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# NEW CARS

# 2021



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## The new Audi A3.

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Official WLTP fuel consumption figures for the Audi A3 Sportback Range in mpg (l/100km): WLTP Combined 34.4 (8.2) – 282.5

Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other vehicles tested to the same technical procedures. These figures may not reflect 02 November 2020. Figures quoted are for a range of configurations and are subject to change due to ongoing approvals/changes. Please consult your Audi Centre for further information.

2. AUTOCAR.CO.UK - 6 JANUARY 2021





(1.0). WLTP CO<sub>2</sub> emissions: 24 – 187g/km.

real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Data correct at Image for illustrative purposes only. Model shown includes optional extras.





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'You could put a car on square wheels and my spine still wouldn't complain'

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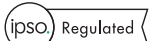


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## "TURNED OUT TO BE ONE OF THE LEAST LIKED CARS IN MY RECENT MEMORY"

STEVE CROPLEY DELIVERS THE FINAL VERDICT ON HIS DEPARTING LONG-TERM TEST CAR **60**

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**NEW CARS 2021**

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# THIS WEEK

### COMMENT

## XJ DELAY FUELS CASTLE BROMWICH CONCERNS



BACK IN JULY 2019, Jaguar Land Rover outlined a transformation at its Castle Bromwich factory that

was to be "the most significant in the plant's history". A huge investment converting it to build electric cars was backed up by a £500 million government loan guarantee.

First up from the new-look Castle Bromwich was to be the all-new Jaguar XJ in 2020. Then Covid hit, causing a pause on all non-essential spending. The XJ was one of the models affected.

Jaguar has said nothing officially since it released a preview image of the XJ in September 2019. The longer the silence on the XJ and Castle Bromwich goes on, the more deafening it becomes. We understand the project remains ongoing, but the number of test mules of the next Range Rover running around the Midlands versus anything else shows you JLR's priorities and how close (or not) an XJ launch is.

Until that happens, speculation about Castle Bromwich's future won't go away. It was the last JLR plant to get up and running after the Covid shutdown and the XE, one of only three models made there (alongside the XF and F-Type), has been taken off sale in the US.

Amid the delays, perhaps there is soul searching as to whether Jaguar needs a lower-volume large electric luxury saloon when there remain problems – but also opportunities – with the more volume end of its range.

**Mark Tisshaw** Editor

[mark.tisshaw@haymarket.com](mailto:mark.tisshaw@haymarket.com)

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# NEWS

## GOT A STORY?

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# New Civic Type R to fly flag for last pure-petrol Hondas

Next-gen hot hatch to get petrol swansong, exempt from firm's electrification plan

**H**onda's plan to electrify its line-up by 2022 won't extend to the next Civic Type R, which will retain a high-output turbo petrol engine, Autocar has learned.

In late 2019, Honda brought forward its plan to offer hybrid or fully electric variants of every mainstream model from 2025 to 2022 due to "the pace of change in regulation,

the market and consumer behaviour in Europe", said Honda Europe's senior vice-president, Tom Gardner.

But that plan will exclude the upcoming Type R version of the 11th-generation Civic, which, when it arrives in 2022, will be one of the last purely petrol-powered Hondas on sale.

An "ultimate high-performance" Type R will

return once again, Honda confirmed during the unveiling of the next Civic in prototype, US-focused saloon form. The standard car will be launched globally in the spring, with UK deliveries expected before the end of this year. The Type R will arrive a few months after that.

With the hatchback bodystyle vastly more popular than the saloon in Western

Europe, it's expected that the Type R will once again be based on the five-door. The outlandish design of the current car will evolve but is unlikely to be toned down too much - and Honda may offer a more subtly styled, wingless Sport Line variant as with the current model. Spy shots of the next-gen Type R support this idea while also revealing

what appears to be a longer wheelbase than today's car to boost passenger space.

Honda promises a "dramatic interior makeover" for the Mk11 Civic. Expect perceived quality improvements and a more mature look and feel, plus substantially overhauled infotainment, since Honda bosses have previously admitted to Autocar that the



US-focused prototype shows new-look fascia



AUTOCAR  
IMAGE





Test cars retain a bold go-faster look but have a longer wheelbase

company is currently behind other firms with such tech.

The usual racy addenda, such as sports seats, red detailing and the signature aluminium gearknob, will mark out the Type R version.

It is expected that the powertrain will be as evolutionary as the model's exterior. A version of the current car's widely praised 'K20C1' 2.0-litre direct-injection turbo four-cylinder is tipped to power the Volkswagen Golf GTI Clubsport rival, albeit with a number of upgrades to boost both performance and efficiency.

Given today's Civic Type R is already approaching the limits of what's possible with a front-wheel-drive car, outright power output may not be substantially greater than the current 316bhp, but we could see improvements

to the engine's turbocharger response and torque delivery.

Technical details of the Mk11 Civic's chassis have yet to be revealed, but major changes to the layout or configuration are not expected.

For the Type R, that should mean a return of the dual-axis strut front suspension, with an advanced limited-slip differential to help control the power coming through the front axle. At the rear, a multi-link set-up is likely to be retained, while adaptive damping will allow the hot Civic to offer greater differentiation between its comfort-oriented and racier drive modes.

Given that the Type R is likely to stick fairly closely to its current brief, a substantial price rise isn't expected, meaning the hot hatch should start from around £35,000.

**LAWRENCE ALLAN**

## TOYOTA GR COROLLA TO AVOID ELECTRIFICATION TOO

Another Japanese maker bucking the electrification trend is Toyota, under its Gazoo Racing banner. Alongside the straight-six petrol GR Supra, it last year introduced the rally homologation special GR Yaris to critical acclaim. It is expected to follow up that car with a hot hatch big brother, the GR Corolla.

Although it has yet to be confirmed and is unlikely to be launched until 2023, Toyota filed a trademark for the GR Corolla name last year. Insiders have told Autocar that such a car will "inevitably" be offered.

A hot Corolla would also allow Toyota to leverage its substantial investment in the bespoke chassis and powertrain used in the GR

Yaris, which makes use of some platform elements from the Corolla. If that is the intention, expect the 1.6-litre three-cylinder turbo unit to return with a similar (and reportedly understated) 257bhp claimed output and a four-wheel drive system with rear-biased torque distribution. Limited-slip differentials on both axles could also be an option.

It remains to be seen if such a car would be priced in line with full-on 4WD hot hatch rivals such as the Golf R, given the high-spec version of the GR Yaris already tops £33,000.

Another direction Toyota could take, to allow the car to compete on price with cars such as the Ford Focus ST, would be to ditch the rear

driven axle and retune the chassis and sophisticated multi-link suspension of the existing Corolla. This would make it slower than its sibling but reduce complexity and boost both profitability and customer affordability.

While some car makers are scaling back their combustion-engined performance operations to avoid CO<sub>2</sub> fleet average fines, Toyota's strong hybrid sales mix has enabled it to reduce its average emissions.

This, Toyota Europe executive vice-president Matt Harrison previously told Autocar, allows it to make more "CO<sub>2</sub>-heavy" cars that serve the brand by adding desirability and performance credentials.



GR Corolla will look to capitalise on the GR Yaris's success and draw on some of its hardware





# Bentley fighting to build Audi-based EV in Crewe

"We must prove we're the best option" for 2025 saloon, says boss



EV is expected to be influenced by the EXP 100 GT concept

## BENTLEY STILL KEEN TO RACE

Bentley will continue to evaluate motorsport opportunities, despite having ended its GT3 programme after 2020.

"For us to never race again would be hard to imagine," said boss Adrian Hallmark. "We will be constantly scanning the racing environment for opportunities. We only really want to do it if it's using renewable tech that's applicable to the road, as the learnings have to be connected, but we'll see what's out there. Watch this space."

Citing Bentley's plan to have an electrified line-up by 2030, Hallmark said: "A 24-hour race for electric cars feels some way off, but relevant technology will always be appraised."



Crewe has now quit GT3

**B**entley's first electric car is likely to be assembled and finished at its Crewe base, but the firm must earn the right to do this ahead of its Volkswagen Group peers, chairman and CEO Adrian Hallmark has revealed.

The luxury EV is expected to be a high-riding saloon based on a bespoke Volkswagen Group architecture codenamed Project Artemis, an Audi-led initiative to develop an advanced EV platform.

As such, it is anticipated that the as-yet-unnamed Bentley's bodyshell would be cast at an Audi facility before being sent to the UK for overall assembly.

"We started building in Crewe in 1936 and we've invested hundreds of millions in infrastructure and certification for electrification, so we have the capability to do it," said Hallmark. "But the important thing to note is that we still have to be competitive and fight to ensure the maximum

possible content for our cars is made in Crewe. We're part of a group, so we must prove we're the best option. But from a brand point of view, it's our mission to ensure everything can be built here."

Hallmark also highlighted potentially closer links with Audi in years to come, noting the Project Artemis underpinnings of the new car.

"We will have more synergies in five to 10 years with Audi in terms of luxury than we do now

with Porsche on sportiness," he explained. "Working with Audi is an opportunity, not a risk."

Working with Audi on the Project Artemis architecture has allowed Bentley to define "what it needs to achieve for us", Hallmark claimed. This is distinct from its current cars, with which "we had to get into engineering largely after the architecture had been done".

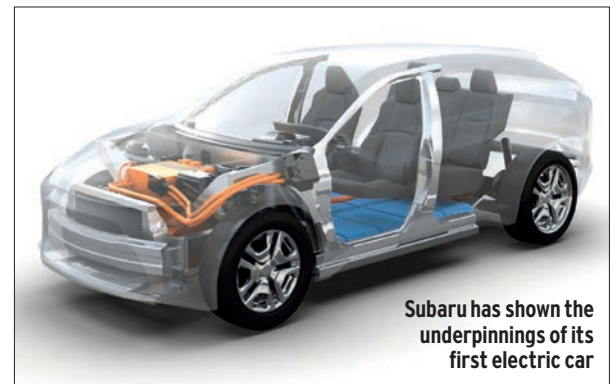
Asked why Bentley is waiting until 2025 - well after most other Volkswagen Group

brands - to launch its first EV, Hallmark said: "Weight is a concern, which is why we've waited. If you look at power density per cubic centimetre five years ago and five years into the future, there has been a rapid evolution of power density but also power management. We build big, heavy cars, and they will be heavier, but improvements will mean even the heaviest car can be a very efficient car."

**JIM HOLDER**

## FIRST ELECTRIC SUBARU IS EUROPE-BOUND SUV

Subaru's first electric car will be an SUV built on a new EV platform shared with Toyota, and it will come to Europe after being unveiled this year. Rumoured to be named the Evoltis, it will share its e-TNGA basis with Toyota's first BEV, a RAV4-sized SUV that will be launched this year. Subaru's EV will be similar in size to its existing petrol-powered Forester. Although slow to the EV scene, the company wants at least 40% of its global car sales to be hybrid or electric by 2030.



Subaru has shown the underpinnings of its first electric car

## LANDMARK RULING IN DIESELGATE SAGA

Software Volkswagen used to control emissions-testing 'defeat devices' has been ruled illegal by a European court. This is set to have a big impact on lawsuits against VW, which had argued the devices stop the "ageing or clogging up of the engine".



## CAPITO IS NEW WILLIAMS F1 TEAM BOSS

The former boss of Volkswagen R will become CEO of Williams F1 next month. Jost Capito, who also led VW to three WRC titles and briefly ran McLaren Racing, said he has "a huge amount of relish" for the task of reviving the struggling team.







Battista was tested at Nardò; Svantesson had to radically alter plans



# How to develop a car in a pandemic

Despite everything, Pininfarina kept working on Battista hyper-EV

**W**hen Automobili Pininfarina set out a development and testing programme for its 1900bhp, 217mph Battista electric hypercar, the disruption of a global pandemic clearly wasn't part of the plan.

But with customers already told that deliveries were due to begin in late summer 2021, the company knuckled down, adapted its programme and forged on with development.

Nine prototypes have now been built, including three dynamic evaluation cars sent to southern Italy for as full an engineering development programme as possible.

"It has been challenging, yes, and things have gone more slowly than we planned," said Automobili Pininfarina CEO Per Svantesson, "but we remain on course for job one in 2021."

The Swede comes across as unflappable and determined - attributes much needed during the pandemic response - and says he has committed up to 17 hours a day to video meetings from his Munich home to keep the Battista project and its 110 staff on track. "My wife brings me meals at my desk and the day moves on," he joked.

The coronavirus couldn't have timed its arrival in Europe better if disrupting the Battista project was the goal. Work was just starting on the first prototype, the test programme was due to step up a level and

a management reshuffle had elevated Svantesson to CEO.

Yet at this critical moment, the supplier network shut down, transport logistics were engulfed in extra paperwork, the workforce needed PPE and Covid-safe working procedures had to be implemented.

Project engineer René Wollmann, who was on the front line of the firm's early response, said: "We had a lot of help from suppliers, sending staff into closed-down warehouses to retrieve the parts we needed so our build could go ahead."

Although Automobili Pininfarina may fashionably be called a 'start-up', its production facility and the highly skilled workforce at the Pininfarina design house's Cambiano headquarters near Turin is well-established, with a decades-long track record of building one-off prototypes and limited-run collector's cars.

With fortuitous timing, a new production line had already been installed before the pandemic, so the prototype build wasn't held back by any factory commissioning delay.

In addition, the Battista is based on carbonfibre underbody, suspension, motor and battery technology made by Rimac, which has saved time on fundamental engineering.

The pandemic pushed back the rival Evija, partly because Lotus is engineering its electric hypercar from scratch and had

to postpone its testing until after the industry shutdown.

Nevertheless, Svantesson conceded that "maintaining social distancing while having technicians on jobs where two people are usually needed hasn't been easy".

He kept his full team at work, resisting any furloughs. "That was about the mental health of the staff," he said. "We thought it better to have everyone in

the office than at home."

When the time came for high-speed testing in October, Automobili Pininfarina had to move swiftly. It had booked Fiat's Balocco track, which was convenient for both its Turin base and Munich engineering centre, but Covid forced that into a temporary closure.

The firm therefore switched to Nardò in southern Italy, about 950 miles from Munich. This posed new logistical difficulties that it addressed by acquiring a fleet of EVs to run a shuttle service for people and parts in place of scheduled flights. "A few times, we tag-teamed drivers for overnight drives between Nardò, Munich and Turin, given that hotels weren't open," said Wollmann.

Some staff needed at Nardò for a long period, like chief test driver Georgios Syropoulos, were put up in apartments

rather than hotels - another detail to keep the programme on course in the Covid era.

Nardò enforced strict Covid-safe regulations, based on the trackside rules adopted by Formula 1, which intensified the day-to-day activity on the Battista testing programme. According to Syropoulos:

"Working around all the PPE rules, social distancing and personnel bubbles made the test track work that bit harder."

This testing combined usual activities such as setting up the springs, dampers, tyres and aerodynamics with the newer discipline of torque-vectoring tuning, via fine control of the Battista's four motors. And at the same time, the programme was run to WLTP homologation standards for providing range and energy efficiency figures.

"We may not have exhaust emissions and a combustion engine to prove out, but this isn't a simple engineering programme. We've been very busy," said Wollmann.

One important omission is hot-weather testing. This hasn't been possible, given the ongoing international travel restrictions, so has been rescheduled for this summer, a few months before the planned start of Battista production.

To hit that deadline will be quite the achievement for a company of relatively modest size and resources.

**JULIAN RENDELL**

“  
It isn't a simple engineering programme. We've been very busy  
”



Syropoulos found Covid-safe working much harder

## SSANGYONG ENDS MITSUBISHI BID

Ssangyong GB has ended discussions over a possible takeover of Mitsubishi's UK operations, meaning the Japanese brand is now an aftersales-only operation here. Ssangyong is in talks to sign up a number of Mitsubishi's dealers, however.



## SAFETY OF VANS COMES UNDER FIRE

Euro NCAP has blasted the "alarming" lack of safety parity between cars and vans, particularly in terms of "life-saving" active technology. A safety rating for vans has been launched with only three of 19 tested receiving the highest rank.





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Biggest supplier of cobalt for EV batteries is DRC

# Fears of EV material shortage

EU highlights that most of its cobalt, lithium and graphite is imported

**P**lans to phase out internal-combustion-engined cars could be scuppered by the location and supply of some key materials required to produce electric vehicles.

Prior to the UK government's announcement of its planned 2030 ban on new ICE cars, the European Commission voiced concerns about the EU's capacity to gather resources in a report called Critical Raw Materials Resilience: Charting a Path Towards Greater Security and Sustainability.

Published in September 2020, it highlighted Europe's lack of natural substances compared with other areas of the world, especially China, which is the biggest supplier of 10 such materials to the EU.

China is the second-largest global producer of cobalt and lithium, both of which are required for EV batteries, accounting for 7% and 37% of their production volumes.

The Democratic Republic of the Congo (DRC) and Chile are the world's biggest producers of cobalt and lithium as well as the EU's biggest suppliers. DRC supplies 59% of global cobalt and 68% of that sent to the EU, Chile a respective 44% and 78% of lithium.

China is the world's biggest supplier (69%) of natural graphite, which is also used in EV batteries, and heavy rare-earth elements (86%) that are used in permanent-magnet motors. It accounts for 47%

of the EU's main supply of the former and 98% of the latter.

The EU has calculated that to meet its targets for EV batteries and energy storage, it will need up to 18 times more lithium and five times more cobalt in 2030 and almost 60 times more lithium and 15 times more cobalt in 2050, all while global demand for rare earths could increase tenfold.

"If not addressed, this increase in demand may lead to supply issues," it said.

The report concluded that "the stakes are high" and suggested the EU needs to "reduce dependency and strengthen diversity and security of supply" in order to secure a broader and more stable access to materials.

While the UK is no longer a member of the EU, it remains dependent on the bloc for access to car components. According to the European Automobile Manufacturers

Association, 14.1 million vehicle parts worth €11.4 billion were imported from the EU's 27 countries to the UK in 2017 - 78.8% of the value of our total parts and accessory imports.

"It just reinforces that we need a mixed market of powertrains," said Nick Molden, CEO of vehicle testing firm Emissions Analytics. "Clean, mildly hybridised internal combination engines, full-on hybrids, some plug-in hybrids, some pure EVs for certain duty classes and hydrogen [fuel cell EVs] as well. We must develop a competitive, diverse market."

Isobel Sheldon, chief strategy officer for Britishvolt's planned battery gigafactory in Northumberland, claimed that China's dominance is primarily due to its extensive refining facilities, as raw materials from other regions are commonly taken there for processing.

She explained: "It's the intermediate processes from

the high-purity metals to what's called the sulphates and the precursor active materials. A lot of that sits in China at the moment [because] they scaled up pretty fast and they've got extremely cheap energy, which drives the cost right down. But it's also extremely dirty."

She added that the industry could reduce its reliance on China by establishing similar facilities elsewhere, saying: "We see an opportunity to completely disconnect our supply chain from China. There's no reason why we can't move the sulphate dissolution process to the UK. That's entirely feasible. And once we do that, we end up with a really short supply chain path."

Sheldon claimed this would allow the industry to better exploit alternative material sources, especially those with smaller geographical and carbon footprints, some of which are located in the UK.

"The DRC isn't the only place you can get cobalt," she said. "Canada is one of them and there are other deposits in Africa. We're digging lithium out of the ground in Cornwall, you can get natural graphite from Norway and Sweden and the best synthetic graphite in the world comes from North Lincolnshire. There are a lot of nickel reserves in Canada and, don't forget, we have Europe's second-largest nickel refinery based in Clydach, south Wales."

**JACK CARFRAE**

MINI PLANS TO keep car production in Oxford "for today" and, despite Brexit, will "run the facility as a normal business as we've done until now", production boss Milan Nedeljkovic has said. However, he admitted that "it will depend on economic changes, and it will depend on how the world is changing". He elaborated: "We don't have any plans right now to change this until, let's say, the circumstances don't allow the manufacturing of cars in the UK."



THE FUTURE OF hot Peugeots depends on the success of the 508 PSE, according to UK managing director David Peel, who countered earlier reports that the GTi badge could return. He said: "We've made it quite clear that PSE is our sports model moving forwards. [The 508] is a test to see whether the market needs something like that. But we definitely want to try to maintain that motorsport, sporty image approach if it's viable. If we do, it will definitely be LEV [low-emission vehicle] based." Back in March, Peugeot boss Jean-Philippe Imparato said the GTi badge "remained important" to the brand and acknowledged its popularity in the UK, suggesting that it could return on the e-208.

ASTON MARTIN'S brand extensions under former CEO Andy Palmer took in everything from submarines to apartment blocks, but the firm intends to be more focused on cars and racing under its new management, according to chairman Lawrence Stroll. "I don't think we'll be doing any more condos," he said. "Just the one block in Miami and that's it..."



EVs are built in the UK and Europe but using imported materials



# UK kit car makers buck trend

Most car firms are battling a pandemic-led sales hit but the kit car scene is booming



More people are fulfilling the dream to build their own car

strong order books. So, in no order of importance, here are seven worth checking out.

## AK Sports Cars

This Peterborough-based, family-run company has been making its glorious AK427 AC Cobra replica since 1991. The firm can build a car for you if you don't fancy doing it yourself and its product is first class. Power mainly comes from General Motors LS V8s, although many other V8s can be used. A more recent launch is the AKSS, a recreation of the iconic Jaguar XKSS from 1957 powered by Jaguar's 4.2-litre AJ V8.

## Gardner Douglas Sports Cars

Located in Grantham, Lincolnshire, Gardner Douglas celebrated its 30th anniversary in 2020. The pandemic certainly hasn't put the brakes on its order book: as with AK's Cobra replica, it will take you a couple of years to take delivery of a GD427. LS V8s are again the usual choice of power these days. Alongside the Cobra replicas, Gardner Douglas also makes a stunning Lola T70 Spyder replica that puts out 450bhp in stock LS3 V8 form.

When the extent of the pandemic lockdown became apparent, understandably there were concerns among the kit car community about the effect it would have on the long-standing industry. Manufacturers, too, were anxious about customers

cancelling orders or not making them at all.

As it turns out, the kit car industry has been one of the few to prosper this year. What actually happened was that we 'garagistas' got busy in our workshops and cracked on with modifications, repairs and builds. People who were

thinking about buying a kit car 'one day' found they had much more time and bit the bullet.

As a result, the industry is currently flat out. Some manufacturers have waiting lists of over two years for fully built cars, and kit packages could take six months for delivery in some cases.

It might surprise you to learn that there are well over 100 kit car manufacturers in the UK, so narrowing down this round-up to seven was extremely tricky. We've omitted household names Caterham and Westfield (which now also produces the popular Chesil Speedster replica), which both also have

## AK SPORTS CARS



AK427 Cobra replica is from a Peterborough-based family firm

## GREAT BRITISH SPORTS CARS



Lotus Seven-inspired Zero can be fitted with a variety of engines

## GARDNER DOUGLAS SPORTS CARS



Lola T70 Spyder replica packs 450bhp in stock GM LS3 V8 guise

## HAWK CARS



East Sussex firm's replicas include this one of the Lancia Stratos

## Great British Sports Cars

GBS is a proper industry success story. It can trace its lineage back to famous 1980s kit car firm Robin Hood Engineering, although it's a separate entity. Its main product is a Lotus Seven-inspired sports car that can be powered by Ford motors, the Vauxhall 'Redtop' and even a Honda S2000 engine. Motorcycle engines or even rotary engines can be specially installed, too. The Nottinghamshire firm will also fabricate all sorts of hardware with CNC machines.

## Hawk Cars

East Sussex-based Hawk Cars has been supplying a range of classic replicas for nearly 40 years. As well as being well known for its 289 Cobra replicas, made in standard or FIA racing forms and with glassfibre or aluminium bodies, it is also the only company to produce an AC Ace replica.

Perhaps its most famed kit, however, is its Lancia Stratos replica, known for its



## MEV



Exocet is based on the Mazda MX-5 and £12k gets a top-spec one

## TRIKING CYCLECARS



Typically, this 360kg three-wheeler has a 120bhp Moto Guzzi unit

appearance on Top Gear. Sales show no sign of slowing down, with a very healthy order book.

## MEV

Gloucestershire-based MEV gives people what they want to build at an affordable price with its Mazda MX-5-based original design, the Exocet. You can build one for well below £10k, although £12,000 will get you a top-spec car.

The company is alone here in not selling turnkeys (fully built cars), although such is the volume of kits it sells every month that it doesn't have the resources to do so.

## Triking Cyclecars

Based in deepest Norfolk and producing its superlative three-wheeler since 1978, Triking has a unique but hugely popular offering, for which the waiting list is approaching three years. Weighing just 360kg, the

modern Triking usually has a Moto Guzzi engine, which, even with a relatively modest 120bhp, makes it feel more than sprightly. A Triking holds its value but, trust me, you won't ever want to sell it.

## Ultima Sports

Gordon Murray, whose firm is using a modified Ultima bodyshell for development of his T50 supercar, said: "I can't believe they're still making them!" Indeed, the Hinckley-based firm is still producing kit-form supercars of a superlative nature. The recipe hasn't changed much, but they've refined and honed it substantially over 35 years.

The latest RS model is described as the fastest, most versatile, stylish and aerodynamic Ultima ever, and I couldn't argue with that.

**STEVE HOLE**  
Editor, TKC (Total Kit Car)

## ULTIMA SPORTS

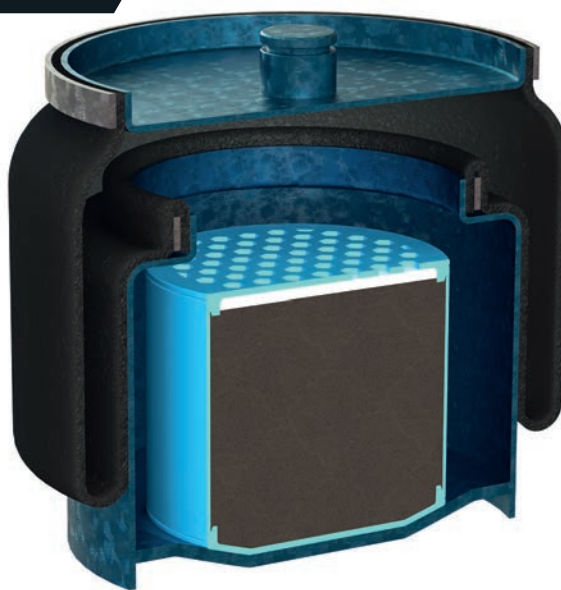


Ultima is good enough for Gordon Murray; this RS is its fastest yet

## UNDER THE SKIN

JESSE CROSSE

# HOW COCONUT SHELLS CAN MAKE A PREMIUM CAR RIDE BETTER



Activated carbon can adsorb six times more air than its own volume.

INGENIOUS IDEAS COME in many shapes and sizes, but when they do, it's often the result of applying some lateral thinking to something that's hiding in plain sight. So it was with Carbon Air, the British materials company, which saw an opportunity to improve the ride quality of air suspension using a material made from coconuts that can be used to enhance the performance of audio system loudspeakers. The material is activated carbon and, apart from coconut shells, it can be produced from other organic sources such as nutshells and wood.

Air springs work, as the name suggests, by using compressed air in a cylinder as a spring. The advantage is that they provide a smoother ride than steel coil springs, with added benefits such as being able to vary the ride height to improve aerodynamics, cover rough terrain and make access to the vehicle easier.

Air springs are extremely effective in premium cars but are still limited by the laws of physics. As the suspension deflects and the air in the spring becomes more compressed, the spring rate rises and the air spring becomes stiffer. A thumb over the end of a bicycle pump demonstrates how this works. Push the plunger in and it's easy at first, but near the end of the throw, more force is needed. Release some of the pressure with your thumb and the feeling of springiness comes back as the volume of air is reduced.

With an air spring, the greater the suspension movement, the stiffer the spring and the harder the ride. Letting air out of the spring isn't an option but there is a way of producing a similar effect and that's what Carbon Air's technology does. Activated carbon inside the air spring can adsorb (as opposed to absorb) air molecules as the pressure is increased, reducing the volume of air inside the spring. Because of that, the compliance of the spring is reduced as the suspension is compressed, giving a much smoother ride through the whole of the suspension travel.

Adsorbing means a layer of air molecules

temporarily adheres to the surface of the activated carbon, rather than becoming soaked up by the material (absorbed). Under a microscope, activated carbon is a massive labyrinth of pores with a huge surface area for the gas molecules to be adsorbed on to. When this happens, the adsorbed air is effectively taken out of the equation as if it has been bled off from the air spring. Except it hasn't.

Carbon Air has patented the idea and licensed it non-exclusively to a major suspension manufacturer that supplies air suspension to Audi. Air suspension-equipped Audi A6s and A7s have it but the technology is also available for licence to any company that wants it.

Carbon Air technology is also being used in mountain bikes and motocross bikes. Talks are ongoing with audio manufacturers for shrinking large bass speakers and woofers without affecting the quality of the sound.

## 3D PRINTING FOR PRODUCTION

BMW is one of a number of manufacturers moving from rapid prototyping of parts using 3D printing to manufacturing actual production components. Lighter 3D-printed metal and polymer parts that would be too complex to make using traditional machining methods have been made for Rolls-Royce cars since the middle of 2020.







# Hurdles ahead for the UK aftermarket

Independents worry about 2023 block exemption renewal and data encryption

**W**hen you hear the word aftermarket, you might think of the workshop down the road where you take your car after its warranty runs out, or perhaps a specialist that tunes imported Japanese cars. Perhaps you think of the technician with a tow truck that dragged you out of trouble that time the car wouldn't start, or you think of the accessory shop on the edge of town with a window display that's always oddly filled with cheap plastic wheel trims.

All of these examples are true, but there's much, much more to the aftermarket. Across the UK, the sector employs more than 350,000 people, and apart from the 25,000-odd general independent garages and one-make specialists, there are tens of thousands of people employed in the complex supply chain of parts and tools. Plus, there are more people than you might think working in component manufacturing, as well as in software engineering.

Every market town has an industrial estate somewhere with three or four trade-only motor factors, usually locked in deadly competition with one another, while that battered-looking accessory

shop probably delivers the majority of its orders directly to local garages and is likely to be a member of a much larger (and possibly international) parts-buying group.

## Behind the scenes

Despite this, it would be wrong to suggest that franchised dealers, if not the vehicle manufacturers themselves, don't work with the aftermarket. In point of fact, your local main dealer may use the aftermarket more than you realise, particularly for jobs that require a lot of specialist tools and knowledge or, crucially, jobs that would fill a ramp in the dealer's workshop that could be more profitably used to carry out routine service and repair jobs.

Complex diagnostic jobs, where the dealer's expensive scan tool doesn't provide a conclusive answer, will often be farmed out to a local specialist. (Tip: odd wiring faults are more often than not down to nesting mice chewing through the loom. There's no fault code for that.)

Glass replacement, which now often includes recalibration of advanced driver assistance systems (ADAS), is regularly done by a specialist third party, as are

minor body repairs and some other 'problem' jobs, such as pulling and testing diesel injectors.

## Block exemption

However, the vast majority of work in the aftermarket takes place away from the dealership. The right to have your car serviced and repaired where you choose is known as BER and has been a right hard won by the sector over decades.

Under BER (correctly known as the Block Exemption Regulations 461/2010), you can have your new car serviced outside of the dealer network. It must be done by a "competent person" working according to the manufacturer's service schedule and using parts of "matching quality" to the originals. The manufacturer is obliged to provide access to repair and maintenance data, both from the car itself via the diagnostics port and to your garage's computer tool, using

tech known as pass-through.

Even then, some people think that their new car is tied to the dealer from which they bought it, at least for the duration of its warranty. And they can't be blamed, because the aftermarket has been spectacularly bad about publicising this.

Even so, main dealers are hardly wild about BER, because the majority of profit on a new car comes from the aftersales service, not from the sale of the car itself. However, the number of people that take advantage and service their new cars outside the dealer network is very small.

Now the aftermarket is pushing to have the regulations renewed in 2023 and the 'right to repair' and access to repair and maintenance information enshrined in law, because it fears being technically locked out of the new generation of cars entirely as manufacturers seek to encrypt the data that's

“  
If these regulations were to disappear, there would be no quick workaround  
”

## UK MARKET STATISTICS

**£21.1bn** Value of the UK aftermarket in 2017. This is predicted to grow to £28bn by 2022 as the UK car parc continues to grow.

**£500bn** Value of the aftermarket worldwide. In the most recent (pre-Brexit) figures available, the UK exported £4.6bn of vehicle parts - just under 1% of the total.

**347,000** Number of UK jobs connected to the aftermarket in 2017. This is predicted to rise to around 400,000 by 2022.

**25,000** Estimated number of independent garages in the UK. The exact number varies, as deciding which business is a 'garage' (as opposed to a vehicle electrician, upholsterer, clutch specialist etc) depends on who's counting.

SOURCES: FROST AND SULLIVAN, SMMT



generated by 'connected' cars – even those that don't contain security information or data that could identify the owner.

"It's a very significant threat, and it's one as independent operators we can't ignore," said Ronan McDonagh, technical director of the European distributors' federation, FIGIEFA. "Once there's encryption, reverse engineering becomes very difficult, if not impossible, from a software perspective."

Previously, it was possible to reverse-engineer vehicle components, even ones that had microchips and were coded to the car. However, all new cars on sale today can wirelessly connect to a central computer for software updates, telemetry information and to inform the authorities of the vehicle's location in the event of a crash. This means that some of the data generated by a vehicle is encrypted, and the aftermarket is concerned that, unless forced not to by law, manufacturers will hide behind the excuse that every system has to be 'secured' and therefore nobody but their agents will be allowed to service them.

Lawrence Bleasdale, director of brake parts supplier Eurofriction and board member of the UK's Independent Automotive Aftermarket Federation trade body, is quite clear on the subject. "These regulations, fought for over many years, have provided independent garages protection and the ability to successfully access newer vehicles, bringing about new skills and standards. If they were to disappear, there would be no quick workaround," he said, adding that these rules are "central to ensuring a level playing field".

At this point, the bodies

## QUOTE OF THE WEEK

“  
If at any point they conclude that's not going to happen, our stock will immediately get crushed like a soufflé under a sledgehammer!  
”

**ELON MUSK, URGING EMPLOYEES TO CUT COSTS BY POINTING OUT TESLA'S SLENDER PROFIT MARGIN**

representing new car dealers have been fairly muted.

Sue Robinson, chief executive of the National Franchise Dealers Association, said: "We will formulate the sector's response [to BER renewal] over the coming months to outline franchise dealers' position."

Mike Hawes, CEO of the Society of Motor Manufacturers and Traders, added: "[Our] position will be to ensure that competition thrives, because that will be of benefit to the consumer."

However, a glance across the Atlantic gives an indication of the coming fight. In the US state of Massachusetts, a vote was recently passed to allow residents similar rights to BER. This was in spite of a \$2 million TV advertising campaign, funded by manufacturers, telling motorists in the most apocalyptic terms that they were to have their identities stolen, be stalked, be harassed or worse if the vote went through. The claims were quickly debunked by cybersecurity experts.

The public ignored the ads and voted to have the right to repair, but the manufacturer coalition is now trying to sue the state and stop the law being

passed. You can expect to see a similar commotion in the UK and Europe ahead of the next BER renewal in 2023.

**The future of the aftermarket**

So what of the future of the aftermarket? As in all parts of the car industry, great change is likely over the next decade.

Aside from the never-ending battle with the manufacturers over the right to repair, electrification poses its own challenges, as does gearing up to calibrate ADAS.

Battery-electric vehicles are actually comparatively simple to work on, although it's a case of things getting worse before they get better, because the current crop of petrol and diesel cars are fiendishly tricky to work on.

It's likely that the number of all-makes service and repair garages will decrease, although one-marque technicians as well as people who specialise in one thing, such as key coding or battery repair, will become more common.

Despite the challenges, though, as long as the public have a desire to own their own vehicles, the aftermarket will be there to keep them safely and efficiently on the road.

**GREG WHITAKER**



# Jim Holder

## INSIDE INFORMATION



At what point do EVs become more eco-friendly than ICE cars?

LATE LAST YEAR, there was a right old rumpus over how much more energy is needed to make an EV than an ICE car and how much more CO<sub>2</sub> is thus pumped into the atmosphere.

A study, backed by a variety of car makers and suppliers, estimated the manufacturing differential required an EV to be driven 48,000 miles before it offset the greater energy used in making it. Prominent EV analyst Auke Hoekstra went back through the figures, calculating everything from manufacturing efficiency to the mix of green energy available, and estimated it to be closer to 16,000 miles.

The car makers – Aston Martin in particular, due to some uncomfortably close links to the source of the report – copped it from every direction, tarred as legacy companies trying to talk down electrification. The Guardian – never a fan of engines – even featured the story on its front page.

It wasn't a great look for anyone involved, but the brouhaha it created risked masking the one point of agreement that is worthy of consideration: making an EV does produce more CO<sub>2</sub> (which, remember, is just one measure of pollution) than making an ICE car. The only way to offset this is to drive them, and in turn how quickly the offset can be achieved is dependent on how the electricity being put into them is produced.

The initial deficit sits almost entirely with the energy requirements of making a battery. Figures from Volkswagen suggest that around 40% of the CO<sub>2</sub> output from EV production is created here – more than twice the amount that comes from the next most intensive processes, making steel (18%), aluminium (6%) and the electric motor (5%), with the rest coming from the creation of everything from plastics to glass.

Car makers are, of course, working to bring this down, pressured by international net-zero goals. So it is that they want green energy to be used at every step, their factories to be more efficient and more. There's no choice, but there's also no doubt that this holistic approach will need time and massive investment to implement.

For what it's worth, by my estimation, 16,000 miles looks like the best-case scenario and 48,000 the worst-case scenario. But the debate rumbles on, and the truth is the figure will keep changing according to extraction techniques, manufacturing methods, energy sources and more.

Maybe, then, the fairest conclusion is this: the average life of a car is eight years and 150,000 miles. Maybe that will reduce if we drive less, but so too will the energy requirements of making and fuelling EVs. From a CO<sub>2</sub> point of view, then, EVs win out.



Many franchised dealers outsource jobs to independents

## AUTOCAR BUSINESS

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# Steve Cropley

MY WEEK IN CARS

Ben Croot, Lego Blower Bentley designer, had a taste of an original one



## MONDAY

Holiday season driving is weird, isn't it? On some days, the roads are unaccountably deserted, and on others they're packed. The trick is picking which is which, and in 30-odd years of trying, I've never managed it. Still, I have recently overcome a foolish prejudice that sports cars are only for good weather – and put away 150 miles or so in my Mazda MX-5, the ex-Tisshaw 15-plate long-termer I've happily owned for four years.

What rewards! Ignore this car for a month or so and you forget how wonderful it is, and how surprisingly snug and practical. Or intrepid, if you're courageous enough to lower the lid. You almost pray for low-grip surfaces so you can enjoy the MX's built-in accuracy and controllability. Sure, there's cleaning to do when you get home, but it's worth it.

## TUESDAY

Remember Ben Croot, the teenager I wrote about last summer who has designed a superb Lego Blower Bentley from scratch and is bidding to have it adopted as a proper, boxed model for production? Early last month, Ben was invited to spend a day at Bentley's own Crewe HQ – to see and ride in their full-sized Blower and meet the team that creates the modern cars. He was blown away, he says.

As I mentioned, Ben's project needs 10,000 recommendations from people like us to proceed. Since he first appeared here, his total has grown from under 5000 to 8000. Now he has six months to gather the remaining 2000 supporters. Will you help? Registering as a supporter requires a bit of grappling with Lego's website (go to the model at [tinyurl.com/y7j5qweh](https://tinyurl.com/y7j5qweh)) but Ben's model is a thing of beauty,

“  
I recently overcame  
a foolish prejudice  
”

and you'll be helping a determined young designer achieve his dream. Please help.

## WEDNESDAY

The bloke came today to collect the Nissan Leaf EV I've been driving for the past few days, and I'm disappointed at its departure. In the past, I've tended to take Leafs for granted because they're ubiquitous – it's often better, commercially speaking, to be a fast follower than a pioneer – but what I've warmed to is the car's practical soul: size, price, capability (this was the long-range 62kWh model) and sweet driving qualities. I'd rather forgotten how logical Nissans are. If you want the time, a clock stares you in the face. If you want a USB port, it's obvious. A seat heater switch requires a one-touch operation. The

## AND ANOTHER THING...

Having had a taste of the hotshoe Toyota GR Yaris, I thought I'd chase a few facts about the size of the waiting list.

No one's saying, beyond admitting that customers and dealers are yelling as never before. The calmest description I heard for the demand was “insane”.



Using a Leaf, like all Nissans, is intuitive

instruments are helpful, not confusing. I could settle down with one of these, no problem.

## THURSDAY

To counter the global blizzard of 'car of the year' awards – all fundamentally boring apart from our own 'different' selections and the hard-headed choices of our colleagues on What Car? – I'm proposing a new concept, a 'car of next year' award. Yes, I know we're a few days into the new year, but I'm hoping you'll cut me some slack. My CONY is the strongly rumoured two-wheel-drive version of Porsche's four-wheel-drive Taycan 4S electric saloon, presumably to be called the 2S. Judging by the differences between a base 911 Carrera and a Carrera 4, the 2S is likely to save you £7000-ish on a 4S (thus starting at around £77,000) and should offer the advantages of less weight and more adjustable handling in extremis, stability controls permitting. I have it on good authority that a 2S will look just like the 4S (ie fantastic), and if it's like every other Porsche I know, a low-spec car will be just as desirable as the rest. Your next Christmas presso, maybe?

GET IN TOUCH

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



# FIRST DRIVES

NEW CARS TESTED AND RATED



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# NISSAN GT-R NISMO

The mighty 2+2 sports car that can devour supercars whole on challenging UK roads has been upgraded to make it even quicker





**I**s this it? This could be it. The end. This is the 2020 Nissan GT-R Nismo, announced in the middle of 2019 and available to us just in time for 2021, and with it, it could be that the R35-generation GT-R will reach the end of the development line. Maybe.

So far, age hasn't stopped Nissan developing the GT-R. But if you're thinking that the relative gains must be getting smaller and smaller by now, then I think you'd probably be right.

But gains there are, and engineers there must be, looking for them, constantly tweaking and evolving everything there is to have from this brutalist sports car even 13 years after they started making it.

The first iteration of this more hardcore Nismo variant arrived in 2015. Nissan then made a series of annual changes to the regular

GT-R, some of which filtered back up to the Nismo later as part of a round of upgrades in 2017, but this is the proper follow-up.

The important thing is that, on the face of it, it's still a big 2+2 coupé with a four-wheel-drive powertrain and complex mechanicals. But here come some technical highlights over the previous Nismo. They are quite niche.

There is one less groove on the Dunlop front tyres – increasing the amount of rubber on the road by 11% – while a new rubber compound is said to be 7% more grippy. The tyre shoulder is more rounded to keep more tyre in contact with the road and, overall, 'tyre cornering force' is up by 5%.

The 3.8-litre hand-assembled twin-turbo V6 engine has new turbochargers, as before taken from the GT3 race car variant, but the race items have clearly been →





### TESTER'S NOTE

Dunlop was Nissan's tyre partner from the R35 GT-R's launch.

Parent company Goodyear has started pushing its Eagle performance tyres harder recently, though. So maybe not next time? MP



It grips better than you might think on cold, damp roads and its four-wheel drive lets you shimmy purposefully towards the corner exit

← improved lately and so have these. They employ 10 vanes apiece, one less than the previous model's, and each vane is 0.3mm thinner. If you open the throttle at 68mph in fourth gear (in manual mode), it says here that this 14.5% reduction in mass and 24% reduction in inertia mean engine response is improved by 20%.

For all the extra apparent response, power remains unchanged at 592bhp. But it has less weight to push around, too, thanks in some part to increased use of carbonfibre. New front and rear bumper and wing

designs are 4.5kg lighter than the previous Nismo's and a new roof saves 4kg and bonnet 2kg.

Then there are lighter wheels (although only by 25g each) and, more significantly, the adoption of carbon-ceramic brakes, of 410mm diameter at the front, between them weighing 16.2kg less than the previous items.

Overall, then, the new Nismo is around 27kg lighter than it was, although that still leaves its kerb weight at 1703kg. It never was a light car and it isn't going to start now.

The dampers have been softened, though, to account for this modest decrease in mass, by some 20% in rebound and 5% in compression, with revised spring rates, too, while the power steering map has been adjusted.

Inside, there is a fantastic suede-ish-covered steering wheel and new Recaro seats that offer brilliant lateral support. The interior got a host of upgrades in 2017, with plenty of carbonfibre on display and some nicely stitched leather. And the retention of analogue instruments

and the presence of plenty of other physical buttons mean that, although visually ageing, it remains more usable than some cars in which controls have migrated to an all-seeing digital system.

The price is pretty modern, mind. In 2015, the Nismo started at around £125,000, which had increased to £149,995 by 2017 and, well, look away now for your 2021 costs. The new Nismo is £180,095.

But, then, it's a supercar, isn't it? Well. I don't know. Supercars have two seats and an engine in the middle and the GT-R is not like that. It's also 1703kg, yet it's not as plush as, say, an Aston Martin, nor as compact as a Porsche 911. It's a car that almost sits in its own class and that's reflected by the way it drives.

It is hard and intense. There are different modes for the dampers, including Comfort, which I think might have been called that as a joke. The GT-R Nismo is not a comfortable car, grumbling over surface imperfections and sometimes when there aren't surface imperfections, either. But it does get better as you go faster.

So, too, does the steering. At normal road speeds, it's quite light and there's a little bit of nothing just off straight-ahead, but then as you steer a few more degrees, a lot happens quite quickly. Disconcerting, but again better if you



GT-R's shape is familiar but those yellow carbon-ceramic brakes, its wheels and the tyres are all new





“  
It all adds up to a car  
that’s very exciting  
but gets more so  
the faster you go  
”

It’s showing its age inside but we have few complaints about its analogue dials, convenient switchgear and supportive seats

go faster, where it’s heavier and less nifty and starts to transmit road feel.

The brakes are good at any speed, but the best pedal feel comes when the discs are warm. Under harder braking, and on smoother roads, the GT-R is less affected by tramlining than it is if you’re driving it mildly.

High-level single-seaters and sports racing cars do this sort of thing to an extreme: if a driver fails to keep the tyres and brakes warm enough, performance and mechanical grip fall away to the extent that tyre grip runs out

before the speed where aerodynamics help it go faster.

The GT-R Nismo isn’t an animal to that extent. It is a 1700kg road-registered car, after all. But similarly, you don’t get a huge amount back going slowly. And on the road at this time of year in the rain, there’s a limit to how warm you can get it.

It’s worth the effort, though. The Dunlop SportMaxx rubber (255/40 R20 at the front and 285/35 R20 at the rear) finds more purchase than you might think, the nose is direct if you bleed the brakes off gently into

a corner, and then the power will shuffle itself around to allow a little rear-biased shimmy on the way out of a bend, which feels very natural and secure.

The engine is mighty, too, revving to the other side of 7000rpm with a vigorous top end and a revised titanium exhaust that rasps rather waspishly when you get there. Not that you’ll be there for long. Second gear runs to the other side of 70mph and third must be good for 100-plus. It’s all right, mother: I didn’t try it.

All of which adds up to a car that’s

very exciting but gets more so the faster you go. It’s not smooth and complete like a 911 Turbo, but it’s not low and glamorous like a Ferrari 488 GTB or Lamborghini Huracán, even though I suspect it’d give either of them a hard time around a circuit. It remains, then, in a class of one, right to the end. An end that will surely begin to heave into view soon, albeit with no let-up in this car’s detailed development or dimming of its unique appeal.

**MATT PRIOR**

[@matty\\_prior](https://twitter.com/matty_prior)



Revised twin-turbo V6 will rev beyond 7000rpm to a vespine soundtrack



### NISSAN GT-R NISMO

It remains hardcore and uniquely rewarding right to the end. Assuming, of course, this is the end?

★★★★☆

<b>Price</b>	£180,095
<b>Engine</b>	V6, 3799cc, twin-turbocharged, petrol
<b>Power</b>	592bhp at 6800rpm
<b>Torque</b>	486lb ft at 3600-5600rpm
<b>Gearbox</b>	6-spd dual-clutch automatic
<b>Kerb weight</b>	1703kg
<b>0-62mph</b>	2.8sec
<b>Top speed</b>	196mph
<b>Economy</b>	19.7mpg
<b>CO<sub>2</sub>, tax band</b>	tbc
<b>RIVALS</b>	Mercedes-AMG GT-R, Porsche 911 Turbo



# RANGE ROVER D300 VOGUE

Entry-level diesel makes its case while undercutting range-topper by almost £100k

Land Rover's all-new mild-hybrid 3.0-litre straight-six diesel engine powers two versions of the full-sized Range Rover: the D350 (which we reviewed a couple of months ago) and this D300, which now becomes the entry-level version of Solihull's biggest, poshest 4x4, in as-tested Vogue trim level.

From here, the Range Rover line-up rockets up to just short of £180,000 for a long-wheelbase 557bhp supercharged V8 SVAutobiography. So what comes as standard on a 'poverty-spec', £83,000 Range Rover in 2021, then? Not cloth trim, 'workout' windows and a VM Motori diesel five-cylinder any more, that's for sure. As well as height-adjustable air suspension and the de rigueur permanent four-wheel drive with low range, there's three-zone climate control, digital instruments, a gesture-controlled powered tailgate and a cooled front armrest cubby for starters. The Range Rover still hasn't received Jaguar Land Rover's very latest Pivi Pro infotainment system, but its Touch Pro Duo system now has Apple CarPlay and Android Auto smartphone mirroring and also gives you a wi-fi hotspot and a digital TV tuner for no extra cost.

This lower-end diesel engine yields 49bhp to the D350 but less than 40lb ft, and in terms of on-road performance it's less than half a second slower to 62mph and a couple of miles to the gallon more efficient.

On the road, there's plenty of accessible performance available. Compared even with the supercharged V8 models, this version



Infotainment gains extra features and it's a wonderful place to sit as you cruise along exploiting the muscular torque



of the car feels really effortless to drive because it so often has all the torque it needs to meet a roll-on performance demand without even needing a downshift. When you do feel the need to work the engine harder, it remains smooth and willing beyond 3500rpm. It isn't exactly sweet to listen to, but it's an awfully long way from objectionable.

Rolling refinement is very good indeed. So distant is the hum of the straight six at cruising revs, with wind noise being very well suppressed as well, that road noise becomes the greatest source of complaint in the car – and it isn't really one anyone would complain about.

Our test car had optional 21in wheels and rode on Pirelli Scorpion Verde all-season tyres and made just a whisper more road hum than the most refined limousines in the world. With the utmost luxury in mind, there would possibly be something to be said for sticking with 20s and the car's standard rubber.

The Range Rover remains a big car with a certain old-school

gentility engineered into its dynamic character: the oversized steering wheel drives a slow-paced rack and the soft ride simply wafts its way down the road. Nevertheless, the car can be driven and placed surprisingly accurately because its controls are so smooth and linear, and so it's a pleasure to glide serenely onward. There also seemed a telling advantage on fine ride control for the D300 compared with a bigger, heavier-engined petrol V8 we tested, the D300 being more level and less disturbed by bigger lumps and bumps on the road than the V8 was.

Land Rover's updates to the interior have kept it feeling surprisingly contemporary, despite being so close to replacement. The firm's glossy touchscreen heater controls integrate very well into the surrounding dashboard design, which is bold and architectural in style. Our test car had a lot of satin chrome and piano black trim, as is so fashionable in luxury cars, but deployed it attractively.

Even in standard-wheelbase cars,

meanwhile, there's enough space in the back for even taller adults to stretch and sprawl a bit, and the visibility of the world outside from all quarters remains genuinely special.

**MATT SAUNDERS**

[@thedarkstormy1](#)

## RANGE ROVER D300 VOGUE

Entry-level Range Rover might very well still be all the luxury car you ever wanted. Refined, genteel, capable



<b>Price</b>	£83,465
<b>Engine</b>	6 cyls, 2997cc, turbocharged, diesel
<b>Power</b>	296bhp at 4000rpm
<b>Torque</b>	479lb ft at 1500-2500rpm
<b>Gearbox</b>	8-spd automatic
<b>Kerb weight</b>	2275kg
<b>0-62mph</b>	7.4sec
<b>Top speed</b>	130mph
<b>Economy</b>	32.5mpg
<b>CO<sub>2</sub>, tax band</b>	228g/km, 37%
<b>RIVALS</b>	Mercedes-Benz GLS 400d, BMW X7 xDrive40d



### TESTER'S NOTE

Range Rover's pillar-like centre stack, with its hewn-from-solid aspect, is all the more impactful with those touchscreen consoles, which create an even sleeker look for it. I'm not the biggest fan of the way those screens work, but they look so good here that I'm not sure I'd change them. **MS**



**TESTER'S NOTE**

Come off the throttle in Normal mode and the car coasts along pretty much at the same speed you came off the throttle at, which is a bit disconcerting. Only going down a hill really causes the car to intervene, unless you put it in Sport mode, which adds in an aggressive level of regenerative braking. **MT**



TESTED 26.11.20, OXFORDSHIRE ON SALE NOW

# SKODA OCTAVIA iV

Comfort-first family hatch gains a longer-range PHEV with a lower price and tax bill

This is the Skoda Octavia that company car drivers have been waiting for: the iV plug-in hybrid, in 'regular' flavour rather than the more potent vRS iV version we drove last month.

And we'll get straight to the iV's killer number: the 43-mile electric-only range, which reduces benefit in kind to just 6%. Thus, the annual tax bill for this SE L hatch model will be less than half that of the cheapest diesel (£649 versus £1336 for a 20% tax payer at the current-year rates).

Given the government's recent ban on petrol and diesel cars from 2030, it's likely more private buyers will now flock into plug-in hybrids, too, as a gateway to an electric car. With fair winds like these, it's no surprise to hear that Skoda expects the new Octavia iV to do very well indeed.

The iV mixes a 1.4-litre TSI petrol engine with an electric motor and a 13kWh lithium ion battery pack, driving the front wheels through a six-speed dual-clutch gearbox. You can have it in hatchback or

estate bodystyles, and in SE L or SE Technology trims at launch.

Thankfully, the Octavia iV does not want for performance in its pursuit of ultimate tax-friendliness. It gets peak outputs of 201bhp and 258lb ft, and defaults to electric-only mode at start-up should there be sufficient charge. Select the hybrid mode and power will be deployed as the car sees fit. On top of that are three driving modes: Eco, Normal and Sport. Eco saps a lot of power and Sport gives you all of it – so much, in fact, that you'll find yourself spinning the wheels with even moderate throttle inputs and not just off the line, so quickly is the chassis overwhelmed.

Best leave it in Normal mode, where you can make smooth but brisk progress and the transitions between electric and hybrid power are almost undetectable. That transition can be a bit more jerky when slowing, and also in stop/start traffic when the battery is depleted. Speaking of slowing, the brakes need a much firmer jab than you initially expect,

which takes some getting used to.

As for that electric range, on a cold winter day we squeezed just over 30 miles out of the battery before it was empty. That is consistent with the roughly 25% drop-off during colder weather of other plug-in hybrids we've tested, so we'd expect a figure closer to 40 miles when the sun comes out again.

Dynamically, this is not a car to engage you. Instead, it's geared more towards comfort and trying to hide as much of the extra weight as possible. The ride is comfortable enough when the road is smooth but it doesn't take too many abrasions on the surface to unsettle the car. Push on and all you'll be met with is body roll and another reminder of that extra weight. 'Gets the job done for its intended purpose' is probably about right to describe it.

The interior is a real high point of the car, though, and feels a big step up in both quality and technology for Skoda. It's comfortable to be in over long distances and nicely laid out,

but those batteries in the boot mean a 150-litre penalty in luggage capacity. The 600-litre boot of non-iV Octavias is reduced to 450 litres here.

The Octavia iV has its quirks yet, for the most part, it's a quiet and comfortable operator, the kind of car you'd think nothing of covering big miles in. Private buyers are still likely to be better served by a petrol version, but if the sums work for you, then the Octavia iV is a car that asks for no major compromise in return. Indeed, it's actually a better car for having less power than the vRS, and much better value too.

**MARK TISSHAW**

[@mtisshaw](#)

## SKODA OCTAVIA iV SE L HATCH

Ticks all the boxes it needs to, and a few more besides. An impressive first electrified Octavia



<b>Price</b>	£32,525
<b>Engine</b>	4 cyls, 1398cc, turbo, petrol, plus 114bhp AC synchronous electric motor
<b>Power</b>	201bhp
<b>Torque</b>	258lb ft
<b>Gearbox</b>	6-spd dual-clutch automatic
<b>Kerb weight</b>	1608kg
<b>0-62mph</b>	7.7sec
<b>Top speed</b>	136mph
<b>Battery</b>	13kWh, lithium ion
<b>Economy</b>	188.3-282.5mpg
<b>Electric range</b>	43 miles
<b>CO<sub>2</sub>, tax band</b>	22-33g/km, 6%
<b>RIVALS</b>	Seat Leon eHybrid, Renault Mégane E-Tech



Full charge is good for about 30 miles in winter (43 miles officially) but the hybrid tech's extra weight tells on a road like this





### TESTER'S NOTE

If you will be regularly cramming 6ft-plus people into the back of your A3, pick the hatchback, as head room is tight in the back of the saloon. **PW**



TESTED 17.12.20. WILTSHIRE ON SALE NOW

# AUDI A3 SPORTBACK 40 TFSIe

New-generation premium hatchback gains a frugal plug-in hybrid powertrain

**N**obody could accuse Audi of scrimping on choice when it comes to the A3. Hatchback or saloon; petrol or diesel; plug-in hybrid with 201bhp or 242bhp; five trim levels; warmed S or hot RS. Save for a dog-friendly Avant in fuchsia, there's something for everyone.

The most recent to launch is this 40 TFSIe Sportback, and the clue as to how this is partly powered lies in the 'e'. Yes, this is the plug-in hybrid, with a 1.4-litre petrol turbo engine making 148bhp and an electric motor adding 107bhp and 243lb ft. All in, it's good for 201bhp and 258lb ft, the latter from a usefully low 1550rpm.

It can do 0-62mph in 7.6sec so isn't quite up there with the Mercedes-Benz A250e, but then that car has more shove, at 258bhp. A truer rival to the A-Class PHEV will arrive later this year in the form of the 45 TFSIe.

The motor remains where it was on the last A3 PHEV: integrated into the dual-clutch gearbox housing. Powering the front axle, either solely or in conjunction with the engine, it

on its own is good for an 87mph top speed and a range of up to 40 miles (our S Line car should manage 37).

The 13kWh drive battery is located under the back seats, but don't go thinking that means the boot floor is at a normal height: the fuel tank has been shoved back there, so the boot remains an adequate but not cavernous 280 litres. Diesel A3s have 380 litres, thanks to a tank-free boot – quite the difference.

Elsewhere inside, it's the clichéd Audi design and build quality. There's a touchscreen, obviously, but there's also a button down by the stubby gear selector that lets you control the volume and skip tracks. The steering wheel controls are far easier, though; maybe the dashboard one is just for your front passenger.

The heater is also controlled with buttons, and the way Audi has crafted the screen, buttons, vents and dials together is lovely. It's a harmonious place to spend time, and you can tell a designer has obsessed over details. Even the door handles look crafted.

The car starts automatically in EV mode. Although the claimed electric range is 37 miles, the display shows only a theoretical 25 with a full battery. Maybe blame the time of year. However, in reality, we managed to eke out a couple of extra miles of EV running, so it wasn't all bad news.

The motor is as you would expect: smooth, full of torque and perfectly happy to live with other traffic up to the national limit. The regenerative braking is strong, but not so much that you can one-pedal-drive this A3. You will have to use the brakes.

It will stay in EV mode under all but the hardest acceleration, and when the engine is running, it does a really good job of filling in the torque gaps. This isn't a slow car, and it feels faster than 201bhp would suggest.

When the battery does eventually go flat, the engine kicks in incredibly smoothly, to the point that you have to check whether the green EV dash light has gone out. So far, so good.

Here's the but: the smoothness of the motor does throw up a few

issues. The first one is road noise. The A3's tyres aren't massive (225/40 R18), but the chunter you hear as the car passes over the UK's broken asphalt is in stark contrast to the whisper-quiet motor.

The same criticism can be levelled at the ride quality. It's not uncomfortable per se, but the suspension bobbles away over sharp bumps – and we all know how many of those we have on our roads.

In isolation, none of these are huge issues. But combined, and given how smooth the powertrain is, they leave this A3 feeling a bit confused as to what it really wants to be.

**PIERS WARD**

[@piers\\_ward](#)

### AUDI A3 SPORTBACK 40 TFSIe S LINE

Largely impressive PHEV set-up and all the usual Audi quality. Harsh ride spoils an otherwise smooth operator



<b>Price</b>	£34,960
<b>Engine</b>	4 cyls in line, 1395cc, turbo, petrol, plus electric motor
<b>Power</b>	201bhp
<b>Torque</b>	258lb ft at 1550-3500rpm
<b>Gearbox</b>	6-spd dual-clutch automatic
<b>Kerb weight</b>	1560kg
<b>0-62mph</b>	7.6sec
<b>Top speed</b>	140mph
<b>Battery</b>	13kWh, lithium ion
<b>Economy</b>	235.4mpg
<b>Electric range</b>	37 miles
<b>CO<sub>2</sub>, tax band</b>	29g/km, 6%
<b>RIVALS</b>	Mercedes-Benz A250e, Volkswagen Golf GTE



Bobbling ride is a demerit; the cabin looks and feels fantastic





TESTED 19.11.20, WILTSHIRE ON SALE NOW

# PORSCHE TAYCAN 4S

Does the entry-level Taycan sell you short or is less still enough and better value?

It seems rather bonkers, at least to my mind, that we today find ourselves in a place where a car that can make as much as 563bhp can be considered 'entry level'.

But in the case of this Porsche Taycan 4S, that's where things get started – well, here in the UK, at least. For what it's worth, this £83,367 electric sports car doesn't always develop that headline figure. It's available only during launch control starts and only if you specify the £4613 Performance Battery Plus – which you absolutely should. Not only does the claimed range jump from 257 to 288 miles, but the combined output of its twin electric motors under regular running rises from 429bhp to 483bhp, too.

Out on the road, that's still more than enough to make the 2.2-tonne Taycan 4S feel unbelievably rapid. A stab of the right foot will catapult it forwards with all the frenetic urgency of a startled moggy. With the same three-chamber air suspension that appears on the mad-dog Turbo and Turbo S models, the 4S remains impressively comfortable, too.



But the Taycan's most impressive party trick is the way it conducts itself when you show the EV a few corners. Its responses are lightning quick and it masks the car's mass in an almost physics-defying fashion. The steering is beautifully weighted and grip levels are exceptionally high.

It's an exceedingly impressive machine. But also one that, on further acquaintance, potentially feels the tiniest bit one-dimensional. You don't interact with it in quite the same way you would a Mazda MX-5,

for example, or even Porsche's own 718 GTS models.

You also have to spend a fair bit extra if you want things such as rear-wheel steering, PTV Plus and the Sport Chrono package, all of which our car had. Along with that uprated battery, these add-ons hike the price to £91,470.

That's expensive. But so is the Tesla Model S Performance (£89,980) and that car can't hold a candle to the Taycan on a good road. So considering that what you're really

getting is the most broadly talented performance EV on the market, that sum looks very good value indeed.

**SIMON DAVIS**

## PORSCHE TAYCAN 4S

Still exceptionally potent but without the extravagant price of the Turbo S. Arguably the best performance EV



<b>Price</b>	£83,367
<b>Engine</b>	Two AC permanent magnet synchronous motors
<b>Power</b>	563bhp (overboost)
<b>Torque</b>	479lb ft
<b>Gearbox</b>	2-spd automatic
<b>Kerb weight</b>	2200kg (est)
<b>0-62mph</b>	4.0sec (est)
<b>Top speed</b>	155mph
<b>Battery</b>	93.4kWh gross, 83.7kWh usable (Performance Battery Plus), lithium ion
<b>Range</b>	288 miles (Performance Battery Plus)
<b>CO<sub>2</sub>, tax band</b>	0g/km, 0%
<b>RIVALS</b>	Audi E-tron GT, Tesla Model S Performance

TESTED 9.9.20, AACHEN, GERMANY ON SALE NOW

# AC SCHNITZER TOYOTA GR SUPRA

Dynamic makeover and extra muscle aim to address this coupé's shortcomings

Despite its many virtues, the £53,035 GR Supra is not the sharpest-handling or quickest sports car you can buy for that money. Toyota may yet remedy that itself, but in the meantime the car's Bavarian roots have left Germany's pre-eminent BMW tuner unable to resist tinkering, and the result is an unambiguous improvement, if also an expensive one.

AC Schnitzer's full and brilliantly

menacing package costs £20,000. However, the salient elements are the 'piggyback' ECU that takes the B58 straight six from 335bhp to 395bhp and from 368lb ft to 443lb ft, and bespoke coil-over KW suspension, which is manually adjustable. The car we drove also had AC Schnitzer's 21in wheels, which are around 3kg per corner lighter than the regular 19in items. Stick to these parts alone and you'll cut your outlay to around

£10k by forgoing the sports exhaust and carbonfibre body addenda.

So what's changed? The standard Supra's initial steering response feels too lively for the body's lethargic roll movements but the sense of that has mostly disappeared. Combine this with greater body control and you've got a car that's faster and more confidence-inspiring, and not only at the limit of adhesion. The dynamic package is simply more coherent, which is handy because with so much more torque, the car feels if not quite BMW M2 Competition quick then at least coat-tails close, and superbly tractable at all times.

The steering weight ebbs and flows a little more naturally, and the brake pedal response is subtly softer and feels less servo-assisted. AC Schnitzer's decision to stick with Michelin Pilot Sport 4S rubber means playfulness hasn't been ritually sacrificed for speed, either.

Overall, the Supra's shift in character to something more steely is enjoyable and convincing, and the fact that the original ECU is retained wholesale means the car can still be serviced by Toyota. Of the

## AC SCHNITZER TOYOTA GR SUPRA

It wouldn't tempt us out of a BMW M2, but AC brings the Supra closer to what it should have been originally



<b>Price</b>	£20,000 (est, plus car)
<b>Engine</b>	6 cyls, 2998cc, turbocharged, petrol
<b>Power</b>	395bhp at 5100-6450rpm
<b>Torque</b>	443lb ft at 3000-3500rpm
<b>Gearbox</b>	8-spd automatic
<b>Kerb weight</b>	1500kg
<b>0-62mph</b>	4.0sec (est)
<b>Top speed</b>	155mph
<b>Economy</b>	na
<b>CO<sub>2</sub>, tax band</b>	na
<b>RIVALS</b>	BMW M2 Competition, Litchfield GR Supra, Porsche Boxster GTS

modifications, the suspension makes most sense to us, not only because it works brilliantly, but also because if it's power you want, reputable British tuner Litchfield will liberate even more from this engine, and for far less than the £4000 AC Schnitzer asks.

**RICHARD LANE**







# BMW 4 Series

Can the car behind the controversial new grille meet a warmer reception?

**MODEL TESTED** M440i xDRIVE

Price £53,865 • Power 369bhp • Torque 369lb ft • 0-60mph 4.1sec • 30-70mph in fourth 5.4sec • Fuel economy 27.2mpg • CO<sub>2</sub> emissions 176g/km • 70-0mph 49.6m



**E**nough time should have passed since the arrival of the latest BMW 4 Series in UK showrooms in October for those who objected to its styling in pictures to have seen the car in three dimensions on UK roads.

So now, as the hostile social media reception is softened slightly by familiarity for some and no doubt set in aspic for others, comes our time to get beyond the styling and interrogate the engineering substance of this car as only the Autocar road test can.

The second-generation 4 Series is, for now, on sale in two-door coupé (codename G22) and two-door convertible (G23) bodystyles, with the four-door Gran Coupé (G26) set to arrive later this year. There's the option of four-cylinder turbocharged petrol and diesel engines and just one six-cylinder motor for the time being. By March, 430d- and M440d-badged straight-six diesels will be available, too, and a full-fat M division M4 won't be much further behind.

The car is, of course, the lower, wider-striding, meaner-looking alter ego of the G20 3 Series that arrived last year. Like the 3 Series, it offers a choice of 'mild-hybridised' engines, but here they complement a car with stiffened, extra-tantalising handling poise and an air of exclusivity about its two-door cabin, the combination of which has been the BMW coupé calling card since the early 1970s.

And rather than any recent forerunner coupé, it's a 1970s antecedent of the 4 Series that BMW's designers were referring to with the new car's oh-so-contentious, upright and in-your-face radiator grille: the Wilhelm Hofmeister-penned E9-generation 3.0 CSi. Read on to find out if the new range-topping M440i xDrive can do justice, on the road and against the timing gear, to such a celebrated ancestor.

## DESIGN AND ENGINEERING



Familiarity has failed to make the Autocar road test jury fans of this car's styling. The new frontal aspect, with its arrowhead bonnet creases and that new grille, is intended to engender a new-found sense of confidence and a refreshed distinctiveness. But it's the deficit of the consistency, simplicity and restraint seen on the best-looking modern BMW coupés that we regretted most. The car's surfaces mix bulbousness and fussiness; its rear quarters lack both proportion and definition; and its Hofmeister kink can only be described as 'absent, presumed missing'.

There is better news for those prepared to look beneath the skin, but even that search requires persistence. To begin with, that this car has grown so much in comparison to the first-gen 4 Series isn't the greatest of omens. It's a significant 128mm longer, as well

## Range at a glance

ENGINES	POWER	FROM
420i M Sport	181bhp	£39,870
420d M Sport	188bhp	£42,440
420d M Sport xDrive	188bhp	£43,990
430i M Sport	255bhp	£44,055
M440i xDrive	369bhp	£53,865
M4 Competition	503bhp	£76,200

## TRANSMISSIONS

8-spd automatic

BMW's 4 Series range consists of two bodystyles and three trim levels, for now at least. Munich's third bodystyle, meanwhile - the four-door Gran Coupé - is expected to join the range later this year.

With most engine options, you can choose between M Sport and M Sport Pro Edition trims. The latter costs a hefty £5000 premium but comes with an exterior styling upgrade and plenty of equipment. Convertible versions are around £5500 more than coupés.

as both wider and taller than the F32-generation car. The last-gen 435i M Sport weighed 1640kg when we tested it in 2013. This new one has hit 1775kg.

For those looking for points of difference relative to the 3 Series, however, there are plenty to find. A lower body profile gives the 4 Series a centre of gravity that is 21mm closer to the ground than that of the equivalent 3 Series, while the chassis gets specific structural reinforcements. The 4 Series also has wider axles than a 3 Series and retuned springs, dampers, mountings and anti-roll bars.

BMW's latest-generation, twin-turbocharged 2.0-litre diesel engine powers the 188bhp 420d. And what that engine has in common with the 369bhp twin-scroll turbocharged petrol 3.0-litre straight six here in the M440i is that they both use a 48V mild-hybrid electrical assistance system for extra efficiency, as well as for the odd hit of up to 11bhp. A 2.0-litre 420i petrol with 181bhp and a 2.0 430i with 255bhp are also available, but neither with the new 48V electrical system.

All versions of the car use BMW's eight-speed Steptronic torque-converter automatic gearbox from ZF, but whereas the four-cylinder models are rear-wheel drive as standard and, in some cases, four-wheel drive as an option, the six-cylinder cars like →



E9-gen 3.0 CSi was a design inspiration



● Oversized, portrait-oriented kidney grille dominates the front end. The pre-war BMW 328 sports car's grille was taller still, of course, but that doesn't mean an updated modern tribute necessarily fits on a compact coupé.



● LED headlights are standard. Blue accents show you've coughed up the extra for BMW Laserlight LED illumination. They do make the car look a bit like it's ready for a drag race of a different kind, though.



● The crisp geometry of BMW's trademark Hofmeister C-pillar has been dispensed with, and the rising beltline meets the roofline at an awkward angle. Have the convertible version and this needn't bother you, of course.



● Swollen form of the rear wing leaves an open expanse of bodywork downwards to the rear wheel arch, which has the opposite effect to the one presumably intended: it makes the stance look weedy.

## We like

- Six-pot petrol auto powertrain's responsiveness and drivability is as good as its first-order pace
- Four-wheel-drive chassis doesn't disappoint for handling appeal

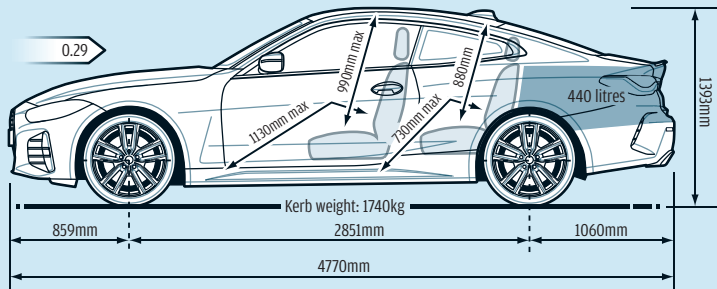
## We don't like

- Lacks the understated visual grace of its predecessors. And then some
- Cheaper 4 Series need the optional adaptive suspension to ride really comfortably

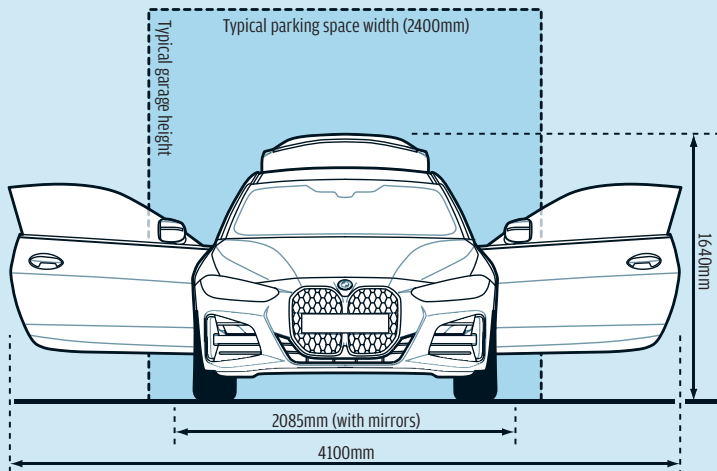


# Weights and measures

## DIMENSIONS

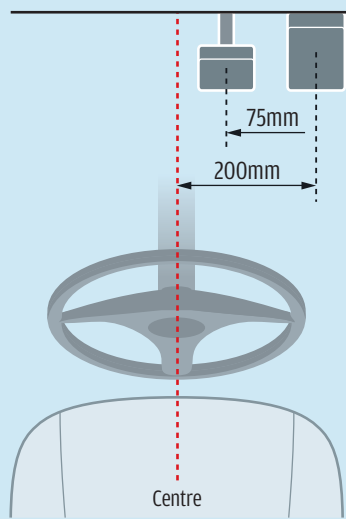


## PARKING



## WHEEL AND PEDAL ALIGNMENT

Ergonomic layout of primary controls is excellent. Slight offset to the right for the pedals is still very comfortable, and you can left-foot brake if you like.



## HEADLIGHTS

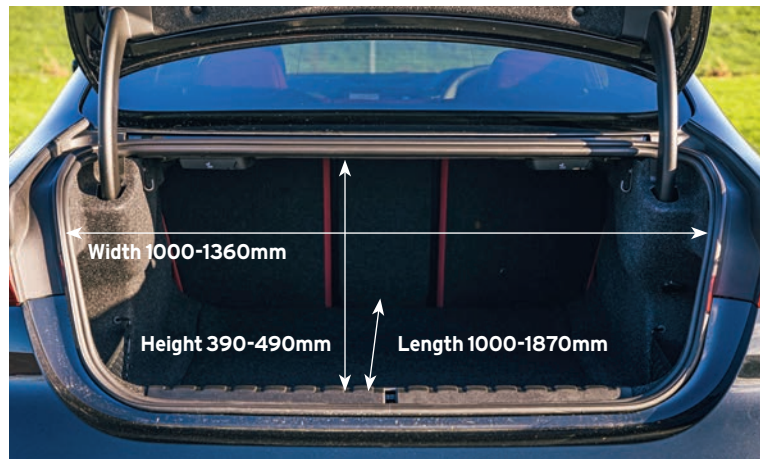
Test car had optional Laserlight units fitted. They offer particularly good range and clarity, if not the outright brightness you might expect.



● Front seats are easy to drop into and blend enveloping lowness with accessibility and decent visibility. They're of a design you won't find in a 3 Series.



● Back row isn't easy to access, even for smaller passengers. The seats aren't uncomfortable, although you'll need to be fairly short of stature to agree.



● Boot is 440 litres before you fold the seats (which drop 40/20/40, handily). That's bigger by a stretch than a Mercedes C-Class coupé's but smaller than an Audi A5's.

◀ this one get BMW's natively rear-driven xDrive four-wheel drive system as standard.

M Sport mechanical specification is the jumping-off point for ownership in the UK, which means most UK cars will come with BMW's stiffened suspension springs and passive 'lift-related' dampers, along with a reinforced frontal structure and variable sports steering. Higher-end engines get BMW's uprated M Sport brakes to boot, and if you go all the way up to either M Sport Pro Edition or M Performance trim levels, adaptive dampers become part of the package. Being an M440i, our test car had the latter, as well as BMW's torque-vectoring rear differential as standard (which can also be added to a 430i or 430d as a cost option).

## INTERIOR



BMW devotees will be well used to the extra-glitzy materials and the technological glare of the firm's current interior design philosophy. The days when the ambient quality and luxury of Munich's cabin treatments were deliberately understated are long gone. Some time ago, the firm decided it needed to take on both Audi and Mercedes in that respect, and it conjured driving environments of readily apparent richness and lavishness. Pretty soon after that, the G20 3 Series got an interior full of boldly hexagonal chrome and high-tech, widescreen wizardry – and that's a treatment the 4 Series now inherits.

It's an interior in which it's very

easy to make yourself comfortable over long distances. It feels expensively hewn and appointed and is broadly easy to interact with and to configure to your liking. The driving position is only marginally lower and more snug than that of a 3 Series. You wouldn't call it sports car low, but then, with ease of access and long-range visibility in mind, neither should it be. The control layout is excellent, with very generous adjustment of the steering column possible. Slightly wide A-pillars impinge on forward visibility to an extent, but only as is broadly common among modern cars.

Instrumentation is all digital, with the rev counter and speedometer displayed around the lateral extremes of an octagonal binnacle screen. The display themes change

with the selected driving mode, but few are as easily readable as they ought to be and none of them provides a simple pairing of circular dials that could be read so easily at a glance. In cars with BMW's optional head-up display, of course, you can never claim to be ill-informed of your road or engine speed, but on behalf of those who like to pare down and simplify what the car is telling you in order to make longer trips less tiring, BMW could still do better.

The 4 Series' rear seats are predictably tricky things in which to berth. You'll need to be under 6ft tall to find enough head room, although leg room is a little less meanly provided. Overall, though, the 4 Series' back-seat accommodation is reasonable enough for occasional use. The ability to fold the rear →





● Like regular series BMWs, the M440i retains these physical drive mode buttons. New 'Adaptive' adjusts chassis and powertrain to suit your driving style.



● Silver and dark-grey switchgear isn't 'classic BMW' but isn't unattractive. Plan view car button with ringed illumination is for disabling driver assist functions.



● 'Analogue' tacho and speedo are like opposed brackets. There is labelling and grading when engine is running but they're still not sufficiently easy to read.



## Multimedia system ★★★★★

BMW's decision to bring the 4 Series to the UK at baseline M Sport equipment level means all cars come with the full-sized digital instrument and infotainment set-ups. They also all feature the firm's Connected Package Professional, which, among other things, delivers wired smartphone mirroring for both Apple and Android systems. Wireless mirroring for Apple handsets comes with the 'enhanced Bluetooth' option that adds wireless device charging. It's £350 on its own, or included as part of the Technology Pack.

The firm's latest 'Operating System 7.0' software is very good. It appeals not only because it looks great and responds quickly but also because you can control it so flexibly - via the familiar rotary input device, or through the touchscreen or by voice control. The modularity of layout of the car's home screen is also great, as is the column of menu shortcuts, which makes the system more easily navigable.





“  
The M440i just grabs the right gear and knuckles down  
”

← seatbacks 40/20/40 is a welcome boost to carrying flexibility, meanwhile, and boot space is good.

#### PERFORMANCE

★★★★★

There is real strength running through the operating character of both the six-cylinder engine and eight-speed gearbox of this car. The combination is a hard one to criticise either for full-throttle power or part-throttle drivability – and it's harder still to cast aspersions once you realise the car will also return better than 40mpg when touring.

A convincing sense of audible mechanical charm is all the M440i really lacks – which perhaps at first sounds like a trifling complaint when weighed against such objective might. But however hard it may be for today's car makers to allow for such things, you expect to be able to hear a BMW straight six working away under the bonnet of a car like

this. But, for various reasons, you just can't hear enough of it in this one.

The engine's power delivery is brilliant in the way it blends ample, accessible turbocharged torque with crispness and linearity of pedal response right across the rev range. It seldom seems at all laggy or boosty and it spins beyond 6000rpm with the freedom and vigour of an atmospheric unit. Of course, it never bogs down at low revs, either. BMW quotes 4.5sec from rest to 62mph for the car. In our hands, on a slightly damp and chilly surface, it hit 60mph in just 4.1sec, which also speaks loudly and clearly of how little there is wrong with the speed of engagement of the torque converter or the efficacy of the four-wheel drive system.

The gearbox is at its best in give-and-take motoring when operating in one of its 'sportier' control regimes. Thus, it sets its downshifts smartly and decisively after a deliberate throttle input, and if the car's 48V

hybrid assistance adds anything to the performance, it may be to the improvement of that part-throttle, roll-on responsiveness, which is very good indeed. Unlike other modern autos, whose many ratios seem like an invitation to swap cogs almost at will, the M440i's gearbox seldom seems hyperactive: it just grabs the right gear and knuckles right down.

There's no escaping how synthesised the car's audible driving experience sounds when you pay it close attention, though. It may be that BMW's latest exhaust system and particulate trap have taken away what genuine mechanical charisma the B58 engine had left, or it may be that BMW has simply turned up the sound effects in an attempt to add more drama.

Whatever the cause, the M440i is left in a place where it will sound inoffensively sporty and authentic enough to those who aren't paying much attention. However, those

who remember so many silken 328i engines over the years are very unlikely to be fooled.

#### HANDLING AND STABILITY

★★★★★

Uproar would probably have broken out in a room full of BMW drivers if told, 20 years ago, that the only way to buy a mid-sized coupé with 'standard' rear-wheel drive and a longways six-cylinder engine from their favourite firm would one day be to buy the M division version.

This 4 Series is the first BMW in its particular model lineage for which that statement is true. And yet it's no sell-out. Although four-wheel drive is clearly part of the equation and has added mass to this car, it doesn't particularly blunt the dynamic appeal, which, as you would expect, remains the defining selling point.

The M440i xDrive is just that little bit more level in its body control and keener in its handling responses than



● M440i's four-wheel drive system adds mass but doesn't dampen the engagement or appeal. The car is stable and sure-footed but also agile and adjustable in corners.



## Track notes

Purposefulness, precision and verve bubble out of the M440i when it's cornered quickly. A measured initial steering response prevents it from diving into bends, then good inherent balance and plenty of lateral grip keep your appointment with the apex and stop the car from washing too wide even when you feed in power.

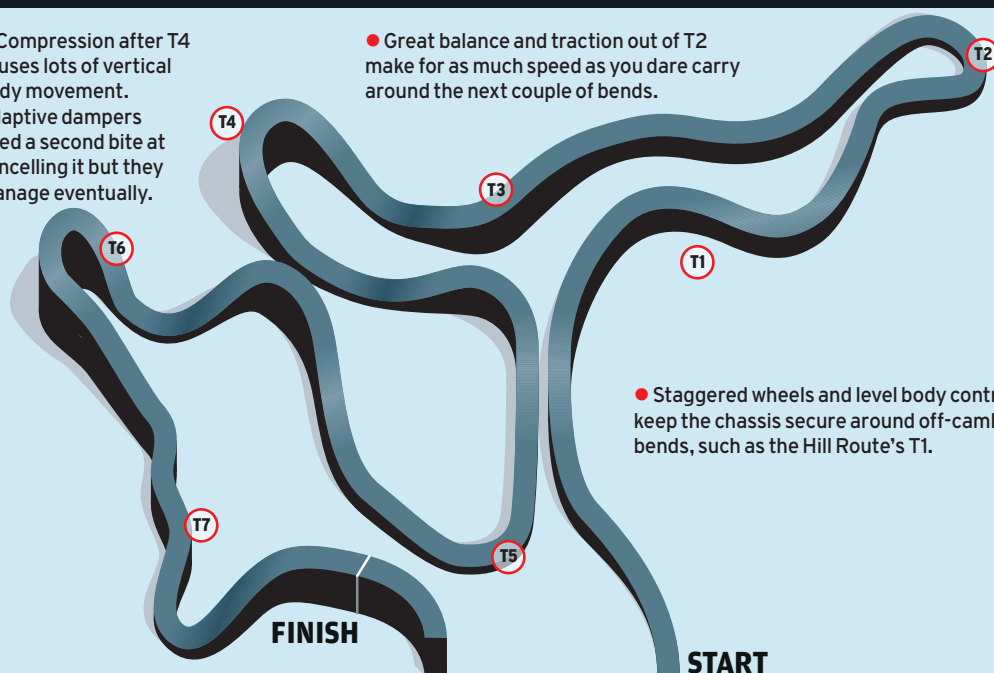
As always, BMW offers fully enabled stability control, dynamic mode and full deactivation - and you don't need to switch it off totally to be given the freedom to move the chassis around on the power. The suspension works the contact patches evenly, and the drivetrain keeps torque at the rear wheels when you're accelerating out of bends, only moving it forwards in any quantity when you're beginning to blend attitude into the car.

Outright vertical body control just begins to come into question over the most testing crests and dips, but composure is quickly restored.

● Compression after T4 causes lots of vertical body movement. Adaptive dampers need a second bite at cancelling it but they manage eventually.

● Great balance and traction out of T2 make for as much speed as you dare carry around the next couple of bends.

● Staggered wheels and level body control keep the chassis secure around off-camber bends, such as the Hill Route's T1.



an equivalent 3 Series, a car that is, let's not forget, the best-handling executive model in its particular niche in any case.

Like all fast BMWs, this one majors on precision at first. And, sure enough, it trades on sure-footed stability and traction in circumstances where its predecessors might be shaking their hips more playfully. But it's composed and compelling, inviting you to engage with the road in a way that few executive cars do. And, unlike other four-wheel-drive executive options, it actually feels rear driven: you can rotate and manipulate the chassis that little bit with power and interact with the handling on a fundamentally more interesting level than many modern cars allow.

That the 4 Series stops narrowly short of sports car-level agility, with its steering filtering more than a purer driver's car would, may disappoint some. But that's indicative of the broader dynamic brief that this

car must serve than any sports car would be expected to meet. Everyday, any-weather usability and effortless high-speed, long-distance touring stability should be any BMW coupé's meat and drink. As they are here.

That's largely thanks to this car's suspension specification - particularly its adaptive dampers, without which other 4 Series we've tested have certainly felt firmer riding and less comfortable, as we'll expand on in a moment. And yet it can also mix it with a front-engined sports car for grip, handling composure and driver involvement.

#### COMFORT AND ISOLATION

★★★★☆

Wider test experience suggests that adaptive M suspension may be crucial to the rolling comfort of the 4 Series. We've tested it before on BMW's passive M Sport dampers and found its ride, both at lower speeds and on slightly uneven UK country

roads, a little restive and excitable.

But the adaptively damped M440i tested here didn't suffer with that problem - not, at least, on A- and B-roads, whose lumps and bumps were dealt with serenely enough. A car such as this will always feel more at home on motorways, at higher speeds and when devouring distance, and this one is no exception. Nevertheless, those who anticipate plenty of cross-country driving ought to go for the suspension upgrade if their budget allows.

Even if you do, you'll find the car's low-speed town ride slightly fussy. It joggles its weight between either side of its axles in a way that would amount to head toss in a taller-profiled car but, even so, it doesn't quite pass unnoticed here.

The car's ride isolation, on 19in wheels and run-flat tyres, is respectable but not outstanding. There are more refined coupés out there for those who want them.

#### BUYING AND OWNING

★★★★☆

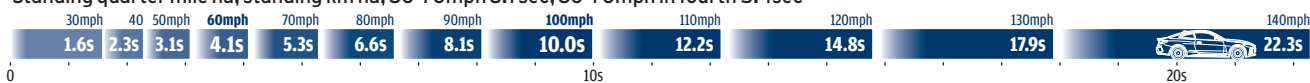
BMW has dangled the entry-level 420i M Sport temptingly just below £40,000. Even our generously endowed M440i xDrive marginally undercut its older Mercedes-Benz and Audi competitors on price. In light of some favourable forecast residual values, the BMW should be competitive on monthly finance.

The 4 Series' standard equipment tally is marginally more generous than that of the 3 Series, but buyers should expect to spend extra on the optional M Sport Pro package (which is the only way to add those adaptive dampers, among other things, from £2300), as well as a few other items. Wireless smartphone charging, premium audio and a head-up display are packaged neatly in the Technology package (£1900) but you can cherry-pick some of those items individually to save a few pounds. →

#### ACCELERATION

##### BMW M440i xDrive (5deg C, damp patches)

Standing quarter mile na, standing km na, 30-70mph 3.7sec, 30-70mph in fourth 5.4sec



##### Audi S4 TDI quattro (2019, 23deg C, dry)

Standing quarter mile 13.2sec at 107.0mph, standing km 24.0sec at 137.5mph, 30-70mph 4.1sec, 30-70mph in fourth 5.2sec

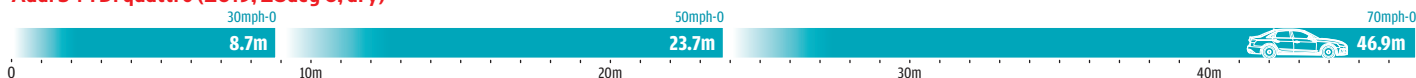


#### BRAKING 60-0mph: 3.01sec

##### BMW M440i xDrive (5deg C, damp patches)



##### Audi S4 TDI quattro (2019, 23deg C, dry)





## BMW M440i xDRIVE

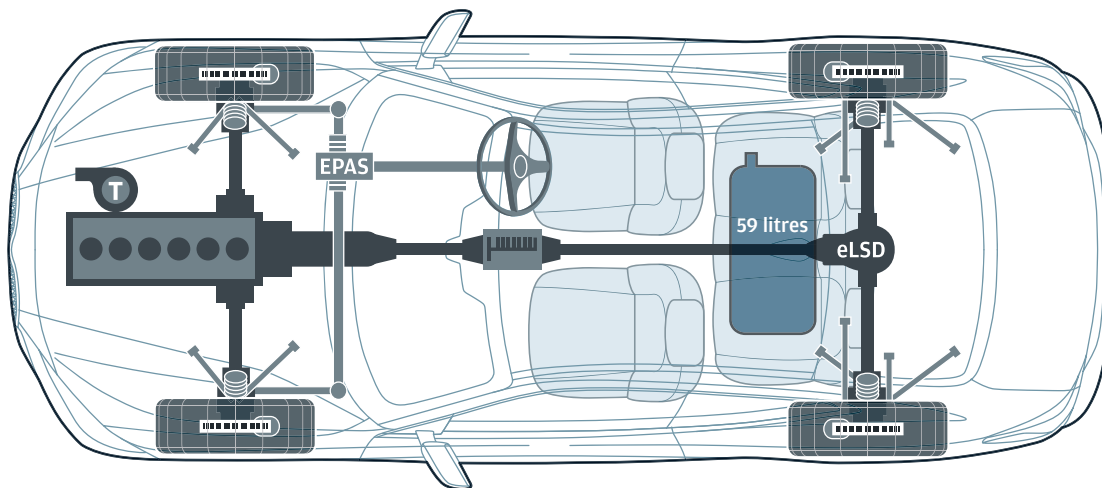
On-the-road price	£53,865
Price as tested	£61,965
Value after 3yrs/36k miles	£23,775
Contract hire pcm	na
Cost per mile	na
Insurance	40/£1002

## TYPICAL PCP QUOTE

**Three years/36k miles, 10% deposit** £878  
At the time of writing, BMW was offering personal finance at less than 3% APR on the 4 Series, which is pretty appealing. The balloon payment after three years is £21.5k. Quote obtained through BMW Financial Services.

## EQUIPMENT CHECKLIST

19in alloy wheels with run-flat tyres	■
M Sport active rear differential	■
Adaptive M suspension	■
Variable sport steering	■
M Sport braking system	■
12.3in digital instrument screen	■
10.3in infotainment system with nav, online services, Spotify music streaming and smartphone mirroring	■
LED headlights	■
<b>Visibility Pack, including BMW Laserlights and high-beam assist</b>	<b>£1500</b>
<b>Technology Plus Pack, including Driving Assistant Professional, head-up display, Harman Kardon audio, wireless smartphone charging</b>	<b>£3650</b>
<b>Shadowline Plus Pack</b>	<b>£500</b>
<b>Comfort Plus Pack, including heated steering wheel, powered bootlid and comfort access</b>	<b>£1950</b>
<b>BMW Individual interior trim, Piano Black</b>	<b>£500</b>
Options in bold fitted to test car	
■ = Standard na = not available	



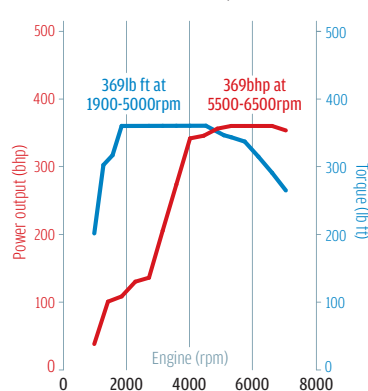
## TECHNICAL LAYOUT

Traditional BMW mechanical layout with a longways-mounted inline six-cylinder engine up front and an automatic gearbox immediately behind it. Clutch-based xDrive four-wheel drive system is natively rear drive and the M440i uses a torque-vectoring active differential at the rear in addition. Weight on the scales was distributed 54% front, 46% rear.

## ENGINE

<b>Installation</b>	Front, longitudinal, four-wheel drive
<b>Type</b>	6 cyls in line, 2998cc, turbocharged, petrol
<b>Made of</b>	Aluminium block and head
<b>Bore/stroke</b>	82.0mm/94.6mm
<b>Compression ratio</b>	10.2:1
<b>Valve gear</b>	4 per cyl
<b>Power</b>	369bhp at 5500-6500rpm
<b>Torque</b>	369lb ft at 1900-5000rpm
<b>Redline</b>	7000rpm
<b>Power to weight</b>	212bhp per tonne
<b>Torque to weight</b>	212lb ft per tonne
<b>Specific output</b>	123bhp per litre

## POWER & TORQUE



## ECONOMY

<b>TEST MPG</b>	<b>Track</b>	13.3mpg
	<b>Touring</b>	44.0mpg
	<b>Average</b>	27.2mpg
<b>CLAIMED</b>	<b>Low</b>	24.8-25.0mpg
	<b>Mid</b>	36.2-36.7mpg
	<b>High</b>	42.2-42.8mpg
	<b>Extra high</b>	38.2-39.2mpg
	<b>Combined</b>	36.2-36.7mpg
	<b>Tank size</b>	59 litres
	<b>Test range</b>	353 miles

## EMISSIONS & TAX

<b>CO<sub>2</sub> emissions</b>	176g/km
<b>Tax at 20/40% pcm</b>	£305/£611

## CHASSIS & BODY

<b>Construction</b>	Steel monocoque
<b>Weight/as tested</b>	1740kg/1775kg
<b>Drag coefficient</b>	0.29
<b>Wheels</b>	8.0Jx19in (f), 9.0Jx19in (r)
<b>Tyres</b>	225/40 R19 93Y (f), 255/35 R19 96Y (r), Bridgestone Turanza TO05 RFT
<b>Spare</b>	None (run-flats)

## TRANSMISSION

<b>Type</b>	8-spd automatic
<b>Ratios/mph per 1000rpm</b>	1st 5.25/5.2 2nd 3.36/8.2 3rd 2.17/12.7 4th 1.72/16.0 5th 1.14/24.2 6th 1.00/27.5 7th 0.82/33.6 8th 0.64/43.0
<b>Final drive ratio</b>	2.81:1

## SUSPENSION

<b>Front</b>	MacPherson struts, coil springs, anti-roll bar
<b>Rear</b>	Multi-link, coil springs, anti-roll bar

## BRAKES

<b>Front</b>	Ventilated discs, size unspecified
<b>Rear</b>	Ventilated discs, size unspecified
<b>Anti-lock</b>	Standard, with EBD, brake assist
<b>Handbrake type</b>	Electronic, via switch
<b>Handbrake location</b>	Centre console

## STEERING

<b>Type</b>	Electromechanical, rack and pinion
<b>Turns lock to lock</b>	2.2
<b>Turning circle</b>	12.0m

## SAFETY

ESC, ABS, DSC, DTC, EBD	
<b>Euro NCAP crash rating</b>	Not tested

## CABIN NOISE

Not tested

## ACCELERATION

MPH	TIME (sec)
0-30	1.6
0-40	2.3
0-50	3.1
0-60	4.1
0-70	5.3
0-80	6.6
0-90	8.1
0-100	10.0
0-110	12.2
0-120	14.8
0-130	17.9
0-140	22.3
0-150	28.1
0-160	-

## ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.6	2.4	-	-	-	-	-
30-50	1.6	2.1	2.7	3.7	-	-	-
40-60	-	2.1	2.6	3.5	4.8	6.3	-
50-70	-	2.2	2.7	3.5	4.9	6.2	9.5
60-80	-	2.5	2.8	3.6	5.2	6.6	10.0
70-90	-	-	3.0	3.8	5.3	7.0	10.1
80-100	-	-	3.3	4.0	5.4	7.6	10.6
90-110	-	-	4.1	4.3	5.9	8.3	12.2
100-120	-	-	-	4.7	6.4	8.9	14.5
120-140	-	-	-	5.6	7.0	10.1	19.7
140-160	-	-	-	-	6.6	-	-
160-180	-	-	-	-	-	-	-
180-200	-	-	-	-	-	-	-

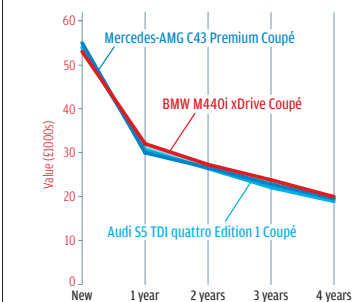
## MAX SPEEDS IN GEAR

1	37mph 7000rpm
2	57mph 7000rpm
3	89mph 7000rpm
4	112mph 7000rpm
5	155mph 6414rpm
6	155mph 5627rpm
7	155mph 4614rpm
8	155mph* 3601rpm

\* claimed

RPM in 8th at 70/80mph = 1626/1859

## RESIDUALS



● Newer BMW is tipped to outperform both of its key rivals for residual value, although the difference isn't huge.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2021, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the M440i, contact BMW Customer Services, Summit One, Summit Avenue, Farnborough, Hampshire, GU14 0FB (0370 5050160, bmw.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

I don't like the way the needles for the instrument dials disappear in some driving modes. You won't always want a digital speedo displayed and some cars won't have the optional head-up display. More simple, readable dials would be very welcome.



RICHARD LANE

Interesting that BMW elected to take the run-flats off the biggest-rimmed 3 Series derivatives but has left them on for the 4 Series. Does that harm the drive? Well, the steering could be more feel-some and the ride just a bit quieter, although neither is a deal-breaker.



## Spec advice

Have a 430i with the M Sport Pro and Technology packages. It'll give you a potent rear-drive coupé with the right suspension spec and a limited-slip diff, all for less than £50,000.

## Jobs for the facelift

- Find a way to get more real engine noise into the cabin. A physical tube to the front bulkhead might be the best way to do it.
- Drop the grille. Don't tweak it. Don't shrink it. Just drop it.
- Would a 445e, using the six-pot PHEV unit from the 5 Series, be possible?



## VERDICT



A rounded, engaging and potent coupé let down only by its looks

**Y**ou wonder if, now that it's an established model line in its own right, the 4 Series could become too successful for its own good. When the last-generation version came along, rumours were rife of 3 Series owners trading up into four-door 4 Series Gran Coupés in big numbers. Some may do the same this time. But given the way this new 4 Series looks, and how BMW has omitted certain options from its powertrain armoury, that outcome looks less likely in 2021 than it was in 2013.

Whatever the motivating factors explaining the styling of this car, it would be a major injustice not to bear witness to its many and various objective qualities. The M440i is a car you could use every day of the year and enjoy on absolutely every journey. It is at once fast and engaging; stable and composed; long-legged and refined; and a rich and luxurious thing in which to travel.

More's the pity, then, that it isn't generally a bit more appealing to the senses – somewhat easier on the eye and sweeter and more charismatic to the ear in particular. We rate this car – but we don't like it as much as we might have.

## ROAD TEST RIVALS

Verdicts on every new car, p74

Price	£53,865	£55,175	£41,145	£62,940	£53,925
Power, torque	369bhp, 369lb ft	385bhp, 384lb ft	361bhp, 376lb ft	457bhp, 384lb ft	342bhp, 516lb ft
0-62mph, top speed	4.5sec, 155mph (governed)	4.7sec, 155mph (governed)	4.7sec, 168mph	4.5sec, 168mph	4.8sec, 155mph
CO <sub>2</sub> , economy	176g/km, 36.2-36.7mpg	221g/km, 29.2mpg	233g/km, 27.7mpg	268g/km, 23.9mpg	180-184g/km, 39.8-40.9mpg

**BMW M440i xDRIVE**

Strong chassis, powertrain and interior deliver class-leading status, even if we're not sold on the looks.

★★★★☆

**MERCEDES-AMG C43 4MATIC EDITION COUPÉ**

Has every bit of the visual allure the BMW lacks. Powertrain is more rough-edged but likeable.

★★★★☆

**KIA STINGER GT-S**

All right, it's a four-door; but given it looks this good, goes this well and costs so little, don't overlook it.

★★★★☆

**LEXUS RC-F**

Brings enticing V8 combustion appeal to the table for not much more than M440i cash. Heavy, but still tempting.

★★★★☆

**AUDI S5 TDI QUATTRO COUPÉ**

Diesel lacks richness in this company. Lacks charm and handling balance of others, too. Big on ownership appeal.

★★★★☆



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# NEW CARS 2021

After the misery of last year, many of you will want to treat yourselves to a new ride. And you will certainly be spoiled for choice, no matter what you fancy, as revealed by our showcase of more than 150 new cars due in 2021

ILLUSTRATION REBECCA STEVENS



BY LAWRENCE ALLAN,  
JAMES ATTWOOD, TOM MORGAN,  
FELIX PAGE, MARK TISSHAW AND PIERS WARD



# KEEPING IT ON ICE

## PORSCHE 911 GT3

“Emotion is the reason people buy a GT3. It’s the enjoyment of driving the car. That’s definitely the main driver: to be driving just for the sake of it.” Not our words but those of Andreas Preuninger, the engineering virtuoso charged with ensuring the next 911 GT3 is both Porsche’s finest yet and a fitting send-off for the naturally aspirated flat six.

Early indications are promising. Our recent first ride in a prototype suggested that a subtle size increase over the previous, 991-generation car has come with minimal dynamic penalty, largely because it hasn’t brought any extra weight with it while the intimidating aerodynamic package has increased downforce by 50%.

The powertrain tweaks are subtler, with output up by only 10%, but given how strict emissions and noise regulations are these days, the fact that this race-derived engine can still be homologated for road usage is in itself cause for celebration. The Mercedes-AMG GT Black Series might not be wearing its Nürburgring lap record crown for long.



### MORE NEW 911s INBOUND



ON SALE JUNE

#### PORSCHE 911 GTS

Sports-suspended GTS will return to bridge the gap between the standard Carrera and the GT. Choose from hard-top, cabrio and Targa bodystyles.



ON SALE JULY

#### PORSCHE 911 GT3 TOURING

The hottest 911 will keep that glorious 503bhp flat-six engine but lose the lairiest elements of its aero pack and make some concessions to comfort inside.



ON SALE NOVEMBER

#### PORSCHE 911 CARRERA T

Lightweight window glass and door pull-straps for the “back-to-basics” 911, alongside lower suspension and optional rear-wheel steering.

ALSO COMING



ON SALE APRIL

#### ABARTH 595/695

The Fiat 500 has been radically transformed, but the hot Abarth versions remain ICE and just get subtle performance tweaks.



ON SALE NOVEMBER

#### ALFA ROMEO GIULIA

Comprehensive mid-life update will bring Alfa’s saloon into line with its new BMW 3 Series and Mercedes-Benz C-Class rivals.



ON SALE DECEMBER

#### ALFA ROMEO STELVIO

Similar revisions will give fresh life to the Stelvio. They are likely to bring mild-hybrid engine tech and infotainment upgrades.



ON SALE JULY

#### ALPINA B4

New BMW 4 Series coupé will receive the same modifications that earned the B3 Touring a five-star road test verdict.



ON SALE APRIL

#### ALPINA B8

Buchloe will turn the BMW 8 Series into a 200mph autobahn weapon with a 600bhp twin-turbocharged petrol V8.



**BIG DISPLACEMENT, PRE-REPLACEMENT**



**ON SALE MARCH**

**FORD MUSTANG MACH 1**

The Mustang Mach-E is a futureproof electric SUV. The Mustang Mach 1 definitely isn't. The fastest pony car yet sold in Europe pairs 1960s-inspired styling with a 454bhp naturally aspirated 5.0-litre V8.



**ON SALE DECEMBER**

**MERCEDES-AMG S63e**

Affalterbach's take on the new S-Class will pack a hybridised twin-turbocharged 4.0-litre V8 good for around 700bhp - and that's in standard form. A following S73e variant will take output past 800bhp.



**ON SALE NOVEMBER**

**CHEVROLET CORVETTE**

The Corvette has undergone its most dramatic evolution in 66 years and is headed to the UK in right-hand-drive form for the first time. The 6.2-litre V8 remains in the C8, but it's now sited behind the driver.

**ONE DECADE OF BRILLIANT ICE CARS LEFT**

It's time, then, to start bidding a fond farewell to the internal combustion engine era, in which we have lived since 3 July 1886 and which will ostensibly enter its final chapter in 2030.

It will be a difficult change for many, but solace can be found in the tantalising array of new metal due in the decade to come, which will get off to a good start in 2021.

The latest Porsche 911 line-up will be expanded at both ends of the spectrum, the Chevrolet Corvette and Ford Mustang will stay true to their V8 roots and BMW and Alfa Romeo will launch delightfully unhinged saloons.

Hybridisation is inevitable, but when electrical assistance can be used to create such engineering marvels as an 800bhp Mercedes S-Class, you can hardly argue that it's "stealing the soul" of our best-loved gas-guzzlers, can you?

Change is on the horizon, but to mope about it would be to miss out on what are likely to be the finest ICE sports cars ever produced.



**TRACK WEAPONS**



**ON SALE APRIL**

**LAMBORGHINI HURACAN STO**

Essentially a GT3 racer with numberplates, the Super Trofeo Omologata version of the Huracán matches the Performante's 631bhp output but weighs 43kg less and has half the driven wheels.



**ON SALE JULY**

**ALFA ROMEO GIULIA GTA**

Alfa's wildest car yet draws 533bhp from a tweaked version of the QV's 2.9-litre V6 and sheds 100kg with the aid of carbonfibre body panels.



**ON SALE APRIL**

**BMW M5 CS**

As if the 616bhp M5 Competition, which can crack 0-62mph in 3.3sec, wasn't quick enough, the Clubsport will turn up the wick with a power hike and track-spec chassis tweaks.

**BEDROOM POSTER HEROES**



**ON SALE FEBRUARY**

**ASTON MARTIN V12 SPEEDSTER**

Ultra-exclusive two-seater, limited to 88 units, was inspired by fighter jets, packs nearly 700bhp and costs £765,000. Its bespoke exhaust system emits a "rousing" soundtrack.



**ON SALE JUNE**

**FERRARI PORTOFINO M**

Entry-level Ferrari gets the Modificata treatment, with its V8 boosted from 592bhp to 612bhp, a new eight-speed automatic gearbox introduced and its styling made "more aggressive".



**ON SALE MARCH**

**MERCEDES-AMG ONE**

We were meant to have seen the One by now, but adapting a Formula 1 hybrid powertrain for use on the road is clearly not without challenges. You can expect a 0-124mph time of around 6.0sec.



**ON SALE MARCH**

**AUDI Q3 TFSIe**

Family SUV will gain a 242bhp plug-in hybrid powertrain that offers an electric-only range of more than 40 miles.



**ON SALE MARCH**

**AUDI Q5 SPORTBACK**

Mid-range high-rider gets the coupé treatment. It will be available from launch with a mild-hybrid diesel engine.



**ON SALE FEBRUARY**

**AUDI Q8 TFSIe**

Packing up to 456bhp from an electrified V6, this behemoth hits 62mph in less than 6.0sec and has a 28-mile EV range.



**ON SALE FEBRUARY**

**BENTLEY BACALAR**

All 12 examples of this ultra-luxurious roadster have been sold for nine times the price of the standard Continental GT.



**ON SALE MAY**

**BENTLEY BENTAYGA PHEV**

Plug-in hybrid option returns for a new-look SUV as Crewe continues to electrify its line-up.



# EVs ON THE RISE

## BMW iX

One of the most hotly discussed cars of last year was the bold centrepiece of BMW's new-era EV line-up: the iX.

The controversially styled rival to the Audi E-tron and Mercedes-Benz EQC has been touted by BMW as a "technology flagship", and as such it represents a radical departure from the i3 that has led the company's electrification drive since 2013.

The five-seat, four-wheel-drive SUV packs up to 500bhp, is able to accelerate from 0-62mph in less than 5.0sec and is claimed to have a range of more than 373 miles.

While comparable in size to today's X5, the iX is said to feel as spacious inside as the seven-seat X7, courtesy of its flat floor, lack of a centre console and predominantly touchscreen-based control panel.

Specifications of any variants beyond the officially detailed range-topper have yet to be confirmed, but each axle can support between 121bhp and 402bhp, hinting at the potential for the line-up to expand at both ends, taking in a lower-powered entry-level iX and more potent, performance-oriented versions.

### THE 'NORMAL' OPTION

The Chinese-built new BMW iX3 is essentially an electric version of the third-generation X3, so it's very familiar, save for its blanked-off grille, aerodynamically optimised wheel designs and blue trim elements.

It uses the same fifth-generation EV powertrain as the iX but swaps the dual-motor set-up for a single unit on the rear axle producing 282bhp and is powered by a 74kWh battery giving up

to 285 miles per charge. The Premier Edition is priced from £61,900, but cheaper variants are set to follow.



ON SALE AUGUST



ON SALE OCTOBER



ALSO COMING



ON SALE MAY

### BENTLEY FLYING SPUR PHEV

PHEV system with 2.9-litre V6 - from Porsche's Panamera - will join V8 and W12 engine options.



ON SALE DECEMBER

### BMW 2 SERIES COUPE

Unique two-door model retains its rear-wheel-drive platform, paving the way for a second-generation M2 sports coupé.



ON SALE MARCH

### BMW 4 SERIES CONVERTIBLE

Fabric roof returns to Audi A5 rival, weighing 40% less than the old folding metal item.



ON SALE NOVEMBER

### BMW 4 SERIES GRAN COUPE

Rear doors boost practicality for 4 Series and will be available on the M4 for the first time.



ON SALE DECEMBER

### BMW i4

Munich is going after the Tesla Model 3 with a 373-mile, 523bhp performance saloon based on the new 4 Series.





**ON SALE JUNE**

**AUDI Q4 E-TRON**  
The first Audi to use the Volkswagen Group's MEB platform will be available in SUV and coupé-like Sportback guises, offering up to 311 miles of range in rear-wheel-drive form. Differences are limited to the Sportback's sloping roof and lower suspension, with each staying faithful to their respective concept cars.



**ON SALE JUNE**

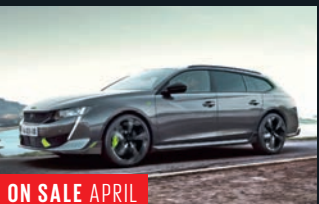
**IONIQ 5**  
Based on the Giugiaro-inspired 45 concept, this will spearhead the new Ioniq EV family and be the first model to sit atop Hyundai's new E-GMP architecture. It marks a break from the styling of the brand's current EVs and is equipped with 800V charging capability for an 80% charge in as little as 18 minutes.



**ON SALE MARCH**

**VAUXHALL MOKKA-E**  
All but unrecognisable from its predecessor, the dramatically styled Mokka will be available in electric guise, powered by the same 134bhp motor and 50kWh battery as its Peugeot e-2008 sibling. Priced from £30,840, the Kia e-Niro rival can cover 201 miles on a charge and features 100kW charging capability.

**HOT HYBRIDS**




**ON SALE APRIL**

**PEUGEOT 508 PSE**  
The 508 PSE is significant not just for being Peugeot's most powerful production car yet but because it's the first model to bear the badge of its new electrified performance brand. Drawing 355bhp from a 1.6-litre petrol turbo engine and two electric motors, it can hit 62mph in 5.2sec and travel for 26 miles on electricity alone. It can be had as a saloon or an estate.



**ON SALE MAY**

**MERCEDES-AMG GT 73 4DR**  
A combined output of more than 800bhp from a twin-turbocharged 4.0-litre V8 and an electric motor will make this the most powerful four-door grand tourer yet made. Its exterior and interior won't differ wildly from the GT 63 S currently on sale, but expect some hybrid-specific design cues to point to its 30-mile-plus electric-only range.



**ON SALE MARCH**

**VOLKSWAGEN TOUAREG R**  
The expansion of Volkswagen's R performance sub-brand continues apace with the introduction of its first plug-in hybrid. The Touareg R uses the same hybridised 2.9-litre petrol engine as the Porsche Cayenne E-Hybrid, endowing it with 456bhp and 516lb ft, but prioritises comfort and refinement over outright punch.

The iX3, iX and i4 form part of BMW's strategy to launch nine new electric cars by 2025. Future additions include an iX1, i5 and i7, each based on a corresponding combustion model, and two new electric Mini models.




**ON SALE MARCH**

**BMW M440d COUPÉ**  
Punchy diesel coupé produces 516lb ft of torque yet manages more than 42mpg, with 48V mild-hybrid tech as standard.



**ON SALE OCTOBER**

**BMW X3**  
Subtle changes for BMW's mid-sized SUV include a revamped front end and updated infotainment.



**ON SALE OCTOBER**

**BMW X4**  
The X3's rakish-roofed sibling will also be facelifted, in order to keep pace with the new Audi Q5 Sportback.



**ON SALE AUGUST**

**CITROEN C3 AIRCROSS**  
Nissan Juke rival takes the lead from the C3 hatchback in gaining more personalisation options and a tweaked front.



**ON SALE JANUARY**

**CUPRA FORMENTOR**  
Entry-level 158bhp turbo petrol model will be followed by plug-in hybrid variant in March, then a 187bhp turbo petrol in April.



# MODERN FAMILY

ON SALE OCTOBER

AUTOCAR IMAGE



## PEUGEOT 308

Peugeot has recently reinvigorated its 208 supermini, but the larger 308 hatchback and estate also remain vital to its fortunes in Europe and other global markets.

The current generation is now overdue a replacement, and that new model's unveiling will take place during the first quarter of this year. It won't arrive in showrooms until the autumn, however.

We're expecting a substantial generational leap for the new 308, which won't just bring the Ford Focus rival up to date with Peugeot's newer models but is

expected to move the game on further, with a fresh look that lays the groundwork for a new design era at the French brand.

Expect new technology to be introduced, too, although the car's platform will be an updated version of the current model's.

Mind you, that platform will enable the first 308 plug-in hybrid. A front-wheel-drive 'mainstream' variant will be offered but, significantly, Peugeot's new PSE division is developing a 300bhp-plus version to rival the latest crop of four-wheel-drive hot hatches.

## DACIA SANDERO: THE CUT-PRICE CLIO

In a world where even a mid-range Ford Fiesta has smashed the £20,000 barrier and a new wave of electric superminis take the upper cost limit of the segment to never-before-seen heights, it's refreshing that Dacia refuses to abandon its value-centric roots.

At £7995, the new Sandero's starting price is still about half that of even the cheapest Fiesta, yet it's now far nicer inside and impressively mature to drive, thanks to the CMF platform from the new Renault Clio.

There are even some 'big car' options this time, but for many the no-frills, back-to-basics approach is what makes Dacia unique these days.



ON SALE MARCH

ALSO COMING



ON SALE JUNE

### DS 9

New low-slung flagship shows that large, posh, French saloons aren't dead just yet. Will offer petrol, diesel and PHEV power.



ON SALE MAY

### FERRARI SF90 SPIDER

Drop-top version of the SF90 Stradale PHEV is the most powerful series-production convertible yet, with 986bhp.



ON SALE MAY

### FIAT 500X

Five-year-old crossover will receive another life-extending update this year, possibly with mild-hybrid engine tech.



ON SALE APRIL

### FORD GALAXY AND S-MAX HYBRIDS

MPVs aren't dead yet, Ford reckons, as it gives its pair an electrified lease of life.



ON SALE JANUARY

### FORD KUGA HYBRID

Ford's popular mid-sized SUV receives a conventional hybrid powertrain, joining the plug-in hybrid model.



ON SALE  
DECEMBER



AUTOCAR  
IMAGE

**VAUXHALL ASTRA**

Vauxhall will benefit from its new parent company, the PSA Group, by sharing development of its new Astra with the Peugeot 308. While both cars are expected to share underpinnings and engines, Vauxhall promises a substantial design differentiation for its hatchback, both inside and out.

ON SALE  
FEBRUARY



**CITROËN C4**

Rather than copy its siblings, Citroën is rediscovering its quirkiness by taking its own route with the new C4. Moving from a hatchback to a crossover design, it uses a different platform to its PSA siblings here to allow an electric version to be sold from the off.

ON SALE  
JUNE



AUTOCAR  
IMAGE

**DS 4**

PSA's upmarket brand is hoping to upset the sales dominance of Audi and Mercedes with the new DS 4. Taking a luxury-focused approach, it will introduce new tech, such as advanced semi-autonomous features, night vision and an augmented reality head-up display.

**GOING TO EXTREMES**



ON SALE  
NOVEMBER

**AUDI RS3 SPORTBACK**

The Mercedes-AMG A45 won't be lonely at the top of the four-wheel-drive mega-hatch tree for much longer, as Audi's storming RS3 Sportback will return for its third generation near the end of the year.

Fans will be delighted to hear that it's set to

keep its warbling 2.5-litre five-pot turbo engine. Power will be boosted to at least 394bhp, and the 0-62mph time will fall below the 4.0sec mark.

Expect to see typically aggressive styling outside and an RS interior makeover, and if a hatchback isn't to your liking, there will also be an RS3 Saloon.

**AND ITS SIBLINGS...**



ON SALE MARCH

**CUPRA LEON**

We've already driven Cupra's new hot hatch in plug-in hybrid form, but purists might be better served by waiting for the up-to-306bhp, solely petrol-powered variant.



ON SALE JANUARY

**VOLKSWAGEN GOLF R**

The class benchmark in sales terms returns. It will one-up the Leon with 316bhp, is yet more focused (but still comfortable) and even offers a drift mode.



ON SALE JANUARY

**SKODA OCTAVIA vRS**

If performance, practicality and value are your core criteria, little touches the Octavia vRS. Both petrol and PHEV variants make 242bhp, plus there's an estate.

**HOT CROSS FUN**



ON SALE FEBRUARY

**FORD PUMA ST**

It was inevitable that when Ford poached the Puma name from its revered small coupé for a new sporty crossover that an ST version wouldn't be far away. Combining its swoopy and surprisingly practical body with the running gear from the truly excellent Fiesta ST meant that Ford couldn't go too far wrong.



ON SALE JUNE

**HYUNDAI KONA N**

While the Puma ST is just around the corner, we will have to wait until the middle of the year for Hyundai's challenger to land in showrooms. The Kona N is the latest spoke in the wheel of the Korean company's fledgling performance brand, and it has its sights firmly fixed on the fun Ford.



ON SALE MARCH

**FORD MUSTANG MACH-E**

Electric crossover reinvents the Mustang for the 21st century. A hot GT version will follow in July.



ON SALE MARCH

**HYUNDAI i30 N**

Hyundai's first hot hatch gains a series of mechanical upgrades in order to offer more rounded appeal.



ON SALE MARCH

**HYUNDAI SANTA FE HYBRID AND PHEV**

Seven-seater goes high-tech with 227bhp hybrid and 261bhp plug-in hybrid powertrains.



ON SALE DECEMBER

**INEOS GRENADIER**

Rugged 4x4 combines the look of the original Land Rover Defender with BMW engines and modern technology.



ON SALE MARCH

**JAGUAR E-PACE**

Jaguar upgrades its smallest SUV with an interior overhaul, updated engines and a new plug-in hybrid option.



# SEOUL MATES

## IONIQ 6

Expected to be revealed towards the end of the year, the Ioniq 6 will become the flagship of Hyundai's new Ioniq brand for electric cars.

The stylish saloon will be heavily based on the swooping Prophecy concept that was first seen early last year and be built on Hyundai's new Electric Global Modular Platform, which has been designed around a long wheelbase and flat floor for maximum interior space. The cabin will be modelled on a "smart living room", with various possible seating configurations.

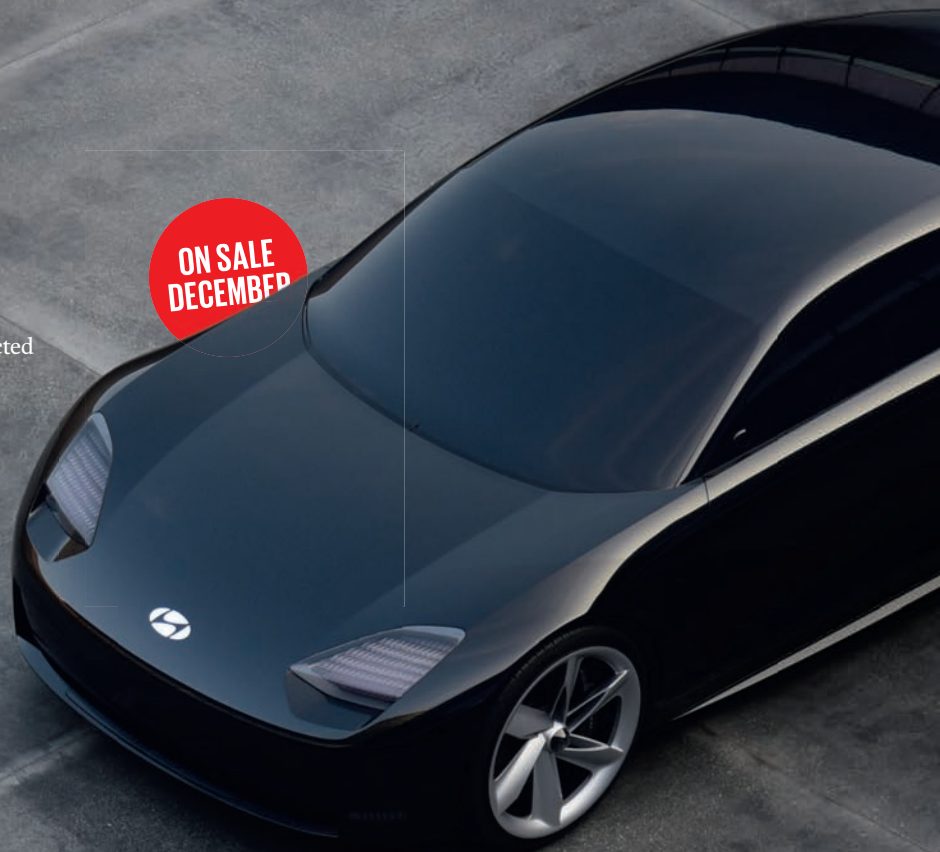
E-GMP-based cars will be rear-wheel drive as standard, with an optional second motor on the front axle for adaptable four-wheel drive. The high-performance Ioniq 6 is likely to use dual motors to deliver a top speed of around 162mph and a 3.5sec 0-62mph sprint time.

Range will vary between models, with

the most capable variants expected to manage more than 310 miles between charges. High-speed 800V charging capability at up to 350kW will be standard and models will be backwards-compatible with existing 400V charging stations.

The Ioniq range will sit separately from existing electric Hyundai models such as the Kona Electric and is due to start with the Ioniq 5 compact crossover in the coming months, and a larger Ioniq 7 SUV is expected to follow in 2024.

Each Ioniq model will have a distinctive and different design, although all will feature the innovative 'pixel' headlights seen on the 45 and Prophecy concepts.



ON SALE  
DECEMBER

ON SALE  
JANUARY



### HYUNDAI TUCSON

Bold looks and a minimalist interior stripped of many physical controls promise to create a more upmarket aura. A diverse powertrain line-up includes mild-hybrid, hybrid and PHEV systems, and while there's no confirmation that things will get spicier than N-Line trim, a hot Tucson N remains a possibility.

ON SALE  
JUNE



### HYUNDAI BAYON

The new entry point to Hyundai's SUV range will sit below the Kona to better compete with the Ford Puma and Toyota Yaris Cross at the affordable end of the spectrum. Underpinnings and powertrains are expected to be shared with the i20 supermini and styling (but not capability) influenced by off-roaders.

ALSO  
COMING



ON SALE JANUARY

**JAGUAR F-PACE**  
An overhauled interior should help Jaguar's family SUV go toe to toe with rivals. A plug-in hybrid will arrive in March.



ON SALE FEBRUARY

**JAGUAR F-PACE SVR**  
Potent supercharged V8 SUV gets a power hike, fresh looks and a technology update as part of the F-Pace's mid-life refresh.



ON SALE OCTOBER

**JEEP COMPASS 4xe**  
Sharing its powertrain with the Renegade 4xe, this plug-in hybrid promises better off-road capability and electric driving.



ON SALE NOVEMBER

**JEEP RENEGADE**  
Updates in line with its Fiat Chrysler siblings bring styling and interior tweaks to 4x4 brand's core European model.



ON SALE DECEMBER

**JEEP WRANGLER 4xe**  
America's Land Rover Defender gains 370bhp plug-in hybrid option that's said to improve on- and off-road capability.



VETERANS GAIN CRUCIAL FACELIFTS



ON SALE JANUARY

**JAGUAR XF**

Tasked with reversing the trend for dwindling saloon sales, the XF has received a major interior overhaul and simplified engine line-up that includes a mild-hybrid diesel for the first time. It has been priced to undercut the rival BMW 5 Series.



ON SALE APRIL

**MINI HATCHBACK**

Hybrid power beckons for the updated Mini so that it can stay competitive with its premium rivals. Visual updates should bring it closer in line with the Countryman, while tech improvements will include the digital instrument display seen in the Mini Electric.



ON SALE FEBRUARY

**VOLKSWAGEN ARTEON**

The addition of updated engines, a plug-in hybrid powertrain and an R performance model to Volkswagen's restyled executive fastback, plus a new shooting brake version, should help it better compete with rivals from Volvo and BMW.



The Prophecy concept gave hints as to how Hyundai will adapt its cars for autonomy in the future - but don't expect its joystick-style steering levers to feature on the production car.

**HYUNDAI i20 N**

Taking inspiration from the successful i20 rally car, Hyundai's eagerly awaited Ford Fiesta ST rival will arrive with a 1.6-litre four-cylinder turbo engine producing 201bhp and 203lb ft.

The hot supermini promises one of the best power-to-weight ratios in its class so will be capable of

0-62mph in 6.7sec and a top speed of 143mph. It sits on a retuned and updated i20 chassis, with larger brakes, an optional mechanical limited-slip differential and a six-speed manual gearbox fitted with rev-matching technology for smoother downshifts.

It may aim to undercut the Ford.

ON SALE MAY



**FIRST RIDE**

We said: "It's a bit less frenetic than the Fiesta ST, but with a medium weight that builds confidence and, as cornering forces increase, gives you something to lean onto. If you do lean on it, the i20 resists understeer well and the rear gets involved, too. You can feel the limited-slip differential at work, just keeping the front end stable, preventing the inside wheel from spinning but nibbling ever so lightly at the steering while it does it - just enough to remind you it's there. This has the makings of a cracking hot hatchback."

ON SALE NOVEMBER



**KIA SPORTS EV**

The first bespoke electric Kia model is as yet unnamed, but we do know the high-riding saloon will be based on Hyundai's new E-GMP platform, meaning a potential range of more than 310 miles and high-speed 800V charging, allowing an 80% charge in as little as 18 minutes from a 350kW rapid charger.

ON SALE DECEMBER



**KIA SPORTAGE**

The Sportage is Kia's best-seller in the UK, but that doesn't mean the brand will be playing it safe for the new version that's due towards the end of the year. A radical design overhaul is promised, along with multiple electrified powertrains, although it's still unclear whether a plug-in hybrid is one of them.



ON SALE MAY

**KIA CEED**

Mild-hybrid powertrains and manual gearbox with electronic linkage promise greater fuel economy for family hatchback.



ON SALE FEBRUARY

**KIA SORENTO PHEV**

Upmarket four-wheel-drive hybrid will make new Sorento one of the few seven-seaters capable of electric driving.



ON SALE FEBRUARY

**KIA STINGER GT S**

Executive saloon's refresh focuses largely on technology. It will now be sold only in hot 3.3-litre twin-turbo V6 form.



ON SALE NOVEMBER

**MASERATI LEVANTE**

Updated SUV will receive a plug-in hybrid powertrain to help it keep pace with Porsche and Land Rover competitors.



ON SALE JUNE

**MAYBACH GLS**

Mercedes' ultra-premium sub-brand has got its hands on the firm's largest SUV, so say hello to the world's plushiest tank.



# THE ITALIAN RENAISSANCE



ON SALE JUNE



## MASERATI MC20

The new Maserati MC20 isn't just a supercar: it's a mission statement. "You need to have something that pulls up the tempo," said company boss Davide Grasso. "You need the crown jewel, the shiny object."

There's no doubt the MC20 is very shiny. In fact, there's probably already a queue of Instagrammers lining up to take pictures of it. But significantly, Grasso promised there's more to it than that: "It can't be something just

to be noticed, because then it becomes crass. This goes back to the roots of the brand, which was born on the circuit to go to the road."

Effectively, the MC20 is designed to relaunch Maserati, to pitch it back into the rarefied premium Italian air after years of muddled machines that have lacked both quality and cachet.

It will be followed by a new mid-size SUV, the Grecale, refreshed Granturismo and Grancabrio

models and a range of electrified powertrains – including, in 2022, an electric MC20.

This year, though, the MC20 arrives with a £187,230 price tag, an all-new, mid-mounted, Maserati V6 producing 621bhp and 538lb ft and a top speed exceeding 202mph. If the handling and performance match that potential, it should be an exciting prospect – and much more than a shiny object.

## ALFA ROMEO TONALE

While its German rivals have been flooding the market with SUVs in recent years, Alfa Romeo has only one. That will change this year with the Tonale, which will rival the likes of the BMW X1. It may be smaller than the Stelvio, but expectations of it are bigger: it's hoped to become Alfa's best-seller. Mixing Italian style with new tech (including a PHEV powertrain), it should stand out.

ALSO COMING



ON SALE FEBRUARY

### MAZDA 6

Large executive saloon is given a mild facelift that's notable mostly for what's being taken out: the diesel engine option.



ON SALE FEBRUARY

### MAZDA CX-5

Mazda's popular SUV is given a minor update in a bid to keep pace with an ever-growing list of rivals in a competitive class.



ON SALE MARCH

### MAZDA MX-30

Mazda's first production EV is a small crossover that looks cool, drives well and is well kitted out – but it has a rather short range.



ON SALE JULY

### MERCEDES CLS

Pedant-bothering four-door 'coupé' is updated with an interior makeover. Its engine range will change too.



ON SALE JANUARY

### MERCEDES S-CLASS

Mercedes' reinvented flagship gains first PHEV option and offers choice of two different rear-steering systems.



ON SALE MARCH



**FIAT 500**

As Coca-Cola discovered in 1985, you mess with a classic formula at your peril. Yet Fiat has taken its only truly successful model, the 500, and reinvented it. The new version of the city car maintains the retro styling, but it's an all-new, electric-only offering, with a 199-mile range and 117bhp. Even with the old petrol model remaining on sale, taking such a radical step with such a popular model is a brave move. So will it be the start of a new era or another New Coke?

**BOLD BRITS**

ON SALE JULY



**McLAREN ARTURA**

The Artura represents a new era for McLaren's entry-level model line, and not just because it has an actual name, unlike its Sports Series forebears. More significantly, the Artura is the firm's first series-production hybrid - or a High Performance Hybrid, as Woking would have it. It will use a new platform and a new V6-based plug-in hybrid system, with all the electrified power being sent to the rear axle.

ON SALE JUNE



**LOTUS 'ESPRIT'**

The Evija is just the start for Lotus. And as spectacular as the 2000bhp electric hypercar should be, it's this follow-up model that will be key to the rejuvenated brand's future. Expect a Ferrari-rivalling, V6-powered sports car built on the Evija's platform with Evija-esque styling and all the lightweight goodness you would expect of a car from Hethel. We understand that it's likely, although not certain, to revive the famous Esprit name.

SOLD OUT



**BENTLEY BLOWER**

Bentley is embracing a bold, electric future, but it's still firmly in touch with its past. Witness the new Blower Continuation, a piece-by-piece recreation of the machines raced pre-war by the likes of Sir Henry 'Tim' Birkin. To make the 12 new models (all now sold for £1.5 million or more), Bentley's Mulliner arm took apart one of the four surviving Blowers to study, scan and recreate every part. It's an audacious, inspiring project: British engineering at its finest.

ON SALE NOVEMBER



**SAYONARA MITSUBISHI: WHY THE JAPANESE FIRM IS QUITTING EUROPE**

Don't expect any new cars from Mitsubishi to reach the UK this year - or in the years to come. The firm has frozen the introduction of products in Europe as it prepares to withdraw from the region in the next two years to focus entirely on its Asian heartland.

If it's an understandable business decision, it's still a sad one. While many of Mitsubishi's models have been middling at best, it has been present in the UK since 1974 and created cars such as the Shogun and rally honed Lancer Evolution. And it

continued to pioneer: it was well ahead of its rivals with the Outlander PHEV, which was perfectly placed to attract buyers seeking government purchase grants and company tax benefits.

But it's hard to argue with the decision. Given Mitsubishi's tiny market share and middling line-up, it's unlikely to be truly missed. Well, unless it somehow quickly revives the Lancer Evo and Shogun...



ON SALE DECEMBER

**MG ELECTRIC HATCH**  
This as-yet-unnamed electric supermini could be one of the most affordable EVs to hit the market in the coming years.



ON SALE JANUARY

**MORGAN 3 WHEELER P101**  
Batch of 33 will be last examples of 3 Wheeler, with new disc wheels and choice of art packs.



ON SALE AUGUST

**NISSAN ARIYA**  
Far more than a 'Leaf SUV', the Ariya has a new platform, bold styling and up to 389bhp to help it stand out from the EV crowd.



ON SALE FEBRUARY

**NISSAN MICRA**  
Supermini gains more standard kit and ditches diesel, with a more efficient 1.0-litre petrol now the sole engine option.



ON SALE DECEMBER

**NISSAN X-TRAIL**  
New version of seven-seater will take styling cues from the new Juke and Qashqai. It's likely to add electrified engine options.



# COMEBACK KIDS



ON SALE  
MAY



With its crucial Juke, Qashqai and X-Trail SUVs updated, Nissan will now seek to heavily streamline its global line-up as part of a bold recovery plan. It has listed crossovers, large SUVs, electric cars and sports cars as its new core segments.

## NISSAN QASHQAI

The Qashqai is without question the most important car Nissan makes from a business perspective, and the third generation of the family SUV will add to the five million examples sold globally to date.

Designed, engineered and built in the UK, externally it will be an evolution of the current car to keep loyal buyers happy, but in all other respects it will be new. It has grown in every dimension to boost interior space, it uses a new, stiffer and lighter platform and, for the first time,

no diesel will be offered. Instead, there's a line-up of mild-hybrid petrols and a new 188bhp e-Power hybrid to boost efficiency.

The new Qashqai even uses composite materials and aluminium in the body to keep weight down. There's also overhauled suspension, while a choice of front- and four-wheel drive and manual or CVT automatic gearboxes will be available. Nissan is claiming best-in-class cabin features and technology alongside a more premium look and feel than ever, too.

## Q&A MARCO FIORAVANTI VICE-PRESIDENT OF PRODUCT AND PLANNING, NISSAN EUROPE

**Why no diesels for the new Qashqai? It was a core powertrain for the old one.**

"We've already communicated our intention to progressively end our diesel offering. E-Power [hybrid] offers much more than a regular diesel: performance, refinement, comparable economy and accessibility."

**Are there any plans for a plug-in hybrid version?**

"It's not something we're offering. We

are very confident that the e-Power can offer better accessibility and cost [than a PHEV], and we're willing to maintain this level of accessibility."

**Is there potential for a performance version, say, with Nismo branding?**

"I can't communicate anything about that, but I am smiling. [The Qashqai] is the key model in Europe, and we're not closing the door. This isn't the end of the story; this is the start."

ALSO  
COMING



ON SALE JUNE

### POLESTAR 2 RWD

New Swedish brand's electric fastback gets more affordable variant with rear-wheel drive and a shorter range.



ON SALE OCTOBER

### PORSCHE MACAN

Hot SUV will be substantially upgraded before the all-electric next-generation version arrives in 2022.



ON SALE JUNE

### PORSCHE TAYCAN CROSS TURISMO

Our favourite electric performance car gets a more practical estate bodystyle.



ON SALE DECEMBER

### PORSCHE TAYCAN GTS

Brilliant electric saloon will gain even more driver appeal with performance-focused GTS variant.



ON SALE MAY

### PORSCHE TAYCAN RWD

Rear-driven, entry-level Taycan features a 79.2kWh battery. Oh, and it has just claimed the drift record for an electric car.





AUTOCAR  
IMAGE

ON SALE  
OCTOBER



**CITROËN, PEUGEOT AND VAUXHALL ELECTRIC MPVs**

The PSA Group's plan to spin electric and ICE models off the same platform is bearing fruit, and its attention has now turned to its fleet-focused, van-based MPVs. The Citroën ë-Berlingo, Vauxhall Combo-e and Peugeot Rifter EV models will use a 50kWh battery and a 134bhp front-mounted motor, promising decent performance and a respectable range of 200 miles.

ON SALE  
NOVEMBER



AUTOCAR  
IMAGE

**TOYOTA GR86**

We haven't seen it yet, but we know the new GT86 - now called the GR86 - is coming this year and will be sold in the UK, unlike its Subaru BRZ cousin. An Autocar affordable driver's car favourite, the new sports coupé will continue to please purists by shunning turbocharging with a new 2.4-litre flat-four engine producing 228bhp. It's based on a Subaru-derived bespoke platform that gives it "near-perfect weight distribution" and has a significantly updated interior.

ON SALE  
DECEMBER



AUTOCAR  
IMAGE

**SKODA FABIA**

Skoda has brought the launch of its new supermini forward by a year, and rightly so, given the current Fabia's platform was first used in 2008. This time, it will share the Volkswagen Group MQB AO underpinnings with the latest Volkswagen Polo, with an overhauled interior, more space and enhanced technology expected. It won't be electrified initially, not even mildly, to keep it in line with its affordable ethos. There won't be any diesels either.

Qashqai is expected to have new Juke-inspired styling



ON SALE JANUARY

**RADICAL SR10**

Extreme track racer becomes more usable, swapping its V8 for a 425bhp Ford Ecoboost. It won four stars from us.



ON SALE AUGUST

**RENAULT ARKANA**

French brand takes aim at the Cupra Formentor with coupé-styled Captur relation. Offers turbo petrol or hybrid power.



ON SALE NOVEMBER

**ROLLS-ROYCE GHOST BLACK BADGE**

New junior Roller is in line for menacing Black Badge edition, meaning more power is likely.



ON SALE AUGUST

**SEAT ARONA**

Popular compact crossover receives a mid-life revamp, with enhanced interior technology expected.



ON SALE AUGUST

**SEAT IBIZA**

Expect an updated interior and a fresh new look for Martorell's take on the Volkswagen Polo.



# NEW-LOOK JLR

## RANGE ROVER

So much is up in the air at Jaguar Land Rover at the moment around future product plans. Under new CEO Thierry Bolloré, a leaner portfolio of models is set to emerge, and the rapid expansion of all different shapes and sizes of SUVs in particular will end as the company instead focuses on its core – and highly profitable – models.

One of those will be the Range Rover, which will retain its role as the flagship of the Land Rover range. An all-new model is due this year as the first car to use JLR's MLA platform, which will ultimately underpin everything bigger than the Evoque.

A huge investment, MLA can house petrol, diesel, hybrid and fully electric

powertrains, all of which will emerge on the Mk5 Range Rover's watch. Up first will be petrol and diesels in mild-hybrid and plug-in hybrid forms. An electric version isn't due for some time yet, although it's understood to be a priority for Bolloré ahead of any stand-alone Range Rover EV model that had previously been planned.

Don't expect any great departure in the styling, more a refined look honed under Gerry McGovern before his recent promotion to a group design role. An ever-more luxurious interior is a given, too, as are more potent and plusher versions from JLR's Special Vehicle Operations using a BMW-sourced V8 engine.

AUTOCAR  
IMAGE



A new tie-up between Jaguar Land Rover and BMW means the hot Range Rover Sport will be available with the same 4.4-litre V8 that powers Munich's most potent performance offerings, giving up to 625bhp in the M8 Competition.

ON SALE  
DECEMBER

ALSO  
COMING



ON SALE JULY

**SEAT TARRACO PHEV**  
Pandemic-delayed plug-in hybrid large SUV comes with 242bhp and an electric-only range of more than 31 miles.



ON SALE MAY

**SKODA ENYAQ iV**  
The Enyaq iV crossover is Skoda's first bespoke electric car. The standard model gets 177bhp and a 242-mile range.



ON SALE NOVEMBER

**SKODA KODIAQ**  
New interior technology and subtle styling changes are planned as part of a mid-life facelift for this seven-seater.



ON SALE APRIL

**SKODA OCTAVIA 4x4**  
The new-generation Octavia family will continue to expand, this time with a four-wheel-drive version.



ON SALE JANUARY

**SKODA OCTAVIA iV**  
The first-ever hybrid Octavia attracts a BIK tax rate of just 6%, thanks to its impressive 43-mile electric-only range.



ALSO COMING...



ON SALE MARCH

**RANGE ROVER VELAR**

The Velar's exterior looks certainly weren't broken so haven't been fixed. Inside, JLR's new Pivi and Pivi Pro infotainment systems have been added, but the big changes come under the bonnet: the engine range is completely overhauled. Most notable is the new P400e plug-in hybrid.



ON SALE MARCH

**LAND ROVER DISCOVERY**

The third-generation Discovery's polarising asymmetrical rear end hasn't been fixed with this facelift; a bold call, you might argue. Another curious omission from this facelift is a plug-in hybrid powertrain, which makes the Discovery the only Land Rover without such an option. Mild-hybrid tech is added, however.



ON SALE MARCH

**LAND ROVER DEFENDER P400E**

Plug-in hybrid tech means so much more to the Defender than a mighty 398bhp and 27 miles of electric-only range. Land Rover says the P400e will be the most capable off-road version of the 4x4, due to the greater control and torque offered by its electric motors.

**MERCEDES EQS**

The expansion of the Mercedes range will push the total number of models past 50, boosted further by the new EQ family of electric cars, which includes an EQS. Think of the S-Class as an EV and you're well on the way already to working out the crux of it.

A range of 435 miles is being targeted alongside performance to rival the Porsche Taycan. Mercedes boss Ola Källenius has also claimed the EQS will "set the benchmark" in terms of luxury, comfort and safety. However, the growth of Mercedes' range has peaked; last March, R&D boss Markus Schäfer told us that after the roll-out of its range of EVs, "we are definitely reviewing our current line-up. The idea is to streamline: taking car variants out but also platforms, powertrains and components."



ON SALE NOVEMBER

CARS IT NEEDS TO BEAT



ON SALE MAY

**AUDI E-TRON GT**

There are worse things to be than a Porsche Taycan with Audi badges, as our first test in a prototype revealed. It gets 646bhp at launch, plus a scary ability to hide its 2.3-tonne weight.



ON SALE TBC

**JAGUAR XJ**

Are you there, XJ? There's still no sign of the electric saloon, despite Jaguar starting a teaser campaign leading up to its launch. Some reports suggest it's on ice. The silence is becoming deafening.



ON SALE MAY

**TESLA MODEL S PLAID**

Tesla has given the Model S more power, as if that were needed. The addition of a third motor creates the Plaid, with 1100bhp, a sub-2.0sec 0-60mph time and a 200mph v-max.

THE THREE-POINTED STARS COME OUT



ON SALE MARCH

**MERCEDES C-CLASS**

The new C-Class majors on hybrid variants, thanks to its new 48V architecture. Saloon, estate, cabriolet, coupé and new All-Terrain versions are all planned, alongside a radical four-cylinder AMG hybrid.



ON SALE DECEMBER

**MERCEDES SL**

The SL is back, but not as we know it. It will switch from being a roadster to more of a sports car, deriving its underpinnings from the AMG GT. The convertible roof will switch back to fabric from the current metal top.



ON SALE MAY/NOVEMBER

**MERCEDES EQA/EQB**

The electric EQA is closer to the GLA than the A-Class. Its range will be about 250 miles and it will cost from around £35,000. Its EQB sibling will in turn be more GLB than B-Class. Mercedes has plans for 10 EQs in total.



ON SALE JULY

**MAYBACH S-CLASS**

Mercedes' answer to the Bentley Flying Spur uses a 496bhp V8 or a 603bhp V12 to propel all 5.5 metres of it. Its design may be divisive, but those in the rear will be so pampered that they won't care a jot.



ON SALE APRIL

**SUZUKI JIMNY COMMERCIAL**

Baby 4x4 returns after a brief hiatus as a two-seat van. Its cute looks remain, thankfully.



ON SALE MARCH

**TOYOTA HIGHLANDER**

Vast new seven-seat SUV shares plenty of DNA with the Camry saloon. It gets hybrid power and four-wheel drive.



ON SALE JANUARY

**TOYOTA HILUX**

Substantial update for go-anywhere pick-up includes the introduction of a 201bhp, 369lb ft diesel engine.



ON SALE APRIL

**TOYOTA LAND CRUISER**

The new 2.8-litre turbodiesel unit from the Hilux also makes it into the Land Cruiser SUV.



ON SALE AUGUST

**TOYOTA MIRAI**

The car of the future just got a whole lot more appealing. A hydrogen-fuelled EV, the Mirai is as clean as cars get.



# DRIVER'S CARS EVOLVE AGAIN

## CUPRA EL-BORN

With an 'e-boost' mode and a unique sporting chassis set-up, it's clear that Cupra is pitching the El-Born at the sportier end of the electric hatchback market. The first electric Cupra will also show how Seat's premium sibling brand will pitch future electric performance models.

It was originally destined to be a Seat, but the El-Born will appear only in sporty Cupra form.

Details remain scarce ahead of the launch in late 2021, but we know it will run a 77kWh battery (82kWh gross) that sends power through a single rear-mounted electric motor.

The hot hatchback's 0-62mph time remains a closely guarded secret, but a 0-31mph time of 2.9sec has been quoted. For reference, the concept promised a 0-62mph time of 7.5sec from a 201bhp motor. That's on par with the closely related Volkswagen ID 3.

ON SALE  
NOVEMBER



ALSO  
COMING



ON SALE MARCH

**TOYOTA RAV4 PHEV**  
Quickest alternatively fuelled Toyota yet sends 302bhp to all four wheels and has 46 miles of electric-only range.



ON SALE MAY

**TOYOTA YARIS CROSS**  
Jacked-up Yaris is designed to take on the Ford Puma. Unusually, the hybrid will have four-wheel drive.



ON SALE SEPTEMBER

**VAUXHALL GRANDLAND**  
Large SUV will follow the Corsa and Crossland in gaining the dramatic new Vizor front end.



ON SALE JANUARY

**VAUXHALL INSIGNIA**  
Facelifted and with a range of updated petrol and diesel engines, this executive saloon remains Vauxhall's flagship.



ON SALE APRIL

**VAUXHALL MOKKA**  
Interesting-looking new SUV's engines range from characterful turbo triples to a four-cylinder diesel.



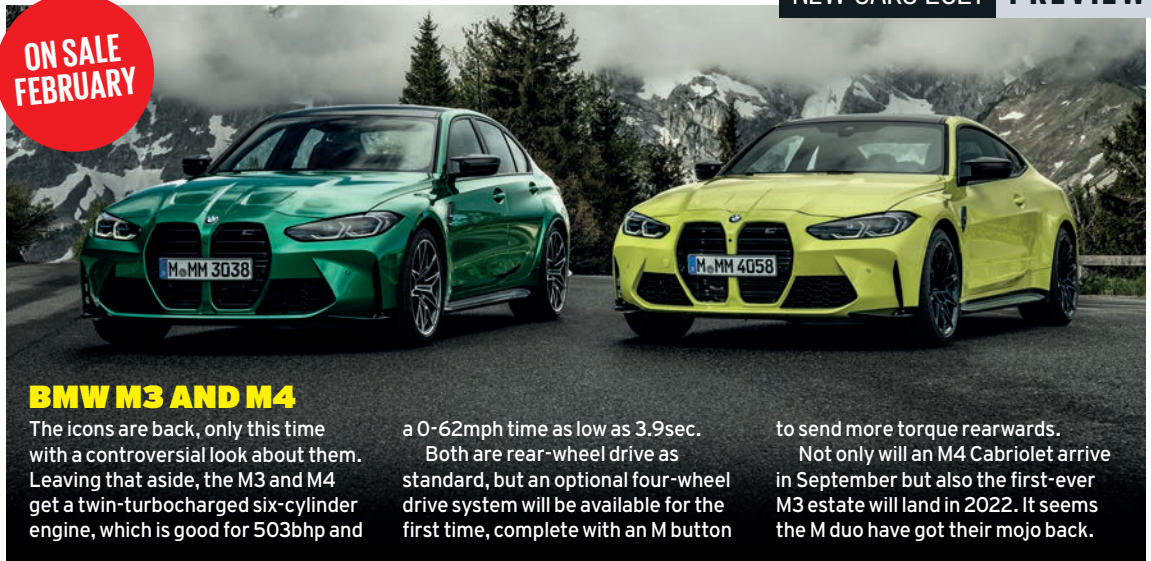
**WHY BBDC 2021 SHOULD BE THE MOST VARIED YET**

The year's most exciting metal is a given at every edition of Britain's Best Driver's Car, and this year ought to yield more variety than ever before. There should be sports cars, like Porsche's 911 GT3, as well as hot hatches, such as the Hyundai i20 N (if the i30 N is anything to go by, that should be a cracker). Top-of-the-pile supercars like the Ferrari SF90 Spider will be around, but so also will hot SUVs like the Puma ST. If Ford can sprinkle its magic dust on that car, it could provide an upset. The popular (but in recent times slightly flat) BMW M4 should make an appearance; can it wrest its crown back? And all this is before we've got to the EVs, with the likes of the Volkswagen ID 4 GTX desperate to prove that electric can be enjoyable.

The only certainty is that the Ariel Atom will return to try to win for a third year.



**ON SALE FEBRUARY**



**BMW M3 AND M4**

The icons are back, only this time with a controversial look about them. Leaving that aside, the M3 and M4 get a twin-turbocharged six-cylinder engine, which is good for 503bhp and

a 0-62mph time as low as 3.9sec. Both are rear-wheel drive as standard, but an optional four-wheel drive system will be available for the first time, complete with an M button

to send more torque rearwards. Not only will an M4 Cabriolet arrive in September but also the first-ever M3 estate will land in 2022. It seems the M duo have got their mojo back.

**VOLKSWAGEN ID 4 GTX**

This is the big one: can Volkswagen pull off an electric GTI? Because that's essentially what this car is meant to be. The ID 4 GTX crossover features a dual-motor, four-wheel-drive powertrain producing a combined 302bhp and 339lb ft. It will be able to do 0-62mph in 6.2sec and achieve a range of 286 miles. If the ID 4 GTX proves electric cars can be engaging as well as fast, Volkswagen could just have a winner on its hands.



**ON SALE JUNE**

**ON SALE JULY**



**LOTUS EVIJA**

The Evija was held up by the disruption of the pandemic, but Lotus's plans are now back on track, so customers should start to take delivery of the 2000bhp electric hypercar in the middle of this year, and they're unlikely to be disappointed when it arrives. Lotus released a preview video last year, showing the Evija's five driving modes: Range, City, Tour, Sport and Track. Only the latter gives the full power output, but few should feel short-changed in the other modes: even Range gives 1000bhp and 590lb ft.

**MG REVIVES THE MASS-MARKET SPORTS COUPE**



**ON SALE DECEMBER**

**MG E-MOTION**

MG fans have been crying out for the brand to return to sports cars, and this year they will be satisfied with a two-door, four-seat flagship. The as yet unnamed electric coupé is based on the MG E-Motion concept that was shown at the Shanghai motor show in 2017, but recently leaked patent drawings show the styling has moved on considerably since then. Technical details are scarce, but we do know that it uses parent company SAIC's twin-motor, four-wheel-drive powertrain. A sub-4.0sec 0-62mph time is likely.



**ON SALE MARCH/APRIL**

**VOLKSWAGEN ARTEON R**

Stylish fastback gets extra bite. With 329bhp and 332lb ft, it should be a proper sleeper.



**ON SALE FEBRUARY**

**VOLKSWAGEN ID 4**

Volkswagen's first 'global' EV comes with both rear- and four-wheel drive, and its maximum range is a useful 323 miles.



**ON SALE FEBRUARY**

**VOLKSWAGEN TIGUAN R**

With 0-62mph in 4.9sec, DSG and DCC, this could be a perfect family car for keen drivers.



**ON SALE MAY**

**VOLVO COMPACT EV**

Gothenburg will take the next step towards a zero-emissions future with a new compact EV to sit alongside the XC40 P8.



**ON SALE MARCH**

**VOLVO XC40 RECHARGE P8**

Volvo's first EV uses two motors to make 402bhp and a 78kWh battery for a 258-mile range.





# Damien Smith

RACING LINES



BMW topped testing only to then reveal that it's quitting

## POWER CUT IN FORMULA E

Electric series has been undermined despite its gain in status

**S**trange times in Formula E as we enter 2021. The seventh season of the electric single-seater series is about to begin and for the first time it carries FIA World Championship status. If you doubt the significance of that, just ask anyone who has been crowned world champion in the World Endurance Championship what it means.

On social media recently, Fernando Alonso was pictured behind Alain Prost, with a caption stating that they share six world titles between them. Alonso was quick to clarify that it should have read six Formula 1 titles: he's also a world champion in sports cars from his time with Toyota and, make no mistake, that counts – just as it will for the first Formula E world champion.

But just as Formula E grows in status, the series has faced an abrupt reality check. Usually, news from the series centres on yet another major car maker taking the EV bait, dumping

traditional motorsport and signing up for the hottest ticket in town. But last month, in the space of three days, Audi and then BMW announced that they will pull the plug on Formula E after 2021, just as the teams were camped out in Valencia for pre-season testing on a smooth, traditional circuit that bore zero relation to the bumpy, point-and-squirt street tracks for which the series is known. Just to add to the oddity, BMW dropped its bombshell on the same day its talented young German, Maximilian Günther, had topped the test. What on earth was going on?

**A DRAMA, NOT A CRISIS**  
Electric racing naysayers – and, let's face it, there are plenty of them – revelled in this apparent fall from

grace, especially as Audi's announcement also included the fantastic news that it's returning to the WEC with a contender in the new LMDh class and, somewhat less predictably, is plotting a Dakar Rally campaign.

But while it will withdraw its factory support for the Abt-run Formula E effort, Audi will continue to supply powertrains to customers that currently include the Envision Virgin team. Likewise, BMW might do similar after pulling its support for Michael Andretti's squad after just two seasons, although the cold statement that it has "exhausted the opportunities" to develop EV technology in Formula E was a damning indictment of what's supposedly the series' *raison d'être*.

**“BMW stating it has 'exhausted the opportunity' to develop EV tech in Formula E was a damning indictment**

So is this the start of an alarming domino effect? Will the big-beast car makers that are left – DS, Jaguar, Mercedes, Nissan and Porsche – soon cascade out? So far, both Stuttgart firms have pledged continuing allegiance, although the pressure to check a growth in costs by introducing an F1-style budget cap has increased. But now here's a chance to test the boast that other manufacturers are waiting in the wings when opportunity knocks.

Is Formula E's confidence simply hubris? Last month, Aston Martin chairman Lawrence Stroll was asked if the series was on his radar, and his answer was hardly a ringing endorsement. "We want to get up and running with F1 [from 2021] and are focused on that," he said. "But a Formula E entry could be a very good marketing initiative. It's very different to F1: no TV coverage, no fans at races... It's a very different experience. And our plate is full for the next couple of years."



# WHAT'S ON IN 2021



How many car makers will race Gen 3 from 2022?

That would be a no, then – for now. But after a strange December and a difficult year for everyone, there's still too much strength in depth to start labelling this a Formula E crisis. Instead, there's some motor racing to look forward to.

### MUSICAL CHAIRS

The world championship will kick off with a double-header in Santiago, Chile, on 16/17 January, as reigning Formula E king António Félix da Costa and double title winner Jean-Éric Vergne once more head the benchmark DS Techeetah team. Elsewhere, there has been some significant seat swapping as Britain's perennial Formula E ace Sam Bird switches from Envision Virgin to Jaguar and ex-Sauber F1 racer Pascal Wehrlein moves from Mahindra to Porsche, with genuine EV evangelist Alexander Sims taking his seat at the Indian team.

Sims quit BMW, with which he had had a long allegiance, to join Mahindra not long after the end of season six last summer. That raised eyebrows at the time, but it has already proven a canny move. Then again, promising Brit Jake Dennis is grateful for the chance as Sims' replacement at BMW, especially as Andretti plans to continue after 2021, with

or without factory status.

As you might have already read in Autocar (News, 2 December 2020), Sims is dedicated to EV propulsion in a manner beyond any of his rivals. But like all racing drivers, he is also a realist who survives in this sport on his instincts. When I spoke to him in August last year about his reasons for joining Mahindra, his response proved prescient.

"Weighing up the situation, it was difficult when you read about a spate of motorsport programmes finishing and professional drives being lost in fairly significant numbers at the moment," he said. "The priority is to be in Formula E next season, and the Mahindra offer was the first and only option I had to guarantee that, even if I felt comfortable BMW would come up with something. It was really just the timing. They couldn't commit to a contract I could sign, so I took the decision to move."

It is likely he would also have known that Mahindra is the first company to commit to the promise of the more potent Gen 3 era that is due to begin in 2022. But how many will join it? In the wake of the Audi and BMW double blow, the answer will be the real indicator of Formula E's future, beyond its status as a bona fide world player.



EV development is intended to be core of Formula E



Former fan favourite Safari Rally will be a stunning spectacle

We're keeping our fingers crossed that the vaccine roll-out will allow the motorsport season to run as scheduled this year. Here are some notable events that will be worth watching.



Toyota will be first entrant into WEC's Hypercar class

Hypercar class. Toyota will be the only major manufacturer represented this year, but Audi, Peugeot, Porsche and more will join in years to come, and it will be fascinating to see the new cars race in anger regardless.

and hopefully fans will be allowed at Silverstone again, even in limited numbers. This will be Lewis Hamilton's first home race since becoming a seven-time world champion – and his first opportunity to race on the newly renamed Hamilton Straight.

### BTCC at Brands Hatch Indy 4 April

The British Touring Car Championship season opener is always fascinating, as teams and drivers reveal their pace on the Kent venue's compact Indy track. Expect the intense battle between Ash Sutton, Colin Turkington and Dan Cammish to resume.

### Nascar at Circuit of the Americas 23 May

The Nascar Cup schedule has been given a major overhaul, including a massive expansion in road course races. The most intriguing is an outing on the awesome COTA circuit, home of the US Grand Prix. Stock cars won't be anywhere near as fast as F1 cars, but expect far more bumper bashing.

### Le Mans 24 Hours 13-14 June

France's endurance classic enters a new era with the introduction of the Le Mans

### WRC Safari Rally Kenya 24-27 June

The World Rally Championship's return to Kenya for the first time since 2002 was delayed due to the pandemic last year. Rough stages, tough conditions and stunning scenery make it a uniquely challenging event.

### Formula 1 British Grand Prix 18 July

This is the centrepiece of the British motorsport season,

### Formula E London ePrix 24-25 July

The London ePrix was supposed to return in 2020 on a new course, but the Excel conference centre intended to host the event was serving a far more important purpose as an NHS Nightingale Hospital. Uniquely, the track includes an indoor section through the conference halls.



Silverstone pit straight has been renamed in honour of Hamilton





Cars are wide-ranging in terms of age and value



**Doing the Dakar**

9 February 2000

THE DAKAR RALLY began on Sunday but won't end until 15 January, after 4751 miles across the wild terrain of Saudi Arabia.

What's it like to drive in rallying's toughest challenge? Two decades ago (when the Dakar could still run in its traditional home of western Africa), we found out from Jean-Louis Schlesser, who had won in a 260bhp Renault-powered, two-wheel-drive buggy of his own design.

"I did four Dakars on my own," he said. "That was very, very hard but also very rewarding. You have to be committed, because three weeks on your own takes a lot of guts. The one thing you must never do is get stuck in the sand. Somehow I was lucky and never got stuck. On the other side, it's one of the most amazing feelings, driving flat out across the desert on your own."

Although the two-man cockpit was little bigger than that of a Caterham, his partly co-driver, Henri Magne, insisted that it "wasn't too cramped".

"In the car, he is quiet and thoughtful," Magne said of Schlesser. "He thinks a lot about where we're going and what's ahead. He drives fast but very economically."

"The trick is to surf the dunes like a skier," said Schlesser. "You can't drive straight up them: that's the fastest way to get stuck or kill yourself."

But why would one want to enter such a dangerous event? "What else is there I could do?" replied the two-time World Sportscar Champion and Le Mans winner. "I've done it all on the tracks. I hate the cold. I love Africa and I love rallying. This is perfect. Oh, and I get paid to do it."

# Rallying takes to the circuit

While most rallying is on hold, special-stage events are booming

**T**he old belief that race tracks are for racing and forests are for rallying really doesn't hold true any more. This winter, the best-supported and most competitive rallies in the UK will be run at permanent facilities.

With most rallying, particularly the kind done on forest tracks, still on hold, the special-stage rallies running at race tracks are enjoying an unparalleled boom. If you don't get your entry completed in the first 10 minutes after entries open online, you'll miss out.

Rallying on and around tracks isn't new, of course. Since the 1960s, tracks have sometimes been turned into special stages; the 1968 RAC Rally featured a special stage at Silverstone, taking in some of the track and looping around

the wartime Nissen huts.

But the whole movement took a major step forward several years ago with the creation of the Circuit Rally Championship. Motorsport Vision saw the potential and got on board, with a set of winter dates outside the main racing and track-day season offering venues another pay day.

To date, Brands Hatch, Snetterton, Cadwell Park, Donington Park, Oulton Park, Anglesey and Knockhill have all hosted rally events, as have Pembrey, Mallory Park and Croft. The stages are based on the race track, run in both directions, and on its access roads to add variety.

The 2020/21 championship season started at Donington in early December, and the organisers stopped taking

entries when they had a full field of 100 and 60 reserves. The story was the same for the event at Brands Hatch in January, which was filled in a matter of minutes.

Notably, while it covers any special-stage-legal rally car, the entry is packed with top-spec machinery. At Donington, more than 20 World Rally Cars and R5 cars headed the field; a new Ford Fiesta R5 comes in at the top side of £200,000.

Meanwhile, a phalanx of top-level Ford Escort Mk2s, complete with 300bhp engines, clever dampers and sequential gearboxes, add to the show.

Richard Wells, one of the Fiesta R5 contenders, said: "We did the championship last year and thoroughly enjoyed it. Throughout the winter, it's good to be in the car, and it

gives you more seat time. The standard of car and driver is really strong. Even getting a top 10 finish is good."

The man on winning form at present is young GT racer Frank Bird, who drives a 2007-spec Ford Focus WRC previously rallied by his father, Paul.

"First of all, my dad lets me drive his car, which is mega," he said. "It's good for seat time and to keep me sharp for my other circuit commitments. I really enjoy it, and it's definitely a challenge. We do the circuits in the wrong direction and there are chicanes. In a WRC car, it's pretty good."

It may not be the purist's idea of rallying, but the Circuit Rally Championship is booming at a time when much of the rallying world is on its knees.

**PAUL LAWRENCE**

**HOW IT WORKS**

## Nascar's points-scoring system

Now, pay attention: America's stock car series likes to make things complicated when it comes to points scoring. There are 36 races in a season (23 in Formula 1? Pah!). In the first 26, all 40 drivers score points for every round, from 40 for a win down to one for those who finish 36th and lower. In addition, each race is chopped into three stages, with more points awarded to those running in the top 10 at the end of each, creating mini-races within each race to keep things interesting. After the 26th race, those in the championship's top 16 have their points reset to zero for the final 10 races, which are known as the Play-Off. The Play-Off is divided into three rounds of three races; at the end of each, the lowest four drivers are eliminated, leaving four in contention for the last race, when the winner takes all. All clear? Thought not...

**MOTORSPORT GREATS**  
DAYTONA

The Daytona International Speedway opened in 1959, since when the Nascar Daytona 500 has vied with the Indianapolis 500 for the title of America's pre-eminent motor race. The Daytona 500, which runs each February, is preceded in late January by the Daytona 24 Hours, long established as the first of the season's three great sports car races, beside the Sebring 12 Hours and the Le Mans 24 Hours. The sports cars run on a circuit using most of the Nascar 2.5-mile tri-oval but with an additional infield road course section and a 'bus stop' chicane on the back straight. The turns are banked at 31deg, making them really tough to walk up. We know, because we've tried.





“  
I've always had  
the most amount  
of pressure from  
myself. I know  
what I want  
to achieve  
”

# Champion in waiting

George Russell has long been touted as a future F1 superstar, and his performance as a last-minute stand-in for Lewis Hamilton showed precisely why. Edd Straw meets him

**A**s a driver, you feel confident in your ability. But in F1, it's all about timing. Right place, right time..."

George Russell was in the right place at exactly the right time when a stand-in for Lewis Hamilton was needed at the Sakhir Grand Prix. Thanks to a stunning performance that merited the victory Russell was

so cruelly denied, it's now a matter of when, not if, he becomes a full-time member of the all-conquering Mercedes-AMG grand prix team.

But being in the right place at the right time isn't about dumb luck. Russell has been groomed as a potential successor to Hamilton long before his Sakhir opportunity. Since Mercedes signed him as a junior almost four years ago, he has excelled

at every level and, at just 22, has been polished into a diamond. Russell had never driven the W11 before Friday free practice in Bahrain, yet he ended the weekend doing a passable impression of the champ behind the wheel. Forget the rhetoric about the car doing the work: it takes a special driver to do that.

But Russell isn't an empty vessel shaped by Mercedes, and he brings

the ideal mentality. He's a polished, presentable character off track with real intelligence and focus. Were you to speak to him without knowledge of his profession, Russell would inspire confidence that he knew what he was doing whatever his trade.

You would also see that he's very much his own man. Mercedes may push him and mould him, but Russell pushes himself harder. →





Mercedes team boss Toto Wolff has been deeply impressed by Russell

← Russell has taken what he learns from Mercedes, rather than relying on being spoon-fed. That's the same mentality that ensured he didn't play himself in gently on his Mercedes debut.

"There's a few sides to that," he says. "There's me inherently; the days I spent with Mercedes as their reserve driver meant I learned there was a lot more to being a complete F1 driver than just jumping in the car and driving as fast as you can.

"That opportunity, being surrounded by them, made me recognise how I needed to improve from a technical and marketing perspective, just to try to be a more complete person and driver.

"F1 is like no other. It's ruthless, and you have to excel in all areas or you're going to be chewed up and spat out. I recognised that early, and I've been working ever since to become better and better."

In his first 35 races in F1, Russell did that in an uncompetitive Williams. But there was no sense of entitlement holding him back; he didn't use the poor machinery as an excuse to coast. More drivers than you might think would – but they're the ones who rarely make it to the top and, if they do, never stay there.

Russell treats every race as an opportunity to impress, and that ensured Mercedes turned to him when Hamilton tested positive for Covid-19. As Russell himself put it, had he been off-form, he might not have been given the chance. But in the Bahrain Grand Prix that preceded his big break, he had qualified and finished 14th in a car that couldn't have done any better.

That Russell has excelled at Williams might surprise those who



Star turns in qualifying have earned Russell the nickname Mr Saturday

remember him for crashing behind the safety car at Imola. That was an unforgivable error, but nobody had to call him out for the amateur mistake because he had already done so himself. The mistake was atypical, a moment of over-aggression while he was trying to maintain tyre temperature at cruising speed on a cold November day, but his reaction wasn't. That was mental strength.

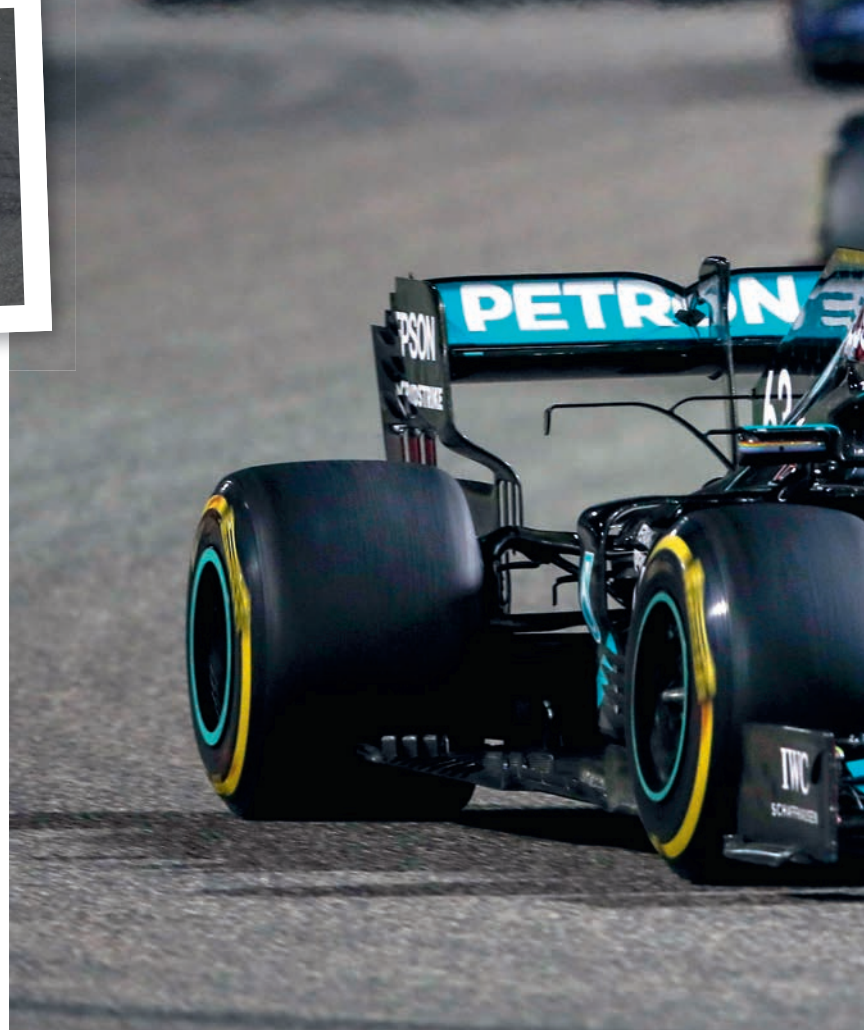
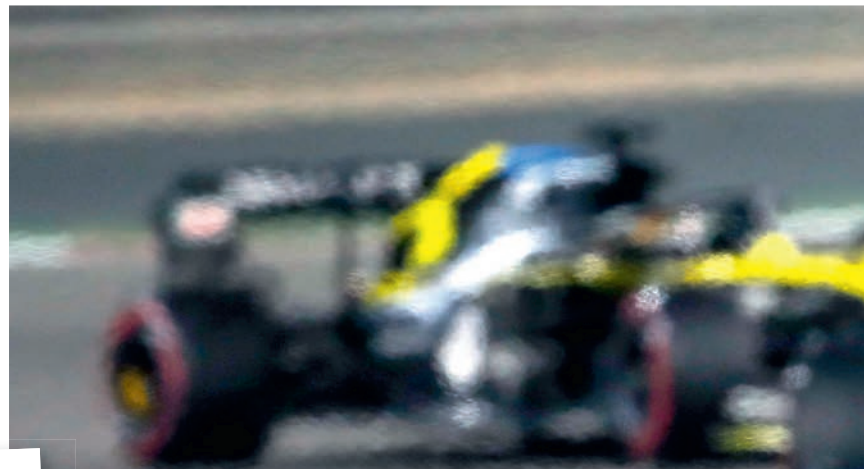
"If you're the one to make the mistake, it's always important to hold your hands up because it makes others realise that if they make a mistake, they can hold their hand up and learn from it," says Russell.

"That was important, not just for myself but also for the team, to say: 'I messed this up, I'm incredibly sorry and I'm doing my utmost to not let it happen again. I'll come back stronger and deliver the goods.'"

Easy to say, harder to do. Success in elite sport requires you to be tough on yourself and analytical to a fault. You need a robust character to be a serial winner. And being a successful racing driver is about far more than being fast because, at F1 level, they're almost all seriously quick. It's about channelling that speed via a bewilderingly complex machine that exists at the centre of an organisation of more than 1000 people.

Russell absorbs information like a sponge. The crew on his car for the Sakhir GP weekend had to adapt to him being a lot more talkative than Hamilton.

During practice, even on fast laps, he requested information over the radio. At a time when most would be fully absorbed in controlling the car, especially in which they didn't fit properly and had to wear boots a size too small, Russell was working out how to make it go even faster.



Russell has outperformed Latifi at Williams



Russell was faster than Valtteri Bottas (left)



Russell led Sakhir GP convincingly for the first 45 laps



Mercedes made a mess of Russell's pit stop

F1 cars aren't straightforward. Drivers talk about the 'tools' that are available to them, which sounds simple enough. But the array of differential settings, brake shapes, engine braking settings and more that can be adapted corner by corner to find those precious extra hundredths or thousandths of a second is seemingly endless. Russell put himself through a crash course to learn everything even at a time when he was unfamiliar with some basic systems; at one point in qualifying, he accidentally put the car into neutral.

But Russell isn't one to take the easy path. He's built up his confidence over the years and seems to revel in facing enormous

challenges. The sense of self-belief, essential for success at the top level but rarely matched with the qualities needed to deliver, is a key part of any great driver's make-up. Pressure has cured him into a stronger driver, not broken him.

When asked if he has ever felt pressure to justify the support of Mercedes, Russell replies: "Arguably, when I was a bit younger, maybe my

early races in GP3.

"Probably during 2017, there was a point where my mentality shifted. I told myself: 'I'm here for a reason and they haven't picked me up for the sake of it.' Mercedes don't sign 15-20 young drivers every year; at the time, I was one of three.

I knew I had to go out there and do my job to the best of my ability.

"I've always had the most amount of pressure from myself. I know what I want to achieve, and I only saw being affiliated with Mercedes as a positive. Maybe I enjoyed that extra pressure that I knew all eyes were on me, even back then."

But most of all, Russell is seriously fast. The Williams has been, on

## HOW DO WE KNOW HE'S SO TALENTED?

Fernando Alonso knows what it's like to toil in a backmarker, having spent his debut season with Minardi in 2001. So when he chose George Russell as his pick for the future, it carried a huge amount of weight. But how could he be so sure?

It's the eternal question for F1 fans, especially given the question marks over the two team-mates Russell has been compared with at Williams - the returning Robert Kubica in 2019 and the unheralded rookie Nicholas Latifi this year. But sheer speed and the capacity to make a car do your bidding always shows. And Russell shares with Alonso an uncanny feel for the limit, combined with rigorous self-analysis.


"I'm honest with myself, I know when there's a bit more time in there," says Russell. "When I watch a lap of Lewis Hamilton or Max Verstappen and I see what they're achieving, I know if I've managed to do similar or if I'm a bit away from them. I'm my biggest critic."

What Russell did in the Mercedes proves that the brightest talents shine through, even if they're driving a wheelbarrow, and really do translate to a front-running car.



average, the ninth-quickest car in F1 in 2020, yet Russell has reached the second stage of elimination qualifying more often than not. To do that, he has to beat at least five drivers, some in faster cars.

The best in F1 don't defy the laws of physics and outperform the car. What they do is maximise it while others can't, not over just one lap but every lap, every time they get in the car. That's what Hamilton does, that's what all the greats do and that's what Russell will have to do if he's to be ranked among their number.

"You've got to treat every opportunity as if it's your last because you don't know what's around the corner," says Russell. "I don't think anybody could have predicted what happened in Sakhir..." 



# YOUR VIEWS

WRITE TO  
autocar@haymarket.com

## Tyres matter

I noted your comments about the BMW M2 CS being hindered by the retention of its Michelin Pilot Sport Cup 2 tyres in such wet and greasy conditions at Castle Combe (Britain's Best Driver's Car, 18 November). Having taken delivery of my M2 CS on 2 September, I swapped in mid-October its Pilot Sport Cup 2s for Pilot Sport 4S tyres, and I can assure you that they transform the car's handling in such conditions.

I reside in West Devon, which is known for incessantly wet days. Cup 2 tyres are useless if you can't generate enough heat but simply brilliant when you can, so mine are safely stored until the spring. I think if your test car had 4S tyres, it might have won more votes to put it above at least the Aston Martin Vantage Roadster and Porsche Taycan.

Incidentally, my M2 shares garage space with a previous BBDC double-winner from 1997 and 1998!

**William Tuckett**

Buckland Monachorum, Devon

## Man or machine?

After George Russell's performance in the Sakhir Grand Prix, we must ask the question: is it the man or the machine winning Formula 1 titles?

While both play a part, for me the evidence is tending to lean towards the machine being the determining factor. Ignoring Mercedes-AMG for a moment, one just has to look at the Racing Point car, which is allegedly a clone of the 2019 Mercedes. If a driver as relatively mediocre as Lance Stroll can finish third, the car must be playing a major part in that success.

It's fairly obvious that Lewis Hamilton wouldn't be champion if he were driving for Williams, but where would he be if he had been driving for Red Bull? Although it will never happen, the true test of a champion would be for everyone to be driving the same car – but, of course, that would be much less interesting to watch, because the competition in F1 is more than just between the drivers.

**John J Duffy**

Antigua



Russell drove superbly for Mercedes



## LETTER OF THE WEEK

### The greatest of all time

Reflecting on another excellent Britain's Best Driver's Car contest (18 November), I wonder how the winning Ariel Atom sits with Andrew Frankel's brilliant formula for driving greatness: the enjoyment the car provides, multiplied by the number of times you actually drive it. This encapsulates what sets Autocar apart from other titles: bringing the same rigour and passion to reviews of humdrum metal that others reserve for exotica. Which led me to the question: over the years, which car has offered the greatest happiness to the greatest number of people the greatest number of times, therefore laying legitimate claim to being the greatest, full stop?

Supercars don't get off the starting grid, being rare and chronically under-used. The Porsche 911 Carrera fills the brief as well as anything, but I query how often it's properly enjoyed. The Volkswagen Golf GTI is a contender, as would have been the Subaru Impreza up until a few years ago. The Ford Focus must be in with a shout, too, given the combination of a genius chassis, mega sales and daily use. But the greatest is surely the Mazda MX-5. For proof, just count how many grinning MX-5 drivers you spot next time the sun appears. When you factor in how 20- to 30-year-old examples still sell for derisory sums and are properly enjoyed by thousands daily, it would take something very special (but not) to beat it.

**Tim Pickworth**

Via email

## King George

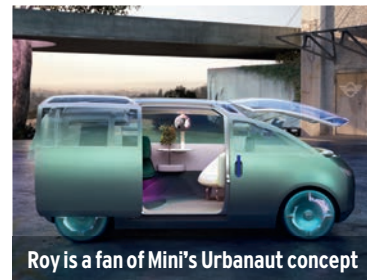
I've been reflecting on George Russell's performance in Bahrain. I suggest that if we had been told it was Lewis Hamilton driving the car, we would have had absolutely no reason to question it. Every aspect of George's performance paralleled Lewis: the faultless start and run to the first corner, taking first place from team-mate Valtteri Bottas and then pulling out an instant lead, then the restart after the safety car and the brilliant fightback to second after the tyre mix-up. I defy anyone to

distinguish between how George and Lewis would have handled the race. Doubtless a star is born. There must be millions thinking he deserves a Mercedes drive next year; Toto Wolff has a challenging decision to make.

**Nigel Shepherd**  
Southampton

## Marvellous Mini

Mini was prophetic in its choice of the Urbanaut concept's monoform shape, which is beautifully proportioned and potentially very aerodynamic. However, Mini it's not: at 4460mm,



Roy is a fan of Mini's Urbanaut concept

it's a staggering 1511mm longer than the original! Hence Maxi would be much more appropriate. The pioneers of monoform were the Volkswagen Microbus and Renault Espace, which were 4280mm and 4250mm long, so both smaller than the Urbanaut.

The name of Urbanaut implies that its target use is in urban areas, but such a large vehicle would have a serious impact on traffic, particularly as the average vehicle occupancy is less than two, except when used as a taxi, for which this would be ideal.

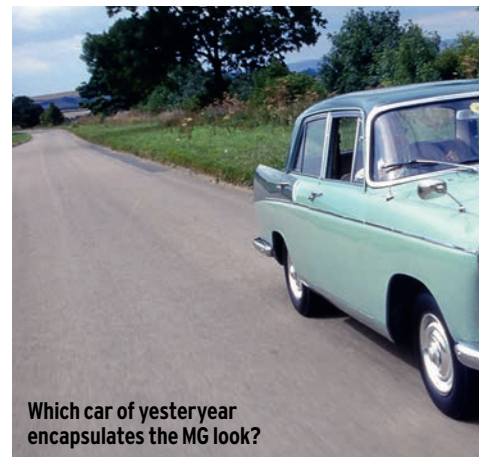
It would be ideally suited as inter-city transport, with the potential for spacious opposed seats in a 'lounge'.

Lastly, the designers seem to have ignored the intrusion of the wheel arches in their fore and aft seating layouts, the solution being to keep the wheel envelope small and raise the roof to around 1750mm high. Otherwise, it's a brilliant concept.

**Roy Cooke**  
Monmouth

## Lost interest

It seems that some manufacturers' dealers are no longer supporting older models. We wanted to take our 2007 Grand Cherokee in to fix a fault, but our local Jeep dealer informed us that they "no longer deal with older models". That's odd, as only last year they happily took more than £600 from us for diagnosing and fixing a fuel fault. We had a similar



Which car of yesteryear encapsulates the MG look?



incident when our BMW displayed a fault code: the nearest dealer told us they “don’t deal with third-party warranties”. Neither situation bodes well for the time when the great switchover happens and ICE cars are no longer their bread and butter.

**John Britt**  
Sandway, Kent

#### To ban or not to ban

I find myself in two minds about the government banning the sale of new petrol and diesel cars in 2030. This is likely to pull on the heartstrings of all true petrolheads, myself included, as a real ‘end of an era’ moment.

However, HGVs aside, I feel that there should be a ban much sooner than 2030 on diesel engines. I read to think of the continual and proven damage that these are doing to the environment and our health. These days, you only need to stand by a road to know when a diesel car scurries by, because the fumes are so potent and to me personally unbearable, so much so that I vow never to own one.

The impact of diesels has also been more noticeable since we’ve been in lockdown, particularly on my weekly run, as my attempt at being health-conscious is countered courtesy of Sue’s hurry to get to Sainsbury’s in her Land Rover Discovery Td6 to meet her grocery pick-up time slot.

Now, where’s my extension cord?

**Alex Moseley**  
Sutton, Surrey

#### Face facts

In criticising the styling of the MG 5 in your road test (25 November), you stated that it “doesn’t even look like an MG”. So, what should an MG look like? Aside from the sports cars, most MGs were badge-engineered saloons, those from the 1960s designed by Pininfarina. You hinted at the answer by mentioning the Volkswagen-style grille; with the current penchant for ever-larger, in-your-face grilles, some of quite dubious taste, it’s surely an opportunity missed that MG’s designers haven’t come up with a discreet, modern interpretation of the elegant item that used to adorn those cars. If they had, perhaps you would’ve then conceded that the 5 does indeed look like an MG!

**Michael J Bacon**  
Via email



GREAT REASONS TO BUY

# NEXT WEEK'S ISSUE

ON SALE 13 JANUARY

## COMPARISON



## Discovery Sport vs rivals

Land Rover’s vital new plug-in hybrid SUV faces rivals from BMW and Volvo. Just how good is it?

## INTERVIEW



## World’s fastest men

Meet the drivers who have driven road cars quicker than anyone else

## ROAD TEST



## Rolls-Royce Ghost

Goodwood’s new baby model gets the full eight-page treatment

## EVERY WEEK

## OUR CARS



## Toyota GR Yaris

The standout car of 2020 is among the first cars to join our fleet in 2021

## USED BUYING GUIDE



## Porsche Cayenne

Stuttgart had a smash hit with its first SUV. We assess the follow-up

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

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## MEDIA ENQUIRIES

Tel +44 (0)20 8541 3434  
**Contact** Natasha Perry ([natasha@performancecomms.com](mailto:natasha@performancecomms.com))

## SUBSCRIPTIONS

Tel 0344 848 8816 **Overseas** +44 (0)1604 251450  
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## SYNDICATION ENQUIRIES

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**Contact** Simon Fox ([simon@foxsyndication.com](mailto:simon@foxsyndication.com))

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# OUR CARS

## FEATURED THIS WEEK



BMW 420d



BMW M235i GRAN COUPÉ



FORD FOCUS ST



LAND ROVER DISCOVERY SPORT



PORSCHE 911



SEAT LEON



VAUXHALL CORSA-E



## BMW M235i

We thought our hot Gran Coupé might alienate the purists, but that's not why its keeper found it such a hard car to like

### FINAL REPORT

MILEAGE 4979

#### WHY WE RAN IT

To see how much it matters in daily use that this smaller BMW has ditched rear drive for front-biased four-wheel drive

**W**hen the prospect of running this car came up, I was excited. I'd driven quite a few accomplished and performance-minded BMWs before: what was not to like about the prospect of life with a low and compact Beemer with around 200bhp per tonne, especially when it was so liberally poulticed with M badges and classic metallic blue paint? Sure, I'd read road tester Simon Davis's first drive report about this M235i being effective rather than inspirational, but I hoped there still might be room for excitement.

Of course, I could see Simon's point. Unlike its much admired six-cylinder, rear-drive predecessor, this all-new M235i Gran Coupé is really a transverse front-wheel-drive car – and a saloon, not a coupé – with part-time all-wheel drive added to cover its blushes in case the going ever gets slippery. On paper, a pragmatic but less than perfect solution replaces an all-time classic, allowing BMW lots of cost-saving small-car 'synergies' – except that the Munich company has always built its reputation (and pricing power) on products that cater first for customer preference, not manufacturing efficiency. And remember the experience of Jaguar, which used just such a layout change to create the unloved X-Type saloon from convenient Ford Mondeo bits. That didn't end well.

All of this made the chance to run

the Gran Coupé the more interesting. Would it work? After all, this was BMW. They rarely make mistakes...

When I picked up the low-slung pillarless four-door from BMW's Farnborough HQ, I was pretty sure things were going to work fine. The engine thrummed meatily (I've always loved the no-nonsense efficiency of well-tuned four-pot units) and the eight-speed gearbox was quick and silky. The steering felt great, what with the quick response and that lovely thick rim. The car felt well balanced in the first few roundabouts. And the spec bristled with gadgets whose design was well executed, as BMW gadgets tend to be. As someone who sometimes enjoys seeing the views of purists undone, I rather enjoyed these early wins.

The car was quick, of course, and efficient. I rapidly learned to enjoy the combination of turbo torque and the intoxicating effect of that sideways gearlever flick (which instantly drops two ratios and helps the car to rocket to much higher speeds). Despite all, the car maintained its efficiency: longer journeys revealed an easy 300-mile-plus range and a long-legged engine that meant mechanical noise need only be made when desired (especially in Sport mode).

But things soon started to go wrong. Longer trips began to identify drawbacks that would eventually make this M235i one of the least liked cars in my recent memory. One was road noise: I simply cannot



Cropley found its ride quality, seat design and road noise flawed



Cabin was rich with tech and, seats aside, ergonomically sound



It looked striking in blue and with its optional wheels



Some cars you want to drive and drive; others to park

## On one quick sprint from Kent to Gloucestershire, I resorted to earplugs

### SECOND OPINION



Apologies if this is too much sensible consumer advice for a turbo coupé, but rear passengers will struggle with a lack of grab handles and it isn't easy for them to get out of the car in the muckier months, because the wide sill means that their trousers pick up a fetching streak of mud. **PW**

see why so many cars (usually German) have to generate levels of tyre noise that practically obliterate conversation or radio detail. The M235i was terrible: on one quick sprint from Kent to Gloucestershire, I resorted to wearing earplugs.

Second problem: the seat design. I'd noticed early, without focusing on it, that this car seemed to have no adjustment for lumbar support – even though it had all manner of other electric capabilities. It didn't matter, I first decided: many cars don't have lumbar. But then I started to suffer serious backache in the Beemer, something that hasn't happened to me before. The only way I could be comfortable was to take a little cushion to stuff into the small of my back, hardly a scientific solution.

And the pain soon came back anyway. My solution became to leave the car at home and take something different.

The third problem was the ride quality. I do like 'tied-down' cars. Some of the best I've owned have been stiffly suspended but well controlled by their dampers. But this car's compromises were not well struck. It was tolerably good at absorbing high-frequency bumps but it bucked and crashed over poor surfaces as if its designers had never seen the roads on which their customers would drive. I yearned to take this car's suspension boss on my favourite roads and watch their face. Again, my solution was to limit the mileage.

Ironically, the major part of the Gran Coupé's make-up for which it was first criticised – not being a classic BMW with a north-south straight six and rear-wheel drive – was never a problem. It had plenty of elastic power, sounded great and could put its power on the road in any conditions. It was balanced and had great grip on smooth roads. But the comfort (the ride, the seat design, the road noise) was simply unacceptable. Whenever I drove anywhere, I'd imagine how I'd have felt to have bought this car online (as

### TEST DATA

#### BMW M235i GRAN COUPE

MILEAGE	
At start	635
At end	4979
PRICES	
List price new	£35,820
List price now	£35,820
Price as tested	£42,280

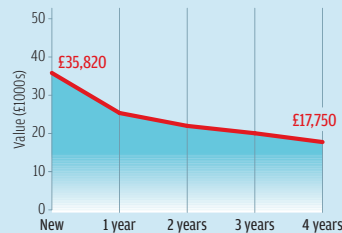
OPTIONS	
Misano Blue paint	£560
Black Dakota leather	£800
Comfort Pack (heated steering wheel, easy access, electric front seats with memory)	£1100
M235i Plus Pack (19in alloy wheels, sun protection glass, Harman Kardon surround loudspeaker system)	£1500
Technology Pack (adaptive LED headlights, high-beam assistant, parking assistant, head-up display, wi-fi hotspot)	£1500
Driving Assistant (including active cruise)	£1000

FUEL CONSUMPTION AND RANGE	
Claimed economy	36.2mpg
Fuel tank	50 litres
Test average	34.0mpg
Test best	42.2mpg
Test worst	24.5mpg
Real-world range	374 miles

TECH HIGHLIGHTS	
0-62mph	4.8sec
Top speed	155mph
Engine	4 cyls in line, 1998cc, turbocharged, petrol
Max power	302bhp
Max torque	332lb ft
Gearbox	8-spd automatic
Boot	430 litres
Wheels	8.0Jx19in, alloy
Tyres	225/40 R19
Kerb weight	1645kg

SERVICE AND RUNNING COSTS	
Contract hire rate	£415 pcm
CO <sub>2</sub>	178g/km
Service costs	None
Other costs	None
Fuel costs	£688
Running costs inc fuel	£688
Cost per mile	16 pence
Faults	None

### DEPRECIATION



### PREVIOUS REPORTS

16 Sep 2020, 30 Sep, 28 Oct, 11 Nov, 23/30 Dec

manufacturers are encouraging us to do) without much or any testing. By now, I'd have been in despair.

I haven't read similar comments elsewhere about the M235i Gran Coupé, so it's possible my ears, my ride comfort preferences and my misshapen back are the problem here. But I'm pretty sure the culprit is a desire by BMW and its rivals to cover every base, to have a pigeon for every hole, and this has resulted in a rushed and imperfect offering. Finding such a thing in the BMW stable has been a major surprise.

**STEVE COPLEY**

OWN ONE? SHARE YOUR EXPERIENCE  
[steve.copley@haymarket.com](mailto:steve.copley@haymarket.com)

### LOVE IT



**STORMING PERFORMANCE**  
 Strong engine, plenty of sweet-shifting ratios and superb sideways lever flick give instant grunt.



**ENGINE CHARACTER**  
 A good combination of relaxation when cruising and gruffness when pulling hard.



**EXCELLENT STEERING**  
 BMW does centre feel better than most. This car's tautness and thick-rimmed wheel just make it better.

### LOATHE IT



**UNCOMFORTABLE BUCKETS**  
 Seats had adjustable side bolsters (hardly necessary) but no lumbar adjustment (desperately needed).



**AGGRESSIVE RIDE**  
 A taut chassis would suit this car well but the one it has is just too hard for many UK roads.





# BMW 4 SERIES COUPÉ

Sporty diesel coupé shows its face - yes, that face - for the first time on our fleet

## FIRST REPORT

### WHY WE'RE RUNNING IT

To see if a coupé still has a place on today's SUV-filled roads

It's probably best to get the grille discussion out of the way now. Yes, this BMW 420d is blessed with the controversial nose... Hmm, maybe 'blessed' isn't quite the right word. Cursed? Damned? Either way, it features *the* grille and there's very little getting away from it.

But we'll get into that a bit more in a subsequent update. The road test verdict that you'll have already read was less than enthusiastic – personally, I'm genuinely intrigued to see whether it grows on me.

What is less controversial than the grille is the styling around the rest of the car: classic coupé lines and all the better for it. A large crease on the lower edge of the doors helps to hunker the car to the ground visually,



Helping hand with a belt is welcome but the diesel's mid-range assistance is even better

while the uptick lines towards the rear finish it all off nicely. The M rear spoiler is standard and seems a bit unnecessary on a four-cylinder diesel, so let's call it a Gurney flap and feel better about ourselves.

The road testers were more enthusiastic about how it drives, so we won't go into that again here. Instead, let's focus on options and spec on this lower-powered car.

In this M Sport trim level, there are plenty of aggressive scoops and



ducts (some fake, mind), but with our 420d's Arctic Race Blue metallic paint (a £670 option), these don't appear to be as aggressive as on paler cars because they blend into each other a bit more. On that paint for a moment – it's superb. It doesn't feel like we've followed the crowd and opted for a grey car, but it's not so shouty that you're attracting unwanted attention. A coupé should be classy and understated, and this one feels just that.

## SECOND OPINION



Having recently spent a day with a modestly equipped 420i, I don't think it will take Piers long before any apprehension about that divisive front end disappears. It was the BMW's relaxed long-distance demeanour and rear-driven dynamic prowess, which doesn't come at the expense of ride comfort, that stuck in the mind – not its nose. **TM**

The paint also helps to distract your eye from the sun protection glass a bit. It's an option at £320. In these darker, colder months, I'm not sure I'd bother with it, but then maybe my children will appreciate it on a sunny day.

Other options run to a Technology Plus Pack and Comfort Plus Pack. The former isn't cheap at £3650, but it does come with plenty of goodies. Deep breath: Driving Assistant Professional, Parking Assistant Plus, head-up display, Harman



“Even at this early stage, it already feels like it will be an excellent cruiser”



BMW's ergonomics show others how it should be done

Kardon surround sound, BMW Drive Recorder, enhanced Bluetooth with wireless charging, gesture control and wi-fi hotspot preparation.

At £1950, Comfort Plus, includes a heated steering wheel, powered bootlid (who knew those wouldn't be standard fit these days?), keyless entry, electric front seats, lumbar support and extended storage.

From my initial impressions (I've done only about 100 miles in it so far), I'd say the Comfort Plus Pack is well worth it, especially that heated steering wheel at this time of year. The Technology Plus Pack is a bit trickier to justify. Things like the head-up display and Harman Kardon surround sound are brilliant, and definitely worth ticking, and the gesture control keeps my son entertained for hours. But elements such as the Driving Assistant Professional leave me slightly cold. It contains features including active cruise control and lane control, neither of which I'm a huge fan of.

BMW Drive Recorder is something I hope I'll never have to use. It comes in conjunction with park assist and uses the cameras from the parking system to record and store video footage from different points around the car. It will store 40 seconds of video and keeps 20 seconds of footage either side of a shunt. It's a handy thing but, like I say, hopefully not something that will be needed.

The rest of the interior feels much as you'd expect – a pleasant place to

spend time. There is a touchscreen but I've hardly had to poke it so far because BMW has sensibly stuck with buttons for all of the regular things you need access to. It will be a sad day if BMW ever decides to do away with those shortcut buttons on the dashboard. Ranging from one to eight, they can be programmed by the driver for quick access to all manner of things and they're incredibly useful.

The 420d already feels like it will be an excellent cruiser. That could be a very handy thing when Autocar HQ opens back up again. I live north of Peterborough and the office is in Twickenham, so something to absorb that sort of journey is going to be a godsend. The four-cylinder diesel engine is refined, both from the inside and the outside, and with 187bhp and 295lb ft, it'll do 0-62mph in 7.1sec. A fair to middling figure.

As you'd expect with a diesel, though, mid-range urge is more impressive and it's easy to make decent progress in this car. The steering is sharp and the ride largely complements the slightly more GT nature of the 420d. The sensibly sized 18in wheels help.

What's more disappointing is the fuel economy. To be fair, the car has done just 800-odd miles in total so far and it's only been on short-squirt journeys, but the 35.7mpg that it's reading at the moment is a long way short of the WLTP figure of 67.3mpg. Hopefully, a few longer journeys will get the real and theoretical closer – something that's not exactly a terrible prospect in this car.

**PIERS WARD**

#### TEST DATA

**BMW 420D M SPORT COUPE**  
**Price new** £42,440 **Price as tested** £49,030  
**Options** Arctic Race Blue metallic paint £670, Technology Plus Pack £3650, Comfort Plus Pack £1950, sun protection glass £320 **Faults** None **Expenses** None **Economy** 35.7mpg

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 piers.ward@haymarket.com

# PORSCHE 911

Go easy with the options: even an entry-level 911 needs few extras, we've found

**MILEAGE** 7455

#### WHY WE'RE RUNNING IT

To find out whether the 911 in its purest form is all the sports car you need

**B**ack in March 2017, Andrew Frankel took delivery of a then new 991-gen-2 Porsche 911 Carrera S to run on these pages over the following nine months.

Looking back at Andrew's final report (Autocar, 17 January 2018), my eyes are drawn to the spec of his car: an £85,857 Carrera S became a £108,028 one after options. Which is a lot of options for a lot of money, and Andrew found that the likes of the £1530 rear axle steering and £2744 active anti-roll bars only really added to the cost rather than the enjoyment.

Loading cars with options and charging for everything is something Porsche is well known for. But it's not just Porsche in fairness: our 992-gen 911 recently lined up alongside the new Corvette, a car that can be had for as little as around £44,000 in the US, but by the time it had been imported to the UK, in a higher trim level and with a few choice options, it came in at a mighty £132,000.

That spec list alone, then, has made this test three years on in the latest

#### LOVE IT

##### PAINT COLOUR

Aventurine Green metallic paint is an £876 option that both looks stealthy and hides road grime.

#### LOATHE IT

##### NO ANDROID AUTO

Apple CarPlay smartphone mirroring works a treat, but it's Bluetooth only for Android users.

992 Carrera all the more interesting, to see how pure and pared back an experience a 911 can still offer.

Our incumbent 911 is an £82,793 car that rises to £90,891 with options, and of those it's really only the £1145 Carrera S wheels (20in front, 21in rear) that do anything of note to alter the driving experience. (The £464 reversing camera and £699 dynamic LED headlights are must-haves, while everything that really costs on our car is a personal choice of colour, trim or convenience.)

Reading Andrew's conclusions, if I could write as well as he does I'd be tempted to just pass his work off as my own, given how similar they are: that a turbocharged engine brings more to the party than it takes away, considering how accessible it makes the performance, and once you're over how good the car is to live with and reflect on how good it is to drive, you find yourself in disbelief that it sits at the bottom of the 911 range.

Andrew, of course, found all this in a more powerful S version costing almost £20,000 more after options. That so much of what he says is true of this most pure of 911s tells you how brilliant the 911 is no matter how little or much you spend on it. Why go for more when less is already enough?

**MARK TISSHAW**

#### TEST DATA

**PORSCHE 911 CARRERA**  
**Price** £82,793 **Price as tested** £90,891  
**Faults** None **Expenses** None  
**Economy** 24.5mpg **Last seen** 23.12.20

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Our £91k 911 squared up to a £132k (as tested) Corvette



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# AVAILABLE NOW!





# FORD FOCUS ST

Not convinced it beats a Mk8 Golf GTI? This might persuade you

MILEAGE 4722

## WHY WE'RE RUNNING IT

To find out if it's good enough to be a credible fast Ford hatchback flagship

**T**he significance of the victory of our long-term Focus ST over the brand-new Volkswagen Golf GTI published on these pages a few months back (Autocar, 28 October) shouldn't be underestimated.

First, it wasn't a contest the Ford was expected to win. The previous ST wouldn't have stood a chance against any of the modern iterations of Volkswagen's iconic hatchback. Second, the margin of victory was not small. It may not have been a comprehensive dusting, but there was clear air between them, leading to the biggest win I can remember a fast family Ford scoring against its most bitter rival.

I'm not going to delve back into it all now, but the ST won for two reasons: first, the Golf made it easier for the Focus by trying to be a bit

## LOVE IT

### NO COMPROMISES...

The way it manages to be one of the most entertaining and responsive hatchbacks while retaining sufficient civility still to cut it as a daily driver.

## LOATHE IT

### ...WELL, MAYBE JUST ONE

There is a price to be paid in ride quality, but no more than you would expect in this class of car. The suspension is more firm than harsh, which I consider acceptable.



## New ST handles even better than before

more like it in the way it went down a decent road, spoiling the comfort and class that has for so long been the Golf's USP. But it's the second point on which I want to dwell for just a while now, namely that while the Volkswagen was getting less good at the things it has traditionally done well, the Ford was getting better and better in its particular area of expertise, turning the Golf's mission into something of a fool's errand.

And that area is handling. With clever front suspension, a limited-slip differential and what feels like a very robust approach to the stiffness of the rear anti-roll bar, it takes the unprepossessing formula of a nose-heavy, front-wheel-drive car with a gratuitous amount of torque and simply bends it to its will.

It has only a touch less torque than the old Focus RS (and a much better torque-to-weight ratio), yet it deals with it so well that I haven't once ever thought the car would be improved in any way that matters to me by the addition of four-wheel drive. Indeed, I expect the additional mass would ruin its charm, at least in part. Torque steer is limited, traction impressive

and electronic intervention delayed until you actually need it, not merely when the car thinks its most lily-livered driver might feel reassured by its presence.

But most of all, I love the way it gets into a corner. This is a very expressive car, it's a fan of extravagant gestures and it's not remotely afraid to wave its back end around if that's what's required to keep the trajectory of the front nailed into apex.

It's extremely pitch-sensitive, perhaps not quite up there in the Peugeot 205 GTi league but more eager to allow weight transference to affect its attitude than any rival car, which is what gives the Focus such extreme agility for such a car.

What makes it really clever, however, is not this – which can be achieved by using something akin to a train rail as a rear bar – but how the car has been tuned so as still to feel trustworthy and stable. It's a very neat trick, and the Honda Civic Type R is the only rival that does it so well.

Otherwise, all is well. Nothing has gone wrong – not that you would expect it to – and the ST continues to provide happy, indulgent daily transport. Long may it continue.

ANDREW FRANKEL

## TEST DATA

### FORD FOCUS 2.3 ECOBOOST ST

Price £32,510 Price as tested £33,660  
Faults None Expenses None  
Economy 34.7mpg Last seen 25.11.20

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## Land Rover Discovery Sport

MILEAGE 5863 LAST SEEN 2.12.20

I've been enjoying some longer trips of late, but one thing I'm not so sold on is the Discovery Sport's boot space. Even though I've slid the back seats forward, there's still quite a lot less accessible cargo space here than my old Skoda Superb Estate had. It's often handy to have the Land Rover's excellent off-road ability, but even so, let's say I'm not a total SUV convert. **OK**



## Vauxhall Corsa-e

MILEAGE 2780 LAST SEEN 18.11.20

Being caught in torrential rain got me worried about what havoc a deep puddle could wreak on the low-slung Corsa's lithium ion underpinnings. I'd have worried less in the petrol car, despite knowing modern EVs are no more susceptible to water damage. All was fine, but I drew the line at following snapper Max's Mitsubishi L200 through a river ford. **FP**



## Seat Leon

MILEAGE 1925 LAST SEEN 2.12.20

A reader emailed me to express his displeasure that the new Leon SE Dynamic he had ordered (like ours) doesn't come with the full-width LED tail-light strip that higher trims do. I can understand Seat wanting to walk buyers up the trim ladder, but to omit a key part of the rear-end design is a shame. The low-mounted third brake light in its place looks odd. **LA**



# USED CARS

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

WHAT WE ALMOST BOUGHT THIS WEEK



## RENAULT 5

Can you imagine being in a bad mood at the wheel of something so utterly charming? Unlike the battered 5s you'll see nipping in and out of traffic like mopeds in Paris, this £2995 1984 GTL has just been fully resprayed and passed its MOT with distinction, making it an ideal sunny-weather runaround. As a bonus, it's the coveted five-speed model.



# James Ruppert

THE HIGH PRIEST OF BANGERNOMICS



A 2010 A8 4.2 TDI with 76,000 miles is just under £14,000

## ESSENTIAL OILS

Diesels are out of fashion but big oil-burners still have a place

**S**omeone has to do it, so let's celebrate the great big diesel engine and the vehicle it is attached to. Huge oil-burners deliver effortless torque, the ability to tow a small hamlet with ease and potentially many thousands of miles at half-decent economy. Emissions aside, the downside can be that the highly stressed engine could give you some very expensive ECU and injector-based grief. When they work, though, they can do a very big job indeed.

It would be easy to just fill this page with pug-ugly 4x4s and Bentley Bentaygas but there are svelte and almost sexy Audi A8s to consider. Admittedly, a 2010 car is getting old for some people, but it's brand spanking new for me, and an A8 4.2 TDI SE Tiptronic quattro with just 76,000 miles is worth a go. It has a full dealer history and, according to the paperwork, a massive £22k worth of options, including night vision. The cost? It's £13,989, which is not cheap but not really that expensive when you look at all the tech on offer.

There are diesel estates, of course, and shopping outside of the obvious candidates throws up a 2005 Saab 9-5 with a V6 TiD in Linear spec for £1295. It does have just under 160k miles. There's quite a detailed service history and it's for sale at a dealer (as a part-exchange), so if there is a problem, at least there will be a warranty. There's bags of room inside, the 9-5 still looks the part and it's not much to pay for a big diesel.

There's tempting big saloon action with an oil-burning Infiniti. These posh Nissans really are getting better value by the day and a 2012 M saloon with a 3.0 TD V6 in S Premium trim and just over 60k miles is all yours for £8995. There are plenty of SUV-like Infiniti FXs around, but I think that these saloons are rarer and better value.

When it comes to putting a hard day's work into some towing or other proper grafting, then it is worth

travelling back in time to find a short-wheelbase three-door Isuzu Trooper with a 3.0 V6 diesel. Indeed, I've just come across a 2002 example that has been owned by the same person since 2004 and that may explain the fairly modest 112k mileage. We know they will go to the moon and back, too, and all this is just £1800. There was an insurance Category C advisory, which was traced to a 2017 minor cosmetic incident that the owner repaired themselves, so that's not a biggie, in theory.

There you have it, then: thumpingly efficient diesels that don't have to be flaky Range Rovers. Essentially, don't be frightened of them, but possibly avoid some of the more complicated ones, depending on your budget. The future may not be oil-coloured any more, unless you happen to be clever.

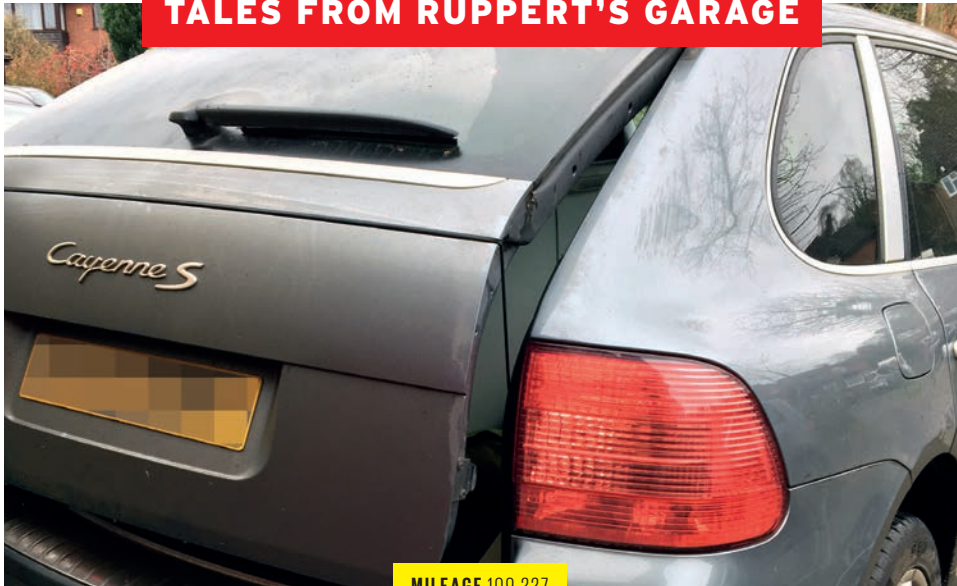
“ Don't be frightened of thumpingly efficient diesels ”



Infiniti M30d with 60,000 miles can be yours for £9k



## TALES FROM RUPPERT'S GARAGE



MILEAGE 109,227

## PORSCHE CAYENNE

Just in case you wondered, it is possible to get a German fridge-freezer (Bosch) inside the Flying Pig. Just recently, the old V8 has been doing a fair impression of a working van. I think it is worth pointing out sometimes that apparently ridiculous, V8 gargantuan SUV things can do the everyday. Topping up with extra four-star is a downside, but on the whole I can recommend this as a removals van.

Meanwhile, an electric garage door I am responsible for is under investigation, because it takes about half an hour to go up in stuttering stages. It may just need a service or be on its way out despite being only 12 years old.

## READER'S RIDE



## Honda Accord

We've seen Nick's car before, but here's proof that it's still going strong. "It's a 2008 Honda Accord 2.4 EX automatic," says Nick. "I've now owned it for seven years and it is quite likely that I will keep it for at least another 10 years. It has covered nearly 100,000 miles and has been fairly economical, returning 33mpg around town and up to 45mpg on long runs.

"Although it is pretty anonymous, it is at least smooth, reliable and, when I use kickdown, very fast, but with fantastic brakes when needed. There's a ton of equipment, including a reversing camera, sat-nav, parking sensors, sunroof, radar cruise control, folding mirrors... the list goes on. Overall, the Accord is a very underrated car."

## READERS' QUESTIONS



### QUESTION

I own an older car that I have to keep outside. How can I deter any would-be thieves?

Patrick Masters, via email

### ANSWER

In terms of deterrents, parking under a street light or within view of a CCTV camera makes your car an unattractive proposition to ne'er-do-wells. A good old-fashioned steering clamp also serves to discourage theft because removing it can delay a swift getaway, and fitting an aftermarket immobiliser switch to the battery cable is a cheap, quick and effective addition. Consider taking the ignition coil lead off overnight, as well. The basic aim is to make stealing your car so inconvenient and time-consuming that it's simply not worth the risk. **FP**



### QUESTION

My partner and I are downsizing the fleet. We need something that can serve as both a builder's wagon and a comfortable weekend runaround for about £15,000. Thoughts?

Tara Hodges, Bristol

### ANSWER

The posh pick-ups of today are far plusher and more refined than their forebears, so opting for one needn't mean compromising on comfort. The Volkswagen Amarok, for example, packs all the niceties of a Passat and can be picked up in top-rung Highline guise for about £12,000. The rugged but nicely appointed Ford Ranger is an attractive proposition, too. How about a leather-upholstered, 3.2-litre diesel 2016 Ranger for £14,995? Or opt for the 2.2-litre engine for better efficiency. **FP**

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



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<b>3 AKE</b> £7995	<b>5 GKY</b> £2995	<b>80 VXP</b> £1895	<b>37 DCY</b> £1495	<b>8070X</b> (Botox) £6995	<b>2093 FS</b> £2995	<b>MUS55A</b> (MUSSA) £14995	<b>GADIX</b> £2495	<b>T9 UTA</b> £995	<b>500 OYS</b> £1595	<b>600 VUY</b> £1295	<b>KUI I66</b> £699
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<b>4 NJY</b> £3995	<b>88 HXE</b> £1795	<b>60 XKY</b> £1695	<b>101 OU</b> £8995	<b>996 KP</b> £4995	<b>100 VO</b> £6995	<b>MAA2A</b> (Mazza) £5995	<b>VIJCE</b> £1495	<b>III OYF</b> £1495	<b>444 XAA</b> £1995	<b>777 UEX</b> £1395	<b>(Ferrari 550) £1295</b>
<b>4 XNE</b> £3495	<b>88 LXK</b> £1795	<b>44 OAY</b> £1995		<b>NAD74A</b> (NADIA) £4995					<b>PUN 682</b> £1495		

**Toyota Yaris Hybrid 2017/67**



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**Range Rover 2015/65 Autobiography TDV8**



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# TESLA MODEL 3

Quick, high-spec EV has a long range and, says **Mark Pearson**, now starts at £37k



## OUR TOP SPEC STANDARD RANGE PLUS

All Model 3s get climate control, adaptive cruise control, heated front seats, an electric tailgate and keyless entry. Apart from metallic paint and different wheels, the only option from new was the Full Self Driving Capability.

**D**espite sparking public interest with the large Model S and even larger Model X, Tesla's intent to democratise electric motoring charged up a notch with this executive car-sized Model 3, launched in 2019. It's been a runaway worldwide sales success, offering all the high-tech, drama, range and modernism of the larger cars in a smaller and more affordable package.

Three flavours of Model 3 are available: Standard Range Plus, Long Range and the flagship Performance version. On the road, it's very good, with even the entry-level, rear-wheel-drive Standard Range Plus managing 0-60mph in 6.1sec. However, the Long Range and Performance models have four-wheel drive and not one but two electric motors.

At low speeds, the two lower-spec models jostle you around quite a bit. Oddly, the Performance version on its sports suspension and massive 20in

wheels is the most comfortable Model 3 on motorways.

It certainly handles well in Performance guise. The Long Range version is tidy, too, just with a bit more body lean and a little less grip. However, the Standard Range Plus feels altogether less balanced and less confidence-inspiring.

Being a pure-electric car, the Model 3 is, unsurprisingly, whisper quiet at town speeds. However, there's quite a lot of tyre noise on faster roads, when you can also hear the wind around its frameless doors, despite double-glazed side windows.

You get essentially the same touchscreen infotainment system that features in Tesla's larger models, although the Model 3's screen is slightly smaller (15.0in) and a landscape rather than portrait format. The layout of the screen is intuitive, and while some of the smaller icons can be distracting to

hit accurately while you're driving, at least the system is quick and responsive once you've made your selection.

Front-seat occupants are unlikely to complain about space. There's similar leg and head room in the back of the Model 3 to the BMW 3 Series – comfortably enough for a six-footer to sit behind a driver of a similar height. The boot isn't huge, but there's actually more space for luggage than in conventional executive rivals, thanks to a massive well under the main boot floor and the extra storage under the bonnet.

Prices for the Model 3 Standard Range Plus start at £37,000 for a 2019 car. Expect to pay more for the two higher-spec models, between £40,000 and £45,000, which is the same budget for a 2020 version of the standard car. You'll need upwards of £45,000 for a Long Range or Performance car from 2020.

## NEED TO KNOW

- The Standard Range Plus is WLTP-certified for 254 miles, the Long Range 348 miles and the Performance 329 miles. A 2020 facelift upped the Standard Range Plus to 267 miles, the Long Range to 360 miles and the Performance to 352 miles.
- Tesla has had a poor reputation for build quality and reliability but there are signs that this is changing. The Model 3 finished in first place in the electric car class in the recent reliability survey carried out by our sibling title What Car?, with an overall score of 99.4%. Tesla as a brand finished in a disappointing 29th place out of 31 manufacturers in the same survey.

## OUR PICK

### TESLA MODEL 3 LONG RANGE

Pick the Long Range and you'll get a huge potential range of 360 miles (WLTP) in the later versions. It's well-equipped, too, including a 15in infotainment screen with Google Maps, Netflix and web browsing.

## WILD CARD

### TESLA MODEL 3 PERFORMANCE

If you have the extra dosh, take a long, hard look at the Performance. It's ridiculously fast – we've timed it dispatching 0-60mph in just 3.3sec – and it still has a great range.

## ONES WE FOUND

- 2019 Model 3 Standard Range Plus, 8000 miles, £37,995
- 2019 Model 3 Performance, 10,000 miles, £49,950
- 2020 Model 3 Long Range, 2000 miles, £46,500
- 2020 Model 3 Performance, 1000 miles, £54,995



**KIA PICANTO 1.0 1 SDR**  
£1011 deposit, £168 per month, 48 months, 8000 miles per year  
We love the weeny Picanto and it sits in a mere insurance group two, making it one of the cheapest cars to insure. It's also one of the best small cars on the market, being fun to drive and having a smart interior and a relatively big boot. A class act.



**HYUNDAI i10 1.0 S 5DR**  
£957 deposit, £159 per month, 48 months, 8000 miles per year  
If you're looking for cultured motoring on a sensible budget, you must check out the group two i10. It's relatively spacious, comes with a smart-looking interior and a great infotainment system, and drives more impressively than plenty of bigger, pricier cars.



**TOYOTA AYGO 1.0 VVT-i X 5DR**  
£601 deposit, £201 per month, 48 months, 8000 miles per year  
Group three insurance earns the Aygo its place here. Youthful looks, despite its increasing age, a fine driving position, good infotainment and even better fuel economy count in its favour. Just ensure the rear cabin is roomy enough for your needs.



**DACIA SANDERO 1.0 SCE ACCESS 5DR**  
£754 deposit, £125 per month, 48 months, 8000 miles per year  
Grab a cheap-as-chips Sandero before the all-new model arrives. Being in group three, it can be run for buttons and it has an honest, stripped-down feel. A frugal engine and roomy interior are standard.



**BUY THEM  
BEFORE WE DO**



**PUNCHES  
ABOVE ITS  
PRICE**



## Kia Stinger **£30,000**

**I**t seems only yesterday that we were waving goodbye to our long-term Stinger, the first Kia ever to conduct a credible burnout on these pages.

Such wanton displays of exuberance have hardly been intrinsically linked to the South Korean brand since it was launched in the UK in 1991 with the misleadingly named Pride hatchback, but the Stinger (aside from being much more suited to its moniker) is a bit of a departure

from normality. For starters, there's the method of propulsion: a 3.3-litre turbocharged petrol V6 sending a useful 365bhp and 376lb ft to the rear axle, which is good for a 0-62mph time of 4.9sec and a top speed of 168mph.

A genuinely fast car, then, and one that doesn't fall apart at the sight of a sharp bend, either. After five months with our long-term test car, we deemed it more a grand tourer than a bona fide B-road weapon, but it didn't come away all that red-faced from a battle with the Jaguar XE S

and BMW 440i, which is testament to its well-roundedness and segment-leading value for money.

This last factor really got tongues wagging following the Stinger's launch in 2017. Little more than £40,000 bagged the top-spec V6 car, and anyone who balked at the prospect of a cut-price sporty exec with a Kia badge was quickly silenced by its laudable build quality and remarkably well-appointed cabin.

There were flies in the Sunset Yellow ointment, though, among them the car's dim-witted gearbox

and limited array of drive modes, but little really to discourage the discerning driving enthusiast on a budget from taking the plunge.

The appeal only becomes more intense when the price gets lower, too, such as on the 2019 car we found. Its Ember Orange paint will prove polarising, but given how rare the Stinger is, it's likely to turn heads whichever the colour. At just 18 months old, it has fewer than 6000 miles on the clock and packs every goodie in the box. Give in to the buzz and add it to your hive. Sorry.



**LOW  
STAKES  
BOCA**

### Seat Ibiza Cupra Bocanegra **£5750**

Blistering pace is not a top priority for the Bocanegra, but you'd struggle to find a sporty hatch that offers a drive so refined for the money. A fresh MOT, rebuilt gearbox and new front brakes on this one mean it's certain to leave a 'buen gusto' in your boca.



**302BHP  
LUXURY  
Q-CAR**

### Mercedes-Benz R500 **£5250**

Take advantage of the R-Class's Q-car status by avoiding the more extroverted AMG variant. This R500 packs a very respectable 302bhp from its 5.0-litre V8 and goes without a third seat in the middle row for that genuine private jet experience.



**SQUINT  
AND IT'S A  
HONDA E**

### Honda City **£7700**

Don't get too excited: there's no tiny Motocompo folding scooter in the boot. If there were, this City would be worth far more. It's already a lot of money for a 35-year-old economy car but it'll go farther between fill-ups than its similarly sized E descendant.



**WILD CARD**

### Dodge Charger SRT Hellcat **£59,950**

Driving a 707bhp V8 muscle car around the UK at the moment feels a bit extravagant - but if not now, when? Find the right track (or runway) and you'll top 200mph, plus it has the optional larger fuel tank so you can stay there for longer.



## AUCTION WATCH



## LOTUS ESPRIT

Ferrari's Grigio Ferro is a strange choice of colour for this recently resprayed X180-generation Esprit, especially when you consider factory options included such captivating hues as Norfolk Mustard (really) and Pacific Blue. Perhaps the silk finish would grow on you, but even if it didn't, you'd no doubt be taken in by the sheer exploitability of its 2.2-litre atmo four and taut chassis. An equivalent Porsche 911 of similar vintage would command an eye-watering premium in comparison, so this looks like a bit of a steal at £11,200. Or at least it will once the tattered interior is refreshed.

FUTURE CLASSIC



## Mercedes-Benz C55 AMG £8995

The C55 replaced the slow-selling C32, swapping its predecessor's 3.2-litre V6 for a meatier V8 of 5.4-litre capacity. Performance gains were not immense (power went from 349bhp to 362bhp and the 0-62mph sprint was no quicker, at 5.2sec) but the increased aural pleasure wrought by the larger motor is not to be disregarded and nor are the 55's tighter handling and vastly improved gearbox. This 2004 car has covered a commendable 125,000 miles, which at today's prices amounts to more than three times the car's value in fuel costs alone.

## CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

I need something that can cope with the ice for £5000.



Skoda Yeti 4x4 £4899



Suzuki Swift £4995

**FELIX PAGE** There are plenty of compact SUVs on offer, but very few that can convincingly cut the mustard when the going gets tough. Not so the much-missed Skoda Yeti, which in torquey diesel 4x4 guise was every bit as capable on the slippery stuff as its Nepalese namesake.

**MAX ADAMS** That beastly Yeti is quite a portly thing to drive on ice, at 1450kg. My nimble little Swift is at least 400kg lighter, yet it also has four-wheel-drive traction to get you going should the going get slippery.

**FP** It's only lighter because the interior plastics are made from melted-down Freddo wrappers. If I'm going to venture into the wintry wilds of west London, I want to do it in comfort.

**MA** If you venture out to places with proper winters, such as the Yorkshire Dales, you'll find plenty of dependable little Suzukis there, because what's important is reliability and not the density of your dashboard materials.

**FP** I think you'll find they usually wear a Jimny badge on their rear. With the Yeti, you get a year-round winner that can handle the snow when required. I'm not sure I'd relish driving your bargain-basement Suzuki on the other 364 days of the year.

**MA** Well, you might want to reconsider your smugness when diesels are inevitably banned from the capital.

VERDICT

That Yeti is a snowman that's far from abominable.

JAMES RUPPERT





# HOW TO BUY A MASERATI GRANTURISMO

Granturismo's theatrical exhaust note was tuned with input from a composer at Milan's La Scala opera house.



## A SOUND CHOICE

As in, have you heard its glorious V8? But the Maserati Granturismo also offers a lot of Modena breeding for relatively little outlay – initially, at least. **Felix Page** is your guide

**Y**ou can take advantage of the Maserati Granturismo's exceptionally long 12-year production run by picking up an early car for less than £15,000 that's almost visually indistinguishable from a run-out example costing more than five times as much.

Obviously, that's a rather flippant attitude to take, and older cars come with their own unique set of risks and quirks, as we'll explore, but even in its more expensive forms, the Granturismo represents outstanding value next to the closely related Ferrari California (and arguably it comes without the 'entry-level' connotations).

So let's kick off at the princely

sum of £13,500, which at the time of writing would buy you a recently written-off 57-reg coupé that, the seller claims, would be "very cheap" to repair. Hmm, we're not sure about that: unblemished panels can hide structural horrors, and even seemingly trivial Maserati problems come with full-fat Maserati repair costs. But irrespective of its unspecified damage, you should also worry about potential headaches that arise from long-term neglect: oil leaks, electrical gremlins, poor-quality consumables and a knackered clutch.

The Granturismo's accessibility is a gift and a curse, because some owners – lured in by the prospect of a bargain Italian thoroughbred – aren't so keen on upkeep and provenance.

We'd spend as much time poring over the paperwork as we would scouting the car itself, especially with an example this cheap.

If you've decided a less expensive but slightly riskier early car is for you, more power to you – or, actually, a bit less. A year after its launch, the Granturismo gained a spicier S range-topper that upped capacity from 4.2 to 4.7 litres for boosts of 35bhp and 22lb ft, to 434bhp and 361lb ft, making subtle performance improvements and gaining suspension, brake and gearbox upgrades for enhanced dynamic behaviour. This range-topper soldiered on until the model line bowed out in 2019 – becoming the slightly more powerful Granturismo Sport in 2012 – and you can buy

one from as little as £22,000.

Performance aside, a big part of the Granturismo's appeal is the addictive bark of its eight-cylinder heart – especially delectable in 4.7-litre form – which is enjoyed no better than in the open-roof Grancabrio. Go gives best to show in the drop-top due to the added heft, and rolling refinement and boot space also suffer, but few of its open-air rivals can seat four so comfortably and convey them at such pace, and you'd do very well to spot the dynamic shortcomings in everyday driving situations. Prices are slightly higher, given the added appeal of a folding roof and the relative newness of the bodystyle (it was introduced in 2010), but mileages are generally lower and service folders thicker as a result.



## HOW TO GET ONE IN YOUR GARAGE



## An owner's view

## DAVID WELLS

"It's old inside and the infotainment is rubbish but generally the noise from the engine outweighs the need for music. They are temperamental if the battery isn't kept charged up and you need to get an independent inspection if buying from anywhere other than a main dealer, but I believe they have a poorer reputation than they deserve and are reliable if looked after. They only need servicing every two years or 12,500 miles, which is a bonus."

## Buyer beware...

## ■ ENGINE

Oil leaks are not as big a bugbear as they were for the notoriously porous 4200, but even the most accessible gaskets will cost hundreds of pounds in labour costs to replace. One small coolant hose in particular is prone to cracking, so check the entire system for signs of leaks and give the oil dipstick a good wiggle as it can seize in its housing. (Obviously, you'll be checking the oil anyway.) And don't say we didn't warn you about fuel economy: 15mpg in town is good going.

## ■ INTERIOR

If Bluetooth is a deal-breaker, go for post-2009 cars, which offered it as an option. Electric seats can play up but there is a simple reset process you can try at home before paying for a repair. The headlining has been known to sag; if you're feeling brave you can inject it with epoxy for an effective DIY fix. Sticky buttons afflict most cars of this era. Try baby wipes and degreasers before shelling out for replacements.

## ■ ELECTRICS

As with most high-end cars of this ilk, it's a good idea to leave it on a trickle charge when it's not in use. Jump-starts are not advisable, as they can overload the electrical system. If the check engine light comes on after a petrol stop, don't panic: it's likely that the fuel cap is still slightly loose.

## ■ SUSPENSION

Optional 'Skyhook' suspension pack is revered for its blend of refinement and keen handling but it can go expensively wrong so check the condition of each shock and ensure any recall work has

been carried out. Knocking over speed bumps can usually be traced to worn wishbone bushes, which are a pricey fix.

## Also worth knowing

Dry store the Granturismo at your peril. This car needs to be driven regularly to remain in peak fitness. Putting it on a trickle charger won't preserve the various rubber bushings, gaskets and hoses that dry up in long periods of inactivity, and having to buy new tyres is even less fun if it's just because they've developed flat spots. For these reasons, a high-miler with a good service history is a far safer bet than a museum piece that has been used only occasionally.

## How much to spend

## £13,000-£19,999

Our super-cheap write-off and an array of well-used 4.2-litre cars.

## £20,000-£29,999

Mostly attractive early S models, but beware dubiously wrapped and modified examples.

## £30,000-£39,999

Spotless, post-2012 facelift 4.7s, often with the polarising 'Neptune' wheels.

## £40,000 AND ABOVE

Late examples, including hardcore MC Stradales from £55,000 and run-out 2019 cars at £70,000-plus.



## One we found

MASERATI GRANTURISMO  
4.2, 2008/58-REG,  
70K MILES, £18,995

Power deficit be damned. The prospect of a Modena-born sports car for Ford Focus money is too enticing to ignore. Precise details are sparse, but we're reassured by the relatively low owner count and tidy-looking exterior.



Look for post-2009 if Bluetooth is absolutely vital

Those two tailpipes emit a glorious bark, especially from a 4.7



“  
The 4.7 range-topper soldiered on until 2019  
and you can buy one from as little as £22,000  
”



# NEW CARS TO A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## ECONOMY EXPLAINED

Between the various figures produced on the old-style NEDC, transitional NEDC Correlated and new-style WLTP laboratory emissions and fuel economy tests, it has become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO<sub>2</sub> figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read WLTP combined fuel economy and CO<sub>2</sub> figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated results 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 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 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.

## ABARTH

<b>595 3dr hatch/2dr open</b> <b>£17,310-£28,440</b> ★★★★★
The Fiat 500's Abarth makeover makes it a true pocket rocket. <b>LxWxH</b> 365x162x1485 <b>Kerb weight</b> 1070kg
<b>1.4 T-jet 145</b> 143 130 7.8 38.7-39.2 162-164
<b>1.4 T-jet 165 Turismo</b> 162 135 7.3 37.7-38.2 161-166
<b>1.4 T-jet 180 Competizione</b> 177 140 6.9 36.7 171
<b>1.4 T-jet 180 Esseesse</b> 177 140 6.7 36.7 171

<b>695 3dr hatch/2dr open</b> <b>£30,650</b> ★★★★★
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. <b>LxWxH</b> 365x162x1485 <b>Kerb weight</b> 1045kg
<b>1.4 T-jet 180 Rivale</b> 177 140 6.7 36.2-36.7 171

## ALFA ROMEO

<b>Giulietta 5dr hatch</b> <b>£20,400-£26,810</b> ★★★★★
Long in the tooth but still seductive, shame it's not rounded or lavish enough. <b>LxWxH</b> 435x1798x1465 <b>Kerb weight</b> 1305kg
<b>1.4 TB 120</b> 118 121 9.4 38.2 168-172
<b>1.6 JTDM-2.120</b> 148 121 10.0 49.6 144-148
<b>2.0 JTDM-2.170</b> 168 133 8.3 47.9 145

<b>Giulia 4dr saloon</b> <b>£34,995-£67,195</b> ★★★★★
Handsome and special dynamically but lacks finesse and comes as an auto only. <b>LxWxH</b> 464x1860x1436 <b>Kerb weight</b> 1429kg
<b>2.0 Turbo Petrol 200</b> 197 146 6.6 36.2 176-184
<b>2.0 Turbo Petrol 280</b> 276 149 5.7 33.6 195
<b>2.2 Turbo Diesel 160</b> 168 137 8.2 53.3 135

	Power (max)	Top speed (max)	0-60 (0-20mph)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>2.2 Turbo Diesel 190</b>	187	143	7.1	52.3	143
<b>2.9 BiTurbo Quadrifoglio</b>	503	191	3.9	27.2	235

<b>Stelvio 5dr SUV</b> <b>£41,255-£73,195</b> ★★★★★
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. <b>LxWxH</b> 468x1903x1671 <b>Kerb weight</b> 1604kg
<b>2.2 Turbo Diesel 190</b> 187 130 7.6 45.6 159
<b>2.2 Turbo Diesel 190 Q4 AWD</b> 187 130 7.6 43.5 169-170
<b>2.0 Turbo 280 Q4 AWD</b> 207 134 6.6 42.8 168
<b>2.0 Turbo 200 Q4 AWD</b> 197 134 7.2 30.1 206-209
<b>2.0 Turbo 280 Q4 AWD</b> 276 143 5.7 30.4 208
<b>2.9 BiTurbo Quadrifoglio</b> 503 197 3.8 24.6 261

<b>B3 4dr saloon/5dr touring</b> <b>£68,865-£68,165</b> ★★★★★
Buchloe's take on 3 Series makes a case for being all the car you could ever need. <b>LxWxH</b> 4620x1811x1430 <b>Kerb weight</b> 1865kg
<b>3.0 BiTurbo</b> 462 186-188 3.8-3.9 25.9 247

<b>B5 4dr saloon/5dr touring</b> <b>£95,000-£97,500</b> ★★★★★
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. <b>LxWxH</b> 4956x1868x1466 <b>Kerb weight</b> 2015kg
<b>4.4 V8 BiTurbo</b> 599 200-205 3.5-3.7 23.5 272

<b>B7 4dr saloon</b> <b>£121,850</b> ★★★★★
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Class. <b>LxWxH</b> 5250x1902x1491 <b>Kerb weight</b> 2060kg
<b>4.4 V8 BiTurbo</b> 599 205 4.2 24.4 264

<b>D5 S 4dr saloon</b> <b>£64,355</b> ★★★★★
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. <b>LxWxH</b> 4956x1868x1466 <b>Kerb weight</b> 1870kg
<b>3.0 BiTurbo</b> 345 171 4.9 38.2 192

<b>XD3 5dr SUV</b> <b>£57,925</b> ★★★★★
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. <b>LxWxH</b> 4732x1891x2015 <b>Kerb weight</b> 2015kg
<b>3.0 BiTurbo</b> 330 158 4.9 31.4 328

<b>A110 2dr coupé</b> <b>£48,140-£59,740</b> ★★★★★
A much, much greater car and achievement than the sum of its parts suggests. <b>LxWxH</b> 4180x1980x1252 <b>Kerb weight</b> 1080kg
<b>1.8 Turbo</b> 252 155 4.5 39.2 162
<b>1.8 Turbo S</b> 288 162 4.4 38.7 163

<b>Atom 0dr open</b> <b>£39,950</b> ★★★★★
Simple, purist concept remains but everything else has changed... for the better. <b>LxWxH</b> 3520x1880x1222 <b>Kerb weight</b> 595kg
<b>2.0 turbo</b> 320 162 2.8 NA NA

<b>Nomad 0dr open</b> <b>£38,000</b> ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. <b>LxWxH</b> 3215x1850x1425 <b>Kerb weight</b> 670kg
<b>2.4 K24 VTEC</b> 235 125 3.4 NA NA

<b>Aston Martin</b>
<b>Vantage 2dr coupé/2dr open</b> <b>£122,805-£127,005</b> ★★★★★
The faster, cleverer, more hardcore entry-level Aston tops its class. <b>LxWxH</b> 4465x1942x1273 <b>Kerb weight</b> 1630kg
<b>4.0 V8</b> 503 190-195 3.6-3.8 11.6 236

<b>DB11 2dr coupé/2dr open</b> <b>£149,805-£177,225</b> ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. <b>LxWxH</b> 4739x2060x1279 <b>Kerb weight</b> 1875kg
<b>4.0 V8</b> 503 187 10.0 10.8 230
<b>5.2 V12 AMR</b> 630 208 3.7 13.4 265

<b>DBS Superleggera 2dr coupé/open</b> <b>£231,730-£249,730</b> ★★★★★
Effortlessly fast, intoxicating to drive, the big Aston is better than ever. <b>LxWxH</b> 4712x1461x1280 <b>Kerb weight</b> 1693kg
<b>5.2 V12</b> 715 211 3.7 13.5 306

<b>Rapide AMR 4dr saloon</b> <b>£198,374</b> ★★★★★
The Rapide is one of the most elegant four-door sports cars in the world. <b>LxWxH</b> 5019x1929x1360 <b>Kerb weight</b> 1995kg
<b>6.0 V12</b> 599 205 4.2 13.8 322

<b>DBX 5dr SUV</b> <b>£160,230</b> ★★★★★
Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. <b>LxWxH</b> 5039x1998x1680 <b>Kerb weight</b> 2245kg
<b>4.0 V8</b> 550 181 4.5 19.7 269

<b>Audi</b>
<b>A1 Sportback 5dr hatch</b> <b>£18,670-£31,510</b> ★★★★★
Pricey, but a rounded car with plenty of rational appeal. <b>LxWxH</b> 4029x1746x1418 <b>Kerb weight</b> 1105kg
<b>1.0 25 TFSI</b> 94 118 10.8 48.7-50.4 128-133
<b>1.0 30 TFSI</b> 114 126 9.5 46.3-51.4 124-139
<b>1.5 35 TFSI</b> 148 137 7.7 44.1-44.8 142-145
<b>2.0 40 TFSI</b> 197 146 6.5 40.4 158

<b>A3 Sportback 5dr hatch</b> <b>£23,300-£40,330</b> ★★★★★
All the above but with the added convenience of a usefully larger boot. <b>LxWxH</b> 4313x1785x1426 <b>Kerb weight</b> 1180kg
<b>1.0 30 TFSI</b> 114 128 9.9 48.7-52.3 124-132
<b>1.5 35 TFSI</b> 148 137 8.2 44.8-48.7 132-142
<b>2.0 TFSI S3 quattro</b> 310 155 4.8 35.3 183
<b>1.6 30 TDI</b> 114 126 10.4 61.4-68.7 111-119
<b>1.5 35 TDI</b> 148 135 8.1 56.5-61.4 119-131

<b>A3 Saloon 4dr saloon</b> <b>£25,265-£40,570</b> ★★★★★
Undercuts the cash to own an A4. Upmarket interior and good to drive. <b>LxWxH</b> 4458x1796x1416 <b>Kerb weight</b> 1240kg
<b>1.0 30 TFSI</b> 114 131 9.9 50.4-52.3 123-128
<b>1.5 35 TFSI</b> 148 139 8.2 46.3-48.7 123-139
<b>2.0 TFSI S3 quattro</b> 310 155 4.8 36.2 178

	Power (max)	Top speed (max)	0-60 (0-20mph)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>1.6 30 TDI</b>	114	131	10.4	64.2-67.3	137-143
<b>1.5 35 TDI</b>	144	150	8.4	57.6-61.4	120-127

<b>A4 4dr saloon</b> <b>£30,435-£57,625</b> ★★★★★
High quality and competent but leaves the dynamic finesse to its rivals. <b>LxWxH</b> 4726x1842x1427 <b>Kerb weight</b> 1320kg
<b>2.0 35 TFSI</b> 148 139 8.6 40.9-46.3 140-157
<b>2.0 40 TFSI</b> 187 155 7.3 40.9-44.8 143-167
<b>2.0 45 TFSI quattro</b> 242 155 5.6 34.9-35.3 181-184
<b>3.0 30 TDI</b> 132 133 9.5 50.4-55.4 133-146
<b>2.0 35 TDI</b> 148 136 8.9 50.4-55.4 133-146
<b>2.0 40 TDI quattro</b> 187 146 7.4 50.4-54.3 137-148
<b>3.0 54 TDI</b> 342 155 4.8 40.4-40.9 181-183

<b>A4 Avant 5dr estate</b> <b>£31,835-£82,770</b> ★★★★★
Classy and demure estate lacks the dynamic sparkle of rivals. <b>LxWxH</b> 4725x1842x1434 <b>Kerb weight</b> 1370kg
<b>2.0 35 TFSI</b> 148 136 8.9 39.8-44.8 143-162
<b>2.0 40 TFSI</b> 187 148 7.5 39.8-43.5 147-162
<b>2.0 45 TFSI quattro</b> 242 155 6.0 33.6-34.4 187-191
<b>3.0 V6 TFSI RS4 Avant</b> 448 155 4.1 28.2-28.1 220-226
<b>2.0 30 TDI</b> 132 131 9.8 49.6-54.3 137-160
<b>2.0 35 TDI</b> 148 132 9.2 49.6-54.3 137-160
<b>2.0 40 TDI quattro</b> 187 143-144 7.6-7.9 47.9-52.3 141-154
<b>3.0 50 TDI Allroad quattro</b> 282 155 5.3 38.2 194
<b>3.0 54 TDI quattro</b> 342 155 4.9 39.2-39.8 186-189

<b>A5 2dr coupé</b> <b>£37,600-£87,425</b> ★★★★★
Refreshed coupe gets a sharper look and a refreshed interior. Still mundane to drive. <b>LxWxH</b> 4673x1846x1371 <b>Kerb weight</b> 1390kg
<b>2.0 35 TFSI</b> 148 140 8.9 41.5-45.6 141-154
<b>2.0 40 TFSI</b> 187 150 7.2 41.5-47.1 141-154
<b>2.0 45 TFSI quattro</b> 242 155 4.8 34.9-38.8 180-184
<b>2.9 V6 TFSI RS5 quattro</b> 443 155 3.9 29.4-30.4 211-218
<b>2.0 35 TDI</b> 163 162 8.2 51.4-55.4 133-144
<b>2.0 40 TDI quattro</b> 187 146 7.4 50.4-54.3 135-146
<b>3.0 V6 S4 TDI quattro</b> 345 155 4.8 40.4-40.9 180-184

<b>A5 Sportback 5dr coupé</b> <b>£37,600-£87,425</b> ★★★★★
Refined, good-looking four-door coupé is sadly short on charm and finesse. <b>LxWxH</b> 4733x1843x1366 <b>Kerb weight</b> 1425kg
<b>2.0 35 TFSI</b> 148 139 9.1 40.9-44.8 144-158
<b>2.0 40 TFSI</b> 187 150 7.5 40.9-44.8 143-158
<b>2.0 45 TFSI quattro</b> 242 155 5.8 34.4-35.3 183-187
<b>2.9 V6 TFSI RS5 quattro</b> 448 155 3.9 28.8-29.7 215-222
<b>2.0 35 TDI</b> 148 135 9.1 50.4-54.3 135-147
<b>2.0 40 TDI quattro</b> 187 146 7.6 49.6-54.3 137-149
<b>3.0 55 TDI quattro</b> 345 155 4.9 39.8-40.4 183-187

<b>A5 Cabriolet 2dr open</b> <b>£41,715-£63,755</b> ★★★★★
More practical than smaller options. Lower-powered, steel-sprung trim is best. <b>LxWxH</b> 4673x1846x1383 <b>Kerb weight</b> 1600kg
<b>2.0 35 TFSI</b> 150 136 9.8 38.7-40.4 160-165
<b>2.0 40 TFSI</b> 187 150 7.9 38.7-40.4 160-165
<b>2.0 45 TFSI quattro</b> 242 155 6.5 32.3-32.2 192-196
<b>2.0 40 TDI quattro</b> 187 145 8.0 47.1-48.7 152-157

<b>A6 4dr saloon</b> <b>£40,395-£79,805</b> ★★★★★
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. <b>LxWxH</b> 4939x1886x1457 <b>Kerb weight</b> 1645kg
<b>2.0 45 TFSI quattro</b> 242 155 6.0 35.3-37.2 172-182
<b>3.0 55 TFSI quattro</b> 299 152 5.5 166.0-177.0 36-38
<b>2.0 35 TFSI quattro</b> 335 155 5.1 32.8-34.9 184-196
<b>2.0 40 TDI</b> 201 152 8.1 47.9-51.4 145-155
<b>2.0 40 TDI quattro</b> 201 153 7.6 45.6-47.9 155-163
<b>2.0 45 TDI quattro Allroad</b> 228 155 6.7 38.2 193
<b>3.0 50 TDI quattro</b> 282 155 5.5 38.7-40.4 183-191
<b>3.0 55 TDI quattro</b> 344 155 5.0 36.2 203-205

<b>A6 Avant 5dr estate</b> <b>£42,495-£112,290</b> ★★★★★
A capable and high-tech throwback that's a timely reminder of what Audi does best. <b>LxWxH</b> 4939x1886x1467 <b>Kerb weight</b> 1710kg
<b>2.0 45 TFSI quattro</b> 242 155 6.2 34.3-36.2 177-189
<b>3.0 55 TFSI quattro</b> 335 155 5.3 31.7-34 189-201
<b>4.0 RS6 quattro</b> 596 174 3.6 22.2-22.8 281-289
<b>2.0 40 TDI</b> 201 149 8.3 45.6-49.6 150-162
<b>2.0 40 TDI quattro</b> 201 150 7.8 44.1-46.3 159-167
<b>3.0 50 TDI quattro</b> 282 155 5.7 38.2-39.8 187-195
<b>3.0 55 TDI quattro</b> 344 155 5.1 35.3 209

<b>A7 Sportback 5dr coupé</b> <b>£47,860-£115,440</b> ★★★★★
Easy on the eye and to live with, but let down by stolid dynamics. <b>LxWxH</b> 4969x1908x1422 <b>Kerb weight</b> 1880kg
<b>2.0 45 TFSI quattro</b> 242 155 6.2 35.3-36.2 177-183
<b>2.0 50 TFSI quattro</b> 299 155 6.3 134.5-141.2 46-47
<b>3.0 55 TFSI quattro</b> 335 155 5.3 32.1-34 189-199
<b>4.0 RS7 quattro</b> 596 174 3.6 22.2-23 280-287
<b>2.0 40 TDI</b> 201 152 8.3 47.9-49.6 150-156
<b>2.0 40 TDI quattro</b> 201 155 7.0 45.6-47.1 158-163
<b>3.0 50 TDI quattro</b> 282 155 5.7 38.2-39.8 186-193
<b>3.0 57 TDI quattro</b> 344 155 5.1 35.3-35.8 205-208



<b>A8 4dr saloon</b> <b>£72,985-£116,430</b> ★★★★★
Technical tour de force benefits from Audi's knack of making very good limousines. <b>LxWxH</b> 5172x1945x1473 <b>Kerb weight</b> 1920kg
<b>3.0 55 TFSI quattro</b> 335 155 5.6 28.2-29.4 217-228
<b>3.0 55 TFSI quattro LWB</b> 335 155 5.7 28.2-29.1 219-228
<b>3.0 TFSIe quattro</b> 449 155 4.9 100.9-113.0 57-64
<b>4.0 S8 quattro</b> 571 155 3.8 24.1-24.4 263-265
<b>3.0 50 TDI quattro</b> 282 155 5.9 38.7-40.9 180-192
<b>3.0 50 TDI quattro LWB</b> 282 155 5.9 38.2-40.4 182-193

<b>E-tron 5dr SUV</b> <b>£59,900-£93,500</b> ★★★★★
A rounded, uber-luxurious addition to the premium EV niche. <b>LxWxH</b>





**R8 Spyder 2dr open £124,580-£164,285** ★★★★★  
Taking the roof off the R8 enhances the drama tenfold.  
**LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
<b>5.2 V10 RWD</b>	538	200	3.8	20.9	307
<b>5.2 V10 quattro</b>	567	200	3.5	20.5	313
<b>5.2 V10 Performance quattro</b>	610	204	3.2	20.3	316

BAC					
<b>Mono 0dr open £165,125</b> ★★★★★					
An F22 Raptor for the road, only significantly better built.					
<b>LxWxH</b> 3952x1836x1110 <b>Kerb weight</b> 580kg					
<b>2.5 VVT</b>	305	170	2.8	NA	NA

BENTLEY					
<b>Continental GT 2dr coupé £154,030-£173,435</b> ★★★★★					
Refined and improved in every area, making the Conti a superb grand tourer. <b>LxWxH</b> 4850x1966x1405 <b>Kerb weight</b> 2244kg					
<b>4.0 V8</b>	542	198	3.9	23.9	268
<b>6.0 W12</b>	626	207	3.6	20.8	308

BMW					
<b>Continental GTC 2dr open £169,230-£218,370</b> ★★★★★					
Immensely capable and refined open-top cruiser with effortless performance. <b>LxWxH</b> 4850x2187x1405 <b>Kerb weight</b> 2414kg					
<b>4.0 V8</b>	542	198	4.0	23.4	275
<b>6.0 W12</b>	626	207	3.7	20.2	336

BMW					
<b>Flying Spur 4dr saloon £170,530-£207,830</b> ★★★★★					
New from the ground up, with the looks and technology of a class winner. <b>LxWxH</b> 5316x1879x1483 <b>Kerb weight</b> 2437kg					
<b>6.0 W12</b>	632	207	3.8	19.1	337

BMW					
<b>Bentayga 5dr SUV £148,930-£180,750</b> ★★★★★					
Crew's first attempt at a SUV remains ahead of most luxury rivals. <b>LxWxH</b> 5140x1998x1742 <b>Kerb weight</b> 2505kg					
<b>4.0 V8</b>	542	171	4.5	21.7	302

BMW					
<b>1 Series 5dr hatch £25,005-£37,470</b> ★★★★★					
May not drive like a traditional BMW but delivers on upmarket hatch values. <b>LxWxH</b> 4319x1799x1434 <b>Kerb weight</b> 1365kg					
<b>118i</b>	138	132	8.5	46.3-47.1	135-139
<b>M135i xDrive</b>	302	155	4.8	36.2	177

BMW					
<b>2 Series 2dr coupé £26,690-£75,355</b> ★★★★★					
A proper compact coupé now. Could be better equipped, however. <b>LxWxH</b> 4432x1774x1418 <b>Kerb weight</b> 1420kg					
<b>218i</b>	181	143	8.8-8.9	37.2-38.2	168-172
<b>220i</b>	134	130	7.2	37.2-37.7	170-174

BMW					
<b>2 Series Gran Coupé 4dr saloon £26,410-£38,315</b> ★★★★★					
Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. <b>LxWxH</b> 4526x1800x1420 <b>Kerb weight</b> 1350kg					
<b>M235i xDrive</b>	302	155	4.9	37.2	172
<b>218d</b>	148	138	8.6	58.9-60.1	123-125

BMW					
<b>2 Series Active Tourer 5dr hatch £26,615-£38,235</b> ★★★★★					
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. <b>LxWxH</b> 4342x1800x1556 <b>Kerb weight</b> 1360kg					
<b>218i</b>	134	127	9.3	44.1-44.8	143-145
<b>220i</b>	181	142	7.4	42.2	151-153

BMW					
<b>2 Series Gran Tourer 5dr MPV £28,510-£38,600</b> ★★★★★					
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. <b>LxWxH</b> 4556x1800x1608 <b>Kerb weight</b> 1475kg					
<b>218i</b>	134	127	9.5-9.8	42.2-42.8	150-152
<b>220i</b>	181	137	7.8	40.4-40.9	157-158

BMW					
<b>3 Series 2dr coupé/2dr open £73,500-£30,470</b> ★★★★★					
Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. <b>LxWxH</b> 4843x1902x1341 <b>Kerb weight</b> 1830kg					
<b>840i</b>	335	155	5.0	33.2-33.6	193-194
<b>M850i xDrive</b>	523	155	3.7	24.8-25.2	256-260

BMW					
<b>3 Series Touring 5dr estate £32,935-£51,780</b> ★★★★★					
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. <b>LxWxH</b> 4620x1811x1430 <b>Kerb weight</b> 1565kg					
<b>318i</b>	152	137	8.7	42.2	152-153
<b>320i</b>	181	143	7.5	42.2	152-153

BMW					
<b>4 Series 2dr coupé £39,870-£53,875</b> ★★★★★					
A talented GT and brilliant B-road steer that's very well-equipped. <b>LxWxH</b> 4768x1852x1383 <b>Kerb weight</b> 1475kg					
<b>420i</b>	181	149	7.5	42.2-44.1	146-151
<b>430i</b>	254	155	5.8	40.4-42.2	153-159

BMW					
<b>4 Series Gran Coupé 4dr coupé £36,085-£51,410</b> ★★★★★					
Essentially a prettier 3 Series. Good, but not better than the regular saloon. <b>LxWxH</b> 4640x1826x1404 <b>Kerb weight</b> 1520kg					
<b>420i</b>	181	146	7.5-7.7	34.9-37.1	172-173
<b>420i xDrive</b>	181	144	7.8-8.1	33.2-35.8	182-183

BMW					
<b>5 Series 4dr saloon £38,600-£100,850</b> ★★★★★					
The perfect compromise between the comfy E-Class and dynamic X7, and then some. <b>LxWxH</b> 4936x1923x1479 <b>Kerb weight</b> 1530kg					
<b>520i</b>	181	146	7.8	44.8-45.6	142-145
<b>530e</b>	288	146	5.9	17.7-128.4	32-43

BMW					
<b>5 Series Touring 5dr estate £41,175-£60,570</b> ★★★★★					
The excellent 5 Series made in more practical form. The 520d is still the best. <b>LxWxH</b> 4942x1923x1498 <b>Kerb weight</b> 1630kg					
<b>520i</b>	181	139	8.2	40.4-42.2	152-160
<b>540i xDrive</b>	335	155	5.1	34.9-35.8	179-185

BMW					
<b>7 Series 4dr saloon £70,630-£90,205</b> ★★★★★					
Rules on in-car entertainment and diesel sophistication; otherwise too bland. <b>LxWxH</b> 5098x1902x1478 <b>Kerb weight</b> 1755kg					
<b>740i</b>	338	155	5.5	34.3-35.8	180-190
<b>750i xDrive</b>	527	155	4.0	26.4	243-245

BMW					
<b>8 Series 2dr coupé/2dr open £73,500-£30,470</b> ★★★★★					
Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. <b>LxWxH</b> 4843x1902x1341 <b>Kerb weight</b> 1830kg					
<b>840i</b>	335	155	5.0	33.2-33.6	193-194
<b>M850i xDrive</b>	523	155	3.7	24.8-25.2	256-260

BMW					
<b>8 Series Gran Coupé 4dr saloon £71,435-£120,970</b> ★★★★★					
Four-door grand tourer offers greater practicality than its two-door siblings. <b>LxWxH</b> 5072x1932x1397 <b>Kerb weight</b> 1800kg					
<b>840i</b>	335	155	5.2	33.2	194
<b>M850i xDrive</b>	523	155	3.9	24.6	260

BMW					
<b>X1 5dr SUV £29,455-£40,010</b> ★★★★★					
Pick of the premium bunch but a tad unrefined and has ordinary handling. <b>LxWxH</b> 4438x1821x1598 <b>Kerb weight</b> 1395kg					
<b>sDrive18i</b>	138	127	9.7	42.8	149-150
<b>sDrive20i</b>	189	138	7.4	40.9	156-157

BMW					
<b>3 Series 4dr saloon £31,110-£49,515</b> ★★★★★					
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. <b>LxWxH</b> 4709x1827x1442 <b>Kerb weight</b> 1450kg					
<b>318i</b>	152	138	8.4	44.1	145-146
<b>320i</b>	181	146	7.1	44.1	144-146

BMW					
<b>3 Series Touring 5dr estate £32,935-£51,780</b> ★★★★★					
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. <b>LxWxH</b> 4620x1811x1430 <b>Kerb weight</b> 1565kg					
<b>318i</b>	152	137	8.7	42.2	152-153
<b>320i</b>	181	143	7.5	42.2	152-153

BMW					
<b>4 Series 2dr coupé £39,870-£53,875</b> ★★★★★					
A talented GT and brilliant B-road steer that's very well-equipped. <b>LxWxH</b> 4768x1852x1383 <b>Kerb weight</b> 1475kg					
<b>420i</b>	181	149	7.5	42.2-44.1	146-151
<b>430i</b>	254	155	5.8	40.4-42.2	153-159

BMW					
<b>4 Series Gran Coupé 4dr coupé £36,085-£51,410</b> ★★★★★					
Essentially a prettier 3 Series. Good, but not better than the regular saloon. <b>LxWxH</b> 4640x1826x1404 <b>Kerb weight</b> 1520kg					
<b>420i</b>	181	146	7.5-7.7	34.9-37.1	172-173
<b>420i xDrive</b>	181	144	7.8-8.1	33.2-35.8	182-183

BMW					
<b>5 Series 4dr saloon £38,600-£100,850</b> ★★★★★					
The perfect compromise between the comfy E-Class and dynamic X7, and then some. <b>LxWxH</b> 4936x1923x1479 <b>Kerb weight</b> 1530kg					
<b>520i</b>	181	146	7.8	44.8-45.6	142-145
<b>530e</b>	288	146	5.9	17.7-128.4	32-43

BMW					
<b>5 Series Touring 5dr estate £41,175-£60,570</b> ★★★★★					
The excellent 5 Series made in more practical form. The 520d is still the best. <b>LxWxH</b> 4942x1923x1498 <b>Kerb weight</b> 1630kg					
<b>520i</b>	181	139	8.2	40.4-42.2	152-160
<b>540i xDrive</b>	335	155	5.1	34.9-35.8	179-185

BMW					
<b>7 Series 4dr saloon £70,630-£90,205</b> ★★★★★					
Rules on in-car entertainment and diesel sophistication; otherwise too bland. <b>LxWxH</b> 5098x1902x1478 <b>Kerb weight</b> 1755kg					
<b>740i</b>	338	155	5.5	34.3-35.8	180-190
<b>750i xDrive</b>	527	155	4.0	26.4	243-245

BMW					
<b>8 Series 2dr coupé/2dr open £73,500-£30,470</b> ★★★★★					
Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. <b>LxWxH</b> 4843x1902x1341 <b>Kerb weight</b> 1830kg					
<b>840i</b>	335	155	5.0	33.2-33.6	193-194
<b>M850i xDrive</b>	523	155	3.7	24.8-25.2	256-260

BMW					
<b>8 Series Gran Coupé 4dr saloon £71,435-£120,970</b> ★★★★★					
Four-door grand tourer offers greater practicality than its two-door siblings. <b>LxWxH</b> 5072x1932x1397 <b>Kerb weight</b> 1800kg					
<b>840i</b>	335	155	5.2	33.2	194
<b>M850i xDrive</b>	523	155	3.9	24.6	260

BMW					
<b>X1 5dr SUV £29,455-£40,010</b> ★★★★★					
Pick of the premium bunch but a tad unrefined and has ordinary handling. <b>LxWxH</b> 4438x1821x1598 <b>Kerb weight</b> 1395kg					
<b>sDrive18i</b>	138	127	9.7	42.8	149-150
<b>sDrive20i</b>	189	138	7.4	40.9	156-157

BMW					
<b>X2 5dr SUV £30,415-£45,560</b> ★★★★★					
Proves crossovers aren't always worse than the hatchbacks on which they're based. <b>LxWxH</b> 4360x1824x1526 <b>Kerb weight</b> 1460kg					
<b>sDrive18i</b>	138	127	9.6	42.8-43.5	148-150
<b>sDrive20i</b>	189	141	7.7	40.9-41.5	154-156

BMW					
<b>X3 5dr SUV £41,485-£79,030</b> ★★★★★					
Continues where the last one left off. Dynamically good and more luxurious inside. <b>LxWxH</b> 4708x1891x1676 <b>Kerb weight</b> 1750kg					
<b>sDrive20i</b>	181	134	8.3	35.3-35.8	179-181
<b>sDrive30e</b>	288	130	6.1	13.4-15.4	51-54

BMW					
<b>X4 5dr SUV £45,135-£81,950</b> ★★★★★					
Downsized X6 is respectable even if not loveable, but the X3 is a better option. <b>LxWxH</b> 4671x1881x1624 <b>Kerb weight</b> 1735kg					
<b>sDrive20i</b>	187	132	8.0	47.1-47.9	154-156
<b>sDrive30d</b>	261	149	5.8	45.6	161-163

BMW					
<b>X5 5dr SUV £61,135-£110,650</b> ★★★★★					
More capable, convenient, refined and classy SUV that's a more satisfying drive. <b>LxWxH</b> 4922x2004x1745 <b>Kerb weight</b> 2100kg					
<b>sDrive40i</b>	335	155	5.5	27.7-28.2	227-231
<b>sDrive45e</b>	282	155	5.6	18.8-23.6	4-31

BMW					
<b>X6 5dr SUV £60,845-£113,350</b> ★★★★★					
The world's first off-road coupé, but appearances make it difficult to love. <b>LxWxH</b> 4909x1989x1702 <b>Kerb weight</b> 2065kg					
<b>sDrive40i</b>	335	155	5.5	28.2-5.5	225-230
<b>sDrive45e</b>	282	155	4.3	23.5	272

BMW					
<b>X7 5dr SUV £75,120-£92,975</b> ★★★★★					
BMW's largest SUV yet crowns the line-up, but faces strong competition. <b>LxWxH</b> 5156x2000x1805 <b>Kerb weight</b> 2395kg					
<b>sDrive40i</b>	338	155	6.1		





Power (bhp) Top speed (mph) 0-60 (0-100km/h) Economy (mpg/mph) CO2 (g/km)

**SF90 Stradale 2dr coupé £376,048** ★★★★★  
Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 470x192x1165 **Kerb weight** 1570kg  
**4.0T V8** 986 211 2.5 TBC TBC

**FIAT** ★★★★★  
**500 3dr hatch/2dr open £13,020-£32,995** ★★★★★  
Super-desirable, super-city city car. Pleasant, if not involving to drive. **LxWxH** 357x1627x1488 **Kerb weight** 965kg  
**1.2 69hp** 68 99 12.9 47.1 136-141  
**1.0 Mild Hybrid** 69 104 13.6 53.3 119-121  
**Electric 21.3kWh** NA NA NA NA 0  
**Electric 37.8kWh kWh** 116 116 9 199 0

**500L 5dr MPV £18,700-£21,100** ★★★★★  
A costly option but has some style to fill out of its missing substance. **LxWxH** TBC **Kerb weight** TBC  
**1.4 95hp** 93 103-111 13.4 38.7-39.8 166-170

**500X 5dr hatch £19,245-£25,770** ★★★★★  
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1780kg  
**1.0 Firefly Turbo 120hp** 118 117 10.9 42.2-45.6 142-153  
**1.3 Firefly Turbo 150hp** 148 124 9.1 40.9-42.2 152-153

**Panda 5dr hatch £10,580-£17,405** ★★★★★  
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3665x1643x1551 **Kerb weight** 940kg  
**1.2 69hp** 68 96-102 14.2-14.5 44.1 132  
**0.9 Twinair 85** 83 103-110 11.2-12.1 37.2 166-168  
**1.0 Mild Hybrid** 69 96 14.7 50.4-52.3 126-132

**Tipo 5dr hatch £15,550-£21,805** ★★★★★  
A 90s reborn that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4366x1792x1495 **Kerb weight** 1195kg  
**1.4 95** 93 115 12.1 36.2-36.7 TBC  
**1.4 T-Jet 120** 118 124 9.6 39.2 162-167  
**1.6 MultiJet II 120** 118 124 12.4 53.3 132

**Tipo Station Wagon 5dr estate £16,550-£22,775** ★★★★★  
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg  
**1.4 95** 93 115 12.3 41.5 158  
**1.4 T-Jet 120** 118 124 9.8 39.2 162  
**1.6 MultiJet II 120** 118 124 10.1-10.4 52.3 134

**FORD** ★★★★★  
**Fiesta 3dr/5dr hatch £16,640-£25,300** ★★★★★  
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg  
**1.175** 73 103 14.5 53.3 121  
**1.0 EcoBoost 95** 93 105-113 10.6-13.8 55.4 116-120  
**1.0 EcoBoost MHEV 125** 123 126 9.4 56.5 96-121  
**1.0 EcoBoost MHEV 155** 153 136 8.9 55.4 104-123  
**1.5 EcoBoost 200 ST** 197 144 6.5 40.4 158  
**1.5 TDCI** 84 108 12.4-12.6 65.7 112-119

**Focus 5dr hatch £22,210-£33,260** ★★★★★  
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg  
**1.0 EcoBoost 125** 123 124 10 55.4 116  
**1.0 EcoBoost MHEV 125** 123 124 10-10.3 55.4 116  
**1.0 EcoBoost MHEV 155** 152 129-130 9.4-9.7 55.4 116  
**2.3T EcoBoost 280 ST** 276 155 5.7 34.3 187  
**1.5 EcoBlue 120** 118 117-122 10.0-10.8 62.8 119-127  
**2.0 EcoBlue 150** 148 127-130 8.5-9.1 60.1 125  
**2.0 EcoBlue 190 ST** 188 137 7.6 50.4 148

**Focus Estate 5dr estate £23,370-£36,110** ★★★★★  
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4668x1825x1481 **Kerb weight** 1485kg  
**1.0 EcoBoost 125** 123 123 10.3 55.4 116  
**1.0 EcoBoost MHEV 125** 123 120-123 10.3-10.6 55.4 98-116  
**1.0 EcoBoost MHEV 155** 152 127-130 9.4-9.7 55.4 116  
**2.3T EcoBoost 280 ST** 276 155 5.8-6.0 34.4 187-188  
**1.5 EcoBlue 120** 118 118-120 10.3-11.1 62.8 119  
**1.5 EcoBlue 150** 148 127-129 8.7-9.3 60.1 125  
**2.0 EcoBlue 190 ST** 188 137 7.7 50.4 148

**Mondeo 5dr hatch/4dr saloon £24,930-£35,550** ★★★★★  
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x1852x1482 **Kerb weight** 1455kg  
**2.0 TiVCT hybrid 187** 184 116 9.2 50.4 134-142  
**2.0 TDCI EcoBlue 150** 148 131-133 9.7-10.9 52.3-56.5 136-146  
**2.0 TDCI EcoBlue 190** 188 138 8.9 51.4 145-148  
**2.0 TDCI EcoBlue 190 AWD** 188 137 9.1 47.9-48.7 155-168

**Mondeo Estate 5dr estate £26,420-£36,950** ★★★★★  
A vast and enjoyable estate that majors on everything a great Ford should. **LxWxH** 4867x1852x1501 **Kerb weight** 1476kg  
**2.0 TiVCT hybrid 187** 184 116 9.2 47.9-50.4 132-138  
**2.0 TDCI EcoBlue 150** 148 128-130 9.8-10.4 54.3 139-141  
**2.0 TDCI EcoBlue 190** 188 138 9.0 49.5-51.4 147-152  
**2.0 TDCI EcoBlue 190 AWD** 188 137 9.2 47.9 158-159

**S-Max 5dr MPV £31,150-£42,920** ★★★★★  
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg  
**2.0 TDCI EcoBlue 150** 148 123 10.3 47.1 159-160  
**2.0 TDCI EcoBlue 190** 188 129 9.5 43.5 170-171  
**2.0 TDCI EcoBlue 190 AWD** 188 128 9.8 40.9 181

**Galaxy 5dr MPV £33,550-£39,520** ★★★★★  
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg  
**2.0 TDCI EcoBlue 150** 148 122-123 10.9 46.3 160  
**2.0 TDCI EcoBlue 190** 188 129-131 9.6-9.8 43.5 171  
**2.0 TDCI EcoBlue 190 AWD** 188 128 10.6 40.4 184

**Ecospot 5dr SUV £18,695-£22,835** ★★★★★  
Facelifted version of the pumped-up Fiesta is okay, but developing world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg  
**1.0T EcoBoost 100** 98 105 11.9 48.7 133  
**1.0T EcoBoost 125** 123 111 11.0-11.6 47.1 135  
**1.0T EcoBoost 140** 136 115 10.2 47.1 136  
**1.5 TDCI EcoBlue 100** 99 105 10.6 56.5 128  
**1.5 TDCI EcoBlue 125** 123 113 10.7 53.3 139

**Puma 5dr SUV £21,640-£26,840** ★★★★★  
Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg  
**1.0T EcoBoost 125** 123 119 10.0 46.3 138  
**1.0T EcoBoost MHEV 125** 123 119 9.8 50.4 127  
**1.0T EcoBoost MHEV 155** 153 124 8.9 50.4 127

**Kuga 5dr SUV £24,615-£38,455** ★★★★★  
All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1863x1678 **Kerb weight** 1690kg  
**1.5T EcoBoost 120** 117 115 11.6 42.2 152  
**1.5T EcoBoost 150** 148 121 9.7 41.5-42.8 151  
**2.5 EcoBoost PHEV** 223 125 9.2 201.8 32  
**1.5T EcoBlue 120** 118 112 11.7 55.4 134  
**2.0T EcoBlue 150 mHEV** 148 121 9.6 56.5 132  
**2.0T EcoBlue 190** 188 129 8.7 47.9 159

**Mustang 2dr coupé/open £39,420-£49,685** ★★★★★  
American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg  
**2.3 EcoBoost** 286 145 5.8 31-31.7 202-207  
**5.0 V8** 444 155 4.8 23.5-23.9 268-274  
**5.0 V8 Bullitt** 453 163 4.6 23.9 270

**GT 2dr coupé £420,000** ★★★★★  
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg  
**3.5 V6 EcoBoost** 650 216 3.0 TBC TBC

**Ranger 4dr pick-up £24,369-£47,889** ★★★★★  
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg  
**2.0 EcoBlue 130** 128 106 13.5 42.8 173  
**2.0 EcoBlue 170** 158 109 11.8 40.4-43.5 184-207  
**2.0 EcoBlue 213** 210 106 10.5 30.7 201-233  
**3.2 Duratorq TDCI 200** 197 109 10.6 32.1-36.2 221-231

**GINETTA** ★★★★★  
**640 Club Car 2dr coupé £35,000 (+champ pack)** ★★★★★  
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg  
**1.8 Zetec** 135 125 TBC NA NA

**HONDA** ★★★★★  
**5dr hatch £29,660-£32,160** ★★★★★  
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg  
**100kW** 136 90 9.0 137 0  
**113kW** 154 90 8.3 136 0

**Jazz 5dr hatch £18,995-£22,645** ★★★★★  
Not the most compact of vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg  
**1.5i-MMD** 109 108 9.4-9.9 62.8 102-110

**Civic 5dr hatch £20,130-£39,995** ★★★★★  
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg  
**1.0 VTEC Turbo 126** 124 125-126 10.2-11.2 47.9 124-141  
**1.5 VTEC Turbo 182** 179 125-136 8.2-8.5 46.3 137  
**2.0 VTEC Turbo Type R** 315 169 5.8 33.2 191-193

**Civic 4 Door 4dr saloon £26,475** ★★★★★  
Saloon bodystyle gives Civic a more upmarket feel, without hurting its refined drive. **LxWxH** 4648x1799x1416 **Kerb weight** 1314kg  
**1.0 VTEC Turbo 126** 124 130 10.7 46.3-47.9 144

**HR-V 5dr SUV £20,735-£28,420** ★★★★★  
Cleverly packaged and comfortable. Bland performance and forgettable, though. **LxWxH** 4294x1772x1605 **Kerb weight** 1241kg  
**1.5i-VTEC 130** 128 116-119 10.2-11.4 42.2 148-153  
**1.5i-VTEC Turbo 182** 180 134 7.8 47.1-47.9 151  
**1.6i-DECE** 120 119 10.0 54.3-56.5 132-136

**CR-V 5dr SUV £20,735-£39,050** ★★★★★  
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg  
**1.5i-VTEC 130** 128 119 10.2-10.7 TBC 148-153  
**1.5i-VTEC 182** 179 134 7.8 TBC 151  
**1.6i-VTEC 182** 118 134 10-10.5 TBC 132-136  
**2.0i-MMD hybrid** 181 112 9.2 38.2 162

**NSX 2dr coupé £149,985** ★★★★★  
Honda's supercar given a modern reborn, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg  
**3.5 V6 hybrid** 573 191 2.9 26.4 242

**HYUNDAI** ★★★★★  
**i10 5dr hatch £12,820-£16,195** ★★★★★  
Prioritises maturity over fun, resulting in a car that is practical and well-priced. **LxWxH** 3665x1660x1500 **Kerb weight** 933kg  
**1.0 MPI** 67 97 14.6 53.3 114-120  
**1.0 T-GDI** 99 115 10.5 52.3 123  
**1.2 MPI** 84 106 12.6 51.4 124

**i20 5dr hatch £14,420-£18,870** ★★★★★  
Combines decent performance with good practicality and running costs. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg  
**1.0 T-GDI 100** 98 113-117 10.8-11.4 47.9-49.6 129-134  
**1.0 T-GDI 120** 118 118 10.2 47.1 137  
**1.2 MPI 75** 74 99 13.6 47.9 134  
**1.2 MPI 84** 83 106 12.8 45.6-47.9 134-141

**i30 5dr hatch £17,400-£29,810** ★★★★★  
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg  
**1.0 T-GDI 120** 118 118 11.1 45.6 132-140  
**1.4 T-GDI 140** 138 127-130 8.9-9.2 42.2-46.3 142-152  
**2.0 T-GDI 275 N Performance** 272 155 6.1 34.0 188  
**1.6 CRDI 115** 113 118 11.0-11.2 58.9-60.1 124

**i30 Fastback 4dr saloon £20,710-£30,310** ★★★★★  
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg  
**1.0 T-GDI 120** 118 117 11.5 54.3 135-143  
**1.4 T-GDI 140** 138 129 9.2 48.6-52.3 141-151  
**2.0 T-GDI 275 N Performance** 272 155 6.1 34.0 188

**i30 Tourer 5dr estate £17,860-£26,400** ★★★★★  
Another solid car, good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg  
**1.0 T-GDI 120** 118 117 11.4 47.9-49.6 130-139  
**1.4 T-GDI 140** 138 128-129 9.2-9.5 44.8-46.3 142-143  
**1.6 CRDI 115** 113 117 11.3 58.9-60.1 123-124  
**1.6 CRDI 136** 134 123 10.9 56.5-57.6 126-127

**Ioniq 5dr hatch £23,850-£35,950** ★★★★★  
First attempt at electrification for the masses is a good effort. **LxWxH** 4470x1820x1450 **Kerb weight** 1370kg  
**1.6 Hybrid 141** 139 115 10.8-11.1 61.4-62.8 102  
**1.6 Hybrid In-Hybrid 141** 139 110 10.8 195 26  
**Electric** 132 110 10.6 194 0

**Kona 5dr hatch £18,250-£41,250** ★★★★★  
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1650 **Kerb weight** 1233kg  
**1.0 T-GDI 120 2WD** 118 112 12.0 44.1-44.8 142-147  
**1.6 T-GDI 177PS AWD** 175 127 7.9 34.0-33.6 189  
**1.6 GDI Hybrid 2WD** 134 119 10.2 52.3 114-123  
**Electric 39kWh** 134 96 9.6 180 0  
**Electric 64kWh** 201 104 7.6 280 0

**Nexo 5dr SUV £69,495** ★★★★★  
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 £23,150-£36,625** ★★★★★  
Classy, roomy cabin and predictable handling. A very competitive SUV. **LxWxH** 4475x1850x1650 **Kerb weight** 1379kg  
**1.6 GDI 132PS** 130 113 11.5 35.3 178-180  
**1.6 T-GDI 177PS** 175 125-126 8.9-9.2 34.9-36.2 173-185  
**1.6 CRDI 115PS** 113 109 13.7 48.7-49.6 135-137  
**1.6 CRDI 136PS** 134 114-116 10.6-12.0 45.6-47.1 146-153  
**2.0 CRDI 185PS** 182 125 9.5 40.9 172-180

**Santa Fe 5dr SUV £39,420-£44,465** ★★★★★  
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 AWD** 197 127 9.4-9.5 38.7-40.4 179-191

**JAGUAR** ★★★★★  
**XE 4dr saloon £34,255-£154,300** ★★★★★  
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4672x1967x1416 **Kerb weight** 1450kg  
**2.0t 250** 246 155 6.2 36.2 177  
**2.0t 300 AWD** 295 155 5.4 33.6 190  
**5.8 V8 SV Project 8** 597 186 3.3 25.7 254  
**2.0d 180** 177 140 7.6-7.9 50.7 146  
**2.0d 180 AWD** 177 140 7.8 46.4 161

**XF 4dr saloon £34,995-£53,050** ★★★★★  
Outstandingly broad-based dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg  
**2.0t 250** 246 152 6.6 34.4 186  
**2.0t 300 AWD** 295 155 5.8 32.6 196  
**2.0d 163** 160 132 8.7 50.4 147  
**2.0d 180** 177 136 8.0-8.1 50.9 146  
**2.0d 180 AWD** 177 136 8.4 44.4 167  
**2.0d 240 AWD** 236 153 6.5 42.7 175  
**3.0d V6 300** 295 155 6.2 43.2 169

**XF Sportbrake 5dr estate £37,720-£55,485** ★★★★★  
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg  
**2.0t 250** 246 150 7.1 33.3 192  
**2.0t 300 AWD** 295 155 6.1 31.0 206  
**2.0d 163** 160 136 9.3-9.4 47.3 153  
**2.0d 180** 177 138 8.8 48.4 153  
**2.0d 180 AWD** 177 136 8.9 43.1 172  
**2.0d 240 AWD** 236 150 6.7 41.5 179  
**3.0d V6 300** 295 155 6.6 42.1 172

**F-Type 2dr coupé £54,510-£97,315** ★★★★★  
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 29.9 215  
**5.0s V8 P450** 447 177 4.6 26.0-26.8 239-246  
**5.0s V8 P575 AWD** 567 200 3.7 26.4 243

**F-Type Convertible 2dr open £59,990-£102,405** ★★★★★  
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 29.6 217  
**5.0s V8 P450** 447 177 4.6 26.0-26.6 241-247  
**5.0s V8 575 R AWD** 567 186 3.7 26.4 243

**E-Pace 5dr SUV £30,490-£49,965** ★★★★★  
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg  
**1.0 T-GDI 120** 118 134 7.7 30.1 213  
**2.0 P200 AWD** 245 143 6.6 29.8 215  
**2.0 P300 AWD** 295 151 5.9 28.3 226  
**2.0 P150** 148 124 9.5 42.7 174  
**2.0 P150 AWD** 148 120 9.9-10.1 36.5-41.7 177-188  
**2.0 P180 AWD** 177 127-128 8.7-9.4 39.5-41.2 200-188  
**2.0 P240 AWD** 236 139 7.0 37.1 200

**E-Pace 5dr SUV £30,490-£49,965** ★★★★★  
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg  
**1.0 T-GDI 120** 118 134 7.7 30.1 213  
**2.0 P200 AWD** 245 143 6.6 29.8 215  
**2.0 P300 AWD** 295 151 5.9 28.3 226  
**2.0 P150** 148 124 9.5 42.7 174  
**2.0 P150 AWD** 148 120 9.9-10.1 36.5-41.7 177-188  
**2.0 P180 AWD** 177 127-128 8.7-9.4 39.5-41.2 200-188  
**2.0 P240 AWD** 236 139 7.0 37.1 2



**Stonic 5dr SUV £17,800-£20,800** ★★★★★  
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
1.0 T-GDI	116	116	9.9	46.3-47.1	137
1.6 CRDi	108	112	10.9	57.6	130

**Sportage 5dr SUV £23,445-£34,335** ★★★★★  
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
1.6 GDI	128	113	11.1	34.9-35.7	177-184
1.6 T-GDI	172	127	8.9	34.4-34.9	183-184
1.6 T-GDI AWD	172	126-126	8.8-9.2	31.7-32.5	192-201
1.6 CRDi 134 48V AWD	132	112	11.6	42.8-43.5	141-161

**Sorento 5dr SUV £38,845-£48,945** ★★★★★  
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
1.6 T-GDI HEV	223	119	8.7	38.2-40.9	158-168
2.2 CRDi	197	127	9.1	42.2	176

**KTM X-Bow 0dr open £57,345-£70,717** ★★★★★  
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 R	290	143	3.9	NA	NA
2.0 GT	290	143	4.1	NA	NA

**LAMBORGHINI Huracán 2dr coupé/open £167,110-£220,847** ★★★★★  
Junior Lambo mixes usability and drama skilfully, in both coupe and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
5.2 V10 RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338

**Aventador 2dr coupé/open £274,036-£482,412** ★★★★★  
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

**Urus 5dr SUV £174,641** ★★★★★  
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1345 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
4.0 V8	631	189	3.6	22.2	325

**LAND ROVER Defender 90 5dr SUV £43,625-£77,400** ★★★★★  
Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 P300	298	119	7.1	24.6	259-260
3.0 P400	398	119	6.0	25.6	256
3.0 D200	198	109	8.8	32.8	226
3.0 D250	246	117	8.8	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

**Defender 110 5dr SUV £45,315-£82,880** ★★★★★  
Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 P300	298	119	8.1	24.2	263
2.0 P400e	398	119	5.6	18.6	176
3.0 D200	198	109	10.3	32.2	230
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.7	32.2	230

**Range Rover Evoque 5dr SUV £36,850-£55,580** ★★★★★  
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1936x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 P200	198	134	8.0	31.7	201
2.0 P250	248	143	7.0	31.6	201
2.0 P300	298	150	6.3	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D200	201	120	8.5	43.8	169

**Range Rover Velar 5dr SUV £45,710-£86,725** ★★★★★  
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 P250	248	135	7.1	30.8	208
2.0 P300	298	145	6.2	29.8	215
5.0 V8 P560 SVAD	548	170	4.5	23.0	279
2.0 D180	178	120	8.9	42.0	177
2.0 D240	238	135	7.4	41.1	181
3.0 D275	272	135	7.0	38.0	195
3.0 D300	298	150	6.7	38.0	195

**Range Rover Sport 5dr SUV £65,295-£114,915** ★★★★★  
Bigger and better, a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 P300	298	125	7.3	26.1	245
2.0 P400e PHEV	401	137	6.7	75.3-86.9	69
3.0 P400	398	140	6.2	27.4	234
5.0 V8 P525	522	155	5.3	18.9-20.2	315
5.0 V8 P575 SVR	572	176	4.5	19.6	331
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	31.2	252

**Range Rover 5dr SUV £87,245-£179,715** ★★★★★  
Wherever you are, the Range envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
3.0 P400	398	140	6.3	26.1-26.7	240
2.0 P400e	399	137	6.8	75.7-85.1	75
5.0 V8 P525	522	155	5.4	19.7-20.0	318-322
5.0 V8 P565 SVAD	572	176	4.5	18.9	342
3.0 D300	298	130	7.4	33.0	228-238
3.0 D350	348	140	7.1	30.5-30.9	240-256

**Discovery Sport 5dr SUV £36,765-£51,630** ★★★★★  
Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 P200	198	129	9.2	30.1	211
2.0 P250	247	140	8.1	30.1	211
2.0 P290	288	144	7.5	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.6	41.5	179
2.0 D200	201	117	8.9	41.5	179

**Discovery 5dr SUV £48,015-£71,120** ★★★★★  
The country bumpy given eloquent lessons without losing its rugged capabilities. **LxWxH** 4970x2073x1888 **Kerb weight** 2155kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
3.0 V6 SD4	234	121	8.0	33.6	220
3.0 V6 Td6	251	130	7.7	31.5	235
2.0 Sd4	295	125	7.3	25.8	247



**CT 5dr hatch £28,285-£33,285** ★★★★★  
Hybrid-only hatch has a poky cabin and mismatched character traits. **LxWxH** 4350x1765x1445 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
1.8 VVT-I CT200h	134	112	10.3	55.3	115

**ES 4dr saloon £35,210-£45,680** ★★★★★  
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.5 VVT-I ES300h	218	112	8.9	53.2	119

**IS 4dr saloon £33,275-£39,595** ★★★★★  
Sleek compact executive car is well-made and interesting but still a left-field choice. **LxWxH** 4680x1810x1430 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.5 VVT-I IS300h	220	125	8.3	48.7	133

**LS 4dr saloon £76,910-£102,925** ★★★★★  
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
3.5 V6 VVT-I LS500h	348	155	5.4	30.7-36.6	175-208

**RC 2dr coupé/open £40,245-£79,940** ★★★★★  
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.5 VVT-I RC300h	220	118	8.6	45.5	141
5.0 V8 RC F	470	168	4.5	23.9	268

**LC 2dr coupé/open £80,110-£96,625** ★★★★★  
Superb-looking coupe shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
5.0 V8 LC500	457	168	4.7	24.1-24.3	262-275
3.5 V6 LC500h	354	155	2.0	34.8	184

**NX 5dr SUV £36,070-£47,820** ★★★★★  
Some good ideas, but dramatically off the pace to drive. **LxWxH** 4630x1845x1645 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.5 VVT-I NX300h 4WD	194	112	9.2	37.1-39.7	161-173

**RX 5dr SUV £51,575-£63,275** ★★★★★  
Low flexibility, but hybrid option makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
3.5 V6 RX450h	308	124	7.7	34.4-36.2	178-185

**UX 5dr SUV £30,810-£41,430** ★★★★★  
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 250h	181	110	8.5	47-53.2	120-135

**LOTUS Elise 2dr open £41,245-£49,145** ★★★★★  
A delicate, vivid and unfettered drive, if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 630kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
1.8 VVT-I 220	217	145	4.2	36.7	179
1.8 VVT-I 246	242	151	3.8	36.2	177

**Exige 2dr coupé and open £91,625-£102,925** ★★★★★  
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
3.5 V6 VVT-I 350	345	162-170	3.8-3.9	28.2	225-230
3.5 V6 VVT-I 410	407	180	3.4	28.7	230
3.5 V6 VVT-I 430	428	180	3.2	27.7	230

**EVORA 2dr coupé £88,225-£95,725** ★★★★★  
Dynamically it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
3.5 V6 VVT-I 410	404	174-190	4.1-4.2	25.7-26.7	248

**MASERATI Ghibli 4dr saloon £52,985-£91,965** ★★★★★  
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub> (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25	254
3.8 V8	572	203	4.3	23	279

**Quattroporte 4dr saloon £73,885-£113,815** ★★★★★  
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5264x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/lt/100km)	CO <sub>2</sub>
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**E-Class Coupé 2dr coupé £45,020-£69,560** ★★★★★  
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1865kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
2.0 E300	237	155	6.4	31.0	180-206
3.0 E450 4Matic	362	155	5.6	29.1-31.4	216
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	209-215
2.0 E220d	169	150	7.4	43.5-50.4	153-167
3.0 E300d 4Matic	242	155	6.3	42.2-47.9	173-175
3.0 V6 E400d 4Matic	325	155	5.3	TBC	189

**E-Class Cabriolet 2dr open £49,095-£72,270** ★★★★★  
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
2.0 E300	237	155	6.6	30.0	206
3.0 E450 4Matic	362	155	5.8	28.8-30.7	220
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	213-215
2.0 E220d	162	147	7.7	42.8-48.7	161-171
3.0 E300d	242	155	6.6	40.9-46.3	178-179
3.0 V6 E400d 4Matic	335	155	5.2	TBC	195

**S-Class 4dr saloon £76,205-£183,285** ★★★★★  
Mercedes has given the S-Class a refresh and an added boost of tech. **LxWxH** 514x1905x1498 **Kerb weight** 1970kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
3.0 V6 S450 L	369	155	5.1	33.2-36.2	187-189
3.0 V6 S500 L	457	155	4.8	33.2-36.2	87-189
3.0 V6 S550e L	472	155	5.0	104.6-128.4	459
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	270-273
6.0 V12 S650 Maybach	611	155	4.7	20.0	328
2.9 S350d	282	155	6.0	44.1	168-185
2.9 S400d	335	155	5.4	38.7-44.1	181-183

**S-Class Coupé 2dr coupé £113,215-£141,265** ★★★★★  
More tech and cleaner engines make the opulent luxury tourer more appealing. **LxWxH** 5027x1912x1414 **Kerb weight** 2065kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
4.0 V8 S560	455	155	4.6	26.4-27.7	250
4.0 V8 AMG S63	594	155	4.2	24.6	264-264

**S-Class Cabriolet 2dr open £125,010-£151,360** ★★★★★  
As above but with the added allure of a retractable fabric roof. **LxWxH** 5027x1912x1420 **Kerb weight** 2150kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
4.0 V8 S560	455	155	4.6	26.4-27.7	254
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	271-272

**SLC 2dr open £37,130-£54,101** ★★★★★  
Another small convertible exhibiting all the charm that a Mercedes should. **LxWxH** 4143x1810x1301 **Kerb weight** 1435kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
2.0 SLC200	178	147-148	6.9-7.0	4.4	167
2.0 SLC300	237	155	5.8	35.3-37.2	178
3.0 V6 AMG SLC43	356	155	4.7	31.7-32.5	199

**SL 2dr open £79,990-£93,230** ★★★★★  
Big, luxurious drop-top is classier than a royal stud farm. Few feel more special. **LxWxH** 4631x1877x1315 **Kerb weight** 1735kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
3.0 V6 SL400	356	155	4.9	29.7	215
4.7 V8 SL500	442	155	4.3	27.4	235

**AMG GT 2dr coupé/open £162,415-£372,045** ★★★★★  
Million-dollar looks and a rai-gun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
4.0 V8 GT C	550	196-197	3.7	21.9-22.1	291
4.0 V8 GT R	577	198	3.6	22.1	289
4.0 V8 GT Black Series	718	202	3.2	TBC	292

**AMG GT 4-Door Coupé 4dr saloon £140,495** ★★★★★  
Four-door, four-wheel-drive GT may be a confusing car to contemplate, but it's a deeply impressive one to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
4.0 V8 GT63 S 4Matic+	639	196	3.2	21.4-22.1	291

**EQC 5dr SUV £65,720-£74,610** ★★★★★  
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
80kWh 400 4Matic	402	112	5.1	232-259	0

**GLA 5dr SUV £31,460-£64,775** ★★★★★  
Boxy SUV mixes rugged and tumbling styling cues and seven-seat versatility. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.6 GLA180	120	124	8.7-9.0	35.3-40.4	151-155
1.6 GLA200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA250e	135	137	7.1	TBC	TBC
2.0 GLA250 4Matic	204	143	6.6	32.5-35.8	172-174
2.0 GLA200d	150	127	8.6-8.9	TBC	14-150
2.0 GLA220d	188	136	7.3	TBC	149-141
2.0 AMG GLA35 4Matic	302	155	5.2	TBC	186-198
2.0 AMG GLA45 S 4Matic+	415	155	4.3	TBC	215-224

**GLB 5dr SUV £34,080-£51,185** ★★★★★  
Boxy SUV mixes rugged and tumbling styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 2085kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-168

**GLC 5dr SUV £40,630-£89,140** ★★★★★  
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
3.0 V6 AMG GLC43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC63 4Matic+	462	155	4.0	22.2	289-291
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300d 4Matic	302	143	6.2	TBC	TBC

**GLC Coupé 5dr SUV £45,255-£90,965** ★★★★★  
A coupe-shaped SUV destined to be outrun by the X4 - unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
3.0 V6 AMG GLC43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC63 4Matic+	472	155	4.0	22.4-23.5	285
4.0 V8 AMG GLC63S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300d 4Matic	302	143	6.2	TBC	TBC

**GLE 5dr SUV £59,290-£110,533** ★★★★★  
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 350d 4Matic	268	143	6.6	36.6	220-214
2.9 GLE 400d 4Matic	328	152	5.7	35.3	220
2.0 GLE 350d 4Matic	317	130	6.8	25.6-28	29
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	TBC	281

**GLE Coupé 5dr SUV £72,555-£81,185** ★★★★★  
Diesel-electric hybrid drivetrain adds class-leading range and tax-busting emissions. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
3.0 GLE 400d 4Matic	327	149	5.7	33.6	219
3.0 AMG GLE 53 4Matic	432	155	5.3	26.7	244

**G-Class 5dr SUV £96,220-£146,490** ★★★★★  
Massively expensive and uncompromised, but with character in abundance. **LxWxH** 4764x1867x1954 **Kerb weight** 2550kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
3.0 G350d 4Matic	282	124	7.4	25.2-25.9	288-289
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	343

**GLS 5dr SUV £75,610-£128,285** ★★★★★  
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
3.0 GLS 400d 4Matic	327	148	6.3	32.8	227

**3dr hatch £12,195** ★★★★★  
Neatly tuned and nice sporty styling. Breaks the mould for sub-£9000 superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.5 VTI-Tech	104	108	10.9	42.3	152

**5 SW EV 5dr estate £27,495-£29,995** ★★★★★  
Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1522kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
50kWh	154	115	7.7	214	0

**HS 5dr SUV £20,995-£23,495** ★★★★★  
Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.5 T-GDI	162	118	9.9	36.2-37.2	172

**ZS 5dr SUV £15,495-£30,995** ★★★★★  
Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.5 VTI-Tech	104	109	10.9	41.5	155
1.0T GDI	109	112	12.4	38.6	166
44.5kWh EV	141	87	8.5	163	0

**3dr Hatch 3dr hatch £16,200-£25,960** ★★★★★  
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.5 One	101	121	10.1-10.2	49.6	130
1.5 Cooper	134	130	7.8-7.9	48.7	130-132
2.0 Cooper S	189	145	6.1-6.8	44.1	145
2.0 John Cooper Works	227	152	6.1-6.3	39.8	160

**5dr Hatch 5dr hatch £16,940-£23,580** ★★★★★  
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.5 One	101	119	10.1-10.5	48.7	132
1.5 Cooper	134	129	8.1-8.2	47.9	133-134
2.0 Cooper S	189	143	6.8-6.9	43.5	147

**Convertible 2dr open £20,115-£29,240** ★★★★★  
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.5 Cooper	134	128-129	8.7-8.8	41.5-45.6	141-142
2.0 Cooper S	189	142	7.1-7.2	38.7-40.9	154
2.0 John Cooper Works	227	150	6.6	37.2-38.7	164

**Clubman 5dr hatch £22,295-£35,900** ★★★★★  
Cheery and alternative Mini 'six door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.5 Cooper	134	127	9.1	43.8	143-144
2.0 Cooper S	189	142	7.1-7.2	40.9-42.2	151-156
2.0 John Cooper Works All4	302	155	4.9	35.8	180

**Countryman 5dr hatch £24,295-£35,290** ★★★★★  
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

Model	Power (bhp)	Top speed (mph)	0-60 (0-200) (sec)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
1.5 Cooper	136	124	9.7	44.8	143
1.5 Cooper All4	136	122	10.3	40.9	157-156
2.0 Cooper S	192	140	7.5-7.6	42.2-42.8	151-152
2.0 Cooper S All4	192	138	7.6	40.4	158-159
2.0 Cooper D					



	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Taycan 4dr saloon</b> £93,635-£136,885	★★★★★	First all-electric Porsche shows the rest of the world how it should be done. <b>LxWxH</b> 4963x1960x1361 <b>Kerb weight</b> 2305kg			
79kWh 4s	527	155	4.0	252	0
93kWh 4s	568	155	4.0	287	0
93kWh Turbo	671	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Macan 5dr SUV</b> £48,965-£70,760	★★★★★	Spookily good handling makes this a sports utility vehicle in the purest sense. <b>LxWxH</b> 4692x1923x1624 <b>Kerb weight</b> 1770kg			
2.0	243	139	6.7	212	232
3.0 V6 S	351	157	5.3	25.7	251
3.0 6TS	375	162	4.9	25	255
3.0 V6 Turbo	434	167	4.3	24.8	260

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Cayenne 5dr SUV</b> £59,425-£123,559	★★★★★	Refreshed look, improved engines, interior and a better SUV overall. <b>LxWxH</b> 4916x1993x1696 <b>Kerb weight</b> 1985kg			
3.0 V6	335	152	6.2	24.1	265
3.0 V6 E-hybrid	456	157	5.0	60.1-72.4	74
2.9 V6 S	428	164	5.2	23.9	267
3.0 V6 6TS	453	168	4.8	21.2	301
4.0 V8 Turbo	533	177	4.1	20.8	309
4.0 V8 S E-Hybrid	671	183	3.8	52.3-58.9	90

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Cayenne Coupé 5dr SUV</b> £64,359-£126,176	★★★★★	Little different to drive than the standard car but certainly has an appeal all of its own. <b>LxWxH</b> 4931x1983x1676 <b>Kerb weight</b> 2030kg			
3.0 V6	335	150	6.0	23.9	268
3.0 V6 E-hybrid	456	157	5.1	60.1-70.6	75
2.9 V6 S	428	163	5.0	23.7	270
3.0 V6 6TS	453	168	4.8	21.2	302
4.0 V8 Turbo	533	177	3.9	20.8	309
4.0 V8 S E-Hybrid	671	183	3.8	52.3-57.6	90

### RADICAL

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Rapture 0dr open</b> £110,000	★★★★★	Not as well mannered as some lightweights but spectacular in its track day element. <b>LxWxH</b> 4100x1790x1130 <b>Kerb weight</b> 765kg			
2.2 Turbo	360	165	3.1	NA	NA

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>RXC GT 2dr open</b> £145,000	★★★★★	Designed for pounding around a track, out of its element on the road. <b>LxWxH</b> 4300x1960x1127 <b>Kerb weight</b> 1125kg			
3.5 V6 400	400	179	2.8	NA	NA
3.5 V6 650	650	180	2.7	NA	NA

### RENAULT

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Twizy 2dr hatch</b> £10,995-£11,895	★★★★★	Zany solution to personal mobility is suitably irreverent and impractical. <b>LxWxH</b> 2338x1381x1454 <b>Kerb weight</b> 474kg			
MB17e	17	50	NA	62	0

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Zoe 5dr hatch</b> £29,495-£32,995	★★★★★	A far more practical zero-emission solution. Attractive price, too. <b>LxWxH</b> 4084x1730x1562 <b>Kerb weight</b> 1470kg			
50kWh R110	107	84	11.4	233	0
50kWh R135	132	87	9.5	232	0

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Clio 5dr hatch</b> £16,895-£22,505	★★★★★	Plusher, smoother and much more mature. A car of substance as well as style. <b>LxWxH</b> 4047x1728x1440 <b>Kerb weight</b> 1148kg			
1.0 SCE 65	64	TBC	TBC	TBC	117
1.0 SCE 75	72	TBC	6.4	52.3	121
1.0 TCE 90	88	TBC	TBC	TBC	117
1.0 TCE 100	98	116	11.8	47.9-54.3	119
1.6 E-Tech Hybrid	138	128	9.9	65.7	96
1.5 dCi 85	82	110	14.7	67.2	110

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Mégane 5dr hatch</b> £20,740-£34,910	★★★★★	Stylish and refined but bland. Trophy R hot hatch an altogether different prospect. <b>LxWxH</b> 4359x1814x1447 <b>Kerb weight</b> 1340kg			
1.3 Tce 140	138	127	9.5	46.3	133-136
1.8 RS 300	298	162-163	5.4-5.7	34.9	184
1.5 Blue dCi 115	113	118	11.1	62.8	117

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Mégane Sport Tourer 5dr estate</b> £22,240-£32,695	★★★★★	Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. <b>LxWxH</b> 4626x1814x1457 <b>Kerb weight</b> 1409kg			
1.3 Tce 140	138	127	9.8	47.1	142
1.6 E-Tech PHEV	153	111	TBC	TBC	TBC
1.5 Blue dCi 115	113	129	11.4	64.2	118-119

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Captur 5dr SUV</b> £18,295-£31,005	★★★★★	Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. <b>LxWxH</b> 4122x1778x1656 <b>Kerb weight</b> 1184kg			
1.0 Tce 100	97	107	13.3	47.1	136-137
1.3 Tce 130	128	121	10.6	44.1-44.8	141-144
1.3 Tce 155	151	126	8.6	44.8	142
1.5 dCi 95	93	110	14.4	58.9	124-125
1.5 dCi 115	113	116	11.0-11.9	58.9	124-126
1.6 E-Tech PHEV	158	107	10.1	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Kadjar 5dr SUV</b> £21,995-£27,695	★★★★★	Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. <b>LxWxH</b> 4449x1836x1607 <b>Kerb weight</b> 1306kg			
1.3 Tce 140	138	126	10.4	45.6	140-147

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Koleos 5dr SUV</b> £8,895-£34,295	★★★★★	Koleos name returns and is a vast improvement on before, but no class leader. <b>LxWxH</b> 4672x2063x1678 <b>Kerb weight</b> 1540kg			
1.7 Blue dCi 150	148	118	11.8	45.6	161-162
2.0 Blue dCi 190	188	123	10.1	40.9	181-183

### ROLLS-ROYCE

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Wraith 2dr coupé</b> £262,230-£301,710	★★★★★	An intimate and involving Rolls. Not as grand as some, but other traits make it great. <b>LxWxH</b> 5295x1947x1507 <b>Kerb weight</b> 2360kg			
6.6 V12	624	155	4.6	18.5-18.6	347-348

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Dawn 2dr open</b> £266,230-£345,630	★★★★★	Essentially as above, except with a detuned engine and in elegant convertible form. <b>LxWxH</b> 5295x1947x1502 <b>Kerb weight</b> 2560kg			
6.6 V12	563	155	5.0	16.8-17.4	367-380

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Ghost 4dr saloon</b> £253,830-£286,230	★★★★★	'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. <b>LxWxH</b> 5399x1948x1550 <b>Kerb weight</b> 2360kg			
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Phantom 4dr saloon</b> £367,830-£439,830	★★★★★	Phantom takes opulent luxury to a whole new level. <b>LxWxH</b> 5782x2018x1646 <b>Kerb weight</b> 2560kg			
6.75 TV12	563	155	5.1-5.2	16.8-18.8	341-344



	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Cullinan 4dr SUV</b> £268,230-£309,030	★★★★★	Big, bold new 4x4 begins the next era for the brand, with a model that convinces. <b>LxWxH</b> 5341x2164x1835 <b>Kerb weight</b> 2730kg			
6.75 TV12	563	155	5.2	17.3-18.1	355-370

### SEAT

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Mi Electric 5dr hatch</b> £22,800	★★★★★	Not as desirable or plush as the e-Up but nearly as good to drive. <b>LxWxH</b> 3557x1643x1474 <b>Kerb weight</b> 1160kg			
37kWh electric	81	81	12.3	162	0

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Ibiza 5dr hatch</b> £16,445-£20,535	★★★★★	Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. <b>LxWxH</b> 4069x1780x1444 <b>Kerb weight</b> 1091kg			
1.0 MPI 80	79	106	14.6	50.4-52.3	122-128
1.0 TSI 95	93	113	10.9	51.4	124-125
1.0 TSI 115	113	121	9.3	49.6	129-130

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Leon 5dr hatch</b> £19,855-£30,050	★★★★★	Creditable effort and a notable improvement in form, with plenty of niche appeal. <b>LxWxH</b> 4282x1816x1459 <b>Kerb weight</b> 1202kg			
1.0 TSI 110	108	121	10.9	51.4-52.3	123-129
1.5 TSI EVO 130	128	126	9.4	48.7-52.3	124-128
1.5 TSI EVO 150	148	134	8.2	47.9-48.7	133
1.5 eTSI 150	148	134	8.4	47.9	134-135
2.0 TDI 150	113	125	10.4	64.2-67.3	111-114

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Leon ST 5dr estate</b> £22,455-£30,810	★★★★★	Good-looking and responsive hatchback-turned-estate. <b>LxWxH</b> 4549x1816x1454 <b>Kerb weight</b> 1265kg			
1.5 TSI EVO 130	128	129	9.5	50.4-51.4	124-128
1.5 TSI EVO 150	148	134	8.2	47.9	133-134
1.5 eTSI 150	148	135	8.7	47.9	134-135

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Arona 5dr SUV</b> £18,605-£24,770	★★★★★	Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. <b>LxWxH</b> 4138x1780x1543 <b>Kerb weight</b> 1165kg			
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-49.6	130-135
1.5 TSI EVO 150	148	127	8.3	48.7-47.9	130-133

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Ateca 5dr SUV</b> £23,670-£35,685	★★★★★	Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. <b>LxWxH</b> 4363x1814x1601 <b>Kerb weight</b> 1280kg			
1.0 EcoTSI 115	113	114	11.0	41.5-43.5	147-153
1.5 TSI EVO 150	148	123	8.6	42.2-43.5	149-152
2.0 TSI 190 4Drive	187	132	7.9	34.3-34.4	186-188
2.0 TDI 150	148	127	9.0	48.8-52.3	141-166

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Tarraco 5dr SUV</b> £29,140-£39,190	★★★★★	Seat's largest SUV brings a hint of youthful exuberance to a practical category. <b>LxWxH</b> 4735x1839x1674 <b>Kerb weight</b> 1845kg			
1.5 TSI EVO 150	148	125	9.7	38.2-39.2	163-169
2.0 TSI 4Drive 190	188	131	8.0	31-31.7	201-207
2.0 TDI 150	148	126	9.8	47.1-48.7	151-157

### SKODA

	Power (bhp)	Top speed (mph)	0-60 (0-100km/h)	Economy (mpg/combined)	CO <sub>2</sub> (g/km)
<b>Fabia 5dr hatch</b> £14,280-£17,875	★★★★★	Comfortable, affordable, easy to drive			







# ROAD TEST INDEX

The best new cars rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and we also weigh every car we test.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability. All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or on digital platforms such as Ready and Exact Editions, or you can order a back issue by phoning 0344 848 8816.

In that vein, it only remains to wish you many happy hours lost in the many numbers of our road test archive and to thank you for reading.

**Matt Saunders, road test editor**



Bentayga W12 ★★★★★ 18.5.16

BMW	
1 Series 118i M Sport	30.10.19
2 Series 220d Convertible	1.4.15
M2	15.6.16
M2 CS M-DCI	19.8.20
218d Active Tourer Luxury	24.12.14
218i Gran Coupé M Sport	8.4.20
3 Series 320d M Sport	15.5.19
330d xDrive M Sport	15.1.20
330e M Sport	1.7.20
4 Series M440i xDrive	6.1.21
M4	9.7.14
5 Series 520d M Sport	31.5.17
M5	18.4.18
6 Series GT 630d xDrive M Sport	18.11.17
7 Series 730d	11.11.15
8 Series 840d xDrive	16.1.19
M8 Competition Convertible	5.2.20
M8 Competition Coupé	3.6.20
i31.35i Range Extender	21.2.18
i8	17.9.14
iX xDrive 20d xLine	14.10.15
X2 M35i	25.9.19
X3 xDrive 20d M Sport	17.1.18
X4 M Competition	13.1.19
X5 xDrive 30d M Sport	2.1.19
X5M	13.5.15
XM xDrive M50i M Perf'nce	9.9.20

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Corvette Stingray	8.10.14

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C3 Aircross P Tech 110i Flair	7.3.18
C4 Cactus 1.6 BlueHDi 100	16.7.14
C5 Aircross BlueHDi 180	13.2.19

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Ateca 2.0TSI 4Drive	23.1.19

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Duster 1.275 Access	27.2.13
Sandero SCe 115 Comfort	22.8.18

DALLARA	
Stradale	16.10.19

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3 BlueHDi 120	23.3.16
3 Crossback Puretech 155	10.7.19
7 Crossback Puretech 225	19.9.18

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488 Pista	7.8.19
812 Superfast	25.7.18

FIAT	
Panda 4x4 Twinair	17.4.13
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Tipò 1.6 MultiJet Lounge	2.11.16

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Focus 1.5 EcoBoost 182	20.2.19
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Mondeo 2.0 TDCi	14.1.15
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Bullitt	5.12.18
Ecosport 1.5 TDCi	3.9.14
Puma 1.0T 125 MHEV	25.3.20
Kuga 2.5 PHEV ST-Line	24.6.20
Ranger Raptor	28.8.19

HONDA	
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Jazz 1.5i MMD Hybrid EX	7.10.20
Civic 1.5i VTEC Turbo	19.4.17
2.0 Type R GT	25.10.17
Clarity FCV	12.7.17
CR-V 1.5T EX CVT AWD	7.11.18
NSX	5.10.16

HYUNDAI	
i10 1.2 MPI Premium	15.4.20
i20 1.4 SE	7.1.14
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XE 2.0 R-Sport	1.7.15
E-Pace Di180 AWD SE	11.4.18
F-Pace 2.0d AWD	11.5.16
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I-Pace EV400S	12.9.18

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Wrangler 2.2 M'jet-110v d	10.4.19

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Rio 1.0T-GDI 3 Eco	1.3.17

Ceed 1.6 CRDi 115.2	29.8.18
Proced 1.4T-GDI	27.2.19
Xceed 1.4T-GDI	20.11.19
Niro 1.6 GDI DCT 2	31.8.16
e-Niro First Edition	1.5.19
Sportage 1.7 CRDi ISG 2	2.3.16
Sorento 2.2 CRDi KX-4	8.4.15

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Range Rover Sport 3.0 TDV6	
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CX-31.5D SE-L Nav	22.7.15
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MERCEDES-AMG	
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C-Class C63	3.6.15
C63 S Coupé	24.4.19
CLS 53 4Matic+	17.10.18
GT S	29.7.15
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GT 4-Door Coupé 63 4Matic+	13.3.19
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GLE 53 4Matic+	13.6.18
GLE 53 4Matic+	14.10.20

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A250e AMG Line Premium	5.8.20
B-Class B180 Sport	3.4.19
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C-Class C220 BlueTEC	23.7.14
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31.5 3Form Sport	25.12.13
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3 Wheeler	6.6.12

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Juste 1.5 dCi 2WD	19.2.14
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SW Hybrid 225 Allure	8.7.20
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5008 2.0 BlueHDi GT Line	1.11.17

POLESTAR	
1 ★★★★★	21.10.20

PORSCHE	
718 Boxster	8.6.16
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Cayman S	10.8.16
Cayman GTS	9.5.18
911 GT3 RS	18.7.18
Carrera S	29.5.19
918 Spyder 4.6 V8	22.10.14
Panamera 4S Diesel	1.2.17
Macan Turbo	4.6.14
Cayenne Turbo	5.9.18
Turbo S E-Hybrid	27.5.20
Taycan Turbo S	29.7.20

RENAULT	
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Zoe Dynamique	31.7.13
Clio TC 100 Iconic	27.11.19
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Grand Scénic dCi 130 Dyn. S Nav	25.1.17
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Astra 1.6 CDi 1136 SRI	30.9.15





# Matt Prior

## TESTER'S NOTES



Prior's regular trips to 'Cairo' aren't nearly as exotic as they sound

**H**ave you booked a chiropractic appointment because of the ride?" wrote a wag when I said that I would be running a Toyota GR Yaris, shortly to appear in the Our Cars section of the magazine.

Little did my correspondent know that I always have my next bimonthly chiropractic visit booked. But, dear reader, consider this a public service announcement: ride harshness has nothing to do with it.

No, you could put a car on square wheels and give it shock absorbers from Thrust 2 and my spine still wouldn't complain in the slightest. What it hates – and I mention this because, if you're a high-mileage driver, it could be that yours does too – is quite simply the amount of time I spend sitting, not quite straight, pushing a pedal with my right foot.

If I'm on a circuit, sometimes I'll be pushing pretty hard. And on some days, I'll be pushing for hours. Different pedals, different



Driving the GR Yaris is a spine-tingling prospect

## I always have my next chiropractic visit booked, but ride has nothing to do with it

bulkheads and different forces but, much of the time, the same leg and an askew driving position to do it.

This isn't great for my pelvis, it took a chiropractor to diagnose. If I imagine pushing a wall with the same arm for hours, I can conceive getting a shoulder ache. I'm not sure why, then, I spent so long oofing and wondering: was it muscular? Was it a disc? What had I lifted badly?

Nothing: I'd just sat and winced as my pelvis drifted out of whack. Semi-regular chiropractic, plus more focused stretching between times, has kept my slide into middle age rather more graceful.

Yes, chiropractic is considered a complementary and alternative medicine, but it and osteopathy are the only CAMs that are regulated the same way as conventional medicine and 'manual therapy for lower back pain' is one of the limited CAMs that the National Institute for Health and Care Excellence has recommended.

I wonder, mind, what difference will be made by the rise of automatic and electric cars with only two pedals. As in karts, in most race cars and on simulators, if the pedals are set up correctly, you can transfer braking to the left peg. Driving is as sedentary an activity as it gets, but maybe evening out the forces will help.

■ To the GR Yaris, then. I've made two videos on this hot hatch and provided some scores for our 2020 Best Driver's Car contests but otherwise not written a bean about it.

I'm still waiting for the inevitable mild backlash that comes – as it did with the Toyota GT86 and Alpine A110 – where some tester will tell you that, yeah, sure, they liked it, but not quite as much as everyone else said at the time.

Anyway, I'm not going to be that guy. I love the GR Yaris, although it is at its best if you're going antisocially fast. From what I understand, people are ordering it in numbers, too, which isn't a guarantee about cars like this.

I think that's partly because it could be one of the last of its kind. When did we last see a car modified so heavily over its mainstream donor? And when will we see another purely mechanical car like it? And if you grew up loving Subaru Imprezas and Mitsubishi Lancer Evos but couldn't afford one, maybe now you can.

And it's a manual. I've not quite worked out how to left-foot brake and operate the clutch just yet.

### GET IN TOUCH

✉ matt.prior@haymarket.com  
@matty\_prior

ESTABLISHED 1895

The Autocar



## Peugeot 203 road test

6 July 1951

GETTING GOING AGAIN after the war was far from easy for any firm, but Peugeot did a top job of it with its new 203, "a family saloon with flowing lines and roomy bodywork".

Its muted and smooth 42bhp four-pot engine gave "sufficient power to ensure very satisfactory performance" while hemispherical chambers with inclined valves worked by pushrods from a single camshaft resulted in "unusually modest fuel consumption".

"There is much to be gained by making full use of the gearbox," we added, "and this is encouraged by a robust and positive gearchange."

What's more, the 203 "showed a very satisfactory disinclination to roll on fast corners" and "had just the right amount of understeer". "It leaves the impression of being a well-made, robust, economical family car and has special virtues which give it individual appeal."

### GET MORE AUTOCAR



GR versus Type R: can Yaris beat the best hot hatch?



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