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(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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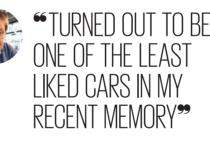


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# THIS WEEK

## 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  $\pm 500$  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 @mtisshaw



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Email our news editor lawrence.allan@havmarket.com

# 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

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 vicepresident, 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 petrolpowered 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







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 directinjection 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 dualaxis 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 Tovota, under its Gazoo Racing banner. Alongside the straight-six petrol GR Supra, it last vear 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



Bentley'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 Audiled 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

#### 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."



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.



#### LANDMARK RULING IN DIESELGATE SAGA

Software Volkswagen used to control emissionstesting '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.





# **How to develop a car in a pandemic** Despite everything, Pininfarina kept working on Battista hyper-EV

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

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.

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

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



**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.



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



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# **Fears of EV material shortage** EU highlights that most of its cobalt, lithium and graphite is imported

Plans to phase out internalcombustion-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 rareearth 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



**NEWS** 

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 [lowemission vehicle] based." Back in March, Peugeot boss Iean-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..."

# UK kit car makers buck trend

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



www.hen 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

e 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.

#### **GREAT BRITISH SPORTS CARS**

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



AK427 Cobra replica is from a Peterborough-based family firm

#### **GARDNER DOUGLAS SPORTS CARS**







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

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.

#### **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 Seveninspired 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



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



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

#### UNDER THE SKIN Jesse grosse







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 suspensionequipped 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.



#### BUSINESS **AUTOCAR**

# Hurdles ahead for the UK aftermarket

### Independents worry about 2023 block exemption renewal and data encryption

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

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.

tech known as pass-through.

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 arow 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

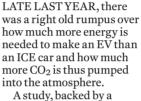
So what of the future of the aftermarket? As in all parts of the car industry, great change is likely over the next decade. Aside from the never-

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** 



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.

#### AUTOCAR BUSINESS

friendly than ICE cars? 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

At what point do EVs

become more eco-

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.

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# Absolute Radio

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BREAKFAST

SHOW



#### 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 HO - 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) but Ben's model is a thing of beauty,

### 66 I recently overcame a foolish prejudice

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

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 longrange 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".





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

To counter the global blizzard of 'car of the year' awards - all fundamentally boring apart from our own 'different' selections and the hardheaded 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?



# FIRST DRIVES NEW CARS TESTED AND RATED

TESTED 26.11.20, OXFORDSHIRE ON SALE NOW PRICE £180,095

G3 GR

**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

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 →



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

#### FIRST DRIVES



go faster, where it's heavier and less nervy 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 roadregistered 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

#### NISSAN GT-R NISMO

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



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



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

# TESTED 16.12.20, WARWICKSHIRE ON SALE NOW RANGE ROVER D300 VOGUE Entry-level diesel makes its case while undercutting range-topper by almost £100k

and 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 fourwheel 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



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** 

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

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



#### **FIRST DRIVES**



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<u>.11.20, OXFORDSHIRE ON SALE NOW</u>

# SKODA OCTAVIA iV

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

his is the Skoda Octavia that company car drivers have been waiting for: the iV plugin 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 electriconly 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

#### SKODA OCTAVIA IV SE L HATCH

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

#### ★★★★☆

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

No 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).

**GGF 204** 

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

#### ★★★★☆

Price	£34,960
Engine	4 cyls in line, 1395cc, turbo,
	petrol, plus electric motor
Power	201bhp
Torque	258lb ft at 1550-3500rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1560kg
0-62mph	7.6sec
Top speed	140mph
Battery	13kWh, lithium ion
Economy	235.4mpg
Electric range	37 miles
CO2, tax band	29g/km, 6%
RIVALS	Mercedes-Benz A250e,
	Volkswagen Golf GTE
	Volkswagen Golf GTE





#### **FIRST DRIVES**

# TESTED 19.11.20, WILTSHIRE ON SALE NOW **PORSCHE TAYCAN 4S** -level Taycan sell you short or is less still enough and bet

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

t 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

#### \*\*\*\*\*

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

# **ACC SCHNITZER TOYOTA GRA SUPRA** Dynamic makeover and extra muscle aim to address this coupé's shortcomings

espite 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

#### ★★★☆☆

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



**BARM 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



#### Welike

 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 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.

Ξ

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 twodoor 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 straightsix 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 Hofmeisterpenned E9-generation 3.0 CSi. Read on to find out if the new rangetopping 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, twinturbocharged 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 torqueconverter 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.



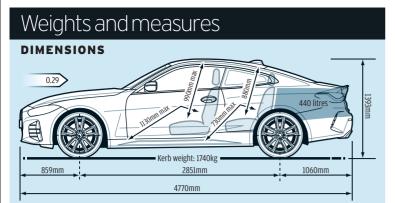
• LED headlights are standard. Blue accents show you've coughed up the extra for BMW Laserlight LED illumination. They do make the car look a bit like it's ready for a drag race of a different kind, though.



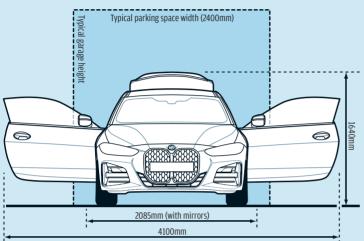
• The crisp geometry of BMW's trademark Hofmeister C-pillar has been dispensed with, and the rising beltline meets the roofline at an awkward angle. Have the convertible version and this needn't bother you, of course.



• 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.

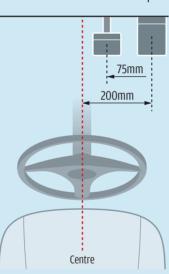


#### PARKING



### 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.

← 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. Higherend 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.

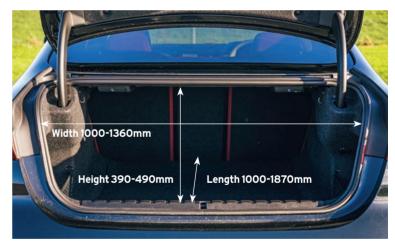
It's an interior in which it's very



• 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.

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 →

#### **ROAD TEST**



• 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.



← 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 partthrottle 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 giveand-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 $\star \star \star \star \star$

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.

#### ROAD TEST

#### 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.

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

 Compression after T4 Great balance and traction out of T2 causes lots of vertical make for as much speed as you dare carry body movement. around the next couple of bends. Adaptive dampers (14 need a second bite at cancelling it but they **T**3 manage eventually. (11) Staggered wheels and level body control keep the chassis secure around off-camber bends, such as the Hill Route's T1. FINISH **START** 

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 frontengined 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 tallerprofiled 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.  $\rightarrow$ 



### **Datalog**

#### BMW M440i xDRIVE

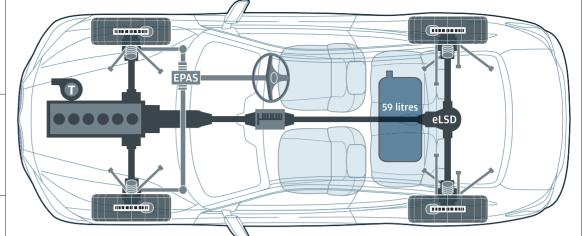
On-the-road price	£53,865
Price as tested	£61,965
Value after 3yrs/36k miles	£23,775
Contract hire pcm	na
Cost per mile	na
Insurance	40/£1002

#### **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

LIS
£150
£365
£500
£195
£500



POWER & TOPOLLE

FCONOMY

#### **TECHNICAL LAYOUT**

ENGINE

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 torquevectoring active differential at the rear in addition. Weight on the scales was distributed 54% front, 46% rear.

LED headlights Visibility Pack, including BMW Laserlights and high-beam assist £1500 Technology Plus Pack, including Driving Assistant Professional, head-up display, Harman Kardon audio, wireless smartphone charging £3650 Shadowline Plus Pack £500 Comfort Plus Pack, including heated steering wheel, powered bootlid and comfort access £1950 BMW Individual interior trim, Piano Black £500 Options in bold fitted to test car = Standard na = not available	ENGINEInstallationFront, longitudinal, four-wheel driveType6 cyls in line, 2998cc, turbocharged, petrolMade ofAluminium block and headBore/stroke82.0mm/94.6mmCompression ratio10.2:1Valve gear4 per cylPower369bhp at 5500-6500rpmTorque369lb ft at 1900-5000rpmRedline7000rpmPower to weight212bhp per tonneSpecific output123bhp per litre	POWER & TORQUE 500 - 500 - 500 - 400 - 500 - 400 - 500 - 600 - 500 - 600 - 400 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 100 - 200 - 200 - 100 - 20	ECONOMY TEST MPG Track 13.3mpg Touring 44.0mpg Average 27.2mpg CLAIMED Low 24.8-25.0mpg Mid 36.2-36.7mpg High 42.2-42.8mpg Extra high 38.2-39.2mpg Combined 36.2-36.7mpg Tank size 59 litres Test range 353 miles EMISSIONS & TAX CO <sub>2</sub> emissions 176g/km Tax at 20/40% pcm £305/£611
CHASSIS &BODYConstructionSteel monocoqueWeight/as tested1740kg/1775kgDrag coefficient0.29Wheels8.0Jx19in (f),9.0Jx19in (r)225/40 R19 93Y (f),255/35 R19 96Y (r),Bridgestone TuranzaT005 RFTSpareSpareNone (run-flats)	TRANSMISSION           Type 8-spd automatic           Ratios/mph per 1000rpm           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           Final drive ratio 2.81:1           SUSPENSION           Front MacPherson struts, coil springs, anti-roll bar	BRAKES Front Ventilated discs, size unspecified Rear Ventilated discs, size unspecified Anti-lock Standard, with EBD, brake assist Handbrake type Electronic, via switch Handbrake location Centre console STEERING Type Electromechanical, rack and pinion Turns lock to lock 2.2 Turning circle 12.0m	SAFETY ESC, ABS, DSC, DTC, EBD Euro NCAP crash rating 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         -	Rear Multi-link, coil springs, anti-roll bar           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         -         -         -         6.6         -         -           140-160 <th>MAX SPEEDS IN GEAR 37mph 7000rpm 57mph 7000rpm 389mph 7000rpm 112mph 7000rpm 155mph 6414rpm 155mph 4614rpm 155mph 4614rpm 155mph* 3601rpm * claimed RPM in 8th at 70/80mph = 1626/1859</th> <th>RESIDUALS <sup>60</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> <sup>40</sup> 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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 OFB (20370 5005106), hum.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, huccm). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

#### AUTOCAR ROAD TEST No 5505

Read all of our road tests autocar.co.uk



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

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.

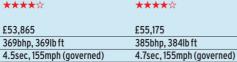
#### ROAD TEST RIVALS

Verdicts on every new car, p74

Price Power, torque 0-62mph, top speed CO<sub>2</sub>, economy



BMW M440i xDRIVE Strong chassis, powertrain and interior deliver class-leading status, even if we're not sold on the looks.



176g/km, 36.2-36.7mpg



MERCEDES-AMG C43 4MATIC EDITION COUPE Has every bit of the visual allure the BMW lacks. Powertrain is more rough-edged but likeable.

221g/km, 29.2mpg



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.



233g/km, 27.7mpg



LEXUS RC-F Brings enticing atmo V8 combustive appeal to the table for not much more than M440i cash. Heavy, but still tempting.

£62,940
457bhp, 384lb ft
4.5sec, 168mph
268g/km, 23.9mpg



AUDI S5 TDI QUATTRO COUPE Diesel lacks richness in this company. Lacks charm and handling balance of others, too. Big on ownership appeal.

£53,925
342bhp, 516lb ft
4.8sec, 155mph
180-184g/km, 39.8-40.9mpg

### ROAD TEST

#### 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

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 feelsome 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 reardrive coupé with the right suspension spec and a limited-slip diff, all for less than £50,000.



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?

# Protecting your investment

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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



# KEEPING TONICE 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.

ON SALE APRIL

#### **MORE NEW 911s INBOUND**



#### **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.



#### 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.



BB . PV 5016

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

ALSO CUWING



#### **ABARTH 595/695**

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



#### **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.



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



#### **ALPINA B4** New BMW 4 Series coupé will receive the same modifications that earned the B3 Touring a five-star road test verdict.



#### **ALPINA B8** Buchloe will turn the BMW 8 Series into a 200mph autobahn weapon with a 600bhp twin-turbocharged petrol V8.

#### NEW CARS 2021 PREVIEW

#### **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 righthand-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.







**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.



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.

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.

#### BEDROOM POSTER HEROES



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.



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".



**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.



AUDI Q5 SPORTBACK Mid-range high-rider gets the coupé treatment. It will be available from launch with a mild-hybrid diesel engine.



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.



**BENTLEY BACALAR** All 12 examples of this ultraluxurious roadster have been sold for nine times the price of the standard Continental GT.



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 rangetopper 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



BENTLEY FLYING SPUR PHEV PHEV system with 2.9-litre V6 -

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 secondgeneration M2 sports coupé.



M⊚K₩ 8136E

#### 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.



**BMW i4** Munich is going after the Tesla Model 3 with a 373-mile, 523bhp performance saloon based on the new 4 Series.



#### 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 rearwheel-drive form. Differences are limited to the Sportback's sloping roof and lower suspension, with each staying faithful to their respective concept cars.



#### IONIO 5

Based on the Giugiaro-inspired 45 concept, this will spearhead the new loniq 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.



#### 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.

#### NEW CARS 2021 PREVIEW

#### HOT HYBRIDS



#### **ON SALE** APRII 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 hybridspecific 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

models.

electric Mini

**ON SALE** MARCH

**BMW M440d COUPE** 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.



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



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



**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

205

PP20 308

ON SALE October

#### **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 300bhpplus 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.

**AUTOCAR** IMAGE



#### ALSO



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



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



FIAT 500X Five-year-old crossover will receive another life-extending update this year, possibly with mild-hybrid engine tech.



FORD GALAXY AND S-MAX HYBRIDS MPVs aren't dead yet, Ford reckons, as it gives its pair an electrified lease of life.



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

#### NEW CARS 2021 PREVIEW

ON SALE NOVEMBER



#### **VAUXHALLASTRA**

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.



#### **CITROEN 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.



AUDIRS3 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 ...



#### 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.



#### 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.

#### **HOT CROSS FUN**



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.



PSA's upmarket brand is hoping to upset the new DS 4. Taking a luxury-focused approach, it will introduce new tech, such as advanced an augmented reality head-up display.



#### 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.



gains a series of mechanical upgrades in order to offer more rounded appeal.



**HYUNDAI SANTA FE HYBRID AND PHEV** Seven-seater goes high-tech with 227bhp hybrid and 261bhp plug-in hybrid powertrains.



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



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

# 

#### 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 rearwheel 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.



#### **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

3

#### 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.

BAYON





#### **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.



**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.



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



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



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

#### NEW CARS 2021 PREVIEW

#### **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.

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 retune uprated 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.

#### FIRST RIDE

We said: "It's a bit less frenetic than the Fiesta ST, but with a medium weight that builds confidently 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."







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.



#### **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.



**KIA SORENTO PHEV** Upmarket four-wheel-drive hybrid will make new Sorento

one of the few seven-seaters capable of electric driving.



**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.



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



MAYBACH GLS Mercedes' ultra-premium subbrand has got its hands on the firm's largest SUV, so say hello to the world's plushest tank.

#### 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.

110

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

ON SALE June

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.



#### MAZDA 6

ALSO Coming

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



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.



#### 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.



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



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

#### NEW CARS 2021 PREVIEW



#### 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?





#### **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.

#### The Artura represents a new era t



#### **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 Evora'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.



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.

#### 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** 

NOVEMBE

MORGAN 3 WHEELER P101

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



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.



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



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.

# 

**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.

upgraded before the

all-electric next-generation

version arrives in 2022.



MARCO FIORAVANTI VICE-PRESIDENT OF PRODUCT AND PLANNING, NISSAN EUROPE

#### Why no diesels for the new Qashqai? It

QA20 BSY

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."



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

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

#### **Brilliant electric saloon** will gain even more driver appeal with performancefocused GTS variant.



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

#### NEW CARS 2021 PREVIEW





#### CITROEN, 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, vanbased 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.



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.



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.



**RADICAL SR10** Extreme track racer becomes more usable, swapping its V8 for a 425bhp Ford Ecoboost. It won four stars from us.



**RENAULT ARKANA** French brand takes aim at the Cupra Formentor with coupéstyled Captur relation. Offers turbo petrol or hybrid power.



Qashqai is expected to have new Jukeinspired styling

> **ROLLS-ROYCE GHOST BLACK BADGE** New junior Roller is in line for menacing Black Badge edition, meaning more power is likely.



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



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

## NEW-LOOKJLR 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.

AUTOCAR IMAGF 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 mildhybrid 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.



**RR70 FRE** 

DECEMBER

ON SALE



#### 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.



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



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



6-21

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



**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.

#### NEW CARS 2021 PREVIEW

#### 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.



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. Mildhybrid tech is added, however.



#### 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 lineup. The idea is to streamline: taking car variants out but also platforms, powertrains and components."



#### CARS IT NEEDS TO BEAT



#### 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.



#### 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.



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



#### 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 fourcylinder AMG hybrid.



#### ON SALE DECEMBER

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.



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



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



**TOYOTA HILUX** Substantial update for goanywhere pick-up includes the introduction of a 201bhp, 369lb ft diesel engine.



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



#### **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

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 <u>related Volkswagen ID</u> 3.

ALSO



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



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



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



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



ON SALE November

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

#### NEW CARS 2021 PREVIEW

#### 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.





#### 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-wheeldrive 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, Volkswager could just have a winner on its hands





#### **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



#### 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/APRII

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



**VOLKSWAGEN ID 4** Volkswagen's first 'global' EV comes with both rear- and fourwheel drive, and its maximum range is a useful 323 miles.



VOLKSWAGEN **TIGUAN R** With 0-62mph in 4.9sec, DSG and DCC, this could be a perfect

family car for keen drivers.



**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.

# ges of news, insight and opinion from the world of motor racin Da(

**RACING LINES** 



#### **POWER CUT IN FORMULA** Electric series has been undermined despite its gain in status

trange times in Formula E as we S 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 vet 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 navsayers 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

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."

opportunity' to develop EV tech in

Formula E was a damning indictment

#### MOTORSPORT



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 doubleheader 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

**EV** development

is intended to be

core of Formula E

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.



scheduled this year. Here are some notable events that will be worth watching.

#### 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







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.

#### WRC Safari Rally Kenya 24-27 June

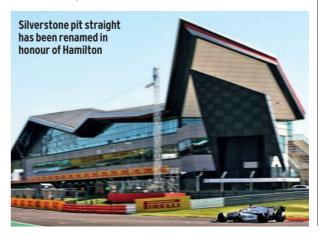
The World Rally Championship's return to Kenya for the first time since 2002 was delayed due to the pandemic last year. Rough stages, tough conditions and stunning scenery make it a uniquely challenging event.

#### Formula 1 British

**Grand Prix 18 July** This is the centrepiece of the British motorsport season, 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.

#### 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.





#### **Rallying takes to the circuit** While most rallying is on hold, special-stage events are booming

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 topspec 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.

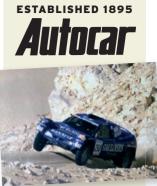
Meanwhile, a phalanx of top-level Ford Escort Mk2s, complete with 300bhp engines, clever dampers and sequential gearboxes, add to the show.

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** 



#### **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 Renaultpowered, 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 portly 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."

#### HOW IT WORKS 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

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.

#### MOTORSPORT

l'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

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

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 fulltime 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.

<sup>a</sup>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





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.







HOW DO WE KNOW He's so talented?

**Russell led Sakhir** 

GP convincingly for the first 45 laps

> 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..."

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

# **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 doublewinner 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-yearold 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

Letter of the week

wins this ValetPRO

exterior protection

and maintenance kit

worth £48

Valet

#### 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 intercity 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

#### Lostinterest

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



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 dread 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 healthconscious 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

SUY 265

#### GREAT REASONS TO BUY VEXT WEEK'S ISSUE on sale 13 january



**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



Rolls-Royce Ghost Goodwood's new baby model gets the full eightpage treatment

Porsche Cavenne

Stuttgart had a smash hit with its

first SUV. We assess the follow-up

#### **EVERY WEEK**



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

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#### **AUTOCAR**

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

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#### **OUR CARS** FEATURED THIS WEEK



RMW M235i GRAN COUPE

FORD FOCUS ST



LAND ROVER DISCOVERY SPORT

2020







#### **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

MILEAGE 4979

#### FINAL REPORT

#### 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



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 sixcvlinder, rear-drive predecessor, this all-new M235i Gran Coupé is really a transverse front-wheel-drive car and a saloon, not a coupé - with parttime 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-mileplus 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



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



#### 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

TES	T DATA						
	TUATA						
<b>BMW M235</b>	I GRAN COUPE						
MI	LEAGE						
At start	635						
At end	4979						
P	RICES						
List price new	£35,820						
List price now	£35,820						
Price as tested	£42,280						
	TIONS						
	0, Black Dakota leather						
	leated steering wheel, easy						
	seats with memory) £1100,						
M235i Plus Pack (19in alloy wheels, sun protection glass, Harman Kardon surround loudspeaker							
· · · · · · · · · · · · · · · · · · ·							
system) £1500, Techno	eam assistant, parking						
	play, wi-fi hotspot £1500,						
	uding active cruise) £1000						
•	· · · · · · · · · · · · · · · · · · ·						
	PTION AND RANGE 36.2mpg						
Fuel tank	50 litres						
Test average	34.0mpg						
Test best	42.2mpg						
Test worst	24.5mpg						
Real-world range	374 miles						
	IGHLIGHTS						
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							
Cost per mile	16 pence						
Faults	None						
DEPR	ECIATION						



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 CROPLEY** 

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

#### LOVE IT



STORMING PERFORMANCE Strong engine, plenty of sweetshifting 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 thickrimmed wheel just make it better.



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.



#### **BARK 4 SERIES COUPE** 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

t'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



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



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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#### **PORSCHE 911** Go easy with the options: even an entrylevel 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



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.)

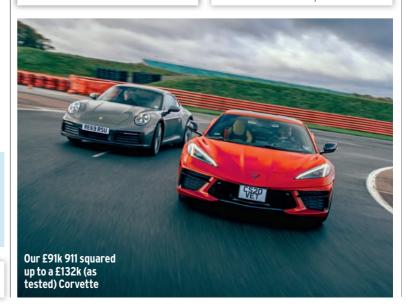
Reading Andrew's conclusions, if I could write as well as he does I'd be tempted to just pass his work off as my own, given how similar they are: that a turbocharged engine brings more to the party than it takes away, considering how accessible it makes the performance, and once you're over how good 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



**PORSCHE 911 CARRERA** Price £82,793 Price as tested £90,891 Faults None Expenses None Economy 24.5mpg Last seen 23.12.20

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





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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



he significance of the victory of our long-term Focus ST over the brandnew 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 limitedslip 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 noseheavy, 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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**OUR CARS** 

#### Land Rover Discovery Sport LAST SEEN 2.12.20 **MILEAGE** 5863

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

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

**LAST SEEN** 2.12.20

# <u>at to buy, where to buy it and how much to pay</u> WHAT WE



#### **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.

There's tempting big saloon action with an oil-burning Infiniti. big diesel engine and the These posh Nissans really are getting better value by the day and vehicle it is attached to. 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 the downside can be that the highly are rarer and better value. stressed engine could give you some

omeone has to do it, so let's celebrate the great

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,

very expensive ECU and injector-

they can do a very big job indeed.

It would be easy to just fill this

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

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

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.

160k miles. There's quite a detailed

full dealer history and, according to

based grief. When they work, though,

page with pug-ugly 4x4s and Bentley

When it comes to putting a hard day's work into some towing or other proper grafting, then it is worth

#### Don't be frightened of thumpingly efficient diesels 99

travelling back in time to find a shortwheelbase 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.







#### **ESSENTIAL OILS** Diesels are out of fashion but big oil-burners still have a place



#### **PORSCHE CAYENNE**

Just in case you wondered, it is possible to get a German fridgefreezer (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.



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**



I own an older car that I have to keep outside. How can I deter any would-be thieves? Patrick Masters, via email



In terms of deterrents, parking under a street light or within view of a CCTV camera makes your car an unattractive proposition to ne'erdo-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 timeconsuming that it's simply not worth the risk. **FP** 



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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Toyota	Yaris Hybrid 2	2017/67 Auto only done 3,500 miles air con electric Windows alloy wheels colour screen media rear parking camera very rare with full leather. One elderly keeper full toyota service history stunning £10495	1992 auto air con ree	ar seat electric seat 11 history stunning colle	Dr owner only 29,800	Range Rover	2015/65 Autobi	Ggraphy TDV8 4500 miles Titled Ower from navity ves. Voly at the two physical spectra for Daramit pipes rock, electric sets, the there or only at the electric sets, the two physical set of the sets of the spectra of the set of the sets of the sector and the set of the sector and the set of the set of the sets of the set of the set of the audian remote basing standing car pice to set 27995	Hyunda	ai i10 2017 pres	The second se



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#### **USED CARS**

AS GOOD AS NEW

#### **TESLA MODEL 3** Quick, high-spec EV has a long range and, says Mark Pearson, now starts at £37k

LJI9 JS OUR TOP SPEC STANDARD RANGE PLUS All Model 3s get climate control,

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

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.

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.



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.

#### 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.

#### TESLA MODEL 3 LONG RANGE

PICK 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.



OUR

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 5DR £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.



'UNDAI 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.



#### group three, it can be run for buttons and it has an honest, stripped-down feel. A frugal engine and roomy

interior are standard.

DACIA SANDERO 1.0 SCE £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



### Kia Stinger £30,000

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 XES

and BMW 440i, which is testament to its well-roundedness and segmentleading 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 baulked 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.





#### 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.

#### 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.





#### 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.

#### **Dodge Charger SRT Helicat** £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.

#### **USED CARS**

#### **AUCTION WATCH**



#### LOTUS ESPRIT

Ferrari's Grigio Ferro is a strange choice of colour for this recently resprayed X18O-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.



#### 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.



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.

## 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.

400 GTS

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.

#### **USED CARS**





# The 4.7 range-topper soldiered on until 2019 and you can buy one from as little as £22,000

#### HOW TO GET ONE IN YOUR GARAGE



### An owner's view

"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...

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.

#### 

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. Jumpstarts 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

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  $\pounds 55,000$  and run-out 2019 cars at  $\pounds 70,000$ -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.

# TO For full reviews of every car listed here, visit our website, autocar.co.uk

#### **ECONOMY EXPLAINED**

Between the various figures produced on the old-style NEDC, transitional NEDC Correlated and new-style WLTP 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  $CO_2$  figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read WLTP combined fuel economy and  $\text{CO}_2$  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

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595 3dr hatch/2d	ir open <mark>£17,</mark> 3	10-£28,4	40		****
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1.4 T-iet 145		3 130	78	38.7-39.2	162-164
1.4 T-jet 165 Turisn	10 16	2 135	7.3	37.7-38.2	161-166
1.4 T-jet 180 Comp			6.9	36.7	171
1.4 T-jet 180 Esses	<b>se</b> 17	7 140	6.7	36.7	171
695 3dr hatch/2d	ir open <mark>£30</mark> .	650			****
A convincing trac	k-day 500	with dece	ent dynar	nic ability, bu	it overly
firm ride spoils it.					
1.4 T-jet 180 Rivale	17	7 140	6.7	36.2-36.7	1/1
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	ALF	A ROI	MEO			
Giulietta 5dr hatch £20	).400-£2	6.810		*	★★☆☆	
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lavišh enough, LXWXH 4	351x179	8x1465	Kerbw	eight 130	ōkg	
1.4 TB 120	118	121	9.4	38.2	168-172	
1.6 JTDM-2 120	148	121	10.0	49.6	144-148	
2.0 JTDM-2170	168	133	8.3	47.9	145	
Giulia 4dr saloon £34,9	95-£67,1	95			****	
Handsome and special	dynamic	ally but	t lacks fi	nesse and	comes	
as an auto only. LxWxH 4643x1860x1436 Kerb weight 1429kg						
2.0 Turbo Petrol 200	197	146	6.6	36.2	176-184	
2.0 Turbo Petrol 280	276	149	5.7	33.6	195	
2.2 Turbo Diesel 160	158	137	8.2	53.3	135	

1.0 30 TFSI 1.5 35 TFSI 2.0 TFSI S3 quattro

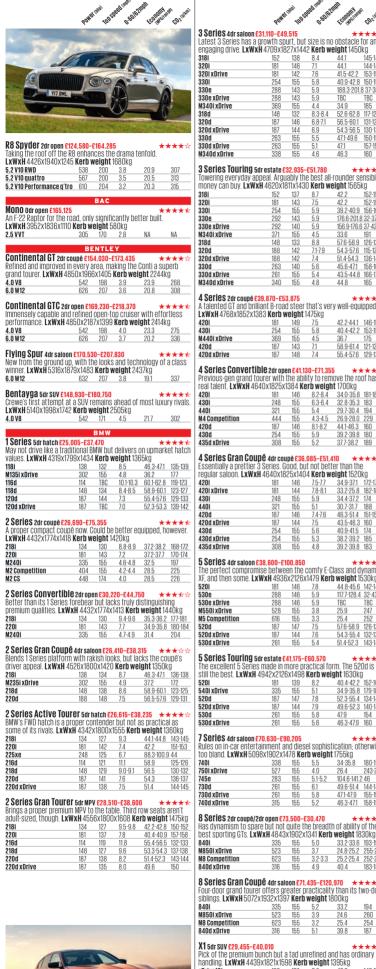
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2.2 Turbo Diesel 190 2.9 BiTurbo Quadrifoglio	187 503	191	3.9	52.3 27.2	143 235	1.6 30 TDI 1.5 35 TDI
Stelvio 5dr suv £41,255- Alfa's first SUV is a solid e	<b>£73,195</b> effort C	hoosin	a the ne	trol version	★ ★ ★ ★	A4 4dr saloon £30,435-£
charisma. LxWxH 4687x1 2.2 Turbo Diesel 190					159	rivals. LXWXH 4726x1842 2.0 35 TFSI
2.2 Turbo Diesel 190 Q4 AWD 2.2 Turbo Diesel 210 Q4 AWD	<b>)</b> 187	130 134	7.6 6.6	43.5 42.8	169-170 168	2.0 40 TFSI 2.0 45 TFSI quattro
2.0 Turbo 200 Q4 AWD 2.0 Turbo 280 Q4 AWD	197 276	134 143	7.2 5.7	30.1 30.4	206-209 208	3.0 30 TDI 2.0 35 TDI
2.9 BiTurbo Quadrifoglio	503	197 . PIN A	3.8	24.6	261	2.0 40 TDI quattro 3.0 S4 TDI
<b>B3 4dr saloon/5dr touring</b> Buchloe's take on 3 Series	£66,66	5-£68,1	65			A4 Avant 5dr estate £31 Classy and demure estat
Could ever need. LXWXH	4620X1 462	811x143	0 <b>Kerb</b> 8 3.8-3.9	weight 186	35kg 247	LXWXH 4725x1842x1434 2.0 35 TFSI
B5 4dr saloon/5dr touring				*	****	2.0 40 TFSI 2.0 45 TFSI quattro
Is it the best alternative t viewpoint. LXWXH 4956x	io an ME	5? Yes,	at least		cticality	3.0 V6 TFSI RS4 Avant 2.0 30 TDI
4.4 V8 BiTurbo	599		)5 3.5-3.7		272	2.0 35 TDI 2.0 40 TDI quattro
<b>B7 4dr saloon £121,850</b> A 7 Series with a power bi				hy challen		3.0 50 TDI Allroad quattro 3.0 S4 TDI quattro
the AMG S-Classes. LxWx 4.4 V8 BiTurbo	H 5250 599	x1902x 205	1491 <b>Ke</b> i 4.2	24.4 24.4	2060kg 264	A5 2dr coupé £37,600-£8
D5 S 4dr saloon £64,355		nomo A	Ining tw		<b>★★★☆</b>	Refreshed coupé gets a mundane to drive. LxWxI
The excellent 5 Series red brilliant cruiser. LxWxH 4 3.0 BiTurbo	956x18	68x146	6 Kerb v	<b>veight</b> 187		2.035 TFSI 2.040 TFSI
3.0 Bituruu XD3 5dr SUV £57,925	345	171	4.9	38.2	192	2.0 45 TFSI quattro 2.9 V6 TFSI RS5 quattro 2.0 35 TDI
Pleasant BMW SUV impres toolkit. LXWXH 4732x1897					Alpina	2.0 40 TDI quattro 3.0 V6 S4 TDI quattro
3.0 BiTurbo	330	158	4.9	31.4	328	A5 Sportback 5dr cour
A110 2dr coupé £48,140-£	59,740	LPINE			****	Refined, good-looking foi finesse. LxWxH 4733x18
A much, much greater ca parts suggests. LxWxH 4	180x19	80x125	2 Kerb v	<b>veight</b> 108	Okg	2.0 35 TFSI 2.0 40 TFSI
1.8 Turbo 1.8 Turbo S	252 288	155 162	4.5 4.4	39.2 38.7	162 163	2.0 45 TFSI quattro 2.9 V6 TFSI RS5 Quattro
Atom of onen 500 050	A	RIEL				2.0 35 TDI 2.0 40 TDI quattro
Atom Odr open £39,950 Simple, purist concept re for the better. LxWxH 352	mains b	out eve	rything e	else has ch	★★★☆ langed	3.0 S5 TDI quattro A5 Cabriolet 2dr open f
2.0 turbo	320	162	2.8	NA	NA	More practical than smal trim is best. LXWXH 4673
Nomad odr open £38,000 Well inside the top 10 list	) of our f	avourit	e cars. A	× A revelation	* * * * 1 and a	2.0 35 TFSI 2.0 40 TFSI
riot to drive. LxWxH 3215) 2.4 K24 i-VTEC					NA	2.0 45 TFSI quattro 2.0 40 TDI quattro
	ASTO					A6 4dr saloon £40,395-£
Vantage 2dr coupé/2dr o The faster, cleverer, more	e hardco	ore ent	ry-level i	Aston tops	its	Supremely well-construct office on wheels. LXWXH
class. LXWXH 4465x1942 4.0 V8	503 K		5 3.6-3.8	3UKY 11.6	236	2.0 45 TFSI quattro 2.0 50 TFSIe quattro 3.0 55 TFSI quattro
<b>DB11</b> 2dr coupé/2dr open The stunning replacemen	E149,80	5-£177,	225 dv sodu	ntivo NRO is		2.0 40 TDI 2.0 40 TDI quattro
shreddingly good. LXWXH	4739x 503	2060x1 187	279 Ker 4.0	b weight 1 10 8	875kg 230	2.0 45 TDI quattro Aliroad 3.0 50 TDI quattro
5.2 V12 AMR	630	208	3.7	13.4	265	3.0 S6 TDI quattro
DBS Superleggera 2dr o Effortlessly fast, intoxica	coupé/o ting to	pen <mark>£23</mark> drive: t	31,730-£ he big A:	249,730 ★ ston is beti	★★★★ ter than	A6 Avant 5dr estate £42 A capable and high-tech
ever. LXWXH 4712x2146x1 5.2 V12	1280 <b>Ke</b> 715	211 211	<b>ght</b> 1693 3.7	3kg 13.5	306	what Audi does best. Lx1 2.0 45 TFSI quattro
Rapide AMR 4dr saloon	£198,37	4		*	<b>***</b> \$	3.0 55 TFSI quattro 4.0 RS6 quattro
The Rapide is one of the r world. LxWxH 5019x1929;	x1360 <b>K</b>	erb we	eight 199	95kg>		2.0 40 TDI 2.0 40 TDI quattro
6.0 V12 DBX 5dr SUV £160,230	599	205	4.2	13.8	322	3.0 50 TDI quattro 3.0 S6 TDI quattro
Doesn't try to be the bigg appealing for it. LXWXH 5	est, fas N39x19	stest SL 98x168	JV, and n In <b>Kerh</b> v	nay be all t	* * * * * he more 15ka	A7 Sportback 5dr coup Easy on the eye and to liv
4.0 V8	550	181	4.5	19.7	269	LxWxH 4969x1908x1422 2.0 45 TFSI quattro
A1 Sportback 5dr hatch	1 £18,67	AUDI 0-£31,5	10		★★★☆☆	2.0 50 TFSIe quattro 3.0 55 TFSI quattro
Quite pricey, but a rounde LxWxH 4029x1746x1418	(erb we	eight 11	05kg			4.0 RS7 quattro 2.0 40 TDI
1.0 25 TFSI 1.0 30 TFSI	94 114	118 126	10.8 9.5	46.3-51.4		2.0 40 TDI quattro 3.0 50 TDI quattro
1.5 35 TFSI 2.0 40 TFSI	148 197	137 146	7.7 6.5	44.1-44.8 40.4	142-145 158	3.0 S7 TDI quattro
A3 Sportback 5dr hatch All the above but with the				f a usofully	<b>★ ★ ★</b> ☆	
All the above but with the boot. LxWxH 4313x1785x 1.0 30 TFSI					-	anthe America
1.5 35 TFSI 2.0 TFSI S3 quattro	148 310	137	9.9 8.2 4.8	40.7-02.3 44.8-48.7 35.3		
1.6 30 TDI 1.5 35 TDI	114 148	126 135	10.4 8.1	61.4-68.7 56.5-61.4	111-119	
A3 Saloon 4dr saloon £2	25,265-6	E40,570		*	<b>★★★</b> ☆	
Undercuts the case to ow drive. LxWxH 4458x1796	vn an A4 x1416 <b>K</b>	4. Upma <b>erb we</b>	arket inti <b>ight</b> 124	Okg		
1.0 30 TFSI	114	131	9.9	50.4-52.3	123-128	and the second second second second

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4.2	13.8	322	3.0 50 TDI quattro	282
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V, and	may be all th	ne more	A7 Sportback 5dr co	
	weight 224	5kg	Easy on the eye and to	
4.5	19.7	269	LxWxH 4969x1908x14	22 Kerb we
			2.0 45 TFSI quattro	242
			2.0 50 TFSIe quattro	299
10		****	3.0 55 TFSI quattro	335
	ational appe	al.	4.0 RS7 quattro	596
D5kg			2.0 40 TDI	201
10.8	48.7-50.4	128-133	2.0 40 TDI quattro	201
9.5	46.3-51.4	124-139	3.0 50 TDI quattro	282
7.7	44.1-44.8	142-145	3.0 S7 TDI quattro	344
6.5	40.4	158		
<b>330</b> iience ( ght 118 9 9	of a usefully	-	and a little of the	10.0120-000-01
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<b>ght</b> 124	terior and go 40kg	iod to		
9.9	50.4-52.3			State State
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6 30 TDI 5 35 TDI	114	131 150	10.4 8.4	64.2-67.3 57.6-61.4	13/-143 120-127	A8 4dr saloon £72,885- Technical tour de force	• <b>£116,430</b> e benefits 1	from Ai	udi's kn		r ★ ★ ☆ a verv
						good limousines. LXW)	<b>(H</b> 5172x19	145x147	73 <b>Kerb</b>	weight 1920	Dkg
4 4dr saloon £30,435-£5 gh quality and competer		eaves	s the dyna		tn its	3.0 55 TFSI quattro 3.0 55 TFSI quattro LWB	335 335	155 155	5.6 5.7	28.2-29.4 28.2-29.1	217-228 219-228
/als. LXWXH 4726x1842>	1427 <b>K</b>	erb w	reight 132	Okg		3.0 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
0 35 TFSI 0 40 TFSI	148 187	139 155	8.6 7.3	40.9-46.3 40.9-44.8		4.0 S8 quattro 3.0 50 TDI quattro	571 282	155 155	3.8 5.9	24.1-24.4 38.7-40.9	263-265 180-192
0 45 TFSI quattro	242	155	5.6	34.9-35.3	181-184	3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	
0 30 TDI	132 148	133 136	9.5	50.4-55.4	133-146	E-tron 5dr SUV £59,90					
O 35 TDI O 40 TDI quattro	140	146	8.9 7.4	50.4-55.4 50.4-54.3	<u>133-146</u> 137-148	A rounded, uber-luxurio		on to th	e prem	ium EV niche	
O S4 TDI	342	155	4.8	40.4-40.9	181-183	LxWxH 4901x1935x162				100	
4 Avant 5dr estate <mark>£31</mark> ,/	835-£8	2.770		**	***	50 quattro 71kWh 55 quattro 95kWh	308 403	118	6.8 5.4	190 237	0
assy and demure estate	lacks	the dy		arkle of riva	IIS.	S quattro 95kWh	503	130	4.5	223	0
(WXH 4725x1842x1434 k 0 35 tfsi	148	136 EISTIL	137UKY 8.9	39.8-44.8	143-162	E-tron Sportback 5	dr SIIV <del>F6</del> 9	100-£9	95 100	**	***
O 40 TFSI	187	148	7.5	39.8-43.5	147-162	Quick and classy EV bu	ilds on the	e solid f	foundat	ions of its m	ore
0 45 TFSI quattro O V6 TFSI RS4 Avant	242	155 155	<u>6.0</u> 4.1	33.6-34.4 28.2-28.1	187-191 220-226	upright sibling. LXWXH 50 quattro 71kWH	4901X193 308	5X1616 118	6.8	192 eight 2480k	.g 0
0 30 TDI	132	131	9.8	49.6-54.3	137-150	55 quattro 95kWh	403	124	5.7	242	0
O 35 TDI O 40 TDI quattro	148 187	132	9.2 44 7.6-7.9	49.6-54.3	<u>137-150</u> 141-154	S quattro 95kWh	503	130	4.5	224	0
0 50 TDI Allroad quattro	282	155	5.3	38.2	194	Q2 5dr SUV £22,725-£4					★★☆
O S4 TDI quattro	342	155	4.9	39.2-39.8	186-189	Audi's smallest SUV is					to the
5 2dr coupé £37.600-£87.	425			**	***	Q range. LxWxH 4191x1 1.0 30 TFSI	114	122	10.3	44.8-47.1	135-143
efreshed coupé gets a s						1.5 35 TFSI	148	131	8.5	42.2-44.8	142-151
undane to drive. LxWxH 0 35 TFSI	4073X 148	1040/	8.9	41.5-45.6	juky 141-154	2.0 40 TFSI quattro 2.0 SQ2 TFSI	187 298	141	6.5 4.8	34-34.9 32.8-33.2	184-187 192-195
O 40 TFSI	187	150	7.2	41.5-47.1	141-1545	1.6 30 TDI	114	122	10.5	47.1-49.6	150-158
0 45 TFSI quattro 9 V6 TFSI RS5 quattro	242 443	155 155	4.8	34.9-38.8 29.4-30.4	180-184 211-218	2.0 35 TDI quattro	148	131	8.1	45.6-47.9	155-163
0 35 TDI	163	162	8.2	51.4-55.4	133-144	Q3 5dr SUV £31,885-£6	1,185			**	* <b>★</b> ★☆
O 40 TDI quattro O V6 S4 TDI quattro	187 345	146 155	7.4	50.4-54.3 40.4-40.9	135-146	Typically refined and c Audi SUV. LXWXH 4388	OMPELENI 1x1831x160	DULTEE 18 <b>Kerh</b>	eis more I weiah	e like an A3 ti † 1385k d	ian an
				40.4 40.0	100 104	1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
<b>5 Sportback 5dr coup</b> é efined, good-looking four	£37,6	00-E8	7,425 is sadly s	hort on cha	r <b>★★☆</b> rm and	2.0 40 TFSI quattro 2.0 45 TFSI quattro	187 227	136	7.4 6.3	31-32.5 31.0-31.7	<u>197-207</u> 201-205
1esse. <b>LxWxH</b> 4733x184					inin antu	2.5 RS Q3 quattro	396	155	4.5	27.7-28.8	222-230
0 35 TFSI	148 187	139 150	9.1	40.9-44.8		2.0 35 TDI	148	128	9.2	47.9-49.6 39.2-40.9	150-154
0 40 TFSI 0 45 TFSI quattro	242	155	7.5 5.8	40.9-44.8 34.4-35.3	183-187	2.0 35 TDI quattro 2.0 40 TDI quattro	140	131 137	9.3 8.0	37.7-40.4	<u>182-188</u> 84-195
9 V6 TFSI RS5 Quattro	448	155	3.9	28.8-29.7	215-222	Q3 Sportback 5dr St	W 600 005		<b>0</b> E		
O 35 TDI O 40 TDI quattro	148 187	135 146	9.1 7.6	50.4-54.3 49.6-54.3	135-147 137-149	A more sporting take o					r <b>★</b> ≰☆ able
O S5 TDI quattro	345	155	4.9	39.8-40.4	183-187	handling. LXWXH 4500					15.4.10.0
5 Cabriolet 2dr open 🔒	1,715-	E63,75	55	**	***	1.5 35 TFSI 2.0 40 TFSI quattro	148 188	126 136	9.6 7.4	39.2-41.5 30.7-32.1	<u>154-163</u> 199-208
ore practical than smalle im is best. <b>LXWXH</b> 4673>	er optic	ons. Lo	ower-powe	ered, steel-	sprung	2.0 45 TFSI quattro	227	144	6.5	31.4-32.1	200-208
0 35 TFSI	150 150	1303 1	9.8	38.7-40.4	160-165	2.5 RS Q3 quattro 2.0 35 TDI	396 148	155 126	4.5 9.3	27.7-28.5 48.7-51.4	223-231 145-152
O 40 TFSI	187	150	7.9	38.7-40.4	160-165	2.0 35 TDI quattro	148	126	9.3	40.4-44.8	166-183
0 45 TFSI quattro 0 40 TDI quattro	242	155 145	6.5 8.0	32.8-33.2 47.1-48.7	192-196 152-157	2.0 40 TDI quattro	188	134	8.3	38.2-39.8	185-195
						Q5 5dr SUV £42,950-£6		lure of	fordet		:★★☆
6 4dr saloon £40,395-£79 premely well-construct	9,805 ed hut	a hit s	soulless tr	n drive. A sr	r★★☆ nart	Appealing combination and attractiveness. Lx					
fice on wheels. LXWXH 4	4939x1	886X	1457 <b>Kerb</b>	weight 164	l5kg	2.0 45 TFSI quattro	242	147	6.4	31-33.6	191-206
0 45 TFSI quattro 0 50 TFSIe quattro	242 299	155 152	<u>6.0</u> 5.5	35.3-37.2 166.0-177.0	172-182	2.0 50 TFSIe quattro 2.0 55 TFSIe quattro	249 363	148	6.1 5.3	128.4	49 56
0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196	2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179
0 40 TDI 0 40 TDI quattro	201 201	152 153	8.1 7.6	47.9-51.4 45.6-47.9	145-155 155-163	3.0 SQ5 TDI quattro	344	155	5.1	32.8-34.4	216-224
0 45 TDI quattro Aliroad	228	155	6.7	38.2	193	Q7 5dr SUV £56,940-£9				**	: <b>★★</b> ☆
0 50 TDI quattro O S6 TDI quattro	282 344	155 155	<u>5.5</u> 5.0	38.7-40.4 36.2	183-191 203-205	Unengaging to drive ar and classy. LxWxH 50	iu lignt on 52x1968x1	1881, DL 740 <b>K</b> e	ut the C <b>rh wei</b> r	auin is doth f <b>iht</b> 2060km	iuge
						3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
6 AVANT 5dr estate £42, capable and high-tech tl	495-£1	12,290	<mark>)</mark> at's a time	nonima via	*★★☆ : of	3.0 V6 55 TFSIe quattro 4.0 S07 quattro	376 435	149 155	5.9 4.1	TBC 29.4-30.1	TBC 245-251
hat Audi does best. LXW	<b>XH</b> 493	39x18	86x1467 <b>K</b>	(erb weigh	t 1710kg	3.0 V6 45 TDI quattro	228	142	7.3	32.1-34	217-230
0 45 TFSI quattro 0 55 TFSI quattro	242 335	155 155	6.2 5.3	34-36.2 31.7-34	177-189 189-201	3.0 V6 50 TDI quattro	282	152	6.3	32.1-34	217-230
O RS6 quattro	596	174	3.6	22.2-22.8	281-289	Q8 5dr SUV £66,745-£1					***
0 40 TDI	201	149	8.3	45.6-49.6	150-162	Striking and effective	coupé-SUV				anting
0 40 TDI quattro O 50 TDI quattro	201 282	150 155	7.8 5.7	44.1-46.3 38.2-39.8	159-167 187-195	more. LxWxH 4986x19 3.0 V6 55 TFSI quattro	95X1/U5 <b>K</b> 335	155	5.9 5.9		243-248
O S6 TDI quattro	344	155	5.1	35.3	209	4.0 SQ8 quattro	503	155	4.1	31-31.7	234-239
7 Sportback 5dr coupé	£47.8	60-£11	15,440	**	***	4.0 V8 RS Q8 quattro 3.0 V6 50 TDI quattro	592 282	155 152	3.8 6.3	20.2-20.5 32.8-33.2	314-318 222-226
asy on the eye and to live	e with,	but le	t down by	stolid dyna	mics.						
(WXH 4969x1908x1422   0 45 TFSI quattro	242 Xerb	155 reight	1880Kg 6.2	35.3-36.2	177-183	TI 2dr coupé £32,570-£ Still serves up plenty o		/le and	usahilit		r <b>★★☆</b> nev.lt's
0 50 TFSIe quattro	299	155	6.3	134.5-141.2	46-47	better to drive, too. Lx	WxH 4191x	1966x1	1376 <b>Ke</b>	rb weight 13	65kg
0 55 TFSI quattro O RS7 quattro	335 596	155 174	5.3 3.6	32.1-34 22.2-23	189-199 280-287	2.0 40 TFSI 2.0 45 TFSI	194 242	155 155	6.6 5.8-5.9	40.4-41.5	154-158 162-167
0 40 TDI	201	152	8.3	47.9-49.6	150-156	2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163	2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183

NC 60







			(mon)	0		
	POWETIN	TOPSHEE	0-50/6200	FCORDENT NORTH	602 <sup>1914m1</sup>	
00n <mark>£31,110</mark>	)-£49,8	15		**	***	Part .
as a grow <b>xWxH</b> 470	)9x182	7x1442	Kerb wei	<b>ght</b> 1450	kg	
	152 181		8.4 7.1	44.1 44.1	145-146 144-146	
	181 254		7.6 5.8	41.5-42.2 40.9-42.8	153-154 150-156	PO P
	288	143	5.9	188.3-201.8	3 37-38	23061
	288 369		5.9 4.4	TBC 34.9	TBC 185	
	148 187		8.3-8.4 6.8-7.1	52.6-62.8 56.5-60.1	117-129 131-124	-
	187	144	6.9	54.3-56.5	130-136	
	263 263	155	5.5 5.1	47.1-49.6 47.1	150-156 157-158	X2 5dr SUV £30,415-£45,66
	338	155	4.6	46.3	160	Proves crossovers aren't a which they're based. LxW
<b>19 5dr est</b> ay appeal.				t 🛨	nsihle	sDrive18i sDrive20i
XWXH46	20x181	x1430 I	Kerb wei	<b>ght</b> 15651	(g	xDrive20i
	152 181		8.7 7.5	42.2 42.2	<u>152-153</u> 152-153	<u>xDrive25e</u> M35i
	254 292		5.9 5.9	39.2-40.9 176.6-201.8	156-163	sDrive18d xDrive18d
	292	140	5.9	156.9-176.6	37-42	xDrive20d
	371 148		4.5 8.8	33.6 57.6-58.9	191 126-127	X3 5dr SUV £41,485-£79,03
	188 188		7.1-7.9	54.3-57.6 51.4-54.3	115-121 136-143	Continues where the last of luxurious inside. LxWxH 4
	263	140	5.6	45.6-47.1	158-163	xDrive20i
	261 340		<u>5.4</u> 4.8	43.5-44.8 44.8	<u>166-171</u> 165	xDrive30e xDrive M40i
ıpé £39,87	0-653	875		++	***	X3M Competition xDrive20d
l brilliant E	3-road :	steer th				xDrive30d
2x1383 <b>K</b>	<b>eru we</b> 181		75 7.5	42.2-44.1	146-151	xDrive M40d
	254 369		5.8 4.5	40.4-42.2 36.7	153-159 175	X4 5dr SUV £45,135-£81,95 Downsized X6 is respecta
	187	143	7.1	58.9-61.4	121-126	better option. LxWxH 467
	187			55.4-57.6	129-135	xDrive M40i X4M Competiton
e <b>rtible</b> 2 nd tourer	<b>dr open</b> with th	E41,130 e ability	- <b>£71,355</b> / to remo		r ★ ★ ☆ of has	xDrive20d xDrive30d
H 4640x1	825x13	84 <b>Keri</b>	) weight	1700kg		xDrive M40d
	181 248		8.2-8.4 6.3-6.4	34.0-35.8 32.8-35.3	181-183 183	X5 5dr SUV £61,135-£110,65
	321 444		5.4 4.3-4.5	29.7-30.4 26.9-28.0	194 229	More capable, convenient, satisfying drive. LxWxH 4
	187	146	8.1-8.2	44.1-46.3	160	xDrive40i xDrive45e
	254 308		5.9 5.2	39.2-39.8 37.7-38.2	180 189	M50i
Coupé 40	dr coup	£36,08	15-£51,41	0 **	<b>*★</b> ★	X5M Competition xDrive30d
tier 3 Seri (WxH 464	ies. Goi	od, but r	not bette	r than the	;	xDrive40d
	181	146	7.5-7.7	34.9-37.1	172-173	X6 5dr SUV £60,845-£113,3
	181 248		7.8-8.1 5.9	33.2-25.8 34.4-37.2	<u>182-183</u> 174	The world's first off-road of to love. LxWxH 4909x198
	321 187		5.1 7.4-7.6	30.7-31.7 46.3-51.4	188 151-152	xDrive40i M50i
	187	144	7.5	43.5-46.3	160	X6M Competition
	254 254		5.6 5.3	40.9-41.5 38.2-39.2	174 185	xDrive30d xDrive40d
	308	155	4.8	39.2-39.8	183	X7 5dr SUV £75,120-£92,97
oon <mark>£38,6</mark> 0			mfy F Ok			BMW's largest SUV yet cro
promise b e. <b>LxWxH</b>	4936x	2126x14	79 <b>Kerb</b>	weight 18	530kg	competition. <b>LxWxH</b> 5151x xDrive40i
	181 288	146 146	7.8 5.9	44.8-45.6 117.7-128.4		M50i xDrive40d
	288	146	5.9	TBC	TBC	<b>13</b> 5dr hatch £36,025-£38,5
	528 616			25.9 25.4	247 252	Our favourite high-end sm
	187 187			57.6-58.9 54.3-55.4	126-129 132-135	change motoring. LxWxH 120Ah
	261			51.4-52.3	143-145	120Ah S
<b>19</b> 5dr est	ate <mark>£41</mark>	,175-£6	0,570	**	***	Z4 2dr coupé £38,165-£50,
eries mad VXH 4942	ie in mi x2126x	ore prac 1498 <b>Ke</b>	tical forr <b>erb weig</b>	n. The 521 <b>ht</b> 1630kg	Dd is 1	Better to drive than ever b a true sports car. LXWXH 4
	181 335	139	8.2	40.4-42.2 34.9-35.8	<u>152-160</u> 179-185	sDrive20i sDrive30i
	187	147		52.3-55.4	134-142	sDrive M40i
	187 261		7.9 5.8	49.6-52.3 47.9	<u>140-148</u> 154	
	261		5.6	46.3-47.9	160	Seven 2dr open £26,490-1 The 360 is the sweet spo,
oon <mark>£70,63</mark>			aanhisti			performance. LXWXH 3100
ntertainm 15098x19					iei wise	1.6 Sigma Ti-VCT 270 1.6 Sigma Ti-VCT 310
	338 527	155	5.5 4.0	34-35.8 26.4	180-190 243-245	2.0 Duratec 360 2.0 Duratec 420
	283	155	5.1-5.2	104.6-141.2	46	2.0 Supercharged 620S
	261 261		6.1 5.8	49.6-51.4 47.1-47.9	144-148 155-158	2.0 Supercharged 620R
	315		5.2	46.3-47.1	158-159	C1 3dr hatch/5dr hatch £11,
ıpé/2dr op	en <mark>£73</mark> ,	500-£3(	),470		r <b>★★</b> ☆	Slightly cheaper than its T
spare bu	ι ποt qi 4843x1	ute the 902x13	ureadth 41 <b>Kerb v</b>	ur ability <b>veight</b> 18	ut the 30kg	LxWxH 3455x1615x1460 K 1.0 vti 72
	335 523	155		33.2-33.6 24.8-25.2	<u>193-194</u> 255-260	C3 5dr hatchback £16,885-
	623	155	3.2-3.3	25.2-25.4	252-254	Funky, fresh look gives a le
Dour f	316	155	4.9	40.4	183-184	the same. LxWxH 3996x1 1.2 PureTech 82

n its two-door

260 254 187

24 F

39 8

 Weight 1590kg
 42.8
 149150

 7.4
 40.9
 156157

 7.7
 38.2-38.7
 166167

 6.9
 134.5148.7 50-51
 133134

 9.3-9.4
 50.4-51.4
 133134

 9.3-9.4
 50.4-51.4
 145146

 7.8
 49.6
 148149

155 155 335 523

> 155 51

> > 9.7

sDrive18i sDrive20i

xDrive20i xDrive25e sDrive18d xDrive18d xDrive20d

-	1		10		-
		-			
idr SUV £30,415-£45 es crossovers aren	, <b>660</b> i't alway	s worse	e than the	*	★★★☆
ch they're based. Lx ive18i	WXH 43 138	60x182 127	4x1526 <b>Ke</b> 9.6	42.8-43.5	<b>it</b> 1460kg
ive20i	189	141	7.7	40.9-41.5	154-156
ive20i ive25e	189 220	TBC 121	7.6 6.8	38.7-39.2 156.9	40-41
ve18d	302 148	155 129	4.9 9.3-9.8	34.4 55.4	187 132-134
/e18d /e20d	148	128	9.2	50.4-51.4 49.6-50.4	144-146
5dr SUV <b>£41,485-£79</b>				*	<b>***</b> \$
tinues where the las rious inside. <b>LxWxH</b>	4708x1	891x16	76 <b>Kerb w</b>	eight 175	Okg
ve20i ve30e	181 288	134 130	<u>8.3</u> 6.1	35.3-35.8 134.5	3 179-181 51-54
ve M40i Competition	355 503	155 155	4.8 4.1	31.4 24.8	204 261
ve20d	187	132	8.0	47.1-47.9	154-156
ve30d ve M40d	261 321	149 155	5.8 4.9	45.6 43.5	161-163 171
5dr SUV <mark>£45,135–£81</mark> ,	950	ough if	not louce		****
nsized X6 is respec er option. <b>LxWxH</b> 4	671x188 <sup>-</sup>	1x1624 I	Kerb weig	<b>jht</b> 1735ki	]
ve M40i Competiton	336 503	155 155	4.9 4.1	31.7 24.8	203 259
ve20d ve30d	187 254	131 145	8.0	47.1-47.9	161-165
ve M4Od	322	145	4.9	43.5	169
5dr SUV £61,135-£110 e capable, convenie	, <mark>650</mark> nt refin	ed and	C 2665 611		★★★☆ more
sfying drive. LXWXH	4922x2	2004x17	45 Kerb v	veight 21	lOkg
ve40i ve45e	335 282	155 155	5.5 5.6	27.7-28.2 188.3-235	
i Competition	523 623	155 155	4.3 3.8	27.3 22.1	276 292
ve30d ve40d	261 340	130 152	6.8 5.5	41.5-42.2 38.7-39.2	175-179
5dr SUV £60,845-£11;		102	0.0		****
world's first off-roa	d coupé				
ive. <b>LXWXH</b> 4909x19 <b>ve40i</b>	338	155	5.5	28-28.5	225-230
Competition	523 623	155 155	4.3 3.8	23.5 22.4	272 287
e30d e40d	254 340	143	6.7 5.5	42.2-42.8	172-176
		104	U.U	00.7-08.0	
odr SUV E75,120-E92, I's largest SUV yet o	rowns t	he line-	up, but fa	ces stron	<b>★★☆</b> g
petition. LxWxH 518 ve40i	338	155	6.1	28.7	249-250
/e40d	523 340	155 152	4.7 6.1	22.1 36.2	290 203-204
dr hatch £36,025-£3				+	****
	small ca	happe	ns to be a	n EV, and	it could
favourite high-end s	H 2000			MOIGHT	
nge motoring. <b>LxWx</b> h	167	93	7.3	188	0
nge motoring. <b>LxWx</b> h h S	167 180			188 182	0
nge motoring. <b>LXWX h h S 2dr coupē <mark>£38,165-£1</mark> er to drive than eve</b>	167 180 5 <b>0,535</b> If but ma	93 99 akes a b	7.3 6.9	182 + n-top crui	0 ★★★☆ ser than
nge motoring. LXWX In In S 2dr coupé £38,165-£1 er to drive than eve Ie sports car. LXWX	167 180 50,535 or but ma H 4689)	93 99 akes a b (1942x1	7.3 6.9 Detter ope 293 <b>Kerb</b>	182 * n-top crui weight 14	0 ★★★☆ ser than 185kg
ige motoring. LxWx h h S dr coupé £38,165-£1 er to drive than eve e sports car. LxWx ie201 ie301	167 180 50,535 or but ma H 4689 195 255	93 99 akes a b (1942x1 155 155	7.3 6.9 1000000000000000000000000000000000000	182 + n-top crui weight 14 39.8-40.4 39.8	0 * * * * \$ ser than 185kg 1 160-161 161-162
nge motoring. LXWX In In S 2dr coupé £38,165-£1 er to drive than eve Je sports car. LXWX ve201 ve301	167 180 180 195 195 255 338	93 99 akes a b (1942x1 155 155 155	7.3 6.9 293 <b>Kerb</b> 6.6 5.4 4.6	182 + n-top crui weight 14 39.8-40.4	0 ser than 185kg 1 160-161
nge motoring. LXWX In Lh 2d rcoupé £38,165–£1 er to drive than eve le sports car. LXWX ve201 ve301 ve M401 /EN 2dr open £26,49	167 180 50,535 r but ma H 4689> 195 255 338 C A 0-£53,81	93 99 akes a t (1942x1 155 155 155 <b>TERH</b> 35	7.3 6.9 Detter ope 293 <b>Kerb</b> 6.6 5.4 4.6 <b>A.M</b>	182 + n-top crui weight 14 39.8-40.4 39.8 35.8 *	0 ser than 185kg 1 160-161 161-162 181 * * * *
nge motoring. LXWX In InS 2dr coupé £38,165–£1 er to drive than eve je sports car. LXWX ve201 ve201 ve201 ve301 ve301 ve301 de12 char open £26,49 360 is the sweet st 360 is the sweet st ormance. LXWXH 3	167 180 50,535 r but ma H 4689 195 255 338 C A 0-£53,81 00, giving	93 99 (1942x1 155 155 155 <b>TERH</b> 85 9 the Se 5x1090	7.3 6.9 293 <b>Kerb</b> 6.6 5.4 4.6 <b>A M</b> even just t	182 n-top crui weight 14 39.8-40.4 39.8 35.8 the right h	0 ser than 185kg 1 160-161 161-162 181 * * * *
nge motoring. LXWX In hs 2dr coupé 238.165-61 er to drive than eve e sports car. LXWX ve201 ve201 ve301 ve M401 (61 2dr open £26.49 360 is the sweet sp ormance. LXWKX (gma Ti-VET 27 0	167 180 50,535 r but ma H 4689x 195 255 338 C A 0-£53,80 00,91Ving 100x157 135	93 99 akes a b (1942x1 155 155 155 <b>TERH</b> 35 9 the Se 5x1090 122	7.3 6.9 293 <b>Kerb</b> 6.6 5.4 4.6 <b>A M</b> even just t <b>Kerb weig</b> 5.0	182 n-top crui weight 14 39.8-40.4 39.8 35.8 35.8 the right h ght 490kg NA	0 * * * * * * ser than 185kg 1 160-161 161-162 181 * * * * it of 3 NA
nge motoring. LXWX h 2dr coupé 238.165-£1 er to drive than eve ies sports car. LXWX ve201 ve301 ve6401 2610 2dr open £26.49 360 is the sweet sg 07mance. LXWXH 37 Igma 11-VCT 370 Igma 11-VCT 370	167 180 50,535 r but ma H 4689x 195 255 338 C A 0-E53,88 00, giving 100x157 135 152 180	93 99 (1942x1 155 155 155 <b>TERH</b> 35 9 the Se 5x1090 122 127 130	7.3 6.9 293 Kerb 6.6 5.4 4.6 A M even just t Kerb weig 5.0 4.9 4.8	182 n-top crui weight 14 39.8-40.4 39.8 35.8 * the right h ght 490kg NA NA NA	0 * * * * * ser than 185kg 160-161 161-162 181 * * * * 181 * * * *
nge motoring. LXWX h ns 2dr coupé 238.165–21 er to drive than eve es ports car. LXWX re201 es 201 ce 300 260 is the sweet sg 360 is the sweet sg 360 is the sweet sg 360 is the sweet sg 10 pan 1-VCT 310 uratec 360 uratec 420 upercharged 620S	167 180 180 180 180 180 195 255 338 <b>C A</b> 0. giving 100x157 135 152 182 182 210 310	93 99 (1942x1 155 155 155 <b>TERH</b> 35 9 the Se 5x1090 122 127 130 136 145	7.3 6.9 293 Kerb 6.6 5.4 4.6 A M 29Ven just t Kerb weig 5.0 4.9 4.9 3.8 3.4	182  n-top crui weight 14 39.8-40.4 39.8 35.8  the right h ght 490kg NA NA NA NA NA NA	0 * * * * * 800 than 185kg 1 160-161 161-162 181 * * * * 101 162 181 * * * * *
nge motoring. LXWX h 1 S 2dr coupé 238.165–21 er to drive than eve vesports car. LXWX ve201 ve301 2601 sthe sweet sg 2601 sthe sweet sg 07mance. LXWXH 31 Igma Ti-VCT 310 Iurratec 340 Jurratec 420 Jurratec 420	167 180 180 180 180 195 255 338 CA 0-£53.84 10, giving 100x1575 135 152 180 210 310 310	93 99 155 155 155 155 155 155 155 155 155	7.3 6.9 293 Kerb 6.6 5.4 4.6 <b>A M</b> 2000 105 11 Kerb weig 5.0 4.9 4.8 3.8 3.4 2.79	182 + n-top crui weight 14 39.8-40.4 39.8 35.8 * the right h ght 490kg NA NA NA	0 ser than 185kg 160-161 161-162 181 * * * * it of NA NA NA
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E THE TOT STREET THE DESCRIPTION OF STREET

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Grand C4 Spacetour	pow <sup>et</sup> 91 5dr	MPV <b>£27</b>	460-£3	6 370 🚽	****
Alternative MPV offers so quietly upmarket. LxWxH	omethi 1 4602:	ng fresl x1826x1	n, comfy 1638 <b>Ke</b> i	r, spacious r <b>b weight</b>	1297Ky
1.2 PureTech 130 1.5 BlueHDi 130	126 126	125-12 130	11.3 10.8		143-145 136-137
2.0 BlueHDi 160	158	130	9.2	47.0	160-161
C5 Aircross 5dr suv £20 Smooth-riding SUV has a	6,655- n easy-	<mark>636,855</mark> anina r	i nature h	ut not the	mnst
dynamic. LXWXH 4500x1 1.2 PureTech 130					149-151
1.6 PureTech 225 PHEV	223	140	TBC 10.4	184	50
1.5 BlueHDI 130 2.0 BlueHDI 180	129 174	131	9.4	57.3 47.3	163-165
Berlingo 5dr MPV £21,56	5-£28,	095			****
Boxy, slightly quirky and i returns to top form. LXW	<b>xH</b> 440	sely pra 03x1921	x1849 <b>K</b>	erb weigh	tai 1398kg
1.2 PureTech 110 1.5 BlueHDI 100	108 101	109 109	11.5 12.3	42-43.5 55.6	154-160 141-148
1.5 BlueHDI 130	128	116	10.3	54.2	144-149
LEON 5dr hatch £38,140	C	UPR/	١		★★★☆☆
PHEV powertrain is effect hot hatch formula. LXWX	tive bu H 4376	t make: x1841x	s for a c 1615 <b>Ker</b>	onfused ta	ke on the
1.4 eHybrid		140		NA	NA
Ateca 5dr hatch £38,140 First model from Seat's s		nno nor	forman		the net
pace and precision. LXW: 2.0 TSI 300	<b>XH</b> 437	6x1841)	x1615 <b>Ke</b>	rb weight	1615kg 197
			5.2		
Formentor 5dr suv £27, Bespoke SUV delivers a v	vell-rou	inded, s		ted and re	<b>★★★☆</b> warding
drive. <b>LxWxH</b> 4450x1839 1.5 TSI 150	148	127	8.9	43.5-44	.8 143-148
2.0 TSI 310	310	155	4.9	32.8-33	2 193-194
Sandero 5dr hatch £799		DACIA 305		*	★★☆☆
A clever budget prospect after a smart facelift. Lx	t but it:	s limita	tions are 33x1519	e unavoida	ble, even
1.0 SCe 75 0.9 TCe 90	71 87	98 109	14.2 11.1	51.4 49.6	<u>130</u> 134
1.0 TCe 100 Bi-Fuel	87 99	114	11.1	49.6 51.4	134
Sandero Stepway 5d	rhatch	£10,145	-£11,995		****
A more expensive and sli limited. <b>LxWxH</b> 4089x176	ightly r 61x1558	nore ru 5 <b>Kerb v</b>	gged ch <b>veight</b> 1	eap car - b 1040kg	iut still
0.9 TCe 90 1.0 TCe 100 Bi-Fuel	87 99	104 114	11.1 11.1	47.1 46.3	138-140 136-137
Logan MCV 5dr estate £					*****
Lacks its stablemates' cf LxWxH 4501x1733x1552	narms	but reta	ains thei		
0.9 TCe 90	87	109	11.1	47.1-47.9	
1.0 TCe 100 Bi-Fuel	99	114	11.6	46.2	116
Logan MCV Stepway Given a rugged makeovel	5drest rhutsi	ate <mark>£12</mark> ,	945-E13	,755 🔺	*****
		III Iacks	s charm.	Extremely	1
	4528)	(1761x1	559 <b>Ker</b> i	b weight 1	090kg
0.9 TCe 90	4528) 87 99	111 1acks (1761x1 106 114	s charm. 559 <b>Ker</b> 12.4 11.6	Extremely b weight 1 44.3 46.2	090kg <u>138-139</u> 134
0.9 TCe 90 1.0 TCe 100 Bi-Fuel <b>Duster</b> 5dr SUV <b>£11,245-</b>	4528) 87 99 £20,14	(1761x1) <u>106</u> 114	559 <b>Ker</b> 12.4 11.6	b weight 1 44.3 46.2	090kg 138-139 134
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0.9 TCe 90 1.0 TCe 100 BI-Fuel Duster Sature 11,245- the Duster delivers. LWX 1.0 TCe 100 AX2 1.3 TCe 150 AX2 1.3 TCe 150 AX4 1.3 TCe 150 AX4 1.5 TCe 100 BI-Fuel 1.5 dCi 115 AX4 3 Crossback Sature First foray into compact established rivals. LXWX 1.2 Purelech 150 1.2 Purelech 150 50 KWhE-Tense DSS first premium SUV Cd and dapeal. LXWXH 4570 1.2 Purelech 180	4 4528) 87 99 <b>E20.14!</b> 40 fam <b>XH</b> 431 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 132 98 132 98 132 98 132 98 132 155 98 132 155 98 132 178 178 178 178 178 178 178 178	(1761x1) 106 114 106 105 105 105 105 105 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 129 124 129 129 129 129 129 129 129 129 129 129	559 Keri 12.4 11.6 sport is is x1625 K 12.5 10.6 10.5 10.5 12.1 0 0 0 10.5 12.1 12.1 0 0 0 8.2 8.2 8.7 5 6 e right f erb wei 10.2 8.9	b weight 1 44.3 46.2 what you r 46.3 45.6 43.5 44.1 57.7-57.9 50.4-51 b weight 52.0 47.1 b weight 52.0 47.1 b weight 52.0 47.1 b weight 46.6-52 62.7 191-206 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	090kg 138-139 134 c t t t t t t t t t t t t t t t t t t t
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0.9 TC 80 1.0 TC 900 BI-Fuel DUST 81 Gar Suv 811.245- Avalue champion. If chea the Duster delivers. Lww: 1.0 TC 9100 4x2 1.3 TC 9150 4x2 1.3 TC 9150 4x4 1.3 TC 9150 4x4 1.5 GC 9115 4x2 1.5 GC 9115 4x2 1.2 Purefech 100 1.2 Purefech 100 50kWh E-fense 7 Crossback 5 dr suv 82 0.5 St 15 premum SUV 60 1.2 Purefech 130 1.2 Purefech 130 1.5 Purefen 225 EAT8 1.6 Purefech 225 EAT8 1.6 Fense 1.5 Blueh01 130	4 4528) 87 99 <b>£20,144</b> ap fam <b>xH</b> 431 99 128 99 111 111 <b>22,515</b> 50 VVs c <b>H</b> 4118) 98 128 153 98 132 <b>82,740</b> <b>6</b> <b>7</b> <b>8</b> <b>7</b> <b>8</b> <b>8</b> <b>7</b> <b>8</b> <b>8</b> <b>7</b> <b>8</b> <b>8</b> <b>1</b> <b>8</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b>	(1761x1) 106 114 15 114 15 114 15 114 15 114 108 111 108 111 108 111 108 111 108 111 108 111 108 112 108 111 108 112 112 108 112 112 108 112 112 112 108 112 112 112 112 112 112 112 11	559 Ker 12.4 11.6 sport is \ xx1625 K 12.5 TBC TBC TBC TBC TBC TBC TBC TBC	b weight 1 44.3 46.2 ************************************	030kg 138-139 134 ************************************
0.9 TC 90 1.0 TC 900 BI-Fuel DUSL 91 Gar Suy 211.245- A value champion. If chea the Duster delivers. LXW: 1.0 TC 9100 4X4 1.3 TC 9100 4X4 1.3 TC 9100 4X4 1.5 dC 9115 4X2 1.5 dC 9115 4X2 1.5 dC 9115 4X4 3 Crossback sur suv e schalbinger drival. LXWX 1.2 PureTech 130 1.2 PureTech 130 1.5 Bueleh01 130 0.6 Bueleh01 130 0.2 Bueleh01 130 2.0 Bueleh01 130 EAT8	4 4528) 87 99 99 120 148 99 118 99 111 111 111 111 111	(1761x1) 106 114 114 114 114 115 114 115 114 115 112 1108 111 118 111 1108 111 1108 111 112 112 112 112 112 112 112 112 11	559 Ker 12.4 11.6 sport is is x14625 K 12.5 11.1 10.6 12.1 10.5 10.2 10.2 10.2 10.9 10.2 10.9 10.9 10.9 10.9 10.2 10.9 10.7 10.9 10.7 10.9 10.7 10.9 10.7 10.9 10.7 10.9 10.7	b weight 1 44.3 46.2 ************************************	090kg 138-139 134 tag 134 tag 134 tag 134 138 141-149 145 3 128 4 145 3 128 4 145 4 145 5 128 4 145 145 145 145 145 145 145 145
0.3 TC 89 1.0 TC 8100 BI-Fuel DUST 81 Sur Sur St. 242 A value champion. If chez the Duster delivers. LWF. 1.0 TC 8100 Av2 1.3 TC 8150 Av2 1.3 TC 8150 Av4 1.3 TC 8150 Av4 1.5 dC 115 Av4 3 CTOSSDaCk Sur Sur Sur Stabilished trivials. LWW 3 CTOSSDaCk Sur Sur Sur 5 CTOSSDaCk Sur Sur Sur 2 PureTech 130 1.2 PureTech 130 2.0 BlueHD1 130 2.0 BlueH	44528) 87 99 <b>220.14</b> 4 201 fam 99 128 128 128 128 128 128 128 128	(1761x1) 106 114 114 114 114 114 115 115 116 105 118 121 108 <b>D 5</b> <b>C 5</b> <b>C 5</b> <b>C 6</b> <b>D 6</b> <b>C 7</b> <b>C 7</b>	559 Kerr 12.4 11.6 11.6 11.6 11.6 12.7 12.5 11.1 10.6 12.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 10	b weight 1 46.2 46.2 46.2 46.3 46.6 46.3 46.6 43.5 50.451 50.451 b weight 1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 55.0 55.0 47.1 55.0 55.0 47.1 55.0 55.0 47.1 55.0 55.0 47.1 55.0 55.0 55.0 55.0 55.0 55.0 55.0 55	090kg 138-139 134 equire, 134 134 134 134 141-149 145 141-149 145 141-149 145 142 143 145 145 145 145 145 145 145 145
0.9 TC 90 1.0 TC 900 BI-Fuel DUSL 91 Sur	44528) 87 99 <b>220.14</b> 4 201 fam 99 128 128 128 128 128 128 128 128	(1761x1) 106 114 114 114 114 114 115 115 116 105 118 121 108 <b>D 5</b> <b>C 5</b> <b>C 5</b> <b>C 6</b> <b>D 6</b> <b>C 7</b> <b>C 7</b>	559 Kerr 12.4 11.6 11.6 11.6 11.6 12.7 12.5 11.1 10.6 12.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 12.5 11.6 10.5 10	b weight 1 46.2 46.2 46.2 46.3 46.6 46.3 46.6 43.5 50.451 50.451 b weight 1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 55.0 55.0 47.1 55.0 55.0 47.1 55.0 55.0 47.1 55.0 55.0 47.1 55.0 55.0 55.0 55.0 55.0 55.0 55.0 55	$\begin{array}{c c} 030 \mbox{Kg} \\ \hline 138 \\ \hline 134 \\ \hline 136 \\ \hline 141 \\ 149 \\ 145 \\ \hline 149 \\ 145 \\ \hline 149 \\ 145 \\ \hline 141 \\ 149 \\ 145 \\ \hline 141 \\ 149 \\ 145 \\ \hline 141 \\ 149 \\ \hline 149 \\$
0.9 TC 80 1.0 TC 8100 BI-Fuel Duster Sature 11,245- the Duster delivers. LAW Avalue champion. If chee the Duster delivers. LAW 1.0 TC 8100 4x2 1.3 TC 8150 4x4 1.3 TC 8150 4x4 1.5 TC 8150 4x4 1.5 GC 1115 4x2 1.5 GC 1115 4x4 3 Crossback Sat suv E: First foray into compact established rivals. LXWX 1.2 PureTech 130 1.2 PureTech 130 1.3 PureTech 130 1.3 PureTech 130 1.3 PureTech 130 1.4 PureTech 130 1.5 Pur	445283 87 99 220,144 ap fam xH 431 99 128 148 99 99 111 111 111 111 111 111	(1761x1) 114 114 114 114 114 114 114 115 115 115	559 Kerr 12.4 11.6 500 tis 12.5 11.1 10.6 12.5 11.1 10.6 12.5 12.1 10.6 12.1 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5	b weight 1 44.3 46.2 46.3 46.6 45.6 43.5 43.5 50.4-51 57.7-57.5 50.4-51 b weight 1 52.0 47.1 46.6-52 62.7 191206 47.1 40.6-52 62.7 191206 47.1 52.0 47.1 52.0 52.	090kg 138-139 134 equire. 134 134 134 138 141-149 145 149 145 145 145 145 145 145 145 145
0.3 TC 89 1.0 TC 8100 BI-Fuel DUST 81 Surver 12.245- Avalue champion. If chea the Duster delivers. LXW: 1.0 TC 8100 4x2 1.3 TC 8150 4x4 1.3 TC 8150 4x4 1.3 TC 8150 4x4 1.5 dC 115 4x4 3 Crossback surver 2 Crossback surver 2 Crossback surver 2 First foray into compact 1.5 dC 115 4x4 3 Crossback surver 2 Crossback surver 2 PureTech 130 1.2 PureTech 130 1.5 BluehD1 130 2.0 BluehD1 130	4 4528 87 99 <b>E20.14/</b> 40 99 128 99 128 99 128 148 99 99 128 148 99 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 111 111 111 111 111 111 11	(1761xH) 114 105 114 114 114 114 115 115 115 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 121 108 121 121 108 121 121 121 128 121 128 121 128 121 128 121 128 121 128 128	559 Kerr 12.4 11.6 11.6 11.6 12.5 11.1 12.5 12.5 11.1 10.6 12.5 12.5 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.7 10.9 10.2 11.7 9.9 9.9 11.7 9.9 9.5 9.5 9.5 9.5 9.5 9.5 9.5	b weight 1 44.3 46.2 46.3 46.6 45.6 43.5 43.5 50.4-51 57.7-57.5 50.4-51 b weight 1 52.0 47.1 46.6-52 62.7 191206 47.1 40.6-52 62.7 191206 47.1 52.0 47.1 52.0 52.	090kg 138-139 134 equire. 134 134 134 138 141-149 145 149 145 145 145 145 145 145 145 145
0.9 TC 89 1.0 TC 8100 BI-Fuel DUST 81 Surv 811.245- Avalue champion. If chea the Duster delivers. Lxw. 1.0 TC 8100 4x2 1.3 TC 8100 4x2 1.3 TC 8100 4x2 1.3 TC 8100 4x4 1.5 dC 8115 4x4 3 Crossback Sursuv 82 5 dC 815 5 C 84 1.5 dC 8115 4x4 3 Crossback Sursuv 82 5 dC 815 5 C 84 1.5 dC 8	4 4528 87 99 <b>E20.14/</b> 40 99 128 99 128 99 128 148 99 99 128 148 99 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 111 111 111 111 111 111 11	(1761xH) 114 105 114 114 114 114 115 115 115 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 121 108 121 121 108 121 121 121 128 121 128 121 128 121 128 121 128 121 128 128	559 Kerr 12.4 11.6 11.6 11.6 12.5 11.1 12.5 12.5 11.1 10.6 12.5 12.5 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.1 10.5 12.1 11.7 10.9 10.2 11.7 9.9 9.9 11.7 9.9 9.5 9.5 9.5 9.5 9.5 9.5 9.5	b weight 1 44.3 46.2 46.3 46.6 45.6 43.5 43.5 50.4-51 57.7-57.5 50.4-51 b weight 1 52.0 47.1 46.6-52 62.7 191206 47.1 40.6-52 62.7 191206 47.1 52.0 47.1 52.0 52.	$\begin{array}{c c} 090 kg \\ \hline 138 - 139 \\ \hline 134 \\ \hline 138 \\ \hline 141 \\ 149 \\ \hline 148 \\ \hline 141 \\ 149 \\ \hline $
Lo TCe 100 BI-Fuel DUSTer Sur Sur Sur Sur Sur Sur Sur Sur Sur Su	4 4528, 87 99 820,141 47 99 128 148 111 111 111 111 111 111 11	(1761x1) 114 106 114 114 107 118 114 117 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 122 139 124 129 124 129 124 129 124 129 124 129 124 124 129 124 124 129 124 124 124 129 124 124 124 124 129 124 124 124 124 124 124 124 124	559 Kerr 12.4 11.6 550 rt is 's 11.6 50 rt is 's 11.7 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5	b weight 1 44.3 46.2 what you r erb weigh 45.6 43.5 43.5 50.4-51 b weight 1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 52.0 47.1 52.0	090kg 138-139 134 equire, equire, 138 141-149 145 145 145 145 145 145 145 145
0.3 TC 80 1.0 TC 8100 BI-Fuel DUST 81 Suf	4 4528, 87 99 <b>E20.14</b> 47 47 47 47 47 47 47 47 47 47	(1761xH) 114 106 114 114 107 118 121 121 121 121 121 121 108 <b>D S</b> <b>C S 3</b> , 49 00mfort. 118 121 121 108 <b>D S</b> <b>C S 3</b> , 49 00mfort. 118 122 121 108 <b>D S</b> <b>C S 3</b> , 49 00mfort. 118 122 121 108 <b>C S 3</b> , 49 00mfort. 122 123 129 129 129 129 129 129 129 129	559 Kerr 12.4 11.6 550 Kir25 K 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.7 10.5 12.1 10.6 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 11.5 10.5 12.1 11.5 10.5 12.1 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11.5 12.1 11.5 12.1 11.5 11.7 12.5 11.7 12.5 11.7 12.5 11.7 12.5 12.5 12.5 11.7 12.5 1	b weight 1 46.2 46.2 what you r erb weigh 46.3 45.6 43.5 43.5 50.4-51 b weight 1 52.0 47.1 46.6-52 62.7 191206 weight 1420kg 42.2 40.4 176.6-22 54.1-55. 48.2 write tag, e ght 1420kg 42.2 40.4 45.2 48.2	090kg 138-139 134 134 134 134 134 141 141 141
0.9 TCe 90 1.0 TCe 100 BI-Fuel DUST ef soft suv E11.245- the Duster delivers. LWX 1.0 TCe 100 AVX 1.0 TCe 100 AVX 1.0 TCe 100 AVX 1.0 TCe 100 BI-Fuel 1.5 dO 115 AVX 1.5 dO 115 AVX 1.5 dO 115 AVX 1.5 dO 115 AVX 1.5 dO 115 AVX 1.2 Purelech 130 1.2 Purelech 130 1.3 PURE FI Tributo 2 ar coupé (s a prior) FI Tributo 2 ar coupé (s a prior) FI Tributo 2 ar coupé (s a prior) 1.3 PURE FI Tributo 2 ar coupé (s a prior) 1.3 PURE FI Tributo 2 ar coupé (s a prior) 1.3 PURE 1.5 PURE 1.5 PURE	4 4528, 87 99 <b>E20.14</b> 47 47 47 47 47 47 47 47 47 47	(1761xH) 114 106 114 114 107 118 121 108 <b>D S</b> <b>C S</b> <b></b>	559 Kerr 12.4 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.0 10.5 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 11.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 11.5 10.5 12.1 11.5 10.5 12.1 11.5 10.5 12.1 11.5 10.5 12.1 11.5 10.5 12.1 11.5 11	b weight 1 46.2 46.2 what you r erb weigh 46.3 45.6 43.5 43.5 50.4-51 b weight 1 52.0 47.1 46.6-52 62.7 191206 weight 1420kg 42.2 40.4 176.6-22 54.1-55. 48.2 write tag, e ght 1420kg 42.2 40.4 45.2 48.2	090kg 138-139 134 ***** equire, 141 141 141 141 143 145 145 145 145 145 145 145 145
0.3 TC 80 1.0 TC 8100 BI-Fuel DUST 81 Surv E11,245- A value champion. If cher the Duster delivers. Lxw 1.3 TC 8100 4x2 1.3 TC 8100 4x4 1.3 TC 8100 4x4 1.3 TC 8100 4x4 1.5 dC 115 4x4 3 Crossback surver 5 dC 115 4x2 1.5 dC 115 4x4 3 Crossback surver 5 dC 115 4x2 1.2 PureTech 130 1.2 PureTech 130 2.0 BlueHDI 130 2.0 SlueHDI	4 4528, 87 99 <b>E20,141</b> 40 147 148 148 148 148 148 148 148 148	(1761xH) 114 106 114 114 107 114 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 121 108 122 122 121 108 122 121 108 122 122 122 121 108 122 122 122 122 122 122 122 12	559 Kerl 12.4 11.6 sport is 's 11.6 sport is 's 12.5 11.1 12.5 11.1 10.6 12.5 10.5 12.1 0 0 0 0 0 0 0 0 0 0 0 0 0	b weight 1 44.3 46.2 what you r erb weigh 46.3 45.6 44.3 50.4-51 50.4-51 50.4-51 50.4-51 50.4-51 52.0 47.1 46.6-52 62.7 191-206 52.0 47.1 46.6-52 62.7 191-206 52.0 47.1 46.6-52 62.7 191-206 52.0 47.1 46.6-52 62.7 191-206 52.0 47.1 46.6-52 62.7 191-206 52.0 47.1 46.6-52 62.7 191-206 52.0 47.1 46.6-52 62.7 191-206 52.0 47.1 46.6-52 62.7 191-206 52.0 47.1 46.6-52 62.7 191-206 47.1 46.6-52 62.7 191-206 47.1 46.6-52 62.7 191-206 47.1 46.6-52 62.7 191-206 47.1 46.6-52 62.7 191-206 47.1 46.6-52 62.7 191-206 47.1 47.1 46.6-52 62.7 191-206 47.1 47.1 46.6-52 62.7 191-206 47.1 47.1 46.6-52 62.7 191-206 47.1 47.1 46.6-52 62.7 191-206 47.1 47.1 46.6-52 62.7 191-206 47.1 47.1 46.6-52 62.7 191-206 47.1 47.1 46.6-52 62.7 191-206 47.1 47.1 47.1 47.1 47.1 47.2 48.2 47.1 47.1 47.1 47.1 47.2 48.2 47.1 47.1 47.1 47.1 47.2 48.2 47.1 47.1 47.1 47.1 47.2 48.2 47.2 48.2 47.1 47.1 47.2 48.2 49.2 47.1 47.1 47.2 48.2 47.2 48.2 49.2	090kg 138-139 134 ************************************
0.3 TC 80 1.0 TC 8100 BI-Fuel DUST 81 Sufficient Start Sufficient the Duster delivers. LAW 1.0 TC 8100 AX2 1.3 TC 8130 AX2 1.3 TC 8130 AX2 1.3 TC 8130 AX2 1.3 TC 8130 AX2 1.5 TC 8130 AX2 1.2 PureTech 100 1.2 PureTech 1130 1.2 PureTech 1130 1.3 PU ROM2 2dr coupé 1: A 700 S 1140 ROM2 2dr coupé 1: A 700 S 1140 ROM2 2dr coupé 1: A 700 S 1140 ROM2 2dr coupé 1: A 700 ROM2 2dr coupé 1: A 7	4 4528, 87 99 200,144 400 farm 99 128 148 99 128 148 99 128 148 99 128 148 199 128 148 199 128 148 199 128 148 199 128 148 199 128 148 199 128 148 199 128 148 199 128 111 111 111 111 111 22,515- 53 148 199 128 153 199 128 153 199 128 153 199 128 153 199 178 178 178 178 178 178 178 178 178 178	(1761x1) 114 106 114 114 107 114 115 117 118 118 121 110 118 121 110 121 110 123 139 129 111 108 <b>PS</b> <b>S</b> <b>S</b> <b>S</b> <b>S</b> <b>S</b> <b>S</b> <b>S</b> <b></b>	559 Kerr 12.4 11.6 550 Kerr 11.6 500 Kerr 11.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 10.6 10.5 12.1 11.7 9.9 11.7 9.9 11.7 9.9 11.7 12.5 11.7 1.7 1.7 1.7 1.7 1.7 1.7 1.	b weight 1 44.3 46.2 what you r erb weigh 46.3 45.6 43.5 50.4-51 b weight 1 57.7-57.2 50.4-51 b weight 1 57.7-57.2 47.1 b weight 1 52.0 47.1 46.6-52 62.7 191206 gift 1420kg 42.2 40.4 176.6-20 52.1 191206 52.1 52.0 47.1 191206 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.1 46.6-52 62.7 52.0 47.2 52.0 47.1 46.6-52 62.7 52.0 47.2 40.2 52.0 40.2 52.0 40.2 52.0 52.0 52.0 52.0 52.0 52.0 52.0 52.0 52.0 52.0 52.7 5	$\begin{array}{c} 090 \mbox{Kg} \\ \hline 139 \ 139 \\ \hline 134 \\ \hline 134 \\ \hline 136 \\ \hline 136 \\ \hline 138 \\ \hline 138 \\ \hline 141 \ 138 \\ \hline 141 \ 149 \\ \hline 148 \\ \hline 149 \\ \hline 141 \\ \hline 127 \ 141 \\ 1$
0.3 TC8 90 1.0 TC 8100 Bi-Fuel Dust er sår suv £11,245- A value champion. If chez the Duster delivers. Lww. 1.3 TC8 150 4x4 1.3 TC8 150 4x4 1.3 TC8 150 4x4 1.3 TC8 150 4x4 3 Crossback sår suv £ 5 dC 115 4x4 3 Crossback sår suv £ First foray into compact 1.2 Purelech 130 1.2 Purelech 130 1.3 Purelech 130 2.0 BlueHDI 130 2.0 BlueHDI 130 2.0 BlueHDI 130 2.0 BlueHDI 130 2.0 BlueHDI 130 2.0 SlueHDI	I 45283 87 99 <b>E20.14!</b> 47 99 <b>E20.14!</b> 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 101 111 111 111 111 111 111 11	(1761x11) 106 114 108 114 108 108 108 121 108 <b>D S</b> <b>C S S</b> , 49 607 107 118 111 108 <b>D S</b> <b>C S S</b> , 49 607 101 112 124 108 <b>D S</b> <b>C S S</b> , 49 607 118 111 108 <b>D S</b> <b>C S S</b> , 49 607 118 112 129 93 607 118 112 129 93 607 118 112 129 93 607 118 129 118 112 129 93 607 118 129 129 129 129 129 129 129 129	559 Kerr 12.4 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 10.5 12.1 0.6 12.1 0.6 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 12.1 0.6 10.5 10.2 10.	b weight 1 44.3 46.2 what you r 46.3 45.6 43.5 44.1 50.4-51 51.7-5-2 51.7-5-2 52.0 42.2-6 42.2-7 40.0-7	090kg 138-139 134 134 134 134 134 134 141 138 141 141 149 145 141 145 145 145 145 145 145
0.3 TC8 90 1.0 TC 8 100 Bi-Fuel Duster delivers. LWV Avalue champion. If cher the Duster delivers. LWV 1.3 TC8 150 4x2 1.3 TC8 150 4x4 1.3 TC8 150 4x4 1.5 TC8 150 4x4 1.5 TC8 150 4x4 1.5 TC8 150 4x4 3.5 TC8 550 50 50 50 50 50 50 50 50 50 50 50 50	4 4528, 87 99 <b>520.14</b> 47 99 <b>520.14</b> 47 99 128 148 99 128 148 99 128 148 99 128 148 99 128 148 199 128 148 101 111 111 <b>52.515</b> - 55 129 128 128 128 128 128 128 128 128	(1761xH) 114 106 114 114 108 114 108 114 108 121 108 122 129 129 129 129 129 129 129	559 Kerr 12.4 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 11.6 10.5 12.1 0 0 10.5 12.1 0 0 0 0 0 12.1 0 0 0 0 0 0 0 0 0 0 0 0 0	b weight 1 44.3 46.2 what you r 46.3 45.6 43.5 44.1 57.7-57.5 50.4-51 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.7-57.5 57.5 57.7-57.5 57.5	090kg 138-139 134 134 134 134 134 134 141 138 141 149 145 141 145 145 145 145 145 145
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0.3 TC 80 1.0 TC 8100 BI-Fuel 1.0 TC 8100 BI-Fuel DUST 81 Star SUV 811,245- the Duster delivers. LWW 1.0 TC 8100 4x2 1.3 TC 8130 4x2 1.3 TC 8130 4x2 1.3 TC 8130 4x4 1.3 TC 8130 4x4 1.5 dC 115 4x4 3.5 dC 115 4x4	4 4528, 87 99 <b>E20,141</b> 40 148 40 148 40 148 99 128 148 99 128 148 99 128 148 99 148 99 148 99 148 153 153 153 153 163 173 173 173 173 173 173 173 17	(1761x1) 114 106 114 114 107 114 114 115 118 121 108 121 108 121 108 121 108 121 108 121 108 121 108 121 108 122 139 493 493 493 493 493 493 493 4	559 Kerr 12.4 11.6 11.6 11.6 11.6 12.5 11.1 10.6 12.5 11.1 10.6 12.5 12.1 10.6 12.5 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 12.1 10.5 10	b weight 1 44.3 46.2 what you r erb weight 46.3 45.6 43.5 50.4-51 57.7-57.3 50.4-51 b weight 57.7-57.3 46.6-52 62.7 191206 47.1 46.6-52 62.7 191206 42.2 40.4 176.6-22 52.1-55. 48.2	090kg 138-139 134 134 134 134 134 141 141 141



asterpiece. LXWXH 4	710x1972		erb weig		
OT V8	986	211	2.5	TBC	TBC
		FIAT			
<b>)O</b> 3dr hatch/2dr open	£13.020-	-£32.99	5	*:	****
Iper-desirable, super-	cute city	car. Ple	easant, if	not involv	ing to
rive. <b>LxWxH</b> 3571x1621 <b>2 69hp</b>	/X1488 <b>K</b> 68	99	12.9 Ignt 865k	(g 47.1	136-141
D Mild Hybrid	69	104	13.8	53.3	119-121
ectric 21.3kWh	NA	NA	NA	NA	0
ctric 37.8kWhkWh	116	116	9	199	0
IOL 5dr MPV £18,700-1	001 100				<b>★★</b> ☆☆
costly option but has	some st	vle to fi	ll out som		
ibstance. LXWXH TBC					
95hp	93	103-111	13.4	38.7-39.8	166-170
00X 5dr hatch £19,245	-625 770	1			****
miliar styling works r			rossover		
( <b>WxH</b> 4248x1796x160					
) Firefly Turbo 120hp	118	117	10.9	42.2-45.6	
Firefly Turbo 150hp	148	124	9.1	40.9-42.2	152-153
nda 5dr hatch £10,58	30-£17.40	05		*	****
asn't kept pace with it	s rivals,	but sell	s robust,	practical (	charm
tter than most. LxW)					
2 69hp 9 Twinair 85	68 83	96-102	14.2-14.5 11.2-12.1	37.2	132 166-168
) Mild Hybrid	69	96	14.7	50.4-52.3	
		00		00.102.0	120 102
DO 5dr hatch £15,550-	£21,805			*	****
90s reboot that has I	JEEN ON 8	2 0181. U	ecent to	Inpt 1105	ampie
terior space. LXWXH 4 195	4300X1/3 93	115	12.1	36.2-36.7	
1 T-Jet 120	118	124	9.6	39.2	162-167
Multijet II 120	118	124	9.8-10.2	53.3	132
po Station Wagor		to 010 E	E0 000 7		
state version is more					<b>★★☆☆</b> drivina
aracteristics. LXWXH					
195	93	115	12.3	41.5	158
T-Jet 120	118	124	9.8	39.2	162
Multijet II 120	118	124	10.1-10.4	52.3	134
		FORD			
esta 3dr/5dr hatch £1	6,640-£	25,300		*	****
namically superb and ass leader, though. L)		IES INE	FIESTA IEG	acy. No loi	nger the
ass ieduei, tiivuyii. L7 1 <b>75</b>	73	103	14.5	53.3	121 121
) Ecoboost 95	93	105-11		55.4	116-120
Ecoboost MHEV 125	123	126	9.4	56.5	96-121
Ecoboost MHEV 155	153	136	8.9	55.4	104-123
iT Ecoboost 200 ST i TDCi	<u>197</u> 84	144	6.5 12.4-12.6	40.4 65.7	158 112-119
	04	100	12.4 12.0	00.7	112 113
CUS 5dr hatch £22,21				*	****
tter to drive and look					ood
ilue. <b>LxWxH</b> 4378x182	20X1471	124	10 1365	эку 55.4	116
Cookcost 10F	123	124	10-10.3	55.4	116
		129-13		55.4	116
D Ecoboost 125 D Ecoboost MHEV 125 D Ecoboost MHEV 155	152				
ECODOOST MHEV 125 ECODOOST MHEV 155 TECODOOST 280 ST	152 276	155	5.7	34.3	187
) Ecoboost MHEV 125 ) Ecoboost MHEV 155 3T Ecoboost 280 ST 5 EcoBlue 120	152 276 118	155 117-122	10.0-10.8	62.8	119-127
) Ecoboost MHEV 125 ) Ecoboost MHEV 155 3T Ecoboost 280 ST 5 EcoBlue 120 D EcoBlue 150	152 276 118 148	155 117-122 127-131	10.0-10.8 8.5-9.1	62.8 60.1	119-127 125
) Ecoboost MHEV 125 ) Ecoboost MHEV 155 3T Ecoboost 280 ST 5 EcoBlue 120 D EcoBlue 150	152 276 118	155 117-122	10.0-10.8	62.8	119-127
D Ecoboost MHEV 125 D Ecoboost MHEV 155 BT Ecoboost 280 ST 5 EcoBlue 120 D EcoBlue 150 D EcoBlue 190 ST	152 276 118 148 188	155 117-122 127-131 137	10.0-10.8 0 8.5-9.1 7.6	62.8 60.1	119-127 125 148
Ecoboost MHEV 125 Ecoboost MHEV 155 Ecoboost 280 ST EcoBlue 120 D EcoBlue 150 D EcoBlue 190 ST D EcoBlue 190 ST D EcoBlue 190 ST D EcoBlue 190 ST	152 276 118 148 188 ate £23,3 e as the f	155 117-122 127-131 137 137 137 137 137 137	10.0-10.8 0 8.5-9.1 7.6 110 ut a Skod	62.8 60.1 50.4 * a Octavia	119-127 125 148
DEcoboost MHEV 125 DEcoboost MHEV 155 BT Ecoblue 120 DEcoBlue 120 DEcoBlue 150 DEcoBlue 190 ST DECOBLUE 50 DECOBLUE 50 DECOBLU	152 276 118 148 188 ate £23,3 e as the f 59x1825)	155 117-122 127-131 137 137 137 137 137 137 137 137 137	<u>10.0-10.8</u> 0 8.5-9.1 7.6 110 ut a Skod erb weigt	62.8 60.1 50.4 a Octavia 11 1485kg	119-127 125 148 ★★★☆☆
Ecoboost MHEV 125 Ecoboost MHEV 125 IT Ecoboost 280 ST EcoBlue 120 EcoBlue 120 EcoBlue 190 ST ICUS Estate Surest most as good to drive rry more. LxWXH 466 TEcoboost 125	152 276 118 148 188 ate £23,3 e as the f 59x1825> 123	155 117-122 127-131 137 137 137 137 137 137 137 137 137	<u>10.0-10.8</u> 0 8.5-9.1 7.6 110 ut a Skod erb weigt 10.3	62.8 60.1 50.4 A Octavia a Octavia 1485kg 55.4	119-127 125 148 Will 116
Ecoboost MHEV 125 Ecoboost MHEV 155 T Ecoboost 280 ST EcoBlue 120 EcoBlue 150 EcoBlue 150 ST CUS Estate 5drest nost as good to drive rry more. LXWXH 466	152 276 118 148 188 ate £23,3 e as the f 59x1825)	155 117-122 127-131 137 137 137 137 137 137 137 137 122 123 120-12	<u>10.0-10.8</u> 0 8.5-9.1 7.6 110 ut a Skod erb weigt	62.8 60.1 50.4 a Octavia 11 1485kg	119-127 125 148 ★★★☆☆

1.0 ECODOOSLMINEV 100	102	127-190	9.4'9.7	00.4	110
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
Nondooseeeee					
MONDEO 5dr hatch/4dr s					<b>★★☆</b> ☆
Does what great Fords d	o, by ov	er-delive	ering on p	practicalit	У.
handling and value. LXW	<b>xH</b> 4871	lx1852x1	482 Kert	weight 1	455kg
2.0 TiVCT hybrid 187	184	116	9.2	50.4	134-142
2.0 TDCi EcoBlue 150	148	131-133	10.7-10.9	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	155-158
Mondeo Estate 5dr es	tate <mark>£2</mark>	6,420-E3	6,950	**	<b>★★</b> ☆
A vast and eniovable est	ate tha	t maiors	on every	thing a gr	eat Ford
should. LxWxH 4867x18	52x1501	Kerb w	eight 147	'6kg	
2.0 TIVCT hvbrid 187	184	116	9.2	47.9-50.4	132-138
2.0 TDCi EcoBlue 150	1/18	128,120	0.8-10.4	5/13	130-1/1

2.0 TOCIECOBINE 190 188 138 9.0 49.5-51.4 147- 2.0 TOCIECOBINE 190 AWD 188 137 9.2 47.9 158-1 S-MAX 5dr WPVE31150-642.920 Better 10 drive and better looking than most but not quilte the class leader it was. LXWXH 4976x1916x1655 Kerb weight 1645k 2.0 TOCIECOBINE 190 188 129 9.5 43.5 170-1						
2.0 TDCI EcoBlue 190 AWD         188         137         9.2         47.9         158-1           S-MaX Sar MPV 631 150-642.920         + + + 3         47.9         158-1           Better to drive and better looking than most but not quite the class leader it was. LXWXH 4976x1916x1655 Kerb weight 1545k         48.1         158-1           2.0 TDCI EcoBlue 190         148         123         10.3         47.1         159-1           2.0 TDCI EcoBlue 190         188         129         9.5         43.5         170-1	2.0 TDCi EcoBlue 150	148	128-130	9.8-10.4	54.3	139-141
S-Max Sdr 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 1645k         ************************************	2.0 TDCi EcoBlue 190	188	138	9.0	49.5-51.4	147-152
Better to drive and better looking than most but not quite the class leader it was. LXWXH 4976X1916X1655 Kerb weight 1645k 2.0 TDCIECoBlue 150 148 123 10.3 47.1 159:1 2.0 TDCIECoBlue 190 188 129 9.5 43.5 170-1	2.0 TDCi EcoBlue 190 AWD	188	137	9.2	47.9	158-159
2.0 I DCI ECOBIUE 190 AWD 188 128 9.8 40.9 181	Better to drive and bette class leader it was. LXW 2.0 TDCI EcoBlue 150	r lookir <b>xH</b> 497 148	ig than m 6x1916x1 123	655 <b>Ke</b> 10.3	t not quite 1 rb weight 1 47.1	the

#### Galaxy 5dr MPV £33,550-£39,520

Huge seven-seat MPV. La	ASY TO P	llace on t	ne road	i but not d	cheap to
buy. LxWxH 4848x1916x	1747 Ke	erb weigl	<b>it</b> 1708	(g	
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

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	PONET	1011-TOPS	1985° 0.60/62		
Ecosport 5dr suv £18,69 Facelifted version of the	15-£22,1	835		*	****
world roots show. <b>LxWxH</b>	4096x	1765x1	1653 <b>Kerb</b>	weight 1 48.7	280kg
1.OT Ecoboost 100 1.OT Ecoboost 125	98 123	105 111	11.9 11.0-11.6	48./	133 135
1.0T Ecoboost 140 1.5 TDCi EcoBlue 100	138 99	115 105	10.2 13.6	47.1 56.5	136 128
1.5 TDCi EcoBlue 125	123	113	10.7	53.3	139
Puma 5dr SUV £21,640-£					<b>★★★</b> ☆
Compact crossover finall to petrolheads. <b>LxWxH</b> 4'	y has a 186x180	Class 15x155	leader ca A Kerh w	able of a	ppealing Nkri
1.OT Ecoboost 125	123	119	10.0	46.3	138
1.OT Ecoboost MHEV 125 1.OT Ecoboost MHEV 155	123 153	119 124	9.8 8.9	50.4 50.4	127 127
Kuga 5dr SUV <u>£24,615-£3</u>	9 455				<b></b>
All-new version of popula	r SUV m	nixes d	ynamism	with prac	★★★☆ ticality
and refinement. LXWXH 4 1.5T Ecoboost 120	614x18 117	83X167 115	/8 Kerb w 11.6	eight 169 42.2	18kg 152
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 Ecoboost PHEV 1.5T Ecoblue 120	223 118	125 112	9.2 11.7	201.8 55.4	32 134
2.OT Ecoblue 150 mHEV 2.OT Ecoblue 190	148 188	121 129	9.6 8.7	56.5 47.9	132 159
				47.0	
<b>Mustang 2dr coupé/ope</b> American muscle built fo	r the UK	l, in co	upé and c	onvertible	★★★☆ e forms.
What's not to like? <b>LxWx</b> I <b>2.3 Ecoboost</b>	H 4784) 286	(1916x) 145	1381 <b>Kerb</b> 5.8	weight 16 31-31.7	353kg 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	oor for t	bo roo	d Compo		
The GT is back as a race o LXWXH 4808x1928x1692	Kerb w	eight	1912kg		
3.5 V6 Ecoboost	650	216	3.0	TBC	TBC
Ranger 4dr pick-up £24,3			netor in De		★★★☆
Capable pick-up becomes loses VAT incentives. <b>LXV</b>	VXH 52	77x197	7x1703 <b>Ke</b>	erb weigt	<b>it</b> 1866kg
2.0 EcoBlue 130 2.0 EcoBlue 170	128 158	106 109	13.5 11.8	42.8	173 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
G40 Club Car 2dr coupé					★★★☆
A balanced, affordable ar	nd fine-l	ooking	) track-da	y car. Son	1e of the
finish isn't quite up to snı <b>1.8 Zetec</b>	ITT. <b>LXN</b> 135	125 125	C Kerd We TBC	NA NA	Kg NA
E 5dr hatch £29,660-£32,1		OND/	4	*	★★★☆
Eminently likeable, with g	<mark>60</mark> ood dyi	namics	s but a lim	ited range	e and
Eminently likeable, with g ambitious price. <b>LxWxH</b> 3 <b>100kW</b>	60 ood dyi 3894x17 136	namics 52x15 90	s but a lim 12 <b>Kerb w</b> 9.0	ited rangi eight 152 137	e and Okg O
Eminently likeable, with g ambitious price. <b>LxWxH</b> 3	<mark>60</mark> ood dyi }894x17	namics '52x15	s but a lim 12 <b>Kerb w</b>	ited rangi <b>eight</b> 152	e and Okg
Eminently likeable, with g ambitious price. LxWxH 3 100kW 113kW JAZZ 5dr hatch £18,995-£	60 00d dyl 1894x17 136 154 <b>22,645</b>	namics /52x15 90 90	s but a lim 12 <b>Kerb w</b> 9.0 8.3	ited rangi eight 152 137 136 ★	e and Okg 0 0
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Eminently likeable, with g ambitious price. LXWXH 3 tookw 113kw JAZZ 5dr hatch £18,995-£ Not the most compact or cleverly packaged. LXWX 1,51-MMD CiVIC 5dr hatch £20,130-f	60 00d dyl 8894x17 136 154 22,645 Vivacio H 4044 109 39,995	namics 90 90 108 but x1694; 108	s but a lim 12 <b>Kerb w</b> 9.0 8.3 t has dece x1526 <b>Ker</b> 9.4-9.9	ited range eight 152 137 136 ent handli b weight 62.8	e and Okg 0 0 mg and is 1300kg 102-110 ★★★☆
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As good as we've come to	expect	t from H	lvundai. b	ut not one	e 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					

	POWEI	Inni Tonsile	0-60162F	IDT FCONDENTIONS	alteri
i30 Fastback 4dr saloo	n £20,710	D-£30,3	10	**	CO2101400
Combines good looks with charm. LxWxH 4455x1795 1.0 T-GDi 120					135-143
1.4 T-GDI 140 2.0 T-GDI 275 N Performance	138	129 155	9.2	49.6-52.3	141-151
i30 Tourer 5dr estate £1			0.1		****
Another solid car. Good va LxWxH 4585x1795x1465	alue and	practi		cks excite	ment.
1.0 T-GDi 120 1.4 T-GDi 140	118 138	117 126-129	11.4	47.9-49.6	130-139
1.6 CRDI 115 1.6 CRDI 136	113 134	117 123	11.3 10.9	58.9-60.1 56.5-57.6	123-124 126-127
Ioniq 5dr hatch £23,850-1	235,950				****
First attempt at electrific LxWxH 4470x1820x1450				a good eff	ort.
1.6 Hybrid 141 1.6 Plug-in Hybrid 141	139 139	115 110	10.8-11.1 10.8	61.4-62.8 195	102
Electric	132	110	10.6	194	0
Kona 5dr hatch £18,250-£ Hyundai's first crossover		erfect I	plend of p	racticalit	<b>★★☆</b> y, value
and style. LxWxH 4165x18 1.0 T-GDi 120 2WD	300x155 118	0 Kerb 112	weight 1 12.0	233kg 44.1-44.8	142-147
1.6 T-GDI 177PS 4WD 1.6 GDI Hybrid 2WD	175 134	127 119	7.9	34.0-33.6 52.3	189
Electric 39kWh Electric 64kWh	134 201	96 104	9.6 7.6	180 280	0
Nexo 5dr SUV £69,495				**	****
Impressive effort that he LxWxH 4670x2060x1640				n for fuel c	ell cars.
95kW fuel cell		130	9.6	42mpkg	0
TUCSON 5dr SUV £23,150- Classy, roomy cabin and p		ble har	idling. A v		etitive
SUV. LXWXH 4475x1850x1 1.6 GDi 132PS					178-180
1.6 T-GDI 177PS 1.6 CRDI 115PS	175 113	125-126 109		34.9-36.2 48.7-49.6	173-185 135-137
1.6 CRDI 136PS 2.0 CRDI 185PS	134	114-116 125	10.6-12.0 9.5	40.7 45.0 45.6-47.1 40.9	146-153
Santa Fe 5dr SUV £39,42			0.0		
Another big Korean SUV w Slick and comfy. LXWXH 4	ith lots	of space	ce for not 5 <b>Kerh w</b>	a lot of c	ash.
2.2 CRDI 200 AWD		127	9.4-9.5	38.7-40.4	
		GUAR			
XE 4dr saloon £34,255-£18				**	***
<b>XE 4dr saloon £34,255-£1</b> Tops the pile thanks to ou engaging but refined <b>1 xW</b>	<mark>54,300</mark> tstandii	ng driv	er appeal	Poised a	<b>* ★ ★ ☆</b> nd 1450ka
Tops the pile thanks to ou engaging but refined. LXW 2.0t 250	<b>54,300</b> tstandii <b>/xH</b> 467 246	ng driv '2x1967 155	er appeal 7x1416 <b>Ke</b> 6.2	Poised a rb weight 36.2	nd t 1450kg 177
Tops the pile thanks to ou engaging but refined. LXW 2.0t 250 2.0t 300 AWD 5.8 V8 SV Project 8	54,300 tstandii 1xH 467 246 295 597	ng driv '2x1967 155 155 186	er appeal 7x1416 <b>Ke</b> 6.2 5.4 3.3	Poised a <b>rb weigh</b> 36.2 33.6 25.7	nd t 1450kg 177 190 254
Tops the pile thanks to ou engaging but refined. LxW 2.0t250 2.0t300 AWD	<b>54,300</b> tstandii <b>/xH</b> 467 246 295	ng driv '2x1967 155 155	er appeal 7x1416 <b>Ke</b> 6.2 5.4	Poised a rb weight 36.2 33.6	nd t 1450kg 177 190
Tops the pile thanks to ou engaging but relined. LXV 2.01250 2.01300 AWD 5.8 V8 SV Project 8 2.0d 180 2.0d 180 2.0d 180 AWD XF 4dr saloon £34,995-£5:	54,300 tstandii 7xH 467 246 295 597 177 177 177 3,050	ng drivi 2x1967 155 155 186 140 140	er appeal 7x1416 <b>Ke</b> 6.2 5.4 3.3 7.6-7.9 7.8	Poised al rb weight 36.2 33.6 25.7 50.7 46.4	nd 1450kg 177 190 254 146 161
Tops the pile thanks to ou engaging but refined. LxV 2.01250 2.01300 AVD 5.8.V8 SV Project 8 2.00180 2.00180 AVD XF 4dr saloon £3.4.995-£5. Dutstandingly broad-bath LutXVxH 4954x1987x14571	54,300 tstandii /xH 467 295 597 177 177 3,050 ed dyna Kerb we	ng drive 2x1967 155 155 186 140 140 140 mically <b>sight</b> 18	er appeal 2x1416 <b>Ke</b> <u>6.2</u> <u>5.4</u> <u>3.3</u> 7.6-7.9 7.8 7.8 2, plus a p 645kg	Poised al <b>rb weigh</b> <u>36.2</u> <u>33.6</u> <u>25.7</u> <u>50.7</u> <u>46.4</u> easant ca	nd t 1450kg 177 190 254 146 161 t t t t abin.
Tops the pile thanks to ou engaging but refined. LxV 2.01260 2.01300 AVD 5.8 V9 SV Project 8 2.0180 AWD XF 4dr saloon 634.995-65 Outstandingly broad-batt LxWxH 4954x1987x14571 2.01250 2.01300 AVD	54,300 tstandii 7XH 467 246 295 597 177 177 3,050 ed dyna Kerb we 246 295	ng driv. 2x1967 155 186 140 140 140 140 mically <b>ight</b> 15 155	er appeal (x1416 <b>Ke</b> <u>6.2</u> <u>5.4</u> <u>3.3</u> <u>7.6-7.9</u> <u>7.8</u> , plus a p (45kg) <u>6.6</u> <u>5.8</u>	Poised al <b>rb weigh</b> <u>36.2</u> <u>33.6</u> <u>25.7</u> <u>50.7</u> <u>46.4</u> easant ca <u>34.4</u> <u>32.6</u>	nd t 1450kg 177 190 254 146 161 t ★ ★ ★ abin. 186 196
Tops the pile thanks to ou engaging but refined. LxW 2.01280 2.01300 AWD 5.8V9 SVProject 8 2.00180 AWD XF 4dr saloon £34,995-65: Outstandingly broad-batt LxWXH 4954x1987x14571 2.01300 AWD 2.01300 AWD 2.00183 2.00180	54,300 tstandii /xH 467 295 597 177 177 3,050 ed dyna Kerb we 246 295 160 177	ng drivi 2x1967 155 186 140 140 140 Mically <b>2ight</b> 18 152 155 132 136	er appeal x1416 <b>Ke</b> 6.2 5.4 3.3 7.6-7.9 7.8 5.9 45Kg 6.6 5.8 8.7 8.7 8.0-8.1	Poised al rb weight 36.2 33.6 25.7 50.7 46.4 *** easant ca 34.4 32.6 50.4 50.9	nd t 1450kg 177 190 254 146 161 (* * * abin. 186 196 147 146
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Tops the pile thanks to oue engaging but refined. LxW           2.01250           2.01300 AWD           5.8 V9 SVProject 8           2.001800 AWD           XF 4dr satoon £34.995-£55           Dutstandingly broad-batti           LWH 4954X1967x14571           2.001800           2.00180           2.01300 AWD           XF 4dr satoon £34.995-£55           Dutstandingly broad-batti           LWHAH 4954X1967x14571           2.01250           2.00180	<b>54,300</b> tstandii <b>74H</b> 467 295 597 177 177 <b>3,050</b> ed dyna <b>4,050</b> ed dyna <b>5,050</b> ed dyna <b>5,050</b> ed dyna <b>5,050</b> ed dyna <b>5,050</b> ed dyna <b>5</b>	ng drivi (2x1967) 165 165 186 140 140 140 155 152 155 132 136 153 165 153 165 153 165 153 165 173 183 165 173 183 183 183 183 183 183 183 183 183 18	er appeal (x1416 <b>Ke</b> 6.2 5.4 3.3 7.6-7.9 7.8 9.045kg 6.6 5.8 8.7 8.0-8.1 8.4 6.5 6.2 485 ractical S	Poised a rb weight 36.2 33.6 25.7 50.7 46.4 *** easant ca 34.4 32.6 50.4 50.9 44.4 42.7 43.2 *** *** *** *** *** *** *** *	nd 1450kg 177 190 254 146 161 186 196 147 146 167 167 169 169 169
Tops the pile thanks to ou engaging but refined. LxV 201260 2.01260 2.01300 AWD 2.00180 AWD 2.00180 AWD 2.00180 AWD 2.00180 AWD 2.01250 2.01250 2.01250 2.01250 2.01260 2.00180 2.00180 2.00180 2.00180 2.0020 AWD 2.0020 AW	54,300 tstandid tstandid 246 295 597 177 177 177 8,050 ed dyna (erb we 246 295 160 177 177 236 295 160 177 177 236 295 295 295 295 244 295 225 225 225 225 225 225 225 225 225	ng driv. 2x1967 155 155 186 140 140 140 140 152 155 132 136 155 132 136 155 155 20-£55 20-£55 20-£55 150	er appeal x1416 Ke 6.2 5.4 3.3 7.6-7.9 7.8 . plus a p 445kg 6.6 5.8 8.7 8.0-8.1 8.4 6.5 6.2 <b>485</b> ractical S (erb weig 7.1	Poised an rb weight 36.2 33.6 25.7 50.7 46.4 46.4 46.4 46.4 46.4 46.4 42.7 43.2 portbrake pht 1660ks 33.3	nd 1450kg 177 190 254 146 161 161 186 196 147 146 167 167 169 147 146 167 169 195 199 147 146 167 199 190 147 190 190 190 190 190 190 190 190
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Tops the pile thanks to oue engaging but refined. LxW           engaging but refined. LxW           2.01260           2.01260           2.01260           2.01260           2.01260           2.01300 AWD           5.80 S VProject 8           2.00180 AWD           XF 4dr sation £34.995-£55           Outstandingly broad-batt           LXWXH 4954X1987x14571           2.00183           2.00183           2.00180	<b>id.300</b> Islandi Islandi 246 295 597 177 177 <b>3.050</b> ed dyna <b>6crb wc</b> 246 295 160 177 177 177 177 160 177 246 295 160 177 246 295 160 177 246 295 246 295 <b>177</b> 246 295 <b>177</b> 246 295 <b>177</b> 246 <b>177</b> 177 <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>177</b> <b>1</b>	ng drivil 2×1967 155 155 166 140 140 140 151 155 155 155 155 155 155 155 155 15	er appeal x1416 <b>Ke</b> 62 54 33 7.6.79 7.8 7.8 7.8 7.8 7.8 7.8 7.8 7.8 7.8 7.8	Poised a 862 336 507 464 444 427 432 609 444 442 431 445 4421	nd t 1450kg 177 190 254 146 181 181 186 196 196 196 196 197 147 147 147 147 169 147 147 169 147 147 153 169 172 206 153 153 172 206 153 153 172 172 172
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Tops the pille thanks to ou engaging but refined. LxW 2.01250 2.01300 AWD 5.8 V9 SVProject 8 2.00180 AWD 2.01180 AWD 2.01180 AWD 2.01180 AWD 2.01180 AWD 2.01250 AWD 2.01250 AWD 2.01250 AWD 2.01250 AWD 2.00183 AWD 2.01260 AWD 2.00140 AWD 2.01260 AWD 3.004 V6 300 F-Type 2dr coupé £54,510 A fuil-bioodéd assault on and beauty. LWXXH 4482: 2.05 V8 P575 AWD F-Type Convertible 2d Costs serious meny, but side. LXWXH 4482: YB250	54,300 tstandli	ng drivil 2x1967 155 155 165 165 165 140 140 140 140 155 132 20-655 155 155 155 156 156 156 156 156 156	er appeala x1416 Ke 62 54 33 7679 78 78 78 78 78 78 78 78 78 78 78 78 78	Poised a The weight 36.2 33.6 50.7 50.7 46.4 ★ 4 42.7 43.2 50.4 44.4 42.7 43.2 50.4 50.4 44.4 42.7 43.2 50.4 44.4 44.4 44.4 44.2 15.7 10	nd 1460kg 177 190 2264 146 181 181 181 186 196 197 197 197 197 197 197 197 197
Tops the pile thanks to ou engaging but refined. LxV 201260 2.01260 2.01300 AVD 5.8 V9 SVProject 8 2.0180 AWD 2.0180 AWD 2.0180 AWD 2.0180 AWD 2.0180 AWD 2.0180 AWD 2.0183 2.0180 AWD 2.0183 2.0180 AWD 2.0183 2.0180 AWD 2.0183 2.0190 AWD 2.0183 2.0190 AWD 2.0190 AWD 2.02190 5.05 V9 P575 AWD 5.05 V9 P450 5.05 V9 P450	54,300 tstandii	ng drivi 2x1967 155 186 140 140 140 140 155 155 155 136 155 155 155 155 155 155 155 155 155 15	er appeala (x1416 KC 62 54 33 76-79 78 78 78 78 78 78 78 78 78 78	Poised a 17 weight) 362 336 257 507 46.4 *** 46.4 *** 428 50.4 50.4 46.4 *** 428 50.4	nd 1450kg 177 190 254 146 161 161 161 166 196 147 145 167 169 147 145 169 147 145 169 147 146 161 161 175 169 147 146 161 175 169 175 169 175 169 175 169 175 169 175 169 175 169 175 175 175 175 175 175 175 175
Tops the pille thanks to ou engaging but refined. LxV 201260 2.01260 2.01260 2.01300 AVD 5.8V 95 VProject 8 2.01480 AWD XF 4dr saloon £34,995-£5. Outstandingly broad-batt LxWxH 4054x1987x14571 2.01300 AWD 2.01163 2.00180 2.01163 2.00180 2.00180 2.00180 2.00180 2.01250 2.01250 2.01300 AWD 2.0180	14,300           tstandii           tstandii           tstandii           tstandii           tstandii           177           30,000           246           597           597           177           30,000           246           295           177           236           295           177           236           295           177           236           295           177           236           295           160           177           236           295           160           177           236           295           447           567           295           447           567           295           447           567	ng driving 2x1967 155 186 140 140 140 155 155 155 155 155 155 155 155 155 15	er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 78 78 78 78 78 78	Poised a 17 weight 36.2 33.6 50.7 50.7 46.4 46.4 46.4 46.4 46.4 46.4 46.4 47.3 46.4 47.3 47.3 47.3 47.3 47.3 47.3 47.3 47.3 47.4	nd 1450xg 177 190 254 146 161 161 186 196 147 148 197 197 197 197 197 197 197 197
Tops the pille thanks to ou engaging but refined. LxV 201260 2.01260 2.01300 AWD 5.8V 95 VProject 8 2.01480 AWD 2.01480 AWD XF 4dr satoon 634,995-65 Outstandingly broad-batt LXWXH 4954X1987X14571 2.01250 2.01300 AWD 2.0163 2.00163 2.00163 2.00163 2.00163 2.00163 2.00163 2.00163 2.00163 2.00163 2.00163 2.00163 2.00163 2.00164 2.00163 2.00160	54,300           tstandii           tstandii           tstandii           tstandii           tstandii           tstandii           246           597           597           177           3.050           dd tyna           dd tyna           246           275           dd tyna           285           160           177           236           295           the test?           296           177           236           295           tets?           180           177           236           295           ets?           177           236           295           447           567           567           567           567           567           567           567           567           567           567	ng driving 2x1967 155 155 186 140 140 140 140 155 132 136 155 132 136 155 132 136 155 136 155 138 155 155 155 155 155 155 155 155 155 15	er appeala x1416 Ke 62 54 33 7679 78 9 9 1679 78 9 9 1679 78 9 80 81 80 81 84 65 58 80 81 84 65 62 80 81 84 65 80 81 84 65 80 81 84 62 84 62 84 62 84 85 86 84 62 84 85 86 84 62 84 85 86 84 62 84 85 84 85 86 84 85 84 85 85 86 84 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 87 80 84 86 86 86 87 80 81 80 81 80 80 81 80 80 80 80 80 80 80 80 80 80 80 80 80	Poised a 17 weight 362 336 257 507 46.4 46.4 46.4 46.4 47.3 46.4 47.3 46.4 47.3 47.3 47.3 47.4 47.3 47.4 47	nd 1460kg 177 190 254 146 161 161 161 161 161 161 16
Tops the pille thanks to ou engaging but refined. LxW 2.01250 2.01300 AWD 5.8V 95 VProject 8 2.00180 AWD 2.01300 AWD 2.01300 AWD 2.01400 A	ist, 300           istandii           istandii <t< td=""><td>ng driving 2x1967 155 155 186 140 140 140 140 155 132 136 155 132 136 155 132 136 155 136 155 138 155 155 155 155 155 155 155 155 155 15</td><td>er appeala x1416 Ke 62 54 33 7679 78 9 9 1679 78 9 9 1679 78 9 80 81 80 81 84 65 58 80 81 84 65 62 80 81 84 65 80 81 84 65 80 81 84 62 84 62 84 62 84 85 86 84 62 84 85 86 84 62 84 85 86 84 62 84 85 84 85 86 84 85 84 85 85 86 84 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 87 80 84 86 86 86 87 80 81 80 81 80 80 81 80 80 80 80 80 80 80 80 80 80 80 80 80</td><td>Poised a 17 weight 362 336 257 507 46.4 46.4 46.4 46.4 47.3 46.4 47.3 46.4 47.3 47.3 47.3 47.4 47.3 47.4 47</td><td>nd 1460kg 177 190 254 146 161 161 161 161 161 161 16</td></t<>	ng driving 2x1967 155 155 186 140 140 140 140 155 132 136 155 132 136 155 132 136 155 136 155 138 155 155 155 155 155 155 155 155 155 15	er appeala x1416 Ke 62 54 33 7679 78 9 9 1679 78 9 9 1679 78 9 80 81 80 81 84 65 58 80 81 84 65 62 80 81 84 65 80 81 84 65 80 81 84 62 84 62 84 62 84 85 86 84 62 84 85 86 84 62 84 85 86 84 62 84 85 84 85 86 84 85 84 85 85 86 84 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 84 86 86 87 80 84 86 86 86 87 80 81 80 81 80 80 81 80 80 80 80 80 80 80 80 80 80 80 80 80	Poised a 17 weight 362 336 257 507 46.4 46.4 46.4 46.4 47.3 46.4 47.3 46.4 47.3 47.3 47.3 47.4 47.3 47.4 47	nd 1460kg 177 190 254 146 161 161 161 161 161 161 16
Tops the pille thanks to ou engaging but refined. LxV 2.01280 2.01280 2.01280 2.01280 2.01300 AWD 2.0160 AWD 2.0160 AWD 2.0160 AWD 2.0160 AWD 2.01630 AWD 2.0163 2.00160 2.0163 2.00160 2.0163 2.00160 2.00160 2.00160 2.00160 2.00160 2.00160 2.00160 2.00160 2.00160 2.00160 2.00160 2.00160 2.00160 2.00180	54,300           tstandlink           tstandlink           tstandlink           tstandlink           tstandlink           597           177           3.050           ed dyna           246           295           246           296           247           286           297           177           236           295           160           177           236           295           160           177           236           295           160           177           236           295           160           177           236           295           160           177           236           295           160           177           236           295           447           567           649           567           649           567	ng driving 2x1967 155 155 186 140 140 140 155 155 155 155 132 136 155 136 155 136 155 136 155 136 155 136 155 136 136 155 138 136 155 155 138 136 155 155 155 155 155 155 155 155 155 15	er appeala x1416 Ke 62 54 33 7679 78 78 78 78 78 78 78 78 78 80-81 84 65 58 80-81 84 65 58 80-81 84 65 62 84 65 62 84 65 84 65 84 65 84 65 84 65 84 65 84 65 84 84 65 84 84 65 84 84 65 84 84 65 84 84 65 84 84 85 86 76 70 80 81 84 84 85 86 76 70 80 81 84 84 86 86 76 70 80 81 84 80 81 84 80 81 80 80 81 80 81 80 80 81 80 81 80 80 80 80 80 80 80 80 80 80 80 80 80	Poised a 17 weight 362 336 507 46.4 46.4 46.4 46.4 46.4 47.3 46.4 47.3 47.3 47.3 47.3 47.3 47.3 47.3 47.3 47.3 47.4 4	nd 1460kg 177 190 2264 1460kg 181 181 181 186 196 197 198 198 198 198 198 198 198 198
Tops the pille thanks to ou engaging but refined. LxV 2.01260 2.01260 2.01300 AWD 5.8V 95 VProject 8 2.00180 AWD 2.0160 AWD 2.0160 AWD 2.0160 AWD 2.0160 AWD 2.0163 AWD 2.00163 2.00183 2.00183 2.00183 2.00184 2.00184 2.00180 2.0018	14,300           tstandii           tstandii           tstandii           tstandii           tstandii           tstandii           246           597           597           177           3.050           246           295           177           286           295           180           177           236           295           180           177           236           295           180           177           236           295           180           177           236           295           177           236           295           447           567           295           447           567           295           447           567           295           447           567           295           245           245      2	ng driving 2x1967 155 155 186 140 140 140 155 132 136 155 132 136 155 136 155 138 138 155 155 138 138 138 138 138 138 138 138 138 138	er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 78 78 80 81 84 65 58 87 80 81 84 65 62 84 65 62 84 65 62 84 65 62 84 65 62 84 65 62 84 62 84 65 62 84 65 62 84 65 87 70 80 81 70 80 81 70 82 84 62 84 85 84 62 84 85 85 85 84 85 87 70 80 81 84 85 84 85 85 85 85 85 85 85 85 85 85 85 85 85	Poised a 17 weight 362 25.7 50.7 46.4 46.4 46.4 47.4 47.4 47.4 47.4 47	$\begin{array}{c} \text{nd} \\ \text{nd} \\$
Tops the pille thanks to ou engaging but refined. LxV 2.01260 2.01260 2.01300 AWD 5.8V 95 VProject 8 2.00180 AWD XF 4dr satoon 534.995-65 Outstandingly broad-batt LxWxH 4054X1987x14571 2.01260 2.01300 AWD 2.0163 2.00180 AWD 2.00180 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.00180 AWD	ist 300           istandii           istandii <tr< td=""><td>ng driving 2x1967) 155 155 186 140 140 140 140 155 155 155 155 155 155 155 177 186 155 155 155 177 186 155 155 177 186 155 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 177 177 186 155 177 177 177 186 155 177 177 186 155 177 177 177 186 155 177 177 177 177 177 177 177 177 177</td><td>er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 80 81 65 66 67 66 68 84 65 88 84 65 62 67 66 62 71 66 66 67 66 66 71 66 66 71 80 81 93 94 84 88 89 67 66 66 57 46 37 77 80 80 81 93 94 93 94 88 88 89 67 66 66 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 80 80 80 80 80 80 80 80 80 80 80 80 80</td><td>Poised a 17 weight 362 336 567 567 567 567 567 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 47.4 47.2 47.3 47.3 47.3 47.4</td><td>nd 1450xg 177 190 254 146 161 161 161 161 161 161 175 169 172 175 169 192 167 175 169 192 175 169 172 175 169 162 174 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 175 175 175 175 172 172 172 172 172 172 172 172</td></tr<>	ng driving 2x1967) 155 155 186 140 140 140 140 155 155 155 155 155 155 155 177 186 155 155 155 177 186 155 155 177 186 155 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 177 177 186 155 177 177 177 186 155 177 177 186 155 177 177 177 186 155 177 177 177 177 177 177 177 177 177	er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 80 81 65 66 67 66 68 84 65 88 84 65 62 67 66 62 71 66 66 67 66 66 71 66 66 71 80 81 93 94 84 88 89 67 66 66 57 46 37 77 80 80 81 93 94 93 94 88 88 89 67 66 66 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 80 80 80 80 80 80 80 80 80 80 80 80 80	Poised a 17 weight 362 336 567 567 567 567 567 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 47.4 47.2 47.3 47.3 47.3 47.4	nd 1450xg 177 190 254 146 161 161 161 161 161 161 175 169 172 175 169 192 167 175 169 192 175 169 172 175 169 162 174 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 175 175 175 175 172 172 172 172 172 172 172 172
Tops the pile thanks to ou engaging but refined. LxV 2.01250 2.01300 AWD 5.8 V9 SVProject 8 2.00180 AWD 2.01180 AWD 5.05 V8 P450 5.05	54,300           tstandlink           tstandlink <tdtststandlink< td="">           tstan</tdtststandlink<>	ng driving 2x1967 155 155 186 140 140 140 155 155 155 155 155 155 155 155 155 15	er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 78 80 81 84 65 58 80 81 84 65 84 65 84 65 84 84 65 84 84 65 84 84 65 84 84 65 84 84 65 84 84 65 84 84 65 84 84 85 84 84 65 84 84 84 85 84 84 85 84 84 85 84 84 84 85 84 84 85 84 84 84 84 85 84 84 84 84 84 84 85 84 84 84 84 85 84 84 84 84 84 85 84 84 85 84 84 85 84 84 84 85 84 84 84 85 84 84 85 84 84 85 84 84 84 84 84 85 84 84 84 84 84 84 84 84 84 84 84 84 84	Poised a 17 weight 362 336 507 46.4 47.3 30.0 47.3 30.0 47.3 30.0 47.3 46.4 47.5 47.4 4	$\begin{array}{c} \text{nd} \\ \text{nd} \\$
Tops the pille thanks to ou engaging but refined. LxV 2.01260 2.01260 2.01300 AWD 5.8V 95 VProject 8 2.00180 AWD XF 4dr satoon 534.995-65 Outstandingly broad-batt LxWxH 4054X1987x14571 2.01260 2.01300 AWD 2.0163 2.00180 AWD 2.00180 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.00180 AWD	ist 300           istandii           istandii <tr< td=""><td>ng driving 2x1967) 155 155 186 140 140 140 140 155 155 155 155 155 155 155 177 186 155 155 155 177 186 155 155 177 186 155 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 177 177 186 155 177 177 177 186 155 177 177 186 155 177 177 177 186 155 177 177 177 177 177 177 177 177 177</td><td>er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 80 81 65 66 67 66 68 84 65 88 84 65 62 67 66 62 71 66 66 67 66 66 71 66 66 71 80 81 93 94 84 88 89 67 66 66 57 46 37 77 80 80 81 93 94 93 94 88 88 89 67 66 66 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 80 80 80 80 80 80 80 80 80 80 80 80 80</td><td>Poised a 17 weight 362 336 567 567 567 567 567 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 47.4 47.2 47.3 47.3 47.3 47.4</td><td>nd 1450xg 177 190 254 146 161 161 161 161 161 161 175 169 172 175 169 192 167 175 169 192 175 169 172 175 169 162 174 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 175 175 175 175 172 172 172 172 172 172 172 172</td></tr<>	ng driving 2x1967) 155 155 186 140 140 140 140 155 155 155 155 155 155 155 177 186 155 155 155 177 186 155 155 177 186 155 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 177 177 186 155 177 177 177 186 155 177 177 186 155 177 177 177 186 155 177 177 177 177 177 177 177 177 177	er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 80 81 65 66 67 66 68 84 65 88 84 65 62 67 66 62 71 66 66 67 66 66 71 66 66 71 80 81 93 94 84 88 89 67 66 66 57 46 37 77 80 80 81 93 94 93 94 88 88 89 67 66 66 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 80 80 80 80 80 80 80 80 80 80 80 80 80	Poised a 17 weight 362 336 567 567 567 567 567 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 47.4 47.2 47.3 47.3 47.3 47.4	nd 1450xg 177 190 254 146 161 161 161 161 161 161 175 169 172 175 169 192 167 175 169 192 175 169 172 175 169 162 174 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 175 175 175 175 172 172 172 172 172 172 172 172
Tops the pille thanks to ou engaging but refined. LxV 2.01260 2.01260 2.01300 AWD 5.8V 95 VProject 8 2.00180 AWD XF 4dr satoon 534.995-65 Outstandingly broad-batt LxWxH 4054X1987x14571 2.01260 2.01300 AWD 2.0163 2.00180 AWD 2.00180 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.0020 AWD 2.00180 AWD	ist 300           istandii           istandii <tr< td=""><td>ng driving 2x1967) 155 155 186 140 140 140 140 155 155 155 155 155 155 155 177 186 155 155 155 177 186 155 155 177 186 155 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 177 177 186 155 177 177 177 186 155 177 177 186 155 177 177 177 186 155 177 177 177 177 177 177 177 177 177</td><td>er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 80 81 65 66 67 66 68 84 65 88 84 65 62 67 66 62 71 66 66 67 66 66 71 66 66 71 80 81 93 94 84 88 89 67 66 66 57 46 37 77 80 80 81 93 94 93 94 88 88 89 67 66 66 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 80 80 80 80 80 80 80 80 80 80 80 80 80</td><td>Poised a 17 weight 362 336 567 567 567 567 567 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 47.4 47.2 47.3 47.3 47.3 47.4</td><td>nd 1450xg 177 190 254 146 161 161 161 161 161 161 175 169 172 175 169 192 167 175 169 192 175 169 172 175 169 162 174 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 175 175 175 175 172 172 172 172 172 172 172 172</td></tr<>	ng driving 2x1967) 155 155 186 140 140 140 140 155 155 155 155 155 155 155 177 186 155 155 155 177 186 155 155 177 186 155 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 186 155 177 177 177 186 155 177 177 177 186 155 177 177 186 155 177 177 177 186 155 177 177 177 177 177 177 177 177 177	er appeala x1416 KC 62 54 33 7679 78 78 78 78 78 78 78 80 81 65 66 67 66 68 84 65 88 84 65 62 67 66 62 71 66 66 67 66 66 71 66 66 71 80 81 93 94 84 88 89 67 66 66 57 46 37 77 80 80 81 93 94 93 94 88 88 89 67 66 66 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 46 57 80 80 80 80 80 80 80 80 80 80 80 80 80	Poised a 17 weight 362 336 567 567 567 567 567 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 46.4 47.4 47.2 47.3 47.3 47.3 47.4	nd 1450xg 177 190 254 146 161 161 161 161 161 161 175 169 172 175 169 192 167 175 169 192 175 169 172 175 169 162 174 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 169 167 175 175 175 175 175 172 172 172 172 172 172 172 172



1. 1000. ISB STATE

1.0 GSE T3 120	118	115	11.2	38.2	151
1.3 GSE T4 150	148	122	9.4	38.2-39.	8 151
1.3 Turbo 4xe	188	113	7.5	122.8-134	1.5 42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128	4 51-53
2.0d MultiJet II 170 4WD	167	122	89	35.8	196

Heavy-duty off-roader go				on-road m	anners.
LxWxH 4223x1873x1840	Kerb	weight 1	827kg		
2.0 GME	265	110	7.3-7.6	25.4-26.4	248-254
2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	243-247
		KIA			
Picanto 5dr hatch £10.2	20-£15	.270		**	****
Nice drive and cabin but			owed by ri	vals	
LXWXH 3595x1406x1485					
1.0 MPi	65	100	13.8	49 6-50 4	117-122
1.25 MPi	82	100-10	7 11 6-13 2	42 2-49 6	128-131
1.0 T-GDI	99	112	10.1	48.7	128-129
Rio 5dr hatch £13.000-£1	8,480			**	****
Looks great and is well-p		hut now	here near	its Furone	an
rivals. LXWXH 4065x1725					
1.25 MPi	82	107	12.5		132-139
1.0 T-GDI 99	98	115	10.3	48.7	132-134
1.0 T-GDI 118	116	118		44.8-47.1	139
Ceed 5dr hatch £18,855-	£26.00	5		**	****
Third-generation hatchb			nmnete fo		
LXWXH 4310x1800x1447					
1.0 T-GDi 118	116	116	10.9	479-504	128-136
	400			40.5 40.0	

1.4 T-GDi 138	136	128-130	8.6-8.9	43.5-46.3	140-141
1.6 T-GDI 201	198	142	7.5	38.2	169
1.6 CRDI 114	112	118	10.6	57.6-58.9	122-126
1.6 CRDI 134	132	122	10.2	57.6	130
Ceed Sportswagon All of the above, but wi	th caverr	nous, mo	re pract		iace.
LXWXH 4600x1800x146					
1.0 T-GDi 118	116	118	10.9	47.1	130-136
	136	128-130	8.8-9.1	44.1-45.6	141
1.4 T-GDI 138 1.6 GDI PHEV	136	128-130	8.8-9.1	44.1-45.6 118.3-217.2	

LxWxH 4605x1800x1422 Kerb weight 1405kg										
1.4 T-GDi 138	136	127-130	8.8-9.1	42.8-45.6	141-146					
1.6 T-GDI 201	198	140	7.2	39.3	163					
1.6 CRDi 134	132	124	9.8-10.0	54.3-56.5	131					
	0 0947	05								

Crossover-styled h	atch that dri	ves we	II. but lac	ks practic	ality and
polish. LxWxH 439	5x1826x1483	Kerby	veight 1	332kg	
1.0 T-GDI 118	116	115	10.9	45.6	140-146
1.4 T-GDi 138	136	124	9.1	42.8	150-151
1.6 GDI PHEV	137	99	10.6	201.8	32
1.6 CRDi 114	112	118	11.0	52.3	141
1.5 CRDi 134	132	122	10.2	53.3	138

Tric-only hatch e37.295 tric-only hatch with looks that divide opinion, but competitive je. LXWXH 4220x1825x1805 Kerb weight 1757kg Wh 201 104 7.6 280 0

### 1967 4dr saloon £41,145 ★★★★☆ k couple-shaped saloon has the appeal and dynamics to rival pes best, LxWxH 4830x1870x1400 Kerb weight 1717Kg /61-601 360 168 4.7 27.7 233

Niro 5dr suv £24,910- Kia's first full hybrid is		tempt	but it lac		t ★ ★ ★ ☆ finement
of better rivals. LxWx					
1.6 GDi Hybrid	137	101	11.1	TBC	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	TBC	TBC
39kWhe-Niro	132	96	9.5	TBC	0
6/kWhe-Niro	10.8	10.4	75	282	0



	PONET	ana)	peed mon	oZHDR FCORDER	angel anthin
Stonic 5dr SUV £17,800-1	20 800	1017	. 0 <sup>.60</sup>		CD20Hm
(ia's first crossover is sti he value. <b>LxWxH</b> 4140x1	riking ar	nd reas	sonably <b>h weigh</b>	good cons	
.0 T-GDI .6 CRDI	116	115	9.9 10.9	46.3-47. 57.6	1 137 130
Sportage 5dr SUV £23,4			ເບ.ປ		13U ★★★☆
Good ride, handling and u	sability.	Looks	3 good a		
.xWxH 4480x1855x1635 .6 gdi	128	113	11.1	34.9-35	7 177-184
.6 T-GDI .6 T-GDI AWD	172 172		8.9 6 8.8-9.2		5 192-201
.6 CRDI 134 48V AWD	132	112	11.6	42.8-43	5 141-161
SOFENTO 5dr SUV £38,84 (ia moves upmarket with	a smar	t, well	-priced a	and nicely	★★★☆ appointed
even-seater. LxWxH 478 .6 T-GDI HEV	30x1890 223	)x1685 119	5 Kerb w 8.7	eight 1932 38.2-40	2kg .9 158-168
.2 CRDI	197	127	91	42.2	176
K-BOW Odr open £57,345-		КТМ			★★★☆
ccentric looks and shar xWxH 3738x1915x1202	o handlii	ng but	expens	ive.	
1.0 R 1.0 GT	290 280	143 143	3.9	NA	NA
	LAMB			INA	na
<b>luracán</b> 2dr coupē/opei	1 £167,11	0-£22(	0,847		****☆
lunior Lambo mixes usab Ind Spyder forms. <b>LxWx</b> I	<b>H</b> 4459x	1924x	1165 <b>Ke</b> i	b weight	1389kg
5.2 V10 Evo RWD 5.2 V10 Evo	608 631	202 201	3.3 2.9	20.5 20.3	330-338 332-338
ventador 2dr coupé/o	pen <mark>£274</mark>	1,036-	£482,412	*	* <b>★★</b> ☆
Big, hairy V12 has astonis could be sweeter, <b>LXWXH</b>	hing vis	uals a	nd perfo	rmance. H	andling
6.5 V12 S 6.5 V12 SVJ	730	217 217	2.9	15.4 15.8	499 486
J <b>ľUS</b> 5dr SUV <del>E</del> 174,641	100	<u>L  </u>	L.U	10.0	400
ambo's second SUV is m					
oower better. <b>LxWxH</b> 5112 I <b>.0 V8</b>	2X2U16X 631	1638 1	3.6	22.2 22.2	Kg 325
lofondor 00					
Defender 90 5dr suv £4 Breadth of capability mat	ches th	at of t	he five-	door, with	
nore kerb appeal. LXWXI 2.0 P300	4583x 298	2008× 119	(1974 <b>Ke</b> 7.1	rb weight 24.6	2190kg 259-260
1.0 P400 1.0 D200	398 198	119 109	6.0 9.8	25.6 32.8	256
.0 D250 .0 D300	246	109 117 119	9.0 8 6.7	32.8 32.7	226-227
				JZ.1	
Defender 110 5dr suv E Promises, and delivers, u	nrivalleo	d off-ri	oad perf	ormance v	vith
on-road niceties. LXWXH 2.0 P300	5018X20 298	UU8X1 119	967 <b>Ker</b> i 8.1	24.2 2	209Kg 263
.0 P400e .0 D200	398 198	119 109	5.6 10.3	TBC 32.2	TBC 230
3.0 D250 3.0 D300	246 296	117 119	8.3	32.2 32.2	230 230
Range Rover Evoque					****
Refined, luxurious baby R	ange Ro	over ha	as matur	ed for its s	
eneration. <b>LxWxH</b> 4371x <b>.0 P200</b>	198	134	8.0	31.7	201
2.0 P250 2.0 P300	248 298	143 150	7.0 6.3	31.6 31.3	201 203
.5 P300e 1.0 D200	298 201	132 120	6.4 8.5	166.2-193 43.8	3.5 33-38 169
Range Rover Velar 5d	r SUV <mark>£4</mark>	5,710-	£86,725	*	* <b>**</b> \$
Dubbed the most car-like Expensive. <b>LXWXH</b> 4803>	Landie	ever a	nd it doe	esn't disap	point.
2.0 P250 2.0 P300	248 298	135	7.1	30.8	208
5.0 V8 P550 SVAD	548	145 170	4.5	29.8	215 279
2.0 D180 2.0 D240	178 238	120 135	8.9	42.0	177 181
8.0 D275 8.0 D300	272 298	135 150	7.0 6.7	38.0 38.0	195 195
Range Rover Sport 50	Ir SUV <del>E</del> e	65,295 <sup>.</sup>	-£114,91	5 <del>*</del>	****
Bigger and better; a cut-p Discovery. <b>LxWxH</b> 4850x	rice Rar	nge Ro	ver rath	er than a ji	umped-up
2.0 P300 2.0 P400e PHEV	298	125 137	7.3	26.1 75.3-86	245
	398	140	6.2	27.4	234
			5.3		
i.0 V8 P525 i.0 V8 P575 SVR	522 572	155 176	4.5	19.6	2 315 331
.0 V8 P525 .0 V8 P575 SVR .0 D300	522				2 315 331
i.0 V8 P525 i.0 V8 P575 SVR i.0 D300 i.0 D350 <b>Xange Rover</b> 5dr suv <b>E</b> i	522 572 298 348 <b>37,245-</b>	176 130 140	4.5 7.3 6.9 5	19.6 34.1 31.2	2 315 331 220-247 252
.0 V8 P525 .0 V8 P575 SVR .0 D300 .0 D350 <b>Range Rover 5dr suv e</b> Vherever you are, the Ra	522 572 298 348 87,245-6 ngie env	176 130 140 179,71 Velops	4.5 7.3 6.9 5 5 you in a	19.6 34.1 31.2	2 315 331 220-247 252 * * * * *
.0 V8 P525 .0 V8 P575 SVR .0 D300 .0 D350 Kange Rover sur ev Vherever you are, the Ra ense of occasion. LxWx .0 P400	522 572 298 348 <b>87,245-6</b> ngie env <b>14</b> 49992 398	176 130 140 140 140 2179,71 velops x2220 140	4.5 7.3 6.9 5 5 you in a x1835 <b>K</b> 6.3	19.6 34.1 31.2 ↓ lavish, inv erb weigh 26.1-26.1	2 315 331 220-247 252 * * * * * /incible t 2249kg 7 240
.0 V8 P525 0.0 89575 SVR 0.0 0300 20 0350 Viherever you are, the Ra ense of occasion. LXWX 0.0 P400 0.0 V400e 0.0 V40255	522 572 298 348 87,245-6 ngie env 14 4999; 398 399 522	176 130 140 2179,71 velops x2220 140 137 155	4.5 7.3 6.9 5 5 you in a x1835 <b>K</b> 6.3 6.8 5.4	19.6 34.1 31.2 (lavish, inv erb weigh 26.1-26. 75.7-85. 19.7-20.0	2 315 331 220-247 252 * * * * * /incible t 2249kg 7 240 1 75 318-322
1.0 V8 P525 1.0 V8 P575 SVR 0.0 3300 1.0 3350 Vherever you are, the Ra ense of occasion LXWX 0.0 4400 0.0 4400 1.0 V8 P525 1.0 V8 P565 SVAD 0.0 3000	522 572 298 348 87,245-6 ngie env 14 4999; 398 399 522 562 298	176 130 140 2179,71 Velops x2220 140 137 155 155 130	4.5 7.3 6.9 5 5 5 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	19.6 34.1 31.2 ↓ lavish, inv erb weigh 26.1-26.1 75.7-85. 19.7-20.0 18.9 33.0	2 315 331 220-247 252 * * * * * t 2249kg 7 240 1 75 318-322 342 228-238
1.0 V8 P525 1.0 V8 P575 SVR 0.0 3300 1.0 3350 Vherever you are, the Ra ense of occasion LXWX 0.0 4400 0.0 4400 1.0 V8 P525 1.0 V8 P565 SVAD 0.0 3000	522 572 298 348 87,245-E ngie env 14 4999: 398 399 522 562	176 130 140 2179,71 Velops x2220 140 137 155 155	4.5 7.3 6.9 5 5 you in a x1835 <b>K</b> 6.3 6.8 5.4 5.4 5.4	19.6 34.1 31.2 ↓ lavish, inv erb weigh 26.1-26.1 75.7-85. 19.7-20.0 18.9	2 315 331 220-247 252 * * * * * t 2249kg 7 240 1 75 318-322 342 228-238
3.0 P400 5.0 V8 P525 5.0 V8 P575 SVR 0.0 92 P575 SVR 3.0 9350 2019 2019 2019 2019 2019 2019 2019 2019 2019 2019	522 572 298 348 87,245-6 ngie env 398 399 522 562 298 348 UV £36,7	176 130 140 2179,71 Velops x2220 140 137 155 155 130 140	4.5 7.3 6.9 5 5 you in a x1835 <b>K</b> 6.3 6.8 5.4 5.4 7.4 7.1 7.1	19.6 34.1 31.2 ↓ lavish, inv erb weigh 26.1-26.1 75.7-85. 19.7-20.0 18.9 33.0 30.5-30	2 315 331 220-247 252 x * * * xincible t 2249kg 7 240 1 75 2 342 228-238 9 240-256 x * * *
I. O VE PE25 I. O VE PE75 SVR I. O D300 I. O D350 Vherever you are, the Ra ense of occasion LXWX I. O P400 I. O VE PE25 I. O VE PE25 I. O VE PE25 I. O VE PE35 I. O D350 ISCOVERY SPOTL Sur Seven seats, at home on esirability. LXWXH 4599	522 572 298 348 87,245-f ngle envi 14 4999: 398 399 522 562 298 348 0V £36,7 road an x2069x	176 130 140 2179,71 Velops x2220 140 137 155 155 130 140 265-£5 d off r 1724 <b>K</b>	4.5 7.3 6.9 5 5 you in a x1835 K 6.3 6.8 5.4 5.4 7.4 7.1 7.1 i1,630 road, plu (erb wei	19.6 34.1 31.2 Iavish, inv erb weigh 26.1-26. 75.7-85. 19.7-20.1 18.9 33.0 30.5-30 \$\$ new-four ght 1732kg	2 315 331 220-247 252 x x x x incible t 2249kg 7 240 1 75 342 228-238 9 240-256 x x x x 10
I. O V8 P525 I. O V8 P575 SVR I. O 03300 I. O 03300 Vherever you are, the Ra rense of occasion. LXWX I. O P4000 I. O V8 P565 SVA0 I. O V8 O P505 SVA0 I. O 03300 I. O 0350 DISCOVERY Sport Sur S Veron seats, at home on lesirability. LXWXH 4599 I. O P260 I. O P260	522 572 298 348 87,245-f ngie env H 4999; 398 399 522 562 298 348 UV £36,7 r0ad an x2069x 198 247	176 130 140 <b>£179,71</b> Velops x2220 140 137 155 155 130 140 <b>165-£5</b> 130 140 1724 <b>K</b> 129 140	4.5 7.3 6.9 5 5 you in a x1835 <b>K</b> 6.3 6.8 5.4 7.4 7.1 7.1 6 1,630 0 ad, plu (erb wei 9.2 8.1	19.6 34.1 31.2 (lavish, inv erb weigh 26.1-26. 75.7-85. 19.7-20.1 18.9 33.0 30.5-30 30.5-30 \$ new-four ght 1732kg 30.1	2 315 331 220-247 252 252 252 252 252 252 252 25
I. O V8 PE25 I. O V8 PE25 SVR I. O 0300 I. O 0350 Vinerver vou are, the Ra ense of occasion. LXWX I. O P400e I. O V8 PE55 SVAD I. O V8 PE50 SVAD I. O P200 I. O P200 I. O P200 I. O P200	522 572 298 348 87,245-6 ngie envi 14 4999 398 399 522 562 298 348 UV £36,7 road an x2069x 198 247 288 298	176 130 140 <b>£179,71</b> 140 140 137 155 155 130 140 <b>165-£55</b> 130 140 <b>165-£55</b> 130 140 <b>1724 K</b> 129 140 144	4.5 7.3 6.9 5 5 you in a x1835 <b>K</b> 6.8 5.4 5.4 7.4 7.1 6.8 5.4 7.4 7.1 6.8 0 ad, plu (erb wei 9.2 8.1 7.5 6.6	19.6 34.1 31.2 * lavish, inv erb weigh 26.1-26. 75.7-85. 19.7-20.1 19.7-20.1 19.7-20.1 19.7-20.3 30.5-30 30.5-30 30.5-30 \$ \$ s new-four ght 1732kg 30.1 30.1 29.7 29.7	2 315 331 220-247 252 252 252 252 252 252 252 25
I. O VE PE25 I. O VE PE75 SVR I. O D300 I. O D350 Xange Rover 5 dr suv e: Wherever you are, the Ra enese of occasion. LXWX I. O P4000 I. O VE PE25 I. O VE PE25 I. O VE PE56 I. O D350 I. O D350	522 572 348 348 348 398 399 522 562 298 348 UV £36,7 road an x2069x 198 247 288	176 130 140 140 140 150 140 137 155 155 130 140 140 140 140 1724 K 129 140 144	4.5 7.3 6.9 5 5 you in a x1835 <b>K</b> 6.3 6.8 5.4 7.4 7.1 7.1 61,630 000, plu (erb wei 9.2 8.1 7.5	19.6 34.1 31.2 (avish, inv 26.1-26. 75.7-85. 19.7-20.0 18.9 33.0 30.5-30 30.5-30 \$ \$ new-four <b>ght</b> 1732kg 30.1 29.7	2 315 331 220-247 252 252 252 252 252 252 252 25
I. O V8 PE25 I. O V8 PE25 I. O V8 PE25 I. O J300 I. O J330 Vherever you are, the Ra erise of occasion. LXWX I. O P4000 I. O V8 PE56 I. O V8 D I. O V8 D I. D V	522 572 298 348 <b>37,245-f</b> ngie em H 4999; 398 522 562 298 348 <b>UV £36</b> ,7 198 247 288 298 162 201	176 130 140 2179,71 400ps x2220 140 137 155 155 130 140 140 165-55 130 140 140 1724 <b>K</b> 129 140 141 130	4.5 7.3 6.9 5 you in a x1835 K 6.8 6.8 6.8 5.4 7.4 7.1 7.1 7.1 8.8 00ad, plu (erb wei 9.2 8.1 7.5 6.6 10.6	19.6 34.1 31.2 alavish, inv erb weigh 26.1-26. 75.7-85. 19.7-20. 18.9 33.0 30.5-30 s new-fouu ght 17/32kg 30.1 30.1 30.1 30.1 41.5 41.5	2 315 311 220-247 252 ★★★★ incible t 2249kg 7 240 1 75 342 228-238 9 240-256 ★★★★ 10 3 211 211 211 214 8.6 40-44 179 179
i. 0 V8 P525 i. 0 V8 P575 SVR i. 0 0300 i. 0 0350 Xange Rover 5 ar suv £2 Vherever you are, the Ra ense of occasion. LXWX i. 0 P400e i. 0 V8 P525 i. 0 V8 V54 i. 0 V84 i. 0	522 572 298 348 37,245-ff ngie enn H 4999; 398 399 522 298 348 522 298 348 522 298 348 298 162 201 162 201 162 201 162 201 162 201 162 201	176 130 140 2179,71 400ps x2220 140 137 155 155 130 140 140 1724 <b>K</b> 129 140 144 130 112 117 129 140 144	4.5 7.3 6.9 5 5 9 you in 2 6.3 6.8 5.4 7.4 7.1 1,630 03d, plu (erb wei 9.2 8.1 7.5 6.6 8.9	19.6 34.1 31.2 124754, inv erb weigh 26.1-26.7 19.7-20.7 19	2 315 331 220-247 252 → ★ ★ ★ inicible t 2249kg 7 240 1 75 3 318-322 342 228-238 9 240-256 → ★ ★ ★ 10 211 211 211 211 214 8.6 40-44 179 179 179 179
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	POWER	IDAD TOPS	peed man	HUR ECONOMY	angel COSTORAN
in and they	1				(III) Anda
Res Contraction			6		
and the second	1.4				
CT 5dr hatch £26,285-£33 łybrid-only hatch has a p raits. LxWxH 4350x1765 .8 VVT-i CT200h	okey c x1445	abin ar Kerb w 112	reight 146	tched cha 5kg 55.3	aracter 115
S 4dr saloon £35,210-E4 Gatecrashes the German could never manage. LXV 2.5 VVT-1 ES300h	-contro <b>VxH</b> 497	75x186	lloon mark 5x1445 <b>K</b> 8.9	erb weig	ay the GS ht 1680kg 119
<b>S 4dr saloon <mark>£33,275-£33</mark> Sleek compact executive a left-field choice. LXWXI 2.5 VVT-I IS300h</b>	e car is <b>1</b> 4680)	<1810x1	1430 <b>Kerb</b>	weight	g but still 1620kg 133
<b>S 4dr saloon £76,910-£11</b> uxury saloon gets more nybrid powertrain. <b>LxWx</b> 8.5 V6 VVT-1LS500h	tech ar H 5235)	x1900x	1460 <b>Ker</b> l	b weight	t 2270kg
<b>{C 2dr coupé £40,245-£7</b> An also-ran, but the V8 R vell enough. <b>LxWxH</b> 469 <b>2.5 vvt-1RC300h</b> 5.0 v8 RC F	C F pacl 5x1840	x1395	Kerb weig	racter an <b>ght</b> 1736	
C 2dr coupé/open £80,11 Superb-looking coupé sh xWxH 4770x1920x1345 5.0 V8 LC500 5.5 V6 LC500	ows flic	ckers o eight 168		de the L 24.1-24.3 34.8	
8.5 V6 LC500h <b>VX 5dr SUV <u>E36,070-E47,</u></b> Some good ideas, but dra .xWxH 4630x1845x1645 2.5 VVT-1 NX300h 4WD	<mark>320</mark> amatica <b>Kerb w</b>	ally off <b>/eight</b>	the pace 1 1905kg	to drive.	<u>184</u> ★★☆☆ 7 161-173
<b>XX 5dr Suv £51,575-£63,2</b> ow flexibility, but hybrid sense. <b>LXWXH</b> 4890x189 <b>3.5 V6 RX450h</b>	2 <mark>75</mark> option 5x1690	makes <b>Kerb</b> (	a degree weight 21	of econi OOkg	****
<b>JX 5dr SUV <del>E30,810-E41,4</del> Refreshingly different pri eading, alternative. LxW 2.0 250h</b>	1 <mark>30</mark> emium 1 <b>xH</b> 449	SUV is 5x1840	a credible Dx1520 <b>Ke</b>	, if not cl rb weigl	* ★ ★ ☆ 8SS-
	1.				
Lise 2dr open £41,245-£ V delicate, vivid and unfe	49.145	OTUS		t a daily	t <b>★★★☆</b>
A delicate, vivid and unfe shop elsewhere. LxWxH .8 vvt-1 220	<b>49,145</b> ttered 3824x1 217	drive; i 719x111 145	f you wan 7 <b>Kerb we</b> 4.2	t a daily ( eight 83) 36.7	driver, Okg 179
A delicate, Vivid and unfe shop elsewhere. <b>LxWxH</b> <u>.8 VVT-1220</u> .8 VVT-1246 <b>EXIGE</b> 2dr coupé and ope	49,145 Ettered 3824x1 217 242 n £61,92	drive; i 719x111 145 151 <b>5-£102</b>	f you wan 7 <b>Kerb wa</b> <u>4.2</u> <u>3.8</u> 2,925	t a daily eight 831 36.7 36.2	driver, Dkg <u>179</u> 177
A delicate, Vivid and unfe shop elsewhere. LXWXH .8 VVT-1220 .8 VVT-1246 EXIGE 2dr coupé and ope Sharp, uncompromising 1 .XWXH 4084x1802x1129	49,145 ttered 3824x1 217 242 n <b>£61,92</b> rack ca <b>Kerb w</b>	drive; i 719x111 145 151 <b>25-£102</b> ar. Unfo <b>eight</b> 1	f you wan 7 <b>Kerb wa</b> <u>4.2</u> 3.8 2, <b>925</b> rgiving or 1125kg	t a daily ( eight 831 36.7 36.2 n the road	driver, Dkg <u>179</u> 177 ★★★★ 1.
A delicate, vivid and unfe shop elsewhere. LXWXH & BVVT-1246 EXUG 2 af coupé and ope fharp. uncomptornishing 1 XWXH 4034x1802X1129 LS V6 VVT-1410 LS V6 VVT-1410 LS V6 VVT-1420 EVOTA 2 af coupé 688.225	49,145 ittered 1 3824x1 217 242 rack ca Kerb w 345 407 428 - <b>£95,72</b>	drive; i 719x111 145 151 <b>5-£102</b> ar. Unfo <b>eight</b> 1 162-17 180 180	f you wan 7 <b>Kerb w</b> a 4.2 3.8 <b>2.925</b> rgiving or 1125kg 10 3.8-3.9 3.4 3.2	t a daily ( eight 83 36.7 36.2 h the road 28.2 28.7 27.7	driver, Dkg <u>179</u> <u>177</u> <b>1</b> <u>225-230</u> <u>230</u> <u>230</u>
A delicate, Vivid and unfe shop elsewhere. LxWxH .8 VVT-1246 Exlige 2dr coupé and ope Sharp, uncompromising t .xWXH 4084x1802x1129 L5 V6 VVT-1350 L5 V6 VVT-1410	<b>49,145</b> Ettered 3824x1 217 242 <b>1661,92</b> Frack ca <b>Kerb w</b> 345 407 428 <b>-£95,72</b> y every <b>4</b> 084 404	drive; i 719x111 145 151 <b>15</b> <b>15</b> <b>15</b> <b>162-17</b> 180 180 <b>180</b> <b>180</b> <b>15</b> thing e (1802x 174-19	f you wan 7 <b>Kerb wa</b> 4.2 3.8 <b>2.925</b> rgiving or 1125kg 0 3.8-3.9 3.4 3.2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	t a daily ( eight 831 36.7 36.2 the road 28.2 28.7 27.7 shade. S weight 25.7-26.	driver, Dkg <u>179</u> 177 <b>* * * *</b> 1. <u>225-230</u> <u>230</u> 230 <b>* * *</b> hame 1395kg
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dr saloon £24,725-£32 ompelling mix of size,	,825			*	****	A-Clas
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Skyactiv-G 145 Skyactiv-G 165	143 162	129 135	9.5 9.1	40.3-42. 42.2	2 152 152	1.3 A180 1.3 A200
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OUITET 5dr estate £25,				*	****	1.5 A1800 2.0 A200
ractively styled but o <b>VxH</b> 4805x1840x1480	nly avera N <b>Kerh w</b>	age to c r <b>eiaht</b> 1	irive. 465ka			2.0 A220
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• <b>3 5dr SUV £19,395-£2</b> other supermini SUV w	<mark>4,194</mark> /ith a sn	ortina h	nent Or		★★★☆ hut nicely	1.3 CLA28 2.0 CLA28
ointed. LxWxH 4275x	1765x15	i35 <b>Ker</b>	b weig	<b>ht</b> 1230kg		2.0 AMG (
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-30 5dr SUV £22,940-1 namic qualities, a clas	32,240 sv interi	ior and	a hande	tome look	set it	The mos challeng
art from rivals. <b>LxWxH</b>	14395x1	795x15	40 <b>Ker</b> l	b weight 13	334kg	1.3 CLA18
Skyactiv-G 122 Skyactiv-X 180	120 176	116 127	10.6 8.5-9.0	42.8 43.5	141-151 133-146	1.3 CLA20 2.0 CLA2
- <b>5</b> 5dr SUV <del>£7,030-£37</del> ,	185			*	****	1.3 CLA28 2.0 AMG (
ers powerful diesel er coming interior. LxW)	ngines a					2.0 AMG ( 2.0 CLA2)
Skyactiv-G 165	162	125	10.3	36.7-38.	2 160-163	
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- <b>5</b> 2dr open £23,800-£				+	****	LXWXH 1.3 B180
liantiy packaged, pric	ea ana p	Derfecti	y poise		vibrant	1.3 B200
n the original. LXWXH Skyactiv-G 132	129	127	8.3	44.1	142	2.0 B250 1.3 B250
Skyactiv-G 184	181	136	6.5	40.4	153	1.5 B1800 2.0 B200
-5 RF 2dr open £25,70 nains perfectly poise	0-£31,80	05 brant o	Von wit	🛨 h a folding	****	2.0 B220
f. <b>LxWxH</b> 3915x1735x	1230 <b>Ke</b> i	rb weig	<b>jht</b> 1090	)kg -		C-Clas
Skyactiv-G 132 Skyactiv-G 184	129 181	126	8.6 7.9-8.7	44.1 37.7-40.4	142 1 155	Merc ran refined e
		LARE				1.5 C200 2.0 C300
OC 2dr coupé £137,230	l oron'o	opootri	ım ion't		★★★☆	2.0 C300
affordable end of Mc irive. <b>LxWxH</b> 4530x20	)95x120	2 Kerb	weight	1449kg	-	3.0 V6 AI 4.0 V8 AI
V8		199	3.5	23.2	276	2.0 C220 2.0 C300
<b>DS 2dr coupé/open £15</b> teringly fast and exci	0,905-E	166,66	i laver w	🛨 vlanud hti	****	2.0 C300
ndling. <b>LxWxH</b> 4530x2	:095x120	02 <b>Kert</b>	) weigh	<b>t</b> 1440kg		C-Clas
V8		204	3.1	23.2	276	Decent   ordinary
DGT 2dr coupé £157,05 570GT retains the lu	5 sty. fast	appeal	of its s	ister car e	★★★★ ven with	1.5 C200 2.0 C300
led practicality. LxWx V8	H 4530)	x2095x	1201 <b>Ke</b>	rb weight	1498kg 276	2.0 C300 3.0 V6 A
			3.3	23.2	2/0	4.0 V8 AI
OLT 2dr coupé/open £ nter, faster and more	athletic	than th	e 570S	McLaren a	t its very	2.0 C220 2.0 C300
st. LXWXH 4604x2095 V8	1191 <b>Ke</b> 592	erb wei	ght 135 2.9	6kg 23.2	276-277	2.0 C300
				LU.C .	210211	C-Clas
<b>DS 2dr coupé/open £2</b> start of an era for Mo	cLaren a	nd wha	t a wav	to begin it	★★★★ IS.	LXWXH
VxH 4543x2059x1196 V8	Kerb w 710	eight 1 212	419kg 2.9	23.2	276	1.5 C200 2.0 C300
						3.0 V6 AI
2dr coupé £165,230 king's most user-frien	dly car t	to date	is still a	McLaren f	irst and	4.0 V8 A 2.0 C220
emőst. <b>LxWxH</b> 4683x <b>V8</b>	2095x12 612	213 <b>Ker</b> l 203	b weigt 3.2	1339kg 23.7	270	2.0 C300
5LT 2dr coupé <mark>£280,00</mark>					++++	C-Clas Take all
igtail treatment puts a	a delicio			e on the 7	20S	the roof
VxH 4600x2161x1159   V8	755 Xerb we	205 205	19kg 2.8	23.0	280	1.5 C200 2.0 C300
nna 2dr coupé <mark>£750,0</mark>					****	3.0 V6 AI 4.0 V8 A
ounding circuit perfor	mance			accessibl		2.0 C220
VxH 4744x2155x1229 V8	789	208 208	2.8 2.8	22.7	280	2.0 C300
	ERCE		BENZ			Retains
<b>Class 5dr hatch £26,8</b> ttle bit of luxury in a d	05-£56,	595		×	***☆ 10	its allure
<b>VxH</b> 4419x1992x1440	Kerb we	eight 14	145kg		-	2.0 CLS3 3.0 CLS4
A180 A200	136 163	134 140	9.2 8.2	47.9 47.9	133 133	3.0 V6 A1 3.0 CLS3
A250	224	155	6.2	41.5	155	3.0 CLS4
A250e AMG A35 4Matic	258 302	146 155	6.6 4.7	256.8 33.6-35.		E-Clas
AMG A 45 S 4Matic+ A180d	415 116	168 126	3.9 10.5	33.6 62.8	204-207 118	A wee b and luxu
A200d A220d	148	137	8.1	58.9	129-132	2.0 E200
AC2UU	187	146	7.0	57.6	133-134	3.0 E450 3.0 AMG
						4.0 V8 A 2.0 E300
						2.0 E220 2.0 E300
						2.0 £300 3.0 V6 E4 2 0 F300
						1.2.01300



	POWEI	inni as	Beet man	CIMP FCOMPTION	602 <sup>10100</sup>
A-Class Saloon 4dr sa	60m.	10 <sup>14</sup> 5.850-1	0 <sup>.00</sup>	fcn <sup>inbe</sup> .	COS.
arger, more grown-up A	-Class a	adds pr	emium t	ouch to sma	llest
ARIC SAIDUIL LXWXH 454 .3 A180 .3 A200 .0 A250 .0 A250 .0 A50 .0 A50 .0 A35 4Matic .5 A1800 .0 A200d .0 A200d	133	134	8.9	42.8-48.7	133-137
.3 A200 2.0 A250	220	143	8.1-8.3 6.3	48.7	131 152
.0 A250e 0 AMG A35 4Matic	258	149	6.7	256.8	25
.5 A180d	114	128	10.6	56.5-64.2	119-122
.0 A2200	148	153	7.1	57.7	131-133
CLA COUPÉ 4dr saloon E				**	**:
lay use A-Class underpii	nnings,	but en	gineereo	to be much	i0ka
portier to drive. LxWxH .3 cla180	133	134	439 <b>NGI</b> 9.0	47.9	138-140
3 CLA180 3 CLA200 3 CLA250e 	161 215	142	8.2	42.8-47.9 TBC	138-140 TRC
.0 CLA250	222	155	6.3	38.7-42.2	154-155
.0 CLA250 .0 AMG CLA35 4Matic .0 AMG CLA45 S 4Matic+ .0 CLA220d	415	168	4.9	33.2 53.3-57.7	200-20
.0 CLA220d	188	152	7.1	53.3-57.7	132
CLA Shooting Brake The most practical of the	5dresta	te <mark>£32</mark> ,	325-£59	,495 +	<del>d</del> dd
hollonging styling I vW	VII 101	0v1777	v1/05 V	orh woight 1	100kg
.3 CLA180 .3 CLA200	<u>119</u> 154	<u>130</u> 140	<u>8.8-9.1</u> 8.5	35.8-40.9 35.3-40.9	140-141
.0 CLA250 3 CLA250e	220	155 146	6.4 6 9	37.7-40.9 TRC	157-159 TBC
.0 AMG CLA35 4Matic	302	155	4.9	36.2	183-191
Andreinging Styling. LAW. 3 CLA200 .0 CLA250 .3 CLA250e .0 AMG CLA35 4Matic .0 AMG CLA35 4Matic+ .0 CLA220d	4 ID 188	142	4.U 7.8	32.8 43.5-48.7	203-20
3-Class 5dr hatch £27.6	55-£38	290		**	
slightly odd prospect, t	out pra	ctical a		sy nonethele:	SS.
slightly odd prospect, t xWxH 4393x1786x1557 3B180	136	<b>CIGNT</b> 132	เฮษชห์9 <u>9.0</u>	46.3	138
AWAN 43537176071507 3 B180 .0 B250 .0 B250e .5 B180d .0 B200d .0 B200d	163 161	139 139	8.2 8.2	46.3 40.4	138 159
3 B250e	215	146	6.8	TBC	TBC
.0 B200d	148	124	1U./ 8.3	01.4 57.7	120 129
.0 B220d	187	145	7.2	56.5	132
Class 4dr saloon £34, lerc ramps up the richne	670-£8	<mark>0,017</mark>	nipos s	**	**
ofined anough Lyllyll	1000-010	10.111	10 Vorb	woight 14E0	ka
.5 C2OO 0 C3OO	181 258	149 155	7.7	37.7-43.5	153-171
.0 C300e	315	155	5.4	TBC	TBC
Enificu enough: LXWXH 4 5 C200 .0 C300 .0 C300e .0 V6 AMG C43 4Matic .0 V8 AMG C63 S .0 C220d .0 C300d .0 C300de	<u>385</u> 503	180	4./	28.0-29.4 25.5-25.9	245-24
.0 C220d	192	149 155	6.9 5.9	45.6-53.3	131-145
.0 C300de	302	155	5.6	235.4	32
C-Class Estate 5dr est	ate <mark>£37</mark>	,520-£1	31,217	**	***
becent practicality and f prdinary to drive. <b>LxWxH</b>	17001	1010.01/	E7 Vorb	woight 140	Elva
1 (1117) 10 (1117). 5 (220) 0 (2300) 0 (26 (200) 0 (26 (200)) 0 (27 (200))) 0 (27 (200))) 0 (27 (200))) 0 (27	181	146	7.9	36.7-40.9	164-176
0 C300 0 C300e	316	155	6.0 5.7	34.5-38.7	35
LO V6 AMG C43 4Matic	385 503	155 174	4.8	27.4-28.8	226-23
.0 C220d	192	145	7.0	44.8-51.4	147-149
.0 C300de	302	155	5.7	217.3	34
-Class Coupé 2dr cou	ıpé <mark>£39</mark> ,	405-£8	3,800	**	***
lice balance of style, us <b>xWxH</b> 4696x1810x1405	ability a Kerh w	ind driv reiaht	/er rewa 1505ka	rd.	
.5 C200	181	149	7.9	37.7-42.2 35.8-39.8	155-157
.0 C300 .0 V6 AMG C43 4Matic	258 385	155 155	6.0 4.7	28 0-29 4	219-221
.0 V8 AMG C63 S .0 C220d	503 192	180 149	3.9 7.0	25.0-25.5 46.3-52.3	250-25 133-145
.0 C300d 4Matic	241	155	6.0	42.8-48.7	145-164
-Class Cabriolet 2dr	open <mark>E</mark>	43,230-	-£86,580	) **	***
ake all the good bits abo he roof off. Bingo. <b>LxWx</b>	out the <b>H</b> 4686	coupe x1810x	1409 Ke	rh weight 16	45ka
.5 C200 .0 C300	181 258	146	7.9	36.2-40.4 34.0-37.7 27.4-28.5	167-168 173-184
.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	226-23
.0 V8 AMG C63 S .0 C220d	503 191	174 145	4.1 7	24.4-24.8 44.8-49.6	258-26 133-145
.0 C300d	242	155	6	42.2-47.1	145-164
LS COUPÉ 4dr saloon E	55,030	•£77,88	0 moro to	ch_without	
etains the sleek coupé s allure. <b>LxWxH</b> 4996x1	896x14	36 Ker	b weigh	<b>it</b> 1935ka	
.0 CLS350 .0 CLS450 4Matic	313 356	155 155	6.0	36.2 34.0	186-189 203
		155	4.5	30.1-31.0	212 162-176
.0 V6 AMG CLS 53 4Matic+		155 155	6.4 5.0	45.6 37.7-41.5	162-176 192
.0 V6 AMG CLS 53 4Matic+ .0 CLS300d 4Matic	330			**	***
.0 V6 AMG CLS 53 4Matic+ .0 CLS300d 4Matic .0 CLS400d 4Matic <b>- Class</b> 4dr saloon <b>£38,</b> 6	340-E91	3,410			
.0 V6 AMG CLS 53 4Matic+ .0 CLS300d 4Matic .0 CLS400d 4Matic -Class 4dr saloon £38,6 wee bit pricey, and less	<b>340-£9</b> s sporti	ng thar	n its riva	IS, but still co	omfy
.0 V6 AMG CLS 53 4Matic+ .0 CLS300d 4Matic .0 CLS400d 4Matic -Class 4dr saloon E38, wee bit pricey, and less nd luxurious. LxWxH 49 .0 E200	340-£91 s sporti 140x188 181	ng thai 52x1453 149	2 <b>Kerb v</b> 7.5	<b>/eight</b> 1680k 38.2	omfy g 192
.0 V6 AMG CLS 53 4Matic- .0 CLS 3000 4Matic .0 CLS 4000 4Matic .Class 4dr saloon £38, 6 wee bit pricey, and less nd luxurious. LXWXH 49 .0 E200 .0 E450 .0 AMG E53 4Matic+	<mark>340-£9</mark> s sporti 340x185	ng thai 52x145	2 Kerb v	<b>reight</b> 1680k	omfy g
.0 V6AMG CLS 53 4Matic- .0 CLS300d 4Matic .0 CLS400d 4Matic .Class 4dr saloon 638,6 wee bit pricey, and less nd luxurious. LxWxH 45, 0.6220 .0 E34 .0 AMG E53 4Matic+ .0 V6 AMG E633 4Matic+	340-E9 5 sporti 140x185 181 363 429 594	ng thai 52x145 149 155 155 155	2 <b>Kerb v</b> 7.5 5.1 4.5 3.4	<b>/eight</b> 1680k 38.2 31.7 30.4 22.8-23.7	omfy 9 192 216 211-215 275-27
0.046 MAR GLS 53 4 Matte- .0 CLS3000 4 Matte .0 CLS3000 4 Matte .0 CLS4000 4 Matte .0 CLS4000 4 Matte .0 CLS400 4 Matte .0 CLS00 .0 CLS00 .0 AMB CES3 54 Matte- .0 VB AMB CES3 54 Matte- .0 CLS200 .0	340-£9 5 sporti 340x185 181 363 429 594 330 191	ng thai 52x145 149 155 155 155 155 155 149	2 <b>Kerb v</b> 7.5 5.1 4.5 3.4 5.7 7.3	/eight 1680k 38.2 31.7 30.4 22.8-23.7 188.3 51.4-53.3	omfy 9 192 216 211-215 275-27 41 139-162
0. VG AMG CLS 53 4 Mattic- .0. CLS3000 4 Mattic .0. CLS4000 4 Mattic .0. CLS4000 4 Mattic .0. CLS4000 4 Mattic .0. CLS400 4 Mattic .0. E200 .0. E450 .0. VG AMG E63 4 Mattic+ .0. E3000 .0. E30000 .0. E300000 .0. E300000 .0. E30000000000000000000000000000000000	<b>340-£9</b> S sporti 340x185 181 363 429 594 330 191 242	ng thai 52x1453 155 155 155 155 155 149 155	2 Kerb v 7.5 5.1 4.5 3.4 5.7	/eight 1680k 38.2 31.7 30.4 22.8-23.7 188.3 51.4-53.3 47.9	omfy 9 192 216 211-215 275-27 41 139-162 170-172
0. VY6 MMC GLS 53 4 Matic- .0. GLS300d 4 Matic .0. GLS400d 4 Matic .1. GLS400d 4 Matic .1. GLS400d 4 Matic .0. GLS400d 4 Matic .0. GLS400 .0. GLS00 .0. GLS00	340-£9 5 sporti 340x185 181 363 429 594 330 191	ng thai 52x145 149 155 155 155 155 155 149	2 <b>Kerb v</b> 7.5 5.1 4.5 3.4 5.7 7.3 6.2	/eight 1680k 38.2 31.7 30.4 22.8-23.7 188.3 51.4-53.3	omfy 9 192 216 211-215 275-27 41 139-162
0.046 MAR GLS 53 4 Matte- 0.015300d 4 Matte 0.015400d 4 Matte -Class 4 dr saloon E38.6 wee bit pricey, and less nd luxurious. LXWXH 49 0.02200 0.04M6 553 54 Matte- 0.04M6 563 54 Matte- 0.04M6 563 54 Matte- 0.02200 0.02200 0.02200 0.02300d 0.05300d -Class Estate 5dr est	340-£90 S sporti 940x185 181 363 429 594 330 191 242 325 312 ate £40	ng thai 2x145; 149 155 155 155 155 155 155 155 155 155 15	2 Kerb v 7.5 5.1 4.5 3.4 5.7 7.3 6.2 4.9 5.9 100,410	<pre>/eight 1680k</pre>	omfy 9 192 216 211-215 275-27 41 139-162 170-172 176-190 39
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0. VS AMB CLS 53 AMBLC- .0. CLS3000 4Matic .0. CLS4000 4Matic .0. CLS4000 4Matic .0. CLS4000 4Matic .0. CLS400 4Matic .0. VS AMBLCS 4Matic+ .0. VS AMB CS3 4Matic+	<b>340-£9</b> S sporti 340x188 181 363 429 594 330 191 242 325 312 <b>ate £40</b> ts rivals <b>(H</b> 4933 181 429 594	ng thai 52x145 149 155 155 155 155 155 155 155 155 ,880-£ 3, but p 3, but p	2 Kerb v 7.5 5.1 4.5 3.4 5.7 7.3 6.2 4.9 5.9 100,410 ricier an (1475 Ke 8.1 4.5 3.5	veight 1680k         38.2         31.7           30.4         32.8-23.7         188.3           51.4-53.3         47.9         42.2           217.3         217.3         217.3           d less sport/ erb weight 17 310-35.3         29.7-30.7           22.7-30.7         22.6-23.3         29.7-30.7	omfy g 192 216 211-215 275-27 41 139-162 170-172 176-190 39 than 80kg 174-198 214-219 279-28
0 V6 AM6 CLS 53 4Matic-           0.0 CLS3000 4 Matic           0.0 CLS3000 4 Matic           0.0 CLS4000 4 Matic           0.0 CLS400 4 Matic           0.0 CLS400 4 Matic           0.0 CLS00 4 Matic           0.0 CLS00 4 Matic           0.0 MM E53 4 Matic           0.0 S000 4 Matic           0.0 V6 LA00 3 Matic           0.0 V6 LA00 3 Matic           0.0 V6 AMG E53 4 Matic           0.0 V6 AMG E53 4 Matic           0.0 V7 AMG E53 4 Matic           0.0 V6 AMG E53 4 Matic           0.0 S000 4 Matic	<b>340-£9</b> S sporti 340x188 181 363 429 594 330 191 242 325 312 <b>ate £40</b> (s rivals <b>(H</b> 4933 181 429	ng thai 52x145 149 155 155 155 155 155 155 155 155 155 15	2 Kerb v 7.5 5.1 4.5 3.4 5.7 7.3 6.2 4.9 5.9 100,410 ricier an x1475 Ke	veight 1680k 38.2 31.7 30.4 22.8-23.7 188.3 51.4-53.3 47.9 42.2 217.3 ★ ★ d less sporty sporty sporty	omfy g 192 216 211-215 275-27 41 139-162 170-172 176-190 39 * than 780kg 174-198 214-219 279-28 248-171



				The state of the s	10 <b>-</b> 21
-Class Coupé 2dr co ig, laid-back four-seat l	upé <mark>£45,</mark> tourer. B	020-£6 orrows	<mark>9,560</mark> looks fr	om the ravis	<b>k ★ ★</b> ☆ shing
Class Coupé. LxWxH 4	1846x18	60x143	1 Kerb v	<b>veight</b> 1685	kg
0 E300 0 E450 4Matic	237 362	155 155	6.4 5.6	31.0 29.1-31.4	180-206
O AMG E53 4Matic+	429	155	4.4	30.1-31.4	209-215
0 E220d	189	150	7.4	43.5-50.4	
OE300d 4Matic	242	155	6.3	42.2-47.9	173-175
OV6E400d4Matic	325	155	5.3	TBC	189
Class Cabriolet 2d	r open <mark>E</mark> 4	19,095-	£72,270	**	****
efined and sophisticat					
Class Cabriolet. LXWX .0E300	H 4846) 237	(1860X) 155	429 Kei 6.6	1/ a weignt 30.0	8UKg 206
.0 E450 4Matic	362	155	5.8	28.8-30.7	220
O AMG E53 4Matic	429	155	4.5	29.7-30.7	213-215
0 E220d	192	147	7.7	42.8-48.7	161-171
.0 E300d .0 V6 E400d 4Matic	242 335	155 155	<u>6.6</u> 5.2	40.9-46.3 TBC	178-179 195
0 ¥0 £400u 4matic	000	100	0.2	TDU	100
-Class 4dr saloon £76,					****
ercedes has given the ech. <b>LxWxH</b> 5141x1905;	S-Class	a refre	sh and a	an added bo	ost of
.0 V6 S450 L	389 x1490	155	5.1	33.2-36.2	187-189
0 V6 S500 L	457	155	4.8	33.2-36.2	87-189
.0 V6 S560e L	472	155	5.0	104.6-128.4	4 59
O V8 AMG S63 O V12 S650 Maybach	594 611	155	4.3	23.2-24.4	
0 V12 S650 Maybach 9 S350d	611 282	<u>155</u> 155	4.7	<u>20.0</u> 44.1	328 168-185
9 S400d	335	155	5.4	38.7-44.1	181-183
Class Coupé 2dr co					
ore tech and cleaner e Dre appealing. <b>LxWxH</b>	5027x1	312 x 1.41	4 Kerh v	nc iuxui y tui veight 2069	ika
0 V8 S560	455	155	4.6	26.4-27.7	250
0 V8 AMG \$63	594	155	4.2	24.6	264-26
Class Cabriolet 2d	r opon P	125 010	-0151 90	n 🔺	****
above but with the a	dded all	ure of a	retract	ahle fahric r	
xWxH 5027x1912x1420					001.
0 V8 S560	455	155	4.6	26.4-27.2	254
0 V8 AMG S63	594	155	4.2	23.7-23.9	271-272
LC 2dr open <mark>£37,130-£5</mark>	i <b>4</b> 101			**	****
nother small convertib	ıle exhib			irm that a Mi	ercedes
10uld. <b>LXWXH</b> 4143x18					
0 SLC200	178		9 6.9-7.0	40.4	167
O SLC300 O V6 AMG SLC43	237 356	155 155	<u>5.8</u> 4.7	35.3-37.2 31.7-32.5	178 199
0 10 Ama 02040	000	100	4.7	01.7 02.0	100
L 2dr open £79,990-£93	3,230				****
a luvurioue drop top i	aizzela z	or than	a roval s	etud farm. Fe	ew feel
9, Iuxui iuus ui up-tup i	0.0100010		u royur c		
ore special. <b>LxWxH</b> 46	331x1877	x1315	(erb we	<b>ight</b> 1735kg	
ore special. LxWxH 46 o v6 sL400	331x1877 356	x1315 155	4.9 (erb we	<b>ight</b> 1735kg 29.7	215
iore special. <b>LXWXH</b> 46 <u>0 V6 SL400</u> 7 V8 SL500	331x1877 356 442	/x1315 <b>k</b> 155 155	4.9 4.3	<b>ight</b> 1735kg	
iore special. LxWxH 46 .0 V6 SL400 .7 V8 SL500 MG GT 2dr coupé/open	331x1877 356 442 1 <b>£152,41</b>	'x1315   155 155 5-£372,	4.9 4.3 045	ight 1735kg 29.7 27.4	215 235
ore special. LXWXH 46 <u>o V6 SL400</u> 7 V8 SL500 MG GT 2dr coupē/open illion-dollar looks and a	331x1877 356 442 • <b>£152,41</b> a railgun	/x1315 <b>i</b> 155 155 <b>5-£372</b> , V8, bui	4.9 4.3 045 t extrem	ight 1735kg 29.7 27.4 rely firm cha	215 235
ore special. LXWXH 46 <u>0 V6 SL400</u> 7 V8 SL500 MG GT 2dr coupē/open illion-dollar looks and a ifects its usability. LXV	331x1877 356 442 1 <b>£152,41</b> a railgun <b>VxH</b> 454	/x1315   155 155 5-£372, V8, bui 4x1939	4.9 4.3 045 t extrem 0x1287 <b>K</b>	ight 1735kg 29.7 27.4 ely firm cha erb weight	215 235 \$\$ \$\$ \$\$ 1615kg
ore special. LXWXH 46 D V6 SL400 7 V8 SL500 MG GT 2dr coupé/open Ilion-dollar looks and a fects its usability. LXV D V8 GT C	331x1877 356 442 • <b>£152,41</b> a railgun	x1315 155 155 5-£372, V8, bui 4x1939 196-19 198	4.9 4.3 045 t extrem 0x1287 <b>K</b>	ight 1735kg 29.7 27.4 rely firm cha	215 235
ore special. LXWXH 46 0 V6 SL400 MG GT 2dr coupé/open Ilion-dollar looks and a fects its usability. LXV 0 V8 GT 0 V8 GT 0 V8 GT	331x1877 356 442 E152,41 E152,41 E railgun VxH 454 550	x1315 <u>155</u> 155 <b>5-£372</b> , V8, bui 4x1939 196-19	4.9 4.3 045 t extrem 9x1287 <b>K</b> 07 3.7	ight 1735kg 29.7 27.4 ely firm cha erb weight 21.9-22.1	215 235 \$\$ \$\$ \$\$ 1615kg 291
ore special. LXWXH 46 ovs 51400 7v8 51500 MG GT 2dr coupé/open Illion-dollar looks and a fects its usability. LXV ov8 GT ov8 GTR ov8 GT R ov8 GT Black Series	331x1877 356 442 E152,41 a railgun VxH 454 550 577 718	x1315 155 155 <b>5-£372</b> , V8, bui 14x1939 196-19 198 202	(erb we 4.9 4.3 045 t extrem 0x1287 K 07 3.7 3.6 3.2	ight 1735kg 29.7 27.4 ely firm cha erb weight 21.9-22.1 22.1	215 235 SSIS 1615kg 291 289 292
ore special. LXWXH 46 o V6 SL400 7 V8 SL500 MG GT 2dr coupé/open dilon-dollar looks and z ffects its usability. LXV o V8 GT C o V8 GT Black Series MG GT 4-Door Coup	331x1877 356 442 E152,41 a railgun VxH 454 550 577 718	121315 U 155 155 5-£372, V8, bui 14x1939 196-19 198 202	(erb we 4.9 4.3 045 t extrem 0x1287 K 07 3.7 3.6 3.2 40,495	ight 1735kg 29.7 27.4 ely firm cha erb weight 21.9-22.1 22.1 TBC	215 235 \$\$ \$\$ \$\$ 1615kg 291 289
ore special. LXWXH 46 o V6 SL400 MG GT 2dr coupé/open illion-dollar looks and a frects its usability. LXV o V8 GT R o V8 GT R	331x1877 356 442 <b>£152,41</b> 3 railgun <b>YxH</b> 454 550 577 718 <b>DÉ 4dr sa</b> ive GT n Jeeply in	155 155 155 5-£372, V8, bui 14x1935 196-15 198 202 1000 £1 13y be a npressi	(erb we 4.9 4.3 045 t extrem 0x1287 K 07 3.7 3.6 3.2 40,495 a confus	ight 1735kg 29.7 27.4 ely firm cha cerb weight 21.9-22.1 22.1 TBC	215 235 \$Sis 1615kg 291 289 292
ore special LXWXH 46 OVS3L400 7V83L500 MG GT 2dr coupé/open illion-dollar looks and 2 frects its usability. LXV OV8 GT 2dr	331x1877 356 442 <b>£152,41</b> 3 railgun <b>YxH</b> 454 550 577 718 <b>JÉ 4dr sa</b> ive GT n Jeeply in <b>veight</b> 2	(x1315 <b>b</b> 155 155 <b>5-£372</b> , V8, bui 14x1939 196-19 198 202 1000 <b>£1</b> 13y be 100kg	(erb we 4.9 4.3 045 t extrem 3x1287 K 17 3.7 3.6 3.2 40,495 a confus ve one t	ight 1735kg 29.7 27.4 ely firm cha erb weight 21.9-22.1 22.1 TBC ting car to o drive. LxW	215 235 SSIS 1615kg 291 289 292 XH
ore special LXWXH 46 OVS3L400 7V83L500 MG GT 2dr coupé/open illion-dollar looks and 2 frects its usability. LXV OV8 GT 2dr	331x1877 356 442 <b>£152,41</b> 3 railgun <b>YxH</b> 454 550 577 718 <b>DÉ 4dr sa</b> ive GT n Jeeply in	155 155 155 5-£372, V8, bui 14x1935 196-15 198 202 1000 £1 13y be a npressi	(erb we 4.9 4.3 045 t extrem 0x1287 K 07 3.7 3.6 3.2 40,495 a confus	ight 1735kg 29.7 27.4 ely firm cha cerb weight 21.9-22.1 22.1 TBC	215 235 \$Sis 1615kg 291 289 292
ore special LXWXH 46 OV651400 77851500 MG GT 2dr coupé/open illion-dollar looks and d ffects its usability. LXV OV8 GT 0V8 GT 0 V8 GT Black Series MG GT 4-Door Coup urd0or, four-wheel-dr ntemplate, but its a d Disturb3X14A7 Kerb V 0 V8 GT8 3 Malic- QC 6ar SUV 665,720-67.	331x1877 356 442 E152,41 a railgun YxH 454 550 577 718 DÉ 4dr sz ive GT n leeply in veight 2 639 4,610	(x1315 <b>I</b> 155 155 <b>5-£372</b> , V8, bui 14x1939 196-19 198 202 198 202 <b>1000n £1</b> 103 be 113 100 kg 196	(erb we 4.9 4.3 045 t extrem x1287 K 7 3.7 3.6 3.2 40,495 a Confus ve one t 3.2	ight 1735kg 29.7 27.4 ely firm cha erb weight 21.9-22.1 22.1 TBC x x sing car to o drive. LXW 21.4-22.1	215 235 \$\$ \$\$ \$\$ 1615kg 291 289 292 \$ <b>XH</b> 291
ore special LXWXH 46 OV65L400 7V85L500 MG GT 2dr coupé/open illion-dollar looks and 2 fects its usability. LXV OV86TR OV86TR OV86TB lack Series MG GT 4-Door Coup pur-door, four-wheel-dr OV86TB Lack Series MG GT 4-Door Coup nur-door, four-wheel-dr Disk/1553x14/47 Kerb V 0V86T83 s 4Matic+ QC 5dr suV e65,720-e7.	331x1877 356 442 <b>15152,41</b> a railgun <b>1xH</b> 454 550 577 718 <b>16 4dr sz</b> rive GT n leeply in <b>velght</b> 2 639 <b>4,610</b> tric SUV	155 155 155 5-£372, V8, but 14x1935 196-19 198 202 100 £1 198 202 100 kg 196 196 196	(erb we 4.9 4.3 045 t extrem 3.1287 K 17 3.7 3.6 3.2 40,495 a confus ve one t 3.2 erything	ight 1735kg 29.7 27.4 * iely firm chan erb weight 21.9.22.1 22.1 TBC * ; sing car to o drive. LxW 21.4.22.1 * ; g needed to	215 235 SSIS 1615kg 291 289 292 /XH 291 /XH
ore special LXWXH 46 DV65L400 7 V8 SL500 MG GT 2dr coupé/open lilon-dollar looks and 2 fects its usability. LXV DV8 GT 2 DV8 GT 3 DV8 GT 3	331x1877 356 442 <b>15152,41</b> a railgun <b>1xH</b> 454 550 577 718 <b>16 4dr sz</b> rive GT n Jeeply in <b>veight</b> 2 639 <b>4,610</b> tric SUV 32x1884	155 155 155 5-£372, V8, but 14x1938 196-19 198 202 100 £1 198 202 100 kg 196 196 196 196	(erb we 4.9 4.3 045 t extrem 0x1287 K 17 3.7 3.6 3.2 40,495 a confus ve one t 3.2 erything (erb we	ight 1735kg 29.7 27.4 ely firm chai erb weight 21.9-22.1 22.1 TBC 5.0 drive. LxW 21.4-22.1 2.1.4-22.1 2.1.4-22.1 2.1.4-22.1 2.1.4-22.1 2.1.4-22.1 2.1.4-22.1 2.1.4-22.1 2.1.4-22.1 2.1.4-22.1 3.1.4-2.1-2.4-2.1 3.1.4-2.1-2.4-2.1 3.1.4-2.1-2.1-2.1-2.4-2.1-2.1-2.1-2.1-2.1-2.1-2.1-2.1-2.1-2.1	215 235 \$SSIS 1615kg 291 289 292 <b>XH</b> 291 <b>XH</b> 291
ore special LXWXH 46 OV65L400 7V85L500 MG GT 2dr coupé/open illion-dollar looks and 4 fects its usability. LXV 0V8 GT 2dr	331x1877 356 442 <b>15152,41</b> a railgun <b>1xH</b> 454 550 577 718 <b>16 4dr sz</b> rive GT n leeply in <b>velght</b> 2 639 <b>4,610</b> tric SUV	155 155 155 5-£372, V8, but 14x1935 196-19 198 202 100 £1 198 202 100 kg 196 196 196	(erb we 4.9 4.3 045 t extrem 3.1287 K 17 3.7 3.6 3.2 40,495 a confus ve one t 3.2 erything	ight 1735kg 29.7 27.4 * iely firm chan erb weight 21.9.22.1 22.1 TBC * ; sing car to o drive. LxW 21.4.22.1 * ; g needed to	215 235 SSIS 1615kg 291 289 292 /XH 291 /XH
ore special LXWXH 46 DV6SL400 VY8SL500 MG GT 2dr coupé/open lilon-dollar looks and r fects its usability. LX DV8GTC DV8GTC DV8GTR DV8GTR DV8GTR DV8GTA Status Status DV8GTG DV8GTC DV8GT	331x1877 356 442 <b>16152,41</b> a railgun <b>1xH</b> 454 567 718 <b>16 4dr sa</b> ive GT n ieeply in <b>veight</b> 2 639 <b>4,610</b> tric SUV 32x1884 402 <b>4,775</b>	x1315    155 155 5-E372 V8, buil 14x1935 196-15 198 202 202 100kg 196 100kg 196 100kg 196	(erb we 4.9 4.3 045 t extrem 3x1287 K 17 3.7 3.6 3.2 40.495 a confus ve one t 3.2 erything (erb we 5.1	ight 1735kg 29,7 27,4 * 3 ely firm cha erb weight 21.9-22.1 22.1 TBC 22.1 TBC 22.1 TBC 22.1 TBC 22.1 TBC 22.1 TBC 22.1 22.1 TBC 22.1 22.1 TBC 22.1	215 235 SSIS 1615kg 291 289 292 XH 291 XH 291 do well 0
ore special LXWXH 4E 0 V981400 7 V81500 MG GT 2dr coupé/open illion-dollar looks and 2 frects its usability. LXV 0 V9 GT IB ack Serles MG GT 4-Door Coup pur-door, four-wheel-dr 0 V9 GT Black Serles MG GT 4-Door Coup pur-door four-wheel-dr 0 V9 GT 8-Door fou	331x1877 356 442 156 16152.41 1 at aligun VxH 4540 550 577 718 16 4dr sz ive GT n leeply in veight 2 639 4.610 tric SUV 22x1884 402 4.775 crossove	x1315    155 155 155 155 155 155 155 1	(erb we 4.9 4.3 045 textrem 8x1287 K 17 3.7 3.6 3.2 40,495 a confus ve one t 3.2 erything (erb we 5.1 00d lool	ight 1735kg 297 274 274 ely firm cha erb weight 21.9221 7BC o drive. LxW 21.4221 TBC 21.4221 192 21.4221 21.4221 21.4221 21.4221 21.4221 21.4221 21.4221 21.4221 21.4221 21.4225 21.425 21.455 21.455 21.455 21.455 21.455 21.455 21.455 21.455 21.455	215 235 SSIS 1615kg 291 289 292 XH 291 XH 291 do well 0
ore special LXWXH 4E 0 VS 5L400 7 V8 5L500 MG GT 2dr coupé/open illion-dollar looks and 2 rects its usability. LXV 0 V8 GT 2 0 V8 GT 2	331x1877 366 442 16152,41 17 caligun 17 caligun 550 557 718 16 4dr ss 16 4dr ss 178 10 c 510 10 c 500 10 c 500	x1315 <b>I</b> 155 155 5- <b>E372</b> , V8, bul 196-16 198 202 200 200 200 200 200 200 200 200 20	4.9 4.3 045 extrem xx1287 K 7 3.7 3.6 3.2 40,495 a confus ve one t 3.2 erything cerb we 5.1	ight 1735kg 297 27.4 27.4 27.4 27.4 27.9 27.4 21.9 21.9 22.1 22.1 7BC 21.9 22.1 22.1 7BC 21.9 22.1 22.1 7BC 21.9 22.1 22.1 7BC 21.4 22.1 22.1 7BC 21.4 22.1 22.1 22.1 7BC 21.4 22.1 22.1 22.1 7BC 21.4 22.1 22.1 22.1 7BC 21.4 22.1 22.1 22.1 7BC 21.4 22.1 22.1 7BC 21.4 22.1 22.1 7BC 21.4 22.5 7BC 21.4 22.5 7BC 22.4 22.5 7BC 22.4 22.5 7BC 22.4 22.5 7BC 22.5	215 235 1615kg 291 289 292 <b>XKH</b> 291 <b>XKH</b> 291 <b>XKH</b> 291 <b>XKH</b> 291
g, luxitious droc-top i orice special. LXWXH4 & 0 V6 SL400 XV8 SL500 MG GT 2dr coupe/open lilion-dollar looks and a frects its usability. LXV 0 V6 GT & 0 V8 GT & 0 V8 GT Black Series MG GT 4-Door Coup 0 V6 GT 8 A Status 0 D54x1953x1447 Kerb V 0 V8 GT 8 3 Mattic- QC 5dr SUV E65.720-E7. Tisk, tidy-handling elec 0 kW 400 4 Mattic LA 5dr SUV E51.460-E6 0 time inost practical ( LA 5dr SUV E14.47x18 6 GL4200	331x1877 356 442 9 <b>c152.41</b> 9 railgun 9 <b>c162.41</b> 9 railgun <b>bí 4dr</b> sz 650 577 718 <b>bí 4dr</b> sz 639 <b>4.610</b> tric SUV 22x1884 402 4.755 120 120 120 120 120 120 120 120	x1315 <b>I</b> 155 155 5- <b>E372</b> , V8, bui 14x1935 196-15 198 202 100kg 196 100kg 196 100kg 196 100kg 196 x1624 <b>I</b> 112 ter but g 4 <b>Kerb</b>	4.9 4.3 045 textrem textrem tx1287 K 1x1287 K 1x	ight 1735kg 297 274 * 2 ely firm cha erb weight 21.9.221 22.1 7 HBC to drive. LxW 21.4.221 * 7 pneeded to ight 2495kg 232-259 xn gand ver 1395kg 35.34.04	215 235 1615kg 291 292 292 292 292 291 291 291 0 well 0
ore special LXWXH 4E 0 VS 5L400 7 V8 5L500 MG GT 2dr coupé/open illion-dollar looks and 2 rects its usability. LXV 0 V8 GT 2 0 V8 GT 2	331x1877 366 442 16152,41 17 caligun 17 caligun 550 557 718 16 4dr ss 16 4dr ss 178 10 c 510 10 c 500 10 c 500	x1315 <b>I</b> 155 155 5- <b>E372</b> , V8, bul 196-16 198 202 200 200 200 200 200 200 200 200 20	4.9 4.3 045 extrem xx1287 K 7 3.7 3.6 3.2 40,495 a confus ve one t 3.2 erything cerb we 5.1	ight 1735kg 297 27.4 27.4 27.4 27.4 27.9 27.4 21.9 21.9 22.1 22.1 7BC 21.9 22.1 22.1 7BC 21.9 22.1 22.1 7BC 21.9 22.1 22.1 7BC 21.4 22.1 22.1 7BC 21.4 22.1 22.1 22.1 7BC 21.4 22.1 22.1 22.1 7BC 21.4 22.1 22.1 22.1 7BC 21.4 22.1 22.1 22.1 7BC 21.4 22.1 22.1 7BC 21.4 22.1 22.1 7BC 21.4 22.5 7BC 21.4 22.5 7BC 22.4 22.5 7BC 22.4 22.5 7BC 22.4 22.5 7BC 22.5	215 235 1615kg 291 292 292 292 292 291 291 291 0 well 0
ore special LXWXH 4E 0 V9 SL400 7 V8 SL500 MG GT 2dr coupé/open illion-dollar looks and 2 freets its usability. LXV 0 V9 GT C 0 V8 GT Black Series MG GT 4-Door Coup 0 V8 GT 84 A Malte Coup Coup 0 V8 GT 84 A Malte Coup Coup 0 V8 GT 84 A Malte LA Sdr SUV C91, 460-C6 0 Clates 0 Malte 6 GLA190 0 GLA250 Malte	33(1x)(87) 35(1x)(87) 442 442 16(152,41) 17)(14)(14) 17)(14)(14) 16)(14)(14) 17)(14)(14)(14) 17)(14)(14)(14)(14) 17)(14)(14)(14)(14)(14)(14)(14)(14)(14)(14	x1315 <b>b</b> 155 5- <b>E372</b> V8, buil 4x1933 198-12 202 1000 <b>f</b> 198 100 <b>k</b> 198 100 <b>k</b> 198 100 <b>k</b> 198 100 <b>k</b> 112 100 <b>k</b> 112 112 112 112	(erb we 4.9 4.3 .045 textrem x1287 K .3.6 .3.2 40,495 .3.2 40,495 .3.2 erything (erb we .5.1 00d lool weight 8.7-9.0 .8.78.4 .71 .6.6	ight 1735kg 297 274 274 274 219 274 219 219 219 219 219 221 221 180 219 221 221 180 214 221 221 221 180 214 221 221 221 221 221 221 221 221 219 219	215 235 \$\$\$ \$\$\$ 291 289 292 <b>*</b> <b>*</b> <b>*</b> <b>*</b> <b>*</b> <b>*</b> <b>*</b> <b>*</b> <b>*</b> <b>*</b>
ore special LXWXH 46 DV65L400 7V8 SL500 MG GT 2dr coup6/open lilon-dollar looks and 2 fects its usability. LXV DV8 GT R DV8 GT R DV8 GT A-DOOT COUD ur-door, four-wheel-dr ntemplate, but it's a 2 DV8 GT 8 SL4 X 2 SL4 X 2 SL	33(1x)(87), 33(1x)(87), 442 442 442 442 442 442 550 577 718 64 64 639 4,610 100 100 100 100 100 100 100 100 100	x1315 <b>I</b> 155 <b>5-6372</b> V8, buil 198 202 <b>Iloon Ef</b> 198 202 <b>Iloon Ef</b> 198 202 <b>Iloon Ef</b> 198 202 <b>Iloons Ef</b> 100 40 212 212 212 212 212 212 212 212 212 21	(erb we 4.9 4.3 045 extrem 73.7 3.6 3.2 40,495 a confus ve one f 3.2 erything (erb we 5.1 00d lool weight 8.7-8.0 8.8.4 7.1 6.6	ight 1735kg 297 274 274 274 219 219 219 219 219 219 219 219 221 221	215 235 235 1615kg 291 289 292 292 292 292 292 291 291 291 291 0 0 20 291 291 291 291 291 291 291 291 291 291
ore special LXWXH 46 0 v6sL400 7 v8sL500 MG GT 2dr coupé/open illion-dollar looks and 2 fvest is usability. LXV 0 v8 GT R 0 v8 GT R 0 v8 GT A-Door Coup pur-door, four-wheel-dr 0 v8 GT A-Door Coup nur-door, four-wheel-dr 10 s GT 4-Door Coup nur-door, four-wheel-dr 0 v8 GT 4-Door Coup nur-door four- 0 v8 GT 4-Door Coup nur-door four-wheel-dr 0 v8 GT 4-Door Coup Nur-door four-wheel-dr 0 v8 GT 4-Door Coup nur-door four-door four- 0 v8 GT 4-Door Coup Nur-door four-door four- 0 v8 GT 4-Door Coup Nur-door four-wheel-dr 0 v8 GT 4-Door four-whel-dr 0 v8 GT 4-Door four-wheel-dr 0 v8 GT 4-Door	33(3)(87) 35(3)(87) 442 442 442 16 railgun WXH 454 500 778 16 dtr ss 178 16 dtr ss 178 16 dtr ss 178 16 dtr ss 178 16 dtr ss 178 16 dtr ss 178 178 16 dtr ss 178 178 178 178 178 178 178 178	x1315 <b>b</b> 155 155 155 155 155 155 156 198 198 202 198 202 202 198 202 198 202 198 198 202 198 198 198 198 198 198 198 198	(erb we 4.9 0.45 extrem x1287 k 73.7 3.6 3.2 40,495 a confus ve one t 3.2 erything (erb we 5.1 000d loo) weight 8.7-8.0 8.1-8.4 7.7 8.6-6.5 7.73	ight 1735kg 297 274 274 274 274 274 274 275 276 277 271 271 271 271 271 271 271 272 272	215 235 1615kg 291 289 292 <b>XKH</b> 291 <b>XKH</b> 291 <b>XKH</b> 0 <b>0</b> <b>151</b> 155 151155 1111551 1111551 111155 11115511155 111111
pre special LXWXH 46 V8 S1500 V8 S1500 V8 S1500 V8 S1500 V8 GT 2dr coup6/open lion-dollar looks and 2 v8 GT actions and 2 C actions and 2 GT	33(1x)(87), 33(1x)(87), 442 EE52,41) 1 aligun VxH 455 550 577 718 <b>I é 4dr</b> sz 639 <b>I é 6</b> 10 (1x) 10 (1x)	x1315 <b>b</b> 155 155 155 155 155 155 155 15	(erb we 4.9 4.3 045 (extrem x/1287 K 40,495 a confus ve one f 3.2 erything (erb we 5.1 000 loo0 8.18.4 7.1 8.6 8.6 8.6 8.6 8.6 8.6 8.5.2	ight 1735kg 297 274 274 274 274 274 274 274 219-221 221 780 780 219-221 221 780 780 780 219-221 221 780 780 780 219-221 221 780 780 219-221 221 780 780 219-221 221 221 780 780 219-221 221 221 780 780 780 780 780 780 780 780 780 780	215 235 1615kg 291 289 292 <b>XKH</b> 291 <b>XKH</b> 291 0 <b>V (Decen</b> 151:155 161:155 161:155 161:155 161:155 161:155 161:162 172:174 14:160 174:144 144:144 144:144 144:144
ore special LXWXH 46 0 V65L400 7 V8 SL500 MG GT 2dr coup6/open lilon-dollar looks and 2 fects its usability. LXV 0 V8 GT active states WG GT 4-Door Coup ur-door, four-wheel-dr untemplate, but it's a c 54X/953X1447 Kerb v 0 V8 GT8 active states 2 G af suv c65, z20-C7, 10K rodds. LXWXH 477 KWM 400 4Matic LA far suv c51, z60-C6 drive. LXWXH 477X16 3GLA200 0 GLA250 0 GLA250 0 GLA250 0 GLA250 0 GLA200 0 GLA250 0 GLA200 0 GLA200 0 GLA200 0 GLA200 0 GLA200 0 GLA200 0 GLA200 0 GLA354 Matic	33(3)(87) 35(3)(87) 442 442 442 16 railgun WXH 454 500 778 16 dtr ss 178 16 dtr ss 178 16 dtr ss 178 16 dtr ss 178 16 dtr ss 178 16 dtr ss 178 178 16 dtr ss 178 178 178 178 178 178 178 178	x1315 <b>b</b> 155 155 155 155 155 155 156 198 198 202 198 202 198 202 198 202 198 198 202 198 198 198 198 198 198 198 198	(erb we 4.9 0.45 extrem x1287 k 73.7 3.6 3.2 40,495 a confus ve one t 3.2 erything (erb we 5.1 000d loo) weight 8.7-8.0 8.1-8.4 7.7 8.6-6.5 7.73	ight 1735kg 297 274 274 274 274 274 274 275 276 277 271 271 271 271 271 271 271 272 272	215 235 1615kg 291 289 292 <b>XkH</b> 291 <b>XkH</b> 291 <b>0</b> <b>0</b> <b>151155</b> 161155 161155 161155 161155 161165 172174 144160
pre special LXWXH 46 JV 851400 IV 851500 MG GT 2dr coupé/open lion-dollar looks and 2 rects its usability LXV JV 8 GT C JV 8 GT R JV 8 GT A-DOOR COUP ur door, four-wheel-dr JV 8 GT A-DOOR COUP ur door, four-wheel-dr LT 4 -DOOR COUP Ur doods, LXWXH 47 Kerb UX 8 GT 43 S 4Matic+ JC 5 dr SUV 651,460-66 L the most practical co drive. LXWXH 4417x16 GLA2500 GLA2500 JGLA2504 JAME GLA45 S 4Matic- B Gar SUV 634,408-65 H 4417x16 GLA2504 JAME GLA45 S 4Matic- B Gar SUV 634,080-65 H 4417x16 GLA2504 JAME GLA45 S 4Matic- B Gar SUV 634,080-65 H 5 dr SUV 634,080-65 H 4417x16 H 4417x1	33(1x)(87), 33(1x)(87), 373(1)(87), 373(1)(9), 373(1)(9), 373(1)(9), 373(1)(9), 373(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(	*(1316) 155 155 155 155 155 155 198 202 198 202 198 202 198 202 198 202 198 202 198 202 198 202 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 202 198 198 198 202 198 198 202 198 198 198 202 198 198 198 198 202 198 198 198 198 198 198 202 198 198 198 198 198 198 198 198 198 198	(erb we 4.9 4.3 0.45 1 extrem 1 x1287 K 40,495 3.2 erything (erb we 5.1 0 od lool weight 8.7-8.0 8.18.4 7.1 6.6 8.6-8.5 7.3 4.3	ight 1735kg 297 274 274 274 274 274 274 274 275 276 276 277 276 277 277 277 277 277 277	215 235 \$\$15 1615kg 291 292 \$\$289 292 \$\$ <b>XH</b> 291 \$ <b>XH</b> 291 \$ <b>0</b> \$\$ <b>0</b> \$ <b>0</b> \$ <b>1</b> 51-155 161-155 161-155 172-174 142-150 149-141 149-1414
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6 AMG GLC43 4Matic	388	155	4.9	27.7	232-24
8 AMG GLC63 4Matic+ 8 AMG GLC63 S 4Matic+	472 502	155 155	4.0 3.8	22.4-23.5 221	285 290-29
LC 220d 4Matic	191	135	7.9	44.1	167-173
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LE 450 4Matic	362	155	5.7	32.5	229
LE 300d 4Matic	242	140	7.2	39.2	198-207
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LE 350de 4Matic	317	130	6.8	256.8	29
6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-24
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COUPÉ 5dr SUV £72,5	i55-£81	,185		**	****
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LE 400d 4Matic	327	149	5.7	33.6	219
MG GLE 53 4Matic	432	155	5.3	25.7	244
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LS 400d 4Matic	327	148	6.3	32.8	227
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IDI Wh EV HatCh 3dr hatch £16. 2- pol engines and cle to choice. LxWxH 38 IB IDD COOPER IDD COOPER HatCh 5dr hatch £16. Sharm in a more Usal S. LxWxH 3982x1727) IB IDD Car Dut co Cooper S Vertible 2dr oppen £2 Oppen 40 car but co ch 3821x1727x1415 Kr IDD Car Dut co Soper 5 Soper 5	109 141 <b>x200-£2</b> 2verly d 21x1727 101 134 189 227 <b>940-£2</b> Jele pack K1425 K 101 134 189 <b>20.115-£</b> <b>20.115-£</b> <b>134</b> 189 <b>20.115-£</b> <b>134</b> 189 <b>20.115-£</b> <b>20.115</b>	112 87 <b>4 I N I</b> <b>5 .960</b> esigne (x1414 121 130 145-14 152 <b>3 .580</b> (x3ge, b) <b>6 ch we</b> 129 143-14 19 129 143-14 <b>19</b> 129 143-14 150	12.4 8.5 d interior Kerb wei 10.1-10.2 7.8-79 6.7-6.8 6.1-6.3 ut still no sight 12.4 10.1-10.5 8.1-8.2 4.6.8-6.9 practica 80Kg 9.8,7-8.8 3.71-7.2	38.6 163 make the ght 1190kg 49.6 48.7 44.1 39.8 *** 48.7 44.1 39.8 *** 48.7 44.1 39.8 *** 48.7 43.5 *** 40.5 **** 40.5 **** 40.5 **** 40.5 **** 40.5 ***** 40.5 ***** 40.5 ****** 40.5 ******* 40.5 ************************************	155 166 0 178 180 130-1322 131-132 145 160 132 133-1344 145 160 132 133-1344 147 147 147 147 147 147 147 1
DI Wh EV Hatch 3dr hatch 216, 2- pot engines and cle rb choice. LxWxH 38 le Jopper Souper Soup	109 141 200-62 21x1722 101 134 189 227 940-622 940-622 91e pack x1425 K 101 134 189 20,115-6 189 20,115-63 189 227 295-635 501 184	112 87 41111 (5,960 esigne Xx1414 121 130 145-14 152 (3,580 (3,396, b) (3,396, b) (4,314, 14) 129 143-14 129 143-14 129 143-14 129 143-14 129 142-14 150 (5,900) (5,00	12.4 8.5 Kerb wei 10.110.2 7.87.9 6.676.8 6.16.3 ut still no 1901.10.5 8.18.2 4.68.6.9 practice 80kg 9.8.78.8 3.71.72 6.6	38.6 163 make the ght 190kg 49.6 48.7 44.1 39.8 t as praction Ky 44.7 43.5 45.7 40.9 47.	155 166 0 Mini a 130 130-132 140-132 140-132 141-142 133-134 147 147 147 147 147 147 147 14
Di Wh EV HatCh 3dr hatch 216. - Pot engines and cle th choice. LxWxH 38 e oper opper 3 - hin Gooper Works HatCh 5dr hatch 216. - hard in a more usat - LxWxH 3982x1727) e oper opper 5 Veftible 2dr oppen 22 oppen-top car but co th 3021x1727X1415 K opper sober 5 Veftible 2dr oppen 22 oppen-top car but co th 3021x1727X1415 K opper sober 5 Veftible 2dr oppen 22 opper 4 opper 4 opper 4 opper 4 opper 5 Veftible 2dr oppen 22 opper 4 opper 4 opper 4 opper 5 Veftible 2dr oppen 22 opper 4 opper 4 opp	109 141 200-62 21x1727 101 134 189 227 227 227 2940-622 227 101 134 189 227 101 134 189 227 134 189 227 229 134 189 227 29 <b>1</b> -635 2015-65 20 27 195-635 20 27 195-635 20 27 27 27 27 27 27 27 27 27 27 27 27 27	112 87 41111 15,960 esigne 7x1414 121 130 145-141 152 3,580 erb wc 119 129 143-14 159 143-14 18,9240 ised or ised or i	12.4 8.5 10.1102 17.87.9 8.67.6.8 6.16.3 ut still no right 12.4 10.1105 8.18.2 4.68.6.9 practicas 80kg 80.7.8.8 3.71.72 6.6 6.6 8.0 8.6 8.6 8.0 8.7.8.8 3.71.72 6.6 6.6	38.6 163 make the ght 1190kg 49.6 48.7 44.1 39.8 1 as praction 0 kg 48.7 44.7 44.7 43.5 1 as praction 0 kg 48.7 49.6 48.7 49.	155 166 0 Mini a 130 130 130 130 130 130 132 145 160 132 133 133 133 133 133 133 133
) whey whey be concered and clean to choice LXWXH 38 be choice LXWXH 38 be choice LXWXH 38 be choice LXWXH 38 be choice LXWXH 38 choice LXWXH 38 choi	109 141 8,200-E2 21x1727 101 134 189 227 940-E2 9400-E2 9400-E2 940-E2 940-E2 940-E2 9	112 87 41 N1 5,960 esigne esigne 121 130 145-14 152 3,580 145-14 152 3,580 143-14 152 143-14 152 143-14 152 143-14 152 128-121 142-14 150 129 143-14 152 129 143-14 152 129 143-14 152 129 143-14 152 152 153 153 153 153 153 153 153 153 153 153	12.4 85 d interion ( <b>kerb wei</b> 0.1-10.2 7.87.9 6.7-6.8 6.1-6.3 ut still no e.1-6.3 8.1-8.2 6.8-6.9 practices 80.Kg 8.7-7.2 6.6 6.6 6.1 6.6 8.7-17.2 6.6 6.1 6.6 8.7-17.2 6.6 6.6 8.7-17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 6.6 7.17.2 7.17.2 6.6 7.17.2 6.6 7.17.2 7.17.2 6.6 7.17.2 7.17.2 7.17.2 7.17.2 7.17.2 8.7.2 8.7.2 8.7.2 8.7.17	38.6 163 make the ght 1190kg 49.6 49.7 44.1 39.8 ★ J t as praction Ky 44.7 43.5 43.5 43.5 ★ J make the ght 1190kg 44.7 43.5 ★ J make the ght 1190kg 44.7 43.5 ★ J make the ght 1190kg 43.5 ★ J make the ght 1190kg 40.5 ★ J make the ght 1190kg 40.5 K Make the ght 1190kg 40.5 K Make the ght 1190kg 40.5 K Make the ght 1190kg 40.5 K Make the ght 1190kg 40.5 K Make the ght 1190kg 40.5 K Make the ght 1190kg	155 166 0 Mini a 130 130 130 130 130 132 145 160 Cal as 132 133 133 133 133 133 133 133
Di wh EV la 1C11 3dr hatch £16, -pot engines and cic b choice. LxWxH 386 poper oper 3 oper 4 oper 4 oper 4 oper 4 oper 5 e 12 e 12	109 141 200-622 228/20/622 21x1727 101 134 189 227 940-622 940-622 20115-6 189 189 189 189 189 189 189 189 189 189	112 87 41111 15,960 esigne 7x1414 121 130 145-141 152 3,580 erb wc 119 129 143-14 159 143-14 18,9240 ised or ised or i	12.4 8.5 10.1102 17.87.9 8.67.6.8 6.16.3 ut still no right 12.4 10.1105 8.18.2 4.68.6.9 practicas 80kg 80.7.8.8 3.71.72 6.6 6.6 8.0 8.6 8.6 8.0 8.7.8.8 3.71.72 6.6 6.6	38.6 163 make the ght 1190kg 49.6 48.7 44.1 39.8 1 as praction 0 kg 48.7 44.7 44.7 43.5 1 as praction 0 kg 48.7 49.6 48.7 49.	155 166 0 Mini a 130 130-132 140-132 140-132 141-142 133-134 147 147 147 147 147 147 147 14
DI WhEV VALUE Poot engines and cic b choice. LXWXH 38 e opper opper opper AlatCh Gar hatch 216, AlatCh Gar hatch 226, AlatCh Gar hatch 227, AlatCh Gar hat	109 141 200-622 (21x1727) 101 21x1727 101 134 189 227 940-622 2016 pack (1425 K 101 134 189 134 189 134 189 227 295-635 ni 'six-0 000x144 189 302	112 87 41N1 5,960 elesigne elesigne yx1414 121 130 145-14 152 3,580 (age, b erb we 119 145-14 152 129 143-14 128-121 128-128-128-128-128-128-128-128-128-128-	12.4 85 d interior <b>Kerb wei</b> 01-10.2 7.8.78 6.1-6.3 Jt still no 6.1-6.3 Jt still no 10.1-0.5 8.1-8.2 4.6.8-69 practice 8.00kg 9.8.7-8.8 7.1-12 6.6 8.7-8.4 9.17.12 9.17.12 4.9	38.6 163 163 163 163 163 163 164 163 164 164 164 175 164 175 164 165 165 165 165 165 165 165 165	155 166 0 Mini a 130 130-132 145 160 133-134 160 133-134 147 147 147 147 164 147 164 147 164 164 164 164 165 166 166 166 166 166 166 167 167
DI WhEV View EV View EV Distribution of the Construction of the Construction of the Co	109 141 141 141 141 141 141 141 141 189 142 147 122 147 122 141 189 144 189 144 189 144 189 144 189 144 189 144 189 127 195-E35 227 127 184 184 184 184 184 184 184 184 184 184	112 87 41N1 5,960 lesigne lesigne vx1414 121 130 145-14 152 3,580 (age, b erb we 199 143-14 152 129 143-14 129 143-14 129 142-14 150 (age, b) 129 142-14 150 (age, b) 129 129 129 129 129 129 129 129 129 129	12.4 8.5 (d interior) (Rerb well 10.1-10.2 7.8-79 6.1-6.3 ut still no 11.05 (s) 7.8-79 10.1-10.2 (s) 7.8-79 (s) 7.8-79 (s	38.6 163 make the 49.6 49.7 44.1 39.8 44.1 39.8 44.1 39.8 44.1 39.8 44.1 39.8 44.1 39.8 44.1 39.8 43.5 43.5 43.5 47.9 43.5 47.9 43.5 47.9 43.5 47.9 47.	155 166 0 Mini a 130 130 130 130 130 130 130 130
DI Wh EV HatCh 3dr hatch £16. -pot engines and cic b choice. LXWXH 38 e oper oper 5 oper 5 hn Cooper Works HatCh 5dr hatch £16. Harm in a more usat LXWXH 3982x1727) Harm in a more usat LXWXH 3982x1727) enger 5 oper 5 oper 5 oper 10 oper	109 141 200-622 200-622 200-622 200-622 200-622 201 101 134 189 227 201 201 2027 201 202 2027 201 202 202 202 202 202 202 202 202 202	112 87 41N1 5,960 2x1414 121 130 145-14 152 3,580 143-14 152 133,580 143-14 152 142-142 154 150 155 155 156 156 157 142 155	12.4 8.5 d interioro Kerb wei 01-10.2 7.8.7.8 6.6.7-6.8 6.1-6.3 ut still no 10-10.5 8.1-6.2 8.1-6.2 10-10.5 8.1-6.2 9.1 7.1-72 4.9 9.0 7.1-72 4.9 9.0 7.1-72 4.9 9.0 7.1-72 4.9	38.6 163 make the ght 1190kg 49.6 48.7 44.1 39.8 1 as practic kg 47.9 47.8 40.9 42.2 35.8 40.9 42.2 35.8 40.9 42.2 35.8 40.9 42.2 35.8 40.9 42.2 35.8 40.9 42.2 35.8 40.9 42.2 40.9 42.2 40.9 42.2 40.9 42.2 40.9 42.2 40.9 42.2 40.9 42.2 40.9 42.2 40.9 42.2 40.9 42.2 40.9 40.	155           166           0           Mini a           130           130/132           145           160           133/134           141           164
IDI Wh EV Hatch 3dr hatch 216, 2-pot engines and cle th choice. LXWXH 38 le 100per Dopers Sopers Hatch 5dr hatch 216, charm in a more Usya Charm 10, 200 Hatch 5dr hatch 218, 100 100 100 100 100 100 100 10	109 141 2141 2141 214172 101 134 189 227 940-E2 227 940-E2 227 940-E2 201 134 189 134 189 134 189 134 189 227 95-E35 000X144 189 300 227 295-E35 000X144 189 300 227 295-E35 200X14 200X	112 87 41111 5,960 (x1414 121 130 145-14 152 3,580 145-14 152 3,580 145-14 152 142-142 142-142 150 128-122 150 127 142-142 150 127 142-142 155 160 165 160 177 160 177 177 177 177 177 177 177 177 177 17	12.4 8.5 (d interior) ( <i>Bcrb</i> wei ( <i>Bcrb</i> wei ( <i>Bcrb</i> wei ( <i>Bcrb</i> 8.6 ( <i>Bcrb</i> 8.6) ( <i>Bcrb</i> 8.	38.6 163 make the 49.6 49.6 49.7 44.1 39.8 44.1 39.8 44.1 39.8 44.7 44.1 39.8 43.7 44.3 43.5 43.	155 166 166 166 160 130 130 130 130 130 130 130 13
II-Tech DI DI Where Hatch and hatch etfe. - Dot engines and cle - Dot engines and cle	109 141 141 141 141 141 141 141 141 141 14	112 87 1111 15,960 15,960 15,960 15,960 15,960 145,141 130 145,141 152 133 145,141 152 143,142 143,142 143,142 143,142 143,142 143,142 143,142 143,142 143,142 143,142 143,142 143,142 143,142 144,142 144,142 155 155 156 156 157 124 122	12.4 8.5 d interior <b>Kerb wei</b> 10.102 7.87.9 6.7.8.8 6.1.6.3 Jt Still no 10.105 8.8.162 8.8.162 9.8.7.8.8 practice 80kg 9.8.7.8.8 practice 80kg 9.8.7.8.8 7.17.2 6.6 kes the b weight 1 7.17.2 4.9 9.7 17.12 9.7 17.12 9.9 7 10.3	38.6 163 163 163 163 163 163 163 16	155 166 166 0 167 160 130 130 130 130 130 130 130 13
D) Wh EV HatCh 3dr hatch 216, e-pot engines and cic th choice. LxWxH 38 re- poper sopper Sopper Works HatCh 5dr hatch 216, charm in a more Usyn 3982x17277 re- poper sopper Sopper Works DIM B 5dr hatch 222, 2 DIM B 5dr hatch 4253x18 poper Sopper Sopper Sopper Sopper Sopper Sopper Sopper Sopper Sopper Works All4 ntryman 5dr hatch 4253x18 poper Sopper Soppe	109 141 2141 2141 214172 101 134 189 227 940-E2 227 940-E2 227 940-E2 201 134 189 134 189 134 189 134 189 227 95-E35 000X144 189 300 227 295-E35 000X144 189 300 227 295-E35 200X14 200X	112 87 41111 5,960 (x1414 121 130 145-14 152 3,580 145-14 152 3,580 145-14 152 142-142 142-142 150 128-122 150 127 142-142 150 127 142-142 155 160 165 160 177 160 177 177 177 177 177 177 177 177 177 17	12.4 8.5 (d interior) (Rerb wei 6.6 rb 4.8 (Rerb wei 10.110.2 7.8.7.9 (Rerb wei 6.6 rb 4.8 (Rerb wei 8.8.7.6.8 (Rerb wei 9.1 7.17.2 4.9 (Rerb wei 9.7 (Rerb wei 10.7 (Rerb wei 1	38.6 163 make the 49.6 49.6 49.7 44.1 39.8 44.1 39.8 44.1 39.8 44.7 44.1 39.8 43.7 44.3 43.5 43.	155 166 166 167 160 130 130 130 130 130 130 130 13
IDI IDI IDI IDI IDI IDI IDI IDI	109 141 141 141 200-E2 20verly d 21x1727 101 134 189 227 940-E2 189 20,115-E 189 227 191 134 189 227 195-E35 11 189 227 227 295-E35 11 189 227 227 295-E35 11 189 227 227 295 227 295 20 20 20 20 20 20 20 20 20 20 20 20 20	112 87 <b>41111</b> <b>5,960</b> esigne X1414 11 130 145-14 152 152 13,580 (age, b erb we lage, b erb we l	12.4 8.5 (d) interior (kerb wei 10.1:02 7.8:79 6.1:6.3 (d) 16.7:6.8 (d) 16.7:6.8 (d) 16.7:6.8 (d) 16.7:6.8 (d) 16.7:6.8 (d) 16.7:6.8 (d) 17.7:7 (d) 17.7:7	38.6 163 163 make the ght 1190kg 49.6 48.7 44.1 39.8 ★ 44.1 39.8 ★ 44.1 39.8 ★ 44.7 44.7 44.7 44.7 44.9 47.9 43.5 ★ 47.9 40.9 42.2 42.8 40.9 42.2 42.8 40.9 42.2 42.8 40.9 42.2 42.8 40.9 42.2 42.8 40.9 40.9 42.2 42.8 40.9 40.9 42.2 42.8 40.9 40.9 42.2 42.8 40.9 40.9 42.2 42.8 40.9 40.	155 166 0 130 130 130 130 130 130 132 133 133 145 160 143 144 147 141 142 154 164 164 164 164 164 164 165 156 156 156 156 156 156 156
DI Wh EV HatCh 3dr hatch 216, e-pot engines and cli rb choice. LXWXH 38 le sopper sopper booper S Vertible 2dr open 22 open-top car but co KH 382N1727X1415 K sopper sopper S Vertible 2dr open 22 open-top car but co KH 382N1727X1415 K sopper S bon Cooper Works DIMAN 5dr hatch 222,2 ry and alternative Mi ory. LXWXH 4253X18 sopper S bon Cooper Works All4 ntrymAn 5dr hatch 429 sopper S booper S boope	109 141 141 200-E2 2ver[y d 21k1/22 101 134 189 227 940-E2 24 101 134 189 20.115-E mprom 134 189 20.115-E 134 189 227 255 264 28 27 265 28 28 28 28 28 28 28 28 28 28 28 28 28	112 87 41111 5,560 6851gne 85,560 121 130 145-141 152 3,580 145-14 152 143-14 152 143-14 154 145-14 159 143-14 150 142-14 155 155 155 155 155 155 155 155 155 1	12.4 8.5 (d interior) (Rerb wei 6.67.6.8 6.1-6.3 ut still no 10.10.2 (Rerb wei 10.110.2 (Rerb wei 8.67.6.8 8.1-8.2 (Rerb wei 8.67.6.8 8.77.8 6.6 6.6 8.77.8 8.67.6 8.6 7.17.2 4.9 2005 than use <b>Kerb wei</b> 9.7 10.3 7.57.7 7.57.7 9.0	38.6 163 make the ght 190kg 49.6 49.7 44.1 39.8 44.1 44.1 39.8 47.9 47.8 47.9 47.8 47.9 47.8 47.9 47.8 47.8 47.9 47.8 47.8 47.9 47.8 47.8 47.8 47.9 47.8 47.	155 166 0 130 130 130 130 130 130 130
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DI Wh EV Hatch 3dr hatch £16. 2-pol engines and cle boper soper soper Soper Watch 5dr hatch £16. hatch 5dr hatch £22. hatch 5dr hatch 5	109 141 200-E2 2Ver[ly dl 134 134 139 227 940-E22 940-E22 940-E22 940-E22 101 134 189 227 101 134 189 101 134 189 195-E35 189 195-E35 189 189 189 189 189 189 189 189	112 87 41N1 87 41N1 121 130 125 3.580 133 5.860 133 145-14 152 133 5.860 129 142-14 150 150 150 150 150 150 150 150 150 150	12.4 8.5 (interior) (kerb wei 10.102 7.87.9 6.7.8.9 6.1-6.3 ut still no 1105 1105 1105 8.1-8.2 11105 8.0 8.0 8.1-8.2 1112 6.6 9.0 9.1 1112 6.6 9.1 9.1 1122 6.6 9.1 9.1 9.1 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0	38.6 163 163 163 163 163 163 163 16	155 166 0 130 130 130 130 130 130 130
DI Wh EV Value Child and hatch £16, -pot engines and cick to choice. LXWXH 386 e oper oper AltCh Sar hatch £16, harm in a more usait harm in a more usait LXWXH 3982×17277 e oper JOPET S /ettible 2ar open £2 open-top car but co oper S /ettible 2ar open £2 open-top car but co oper S /ettible 2ar open £2 open-top car but co oper S /ettible 2ar open £2 open Vorks MB 5dr hatch £22, 2 y and alternative Mil oper S /oper S / value 1427×1415 K oper S hn Cooper Works All4 httyman 5dr hatch 1429 oper S oper S oper S oper S oper S oper S oper S oper S oper S Na Cooper Works All4 httyman 5dr hatch tr (ban before, but st oper S oper S oper S oper S oper S Def S htt Cooper Works All4 httpman 5dr hatch tr (ban hatch £22, 90 Def S htt Cooper S Def S Def S htt Cooper Works All4 httpman 5dr hatch tr (ban hatch £22, 90 Def S htt Cooper S Def S htt Cooper S Htt Cooper S Ht	109 141 141 200-E2 Ver[1y d) 141 200-E2 Ver[1y d) 141 141 141 184 189 227 101 134 189 227 101 134 189 20,115-E 189 227 195 134 189 227 195 189 227 21 21 21 21 21 21 21 21 21 21 21 21 21	112 87 87 41111 87 41111 130 145-14 152 13580 145-14 152 3,580 145-14 152 145 152 145 152 142 150 142 150 142 150 142 155 0-£35, 142 155 0-£35, 142 138 0-£35 124 129 142 155 144 155	12.4 8.5 10.1-10.2 7.8-7.9 10.1-10.2 7.8-7.9 11.1-10.2 7.8-7.9 11.1-10.2 11.1-1	38.6 163 163 163 163 163 163 164 164 175 175 175 175 175 175 175 175	155 166 0 130 130 130 130 130 130 132 133 133 133 133 133 133 133
Di wh EV la 1C11 3dr hatch £16, -pot engines and cic b choice. LxWXH 386 poper oper 5 latC11 5dr hatch £16, txWXH 3982x17277 latC1 5dr hatch £16, txWXH 3982x17277 poper 5 latC11 5dr hatch £22, poper 5 H 3821x1727x1415 Kr poper 5 hn Cooper Works H 3821x1727x1415 Kr poper 5 hn Cooper Works H 3821x1727x1415 Kr poper 5 hn Cooper Works All4 tr ymAn 5dr hatch. LXWXH 4253x18 poper 4 oper 5 oper 5 Doper All4 oper 5 Doper All4 oper 5 All40 HEVEN Cooper X 100 Doper 3 Doper 3 Doper All40 Oper 5 Doper Sall40 HEVEN Cooper X 100 Doper 3 Doper 3 Doper 3 Doper 3 Doper 4 Doper 4	109 141 141 200-E2 21x172 101 134 134 134 199 227 940-E22 21x172 101 134 189 227 21 01 134 189 20,115-E 184 189 227 295-E35 287 289 287 289 287 287 287 287 287 287 287 287 287 287	112 87 41 N1 87 41 N1 87 41 N1 152 130 145-14 152 135 145-14 152 135 145-14 152 145-14 152 145-14 152 145-14 155 10007 fab 122 128-124 128 155 10007 fab 128 128 128 128 128 128 128 128 128 128	12.4 8.5 (interior) (kerb wei 10.1002 7.87.9 3.6.76.8 6.16.3 ut still no 10.105 8.182 16.8.68 00 kg 0.8.78.8 0.112 0.105 6.8.8 0.112 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	38.6 163 163 163 163 163 163 163 16	155 166 0 130 130 130 130 130 130 130
ii wh EV at Ch 3dr hatch £16, pole engines and cic options and cic at Ch 3dr hatch £16, at Ch 3dr hatch £16, at Ch 3dr hatch £17, poper options and cic options and cic option	109 141 141 200-E2 Ver[ly d 21k1/22 12k1/22 141 14 34 18 940-E22 940-E22 940-E22 17 10 1 134 189 20 151-E 134 189 227 150 154 184 184 184 184 184 184 184 184 184 18	112 87 41111 5.960 0esigne 185,960 0esigne 195 115 115 115 115 119 129 143-14 129 143-14 129 143-14 129 143-14 129 143-14 129 143-14 129 128-121 128-128-121 128-128-128-128-128-128-128-128-128-128-	12.4 8.5 (interior) (kerb wei 10.1002 7.87.9 3.67.6.8 6.16.3 ut Still no 10.105 8.61.82 9.87.82 9.87.83 9.87.84 9.87.84 9.87.84 9.87.84 9.87.84 9.97.17.12 6.6 9.17.17.2 6.6 9.7 8.7 8.7 9.7 7.6 9.1 10.3 7.57.6 9.1 9.9 0.5 6.8 9.0 10.3 7.5 7.6 9.1 9.0 6.8 9.0 9.0 6.8 9.0 9.0 6.8 9.0 9.0 6.8 9.0 9.0 6.8 9.0 9.0 6.8 9.0 7.6 9.0 6.8 9.0 7.6 9.0 6.8 9.0 7.6 8 9.0 6.8 9.0 7.6 9.0 6.8 9.0 7.6 9.0 7.6 8 9.0 7.6 8 9.0 7.6 8 9.0 7.6 8 9.0 7.6 8 9.0 7.6 8 9.0 7.6 9.0 7.6 7.6 9.0 7.6 7.6 9.0 7.6 7.6 9.0 7.6 7.6 9.0 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6	38.6 163 163 163 163 163 163 164 164 175 175 175 175 175 175 175 175	155 166 0 130 130 130 130 130 130 132 133 133 133 133 133 133 133
ii wh EV at Ch 3dr hatch £16, pole engines and cic options and cic at Ch 3dr hatch £16, at Ch 3dr hatch £16, at Ch 3dr hatch £17, poper options and cic options and cic option	109 141 200-E2 2Ver[ly dl 134 134 134 139 227 940-E22 940-E22 940-E22 101 134 189 227 940-E22 101 134 189 227 101 134 189 227 940-E22 134 134 134 134 134 134 134 134	112 87 41111 55,960 0esigne 145,1414 152 130 145,141 152 145,145 145,145 145,145 145,145 145,145 142,145 155 0-635,145 142 142 142 155 0-635,145 142 142 145 155 0-635,145 142 142 155 0-635,145 142 142 155 0-635,145 142 142 155 0-635,145 142 142 145 142 145 142 145 142 145 145 145 145 145 145 145 145 145 145	12.4 8.5 (interior) (kerb wei 10.1002 7.87.9 3.67.6.8 6.16.3 ut Still no 10.105 8.61.82 9.87.82 9.87.83 9.87.84 9.87.84 9.87.84 9.87.84 9.87.84 9.97.17.12 6.6 9.17.17.2 6.6 9.7 8.7 8.7 9.7 7.6 9.1 10.3 7.57.6 9.1 9.9 0.5 6.8 9.0 10.3 7.5 7.6 9.1 9.0 6.8 9.0 9.0 6.8 9.0 9.0 6.8 9.0 9.0 6.8 9.0 9.0 6.8 9.0 9.0 6.8 9.0 7.6 9.0 6.8 9.0 7.6 9.0 6.8 9.0 7.6 8 9.0 6.8 9.0 7.6 9.0 6.8 9.0 7.6 9.0 7.6 8 9.0 7.6 8 9.0 7.6 8 9.0 7.6 8 9.0 7.6 8 9.0 7.6 8 9.0 7.6 9.0 7.6 7.6 9.0 7.6 7.6 9.0 7.6 7.6 9.0 7.6 7.6 9.0 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6	38.6 163 163 163 163 163 163 163 16	155 166 0 130 130 130 130 130 130 130

33kWh	180	93	7.3	144	0
	MIT	SUBI	SHI		
Mirage 5dr hatch £10					<b>*</b> ***
A straïghtforward hat				es of us.	
LXWXH 3795x1665x18	505 <b>Kerb v</b>	veight	845kg		
1.2 MI-VEC	79	107	11.7-12.8	47.9-55.4	113-121
ASX 5dr SUV £21,035-					<b>★☆☆</b>
Decent engines, but o				crossove	ſ.
<b>LXWXH</b> 4355x1770x16	640 <b>Kerb v</b>	veight	1260kg		
2.0 MI-VEC 2WD	148	118	10.2	37.7	171
2.0 MI-VEC 4WD	148	118	12.5	34.4	185
Eclipse Cross 5dr s					t★☆☆
Stylish, future-looking					shi's
destiny lies. LxWxH 4	695x1810)				
	160	10.4.10	17 0 0 10 0	34.4-37.7	177-185
1.5 MI-VEC 2WD 1.5 MI-VEC 4WD	100	124-12	2/ 9.3-10.3	04.4-07.7	1/7-100

		mili	0.6016	nin a		
	POWEI	on. TOPS	ped innii 0.5016	Engine Fconomy	60 COSTORNO	
Outlander 5dr suv £29,4	10-£41.	715		*	****	
Creditable effort, but still users. <b>LxWxH</b> 4695x1810	x1710 <b>K</b> i	erb we	iaht 156	5kg		
2.0 MI-VEC 4WD 2.0 MI-VEC PHEV	148 200	118 106	13.3	32.5 139.7	196 46	
Shogun Sport 5dr suv (					****	
Has a fitness for purpose	that co	ould app	peal to th	lose who t	IO WO	
haul big loads. <b>LxWxH</b> 47 <b>2.4 di-dc 4WD</b>	179		11.0		227	
	MO	RGA	N			
3 Wheeler odr open £40. The eccentric, characteri	.846-£4	0,999 prilliant	Morgan	is a testar	★★★★ nent to	And the second sec
English creativity. <b>LxWxH</b>	13225x1	1720x10	000 <b>Kerb</b> 6.0	weight 5	25kg NA	508 4dr saloon £3 Stylish and likeabl
PIUS FOUT 2dr open £62,9		110	0.0			LXWXH 4750x1859
Morgan's four-cylinder life	eblood r	nodel g	jets 21st	century	****	1.6 PureTech 225
underpinnings. <b>LxWxH</b> 38 <b>2.0</b>	255 255	UX1251 149	J <b>Kerd W</b> 5.1	eignt 1013 38.8	165	1.6 Hybrid
PIUS SIX 2dr open £82.92	0-£90.5	i90		*	****	508 SW 5dr estat Bodystyle takes th
Feels like progress in lots might be. <b>LxWxH</b> 3890x1	of way	s, but r	not yet th	le driver's	car it	address practicali 1.6 PureTech 180
3.0	335	166	4.2	38.2	180	1.6 PureTech 225
Miero		SSAN	l			<u>1.6 Hybrid</u>
MiCl'A 5dr hatch £14,500- Refreshed look and bette	r nandli	ng mak		enticing cl		2008 5dr SUV £20, Compact crossove
Has its flaws, though. <b>Lx1</b> 1.0 IG-T 100 1 0 DIG-T 117	NxH 399	91x1743		erb weigh		for a game change 1.2 PureTech 100
1.0 DIG-T 117	115	121	9.9	47.9	133	1.2 PureTech 130 1.2 PureTech 155
<b>Leaf 5dr hatch <u>£29,845-</u>E</b>	39,395	ttor re-	ngo from		★★★☆	50kWh e-2008
Better looks, better value electric hatch. <b>LxWxH</b> 43	87x176	8x1520	Kerb we	<b>eight</b> 1245	kg	1.5 BlueHDi
40kWh 62kWh	147 214	89.5 98	7.9 6.9-7.3	168 239	0	3008 5dr SUV £26, Cleverly packaged
JUKC 5dr hatch £17,860-£					****	the difference. LX
High-riding, funky hatch is	s a com	pelling	package	. High CO <sub>2</sub>		1.6 PureTech 180
though. LXWXH 4135x176 1.0 Dig-T 117			10.4		135-142	1.6 Hybrid 1.6 Hybrid4
Qashqai 5dr SUV £20,56	45-£34,	675		*	****	1.5 BlueHDi 130 2.0 BlueHDi 180
The defining modern cros hence its popularity. <b>LXW</b>	sover. 1	The Mk	2 is bette Sx1590 K	er in all are	as,	5008 5dr SUV £28
1.3 DIG-T 140	138	120		39.8-41.5	153-161	Less MPV, more SL
1.3 DIG-T 160 1.5 dCi 115	158	123-124	4 8.9-9.9 12.3	40.9-41.5	153-161	to drive, too. LXW) 1.2 PureTech 130
1.7 DCI 150	148	119	9.5	46.4-50.2	145-160	1.6 PureTech 180 1.5 BlueHDi 130
<b>X-Trail 5dr suv £6,835-£3</b> There aren't many cheap	34,745 Pr ways	of owr	ning an Si	🛨 t e zeH VII	★★☆☆	2.0 BlueHDi 180
range of engines, too. Lx	NxH 464	40x182	0x1710 <b>K</b>	erb weigh	<b>it</b> 1505kg	12dr coupé <u>£139,0</u> 1
1.3 DIG-T 160 1.7 dCi 150	148	123	10.7	44.5-47.5	155-171	Limited-run sports
370Z 2dr coupé £30,035-	£40,535			*	****	Swedish styling. L 2.0 plug-in hybrid
Old-school and profoundl today - but meaner. <b>LxW</b> a	y mecna <b>xH</b> 4265	anical ( 5x1845)	x1315 <b>Ke</b> i	rb weight	1496kg	2 5dr hatch <b>£49,90</b>
3.7 V6 3.7 V6 Nismo	323	155 155	5.3	23.3 23.2	274 276	High-rise saloon ta its own <b>LxWxH</b> 46
GT-R 2dr coupé £86,095-f			0.L			78kWh
Monstrously fast Nissan I blunt object, though. LXW	102,090 185 bee	n twea	ked and	sharpened	★ ★ ★ ☆ 1. Still a	710 Dovotor
blunt object, though. <b>LXW</b> 3.8 V6	<b>XH</b> 4/10 562	JX 1895 196	2.9 XI3/U Ke	20.2	1725Kg 316	718 Boxster 2dr Our idea of drop-to
	N	OBLE				or hurrying. LxWx 2.0
M600 2dr coupé £248,00 Deliciously natural and in	0-£287, Volvina	600 a hit e	rannmir		★★★★ d	2.0 T 2.5 S
LXWXH TBC Kerb weight	1198kg					4.0 GTS
4.4 V8	662	225	3.0	NA	NA	718 Cayman 2dr
108 3dr/5dr hatch £12,785	-£15,77	UGEO D		*	★★★☆	Scalpel-blade incis driver involvemen
Sister car to the Aygo - a rivals. <b>LxWxH</b> 3475x1615x	nd a dis	tant se	cond to i	most citv	car	2.0 2.0 T
1.072		100	13.0	58.9	110	2.5 S 4.0 GTS
208 3dr/5dr hatch £17,155	-£33,27	5 f net fr	or the our	📩	****	4.0 GT4
A big improvement for Pe LXWXH 3475x1615x1460 L	(erb we	eight 10	)65kg			911 2dr coupé £84,
1.2 PureTech 75 1.2 PureTech 100	72 98	106 117	14.9 9.9	58.9 53.0	124 124-126	Wider, eighth-gene all speeds. LXWXH
1.2 PureTech 130 50kWh e-208	128	129 93	8.7 8.1	51.9 194-217	128	3.0 Carrera 3.0 Carrera 4
1.5 BueHDi 100	99	117	10.2	70	109-110	3.0 Carrera S
308 5dr hatch £21,310-£3	1,055	0.00-1			****	3.0 Carrera 4S 3.0 Targa
Classy all-round appeal m space is a little tight. <b>LxV</b>	<b>/xH</b> 425	i3x180	4x1457 <b>K</b>	erb weigt	<b>it</b> 1190kg	3.0 Targa S 3.7 Turbo
1.2 PureTech 110 1.2 PureTech 130	107 126	117	11.1 9 9.1-9.6	51.5 48.5-51.9	132 132-135	3.7 Turbo S
1.6 Puretech 260 GTI 1.5 BlueHDi 130	258 126	155	6.0 9.8	37.8 62.1-62.7	169 120-121	911 Cabriolet 2d Fewer compromis
			0.0			LXWXH 4519x1852
<b>308 SW 5dr estate £22,2</b> Estate bodystyle enjoys i	the clas	sy app	eal of the		★★★☆ CK.	3.0 Carrera 3.0 Carrera 4S
LXWXH 4585x1563x1472 1.2 PureTech 110	107 Kerb w	eight 1 117	190kg 11.6	51.5	134	3.7 Turbo 3.7 Turbo S
	126	127 111	9.5-10.0 12.3	48.5-51.9	134-140	Panamera 4dr sa
1.2 PureTech 130 1 5 Bluehni 100	99	111				Revamped big salo
1.5 BlueHDI 100	99 126	126	10.0	62.1-62.7	ILL ILU	
1.2 PUREIECH 130 1.5 Bluehdi 100 1.5 Bluehdi 130			10.0	02.1-02./	ILL ILU	perfect grand tour 3.0 V6 4
1.5 BlueHDI 100			10.0	02.1-02.7	122 120	perfect grand tour 3.0 V6 4 2.9 V6 4S 2.9 V6 E-Hybrid
1.5 BlueHDI 100			10.0	02.1-02.7	166 160	perfect grand tour 3.0 V6 4 2.9 V6 4S 2.9 V6 E-Hybrid 4.0 V8 GTS
1.5 BlueHDI 100			10.0	02.1-02.7		perfect grand tour 3.0 V6 4 2.9 V6 4S 2.9 V6 E-Hybrid



(WxH 4750x1859x1 6 Puretech 180	178 223	143	7.9	44	146-147
6 Pureiech 225		155	/.1	42.2	156
6 Hybrid	223	155	0.3	166-235	
<b>08 SW 5dr estate £</b> odystyle takes the e	33,585-£42	,255	style ve	t'neenh t	r★★☆☆ fullv
Idress practicality.	LXWXH4//	8X185	9X142U <b>K</b> i	erb weig	<b>nt</b> 1430kg
6 PureTech 180 6 PureTech 225	178 223	140 153	8.0 7.4	44 42.2	149-150 158
6 Hybrid	223	155	8.3	166-235	
008 5dr SUV <del>£20,59</del>	0-£38,190				****
ompact crossover h	ias most riv	als lic	ked, but o	lass is st	ill waiting
r a game changer. <b>I</b> 2 PureTech 100					
2 PureTech 130	128	122	8.9	50.6	132
2 PureTech 155 DkWh e-2008	136	129 93	8.5	46.6 TBC	141 0
5 BlueHDi	98	115	11.4	62.7	118-120
008 5dr SUV <mark>£26,90</mark>	5-£39,160			+	
everly packaged Pe le difference. LxWx	ugeot offe	rs just osvie	enough S	UV DNA t	o make
2 PureTech 130	126	117	10.5-10.8	3 37.2	146-149
6 PureTech 180	178	136 146	8.0	39.6 157.2-22	165-167
6 HYDRIA4	223 298	149	5.9	166.2-23	15.1 36
5 BlueHDi 130 O BlueHDi 180	126 175	119 131	9.5	55.1 47.3	137-139 162-164
		101	0.0	47.0	102 104
008 5dr SUV £28,98 ESS MPV. more SUV ;	u-E41,335 and shares	its sih	ίησε, αυυ	d looks r	c ★ ★ ★ ☆ Competent
ess MPV, more SUV, drive, too. <b>LxWxH</b>	4641x1844)	(1640)	(erb wei	<b>ght</b> 1511kg	]
2 PureTech 130 6 PureTech 180	126 178	117 135	10.4-10.9 8.3	39.6	150-153 168-170
5 BlueHDi 130	129	119	10.7	57.3	139-142
O BlueHDi 180	175	131	9.1	47.3	164-166
2dr coupé £139,010	PO	LEST	AR		. <b>★★★</b> ☆
mited-run sports G1	delivers p	etrol-e	lectric pe	rformand	e and
vedish styling. <b>LxW</b> O plug-in hybrid					
5dr hatch <b>£49,900</b>					
gh-rise saloon take s own <b>LxWxH</b> 4607:	x1859x1478	Kerb	weight 2	048kg	
BkWh	402	12/	4.2	292	0
		RSCI	1E		
<b>18 Boxster</b> 2dr ope					
ir idea of dron-ton h	30 E48,010-	E68,24	5 al to driv	n whoth	
ur idea of drop-top f hurrying. LxWxH 4	<b>en £48,010-</b> 1eaven. Exc 379x1801x1	E68,24 Ception 1280 K	al to driv	e, whethe <b>ht</b> 1335ko	er cruising 1
ur idea of drop-top f hurrying. <b>LxWxH</b> 4 <b>0</b>	1eaven. Exc 379x1801x1 290	eptior 1280 <b>K</b> 170	al to driv	e, whethe <b>ht</b> 1335ko	er cruising 1
ur idea of drop-top f hurrying. <b>LxWxH</b> 4 O O T	1eaven. Exc 379x1801x1	eptior 1280 <b>K</b>	al to driv erb weig 4.9-5.1 4.7-5.3 4.4-4.6	e, whethe ht 1335kg 32.5 32.5	er cruising 1
ur idea of drop-top f hurrying. LxWxH 4 0 0 T 5 S	1eaven. Exc 379x1801x1 290 296	280 <b>K</b> 170 170	al to driv erb weig 4.9-5.1 4.7-5.3	e, whethe ht 1335kg 32.5 32.5	er cruising J <u>198</u> 199
ur idea of drop-top i hurrying. LxWxH 4 o o t 5 5 0 gts 18 Cavman 2dr col	1eaven. Exc 379x1801x1 290 296 339 396	eptior 280 <b>K</b> 170 170 177 182 - <b>F68 2</b>	al to driv erb weig 4.9-5.1 4.7-5.3 4.4-4.6 4.5	e, whethe ht 1335kg 32.5 32.5 29.1 25.9	er cruising 198 199 229 247
ur idea of drop-top i hurrying. LxWxH 4 o o t 5 5 0 gts 18 Cavman 2dr col	1eaven. Exc 379x1801x1 290 296 339 396	eptior 280 <b>K</b> 170 170 177 182 - <b>F68 2</b>	al to driv erb weig 4.9-5.1 4.7-5.3 4.4-4.6 4.5	e, whethe ht 1335kg 32.5 32.5 29.1 25.9	er cruising 198 199 229 247
ur idea of drop-top i hurrying, LXWXH 4 0 T 5 S 0 GTS 18 Cayman 2dr cou 18 Cayman 2dr cou iver involvement, L 0	neaven. Exc 379x1801x1 290 296 339 396 up <b>ē £46,150</b> eness, supr <b>xWxH</b> 4379 290	eptior 280 <b>K</b> 170 170 177 182 - <b>£68,2</b> eme b 3x1801: 170	al to driv. erb weig <u>4.9-5.1</u> <u>4.7-5.3</u> <u>4.4-4.6</u> <u>4.5</u> 45 alance an (1295 Kei <u>4.9-51</u>	e, whethe ht 1335kg 32.5 29.1 25.9 d outstar b weigh 32.8	er cruising <u>198</u> <u>199</u> 229 247 <b>* * * *</b> nding <b>t</b> 1335kg 197
ur idea of drop-top i hurrying. LxWxH 4 0 T 55 0 GTS 18 Cayman 2dr co calpel-blade incisive iver involvement. L 0 0	neaven. Exc 379x1801x1 290 296 339 396 upē £46,150 eness, supr xWxH 4379 290 296	ception 280 <b>K</b> 170 170 177 182 -£68,2 eme b 2x1801: 170 170 170	al to driv erb weig 4.9-5.1 4.7-5.3 4.4-4.6 4.5 45 alance an (1295 Kei 4.9-5.1 4.9-5.1	e, whethe ht 1335kg 32.5 29.1 25.9 d outstal b weigh 32.8 35.5	er cruising 198 199 229 247 tigg t 1335kg
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PARE THE THE SPECTRUM BENEFITTER TO SHE AND

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	PONET	1010	51884 (100 <sup>11)</sup> 0.6016	English Fromound	GD2 <sup>10110</sup>
aycan 4dr saloon £83,6 irst all-electric Porsche s	shows t	3,885 the res	st of the v		****
ie done. LxWxH 4963x19 9kWh 4S 13kWh 4S	527 568	155 155	4.0 4.0	23U5Kg 252 287	0
3kWh Turbo 3kWh Turbo S	671 751	161	4.0 3.2 2.8	280 256	0
<b>1acan</b> 5dr SUV <b>£48.965</b> -	£70.760			*	****
pookiiy good nandling m jurest sense. <b>LxWxH</b> 469	akes tri 92x1923	lis a si 3x1624	ports utili 1 <b>Kerb we</b>	<b>ight</b> 17701	(g
.0 .0 V6 S	243 351	139 157	6.7 5.3	27.2 25.7	232
.0 GTS .0 V6 Turbo	375 434	162 167	4.9	25 24.8	255 260
Cavenne 5dr SUV £59.42	5-£123.	559		*	****
efreshed look, improved verall. <b>LxWxH</b> 4918x198	i engine	IS, INTE	erior and a weight 19	i better Sl 185kg	JV
.0 V6 .0 V6 E-hybrid	335 456	152 157	6.2 5.0	24.1 60.1-72.4	265 74
.9 V6 S .0 V6 GTS	428 453	164 168	5.2 4.8	23.9 21.2	267 301
.0 V8 Turbo .0 V8 S E-Hybrid	533 671	177 183	4.1 3.8	20.8	309
Cayenne Coupé 5dr su	V £64,3	59-£1	26,176	*	<b>★★★</b> ☆
ittle different to drive th ppeal all of its own. <b>LxW</b>	an the s ' <b>xH</b> 493	standa 1x198	ard car bu 3x1676 <b>Ke</b>	erb weigh	t 2030kg
.0 V6 .0 V6 E-Hybrid	335 456	150 157	6.0 5.1	23.9 60.1-70.6	268 75
.9 V6 S .0 V6 GTS	428 453	163 168	5.0 4.8	23.7 21.2	270 302
.0 V8 Turbo .0 V8 S E-Hybrid	533 671	177 183	3.9 3.8	20.8 52.3-57.6	309 3 90
	RA	DIC/			
Context and the second se	some lig	ghtwe	ights but	spectacu	★★★☆ lar in its
rack day element. <b>LxWx</b> <b>.2 Turbo</b>	<b>H</b> 4100x	(1790x 165	(1130 <b>Kert</b>	NA NA	/65kg NA
XC GT 2dr open <b>£145,000</b>	)			*	****
esigned for pounding ari bad. <b>LxWxH</b> 4300x1960x	ound a (1127 <b>Ke</b>	erb we	eight 1125	element ( kg	on the
.5 V6 400 .5 V6 650	400 650	179 180	2.8 2.7	NA	NA NA
	RE	NAU			
WIZY 2dr hatch £10,995- any solution to personal	mobilit	y is su	uitably irre	everent ar	★★☆☆ nd
npractical. LxWxH 2338: BL7e	x1381x1 17	454 <b>K</b> 50	NA NA	ht 474kg 62	0
06 5dr hatch £29,495-£3	82,995			*	****
far more practical zero- xWxH 4084x1730x1562	emissio <b>Kerb w</b>	eight	ution. Attr 1470kg	active pri	ce, too.
DKWh R110 DkWh R135	107 132	84 87	11.4 9.5	233 232	0
<b>110</b> 5dr hatch <b>£15,895-£2</b>	2,505			*	<b>★★★</b> ☆
lusher, smoother and mu rell as style. <b>LxWxH</b> 404	uch moi 7x1728)	x1440	Kerb wei		g
0 SCe 65 0 SCe 75	64 72	TBC 100	TBC 16.4	TBC 52.3	117 121
.0 TCe 90 .0 TCe 100	88 98	TBC 116	TBC 11.8	TBC 47.9-54.3	117 3 119
6 E-Tech Hybrid 5 dCi 85	138 82	112 110	9.9	65.7 67.2	96 110
légane 5dr hatch £20,74	10-£34,	910		*	****
tylish and refined but bla ifferent prospect. <b>LxWx</b>	and. Tro	phy-R x1814;	hot hatch x1447 <b>Ker</b>	n an altoge	ether 1340kg
<u>3 TCe 140</u> 8 RS 300	138 298	127	9.5 63 5.4-5.7	46.3 34.9	133-136 184
5 Blue dCi 115	113	118	11.1	62.8	117
légane Sport Tourer tylish and refined estate	e car is :	still bl	and like th	ie hatch. S	★★★☆ Smaller
han its predecessor. LxV .3 TCe 140	VXH 463 138	26x18 127	14x1457 <b>K</b> 9.8	erb weig 47.1	ht 1409ki 142
6 E-Tech PHEV 5 Blue dCi 115	153 113	111 129	TBC 11.4	TBC 64.2	TBC 118-119
aptur 5dr SUV £18.295-1	E31.005			*	***\$
acked-up Clio is among t uent-riding. <b>LxWxH</b> 4122	the bett 1x1778x	ter dov 1566 <b>i</b>	wnsized o <b>(erb wei</b> a	ptions. St	vlish and
.0 TCe 100 .3 TCe 130	97 128	107	13.3 10.6	47.1	136-137
3 TCe 155 5 dCi 95	151 93	126	8.6	44.8	142
5 dCi 115 6 E-Tech PHEV	113 158	116 107	11.0-11.9 10.1	58.9 TBC	124-126 TBC
adiar 5dr Suv £21,995-£	27.695			*	****
ne value, practical, dece ashqai is classier. <b>LxWx</b>	ent to d	rive al x18.36	nd good-la 1x1607 Ke	oking, bu	t the 1306kg
3 TCe 140	138	126	10.4	45.6	140-147
OIEOS 5dr SUV £8,895-£ oleos name returns and	34,295	st imn	rnvement		★★★☆ e hut no
lass leader. LXWXH 4672 7 Blue dCi 150	2x2063 148	x1678 118	Kerb wei 11.8	ght 1540k 45.6	.g 161-162
/ Blue dCi 150 .0 Blue dCi 190	148	123	10.1	45.6 40.9	181-162
<b>/raith</b> 2dr coupé <del>£262,2</del> 3	ROLL	S-R0	DYCE		****
n intimate and involving raits make it great. LxWx	Rolls. N	lot as	grand as s	some, but	other
ans make it great. <b>LXW)</b> .6 V12	624	155 DX 1947	4.6	18.5-18.6	
<b>AWN 2dr open £286,230</b>	-E345,6	30 h a dai	tunod or o	tino ond in	
ssentially as above, exc onvertible form. LXWXH	5295x1	947x1	502 Kerb	weight 2	560kg
.6 V12		155	5.0		367-380
<b>hOSt 4drsaloon £253,83</b> Affordable' Rolls is a more till hugely special. <b>LXWX</b>	e driver	-focus	sed car th	an the Pha	★★★☆ antom. 12260kg
LIII HUYEIY SPECIAI. LXWX .6 V12	563	155 x 1948		18.5-18.6	
hantom 4dr saloon £36 hantom takes opulent lu	67,830-6	E439,8	30 No now lo		****
ווטוונטווו נעגבפ טטטוצוון וו	ivin A fil	a WIII	ленсм Ю	vGI.	

Phantom 4dr saloon E Phantom takes opulent LxWxH 5762x2018x164	luxury to	o a who	ole new lev		****
6.75 TV12	563	155	5.1-5.2	18.6-18.8	341-344



.CON 5dr hatch £19,855-1					<b>★★☆</b>
creditable effort and a					
of niche appeal. LXWXH 4	4282x	1816x145	9 Kerb	weight 1202	kg
.0 TSI 110	108	121	10.9	51.4-52.3	123-129
.5 TSI EVO 130	128	126	9.4	48.7-52.3	124-128
.5 TSI EVO 150	148	134	8.2	47.9-48.7	133
.5 eTSI 150	148	134	8.4	47.9	134-135
.0 TDI 150	113	125	10.4	64.2-67.3	111-114
.eon ST 5dr estate £22,4	155-£3	0,810		**	****
Good-looking and respon	isive h	atchbac	k-turne	d-estate.	
xWxH 4549x1816x1454	Kerb	weight	236kg		
.5 TSI EVO 130	128	129	9.5	50.4-51.4	124-128
.5 TSI EVO 150	148	134	8.2	47.9	133-134
.5 eTSI 150	148	135	8.7	47.9	134-135
1002 5dr SUV 618 605-6	24 77	1		++	• • • · · ·

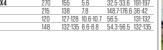
AI UII d 501 SUV £18,605-E					TXXX:
Seat's second SUV doesn					
class dynamically. LXWX	<b>H</b> 4138)	(1780x	1543 <b>Kerb</b>	weight 11	65kg
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-49.6	130-135
1.5 TSI EVO 150	148	127	8.3	48.7-47.9	130-133
Ateca 5dr SUV £23.670-E					***
Seat's first SUV is very go	od. So	good.	in fact. it's	a Oashqai	beater.
LxWxH 4363x1841x1601					
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	34-34.4	186-188
2.0 TDI 150	148	122	9.0	44.8-52.3	141-166-
Tarraco 5dr SUV £29,140					<b>★★☆</b>
Seat's largest SUV brings	a hint	of yout	hful exube	erance to a	3
practical category. LXWX	<b>H</b> 4735	x1839)	x1674 <b>Kerb</b>	weight 18	345kg
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
		KOD/	۸		
Fabia 5dr hatch £14,280-	£17,875				***
Comfortable affordable	easy tr	n drive	and attrac	tive hut n	n more

Comfortable, affordable,					
so than its rivals. LXWXH	4009	x1958x1	452 Ker	b weight 115	i1kg
1.0 MPI 60	58	98	16.6	51.4-52.3	124-127
1.0 TSI 95	94	114	10.8	50.4-52.3	122-127
1.0 TSI 110	108	121	9.6	49.6-51.4	125-129
Fabia Estate 5dr estat					<b>★★</b> ☆
Far more practical, majo	ring on	boot sp	iace whi	le doing wha	nt a
good Skoda should. LXW	<b>XH</b> 427	1x1958)	x1473 <b>Ke</b>	rb weight 1	182kg
1.0 TSI 95	94	115	10.9	50.4-52.3	121-126

Octavia 5dr hatch £20,9	165-£2	8,055			***
Does comfort and practi	cality	ike no otl			gines
too. <b>LxWxH</b> 4670x1814x1	1461 <b>K</b>	erb weigl	<b>nt</b> 1225k	g	
1.0 TSI 110	113	129	10.8	54.3	117
1.5 TSI 150	148	136	8.2	50.4	127
2.0 TDI 116	114	131	10.3	65.7	113
2.0 TDI 150	148	141	8.7	61.4	119
Octavia Estate 5dr es					★★☆
Class-leading amount of				Comfortabl	e, too.
LXWXH 4667x1814x1465	Kerb	weight 12	47kg		
1.0 TSI 110	108	129	10.8	53.3	119-120
1.5 TSI 150	148	139	8.3	49.6	129
2.0 TDI 116	114	127	10.4	62.8-64.2	116-117
2.0 TDI 150	148	137	8.8	61.4	122

Superb 5dr hatch £24, Another great Czech va not on price. LXWXH 48	alue optio	n that		juality and s	space if
1.5 TSI 150	148	137	9-9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 272 4X4	270	155	5.5	32.2-34	188-193
1.4 IV PHEV	215	138	7.7	148.7-188.3	33-42
2.0 TDI 122	120	129	11	53.3-57.7	128-140

# 



	Part and Darpart and District and the Carter	Power in
	Kamiq 5dr suv £18,295-£25,350 Skoda's supermini platform has birthed a practical but predictable compact crossover. LxWxH 4241x1793x1553 Kerb weight 1251kg	Jimny 3dr suv £16,564-£19,064 Charming 4x4 is capable and affo foibles. LxWxH 3645x1645x1725 I
	1.0 TS1 95         93         112         111         49.6         129           1.0 TS1 115         112         120         9.9         471.49.6         130-136           1.5 TS1 150         148         132         8.3         46.3 47.9         133-139	1.5 VVT 100 Swift 5dr hatch £15,059-£21,580 Given mature looks, more equipm
	Kartog 5arsuv e22,765-e35,255         ******           Yeti replacement may not have its forebear's quirkiness, but it's builant otherwise, LWKH 4382x1841x1603 Kerb weight 1265kg         L0TS115           1.0TS115         113         116         0.6         435-456         141:47           1.5TS1150         148         126         81:48         434:49         143:48	it's no class leader. LxWxH 3840> 1.2 Dualjet SHVS 88 1.2 Dualjet 81 1.4 Boosterjet Sport 138
	1.5 TS1150         148         126         81-8.3         42.8 2+4.8         143-149           20 TS1 190 4x4         188         132         7.3         33.2         191           2.0 TD1150         148         127         9.0         50.4 24.48         142.48           2.0 TD1150 4x4         148         121         8.8         42.8         172-174	Vitara 5dr suv £21.579-£26.559 Utterly worthy addition to the clas LXWXH 4175x1775x1610 Kerb weig 1.4 Boosterjet 127
	Kodiaq 5dr suv £26,810-£40,880         ******           Skodaš first seven-seat SUV is a viabie alternative to a traditional MPV. LxWxH 4697x1862x1676 Kerb weight 1430kg         1           ListStifs0         148         123         9.3         372-39.2         164-172	1.4 Boosterjet Allgrip 127 SX4 S-Cross 5dr suv £20,579-£2 A worthy crossover if not a class
	1.5 TS1150         148         123         9.3         372-392         164-172           2.0 TS1190 4x4         188         TBC         TBC         321-325         196-200           2.0 TD1150         148         123         9.8         463-479         154-165           2.0 TD1150 4x4         148         120-122         9.4-9.6         44.8-47.9         155-165	lease of life. LxWxH 4300x1785x1 1.4 Boosterjet 127 1.4 Boosterjet Allgrip 127
	SMART           EQ FOrtW0 3dr hatch/peen £20,350 - £27,135           Pricey, EV-only two-seater has urban appeal but is short on performance. LxWxH 2695x1663x1656 Kerb weight 1065kg           Electric Drive         79         81         11.5-118         74-83         0	ACTOSS 5dr SUV £45,599 Rebadged Toyota PHEV plunges Si new segments. LXWXH 4635x185 2.5 PHEV 183
	EQ FORTOUT Sur hatch £20.785-£23.085 Four doors give the Smart more mainstream practicality. Still expensive, though. LXWXH 3495x1665x1654 Kerb weight 1200kg Electric Drive 79 81 12.7 71-80 0 SSANGYONG	TE           Model S 5drhatch £78.036           Large range makes it not only a st           luxury motoring, LXWXH 4978x196           Long range         411           Performance         602
-	Tivoli 5dr suv £13,9955-£21,495         ★★★★☆           Trails the Duster as the best-value small crossover - but not by much.         L2128         12         Trails the Constraint of the constra	Model 3 4dr saloon £43,545-£56,           Lowest-price, biggest-volume Tes           wooing the US, LXWXH 4694X1843           Standard Plus         235           Long Range         346           Performance         449
-	Tivoli XLV Sdr suv £20,060-£23.00         ****         *	Model X 5dr suv £83,035-£98,033         A genuine luxury seven-seat electrange.           Long Range         602           Performance         602
	Koranido sar suv £19.995-£32.345           Competitive towing capabilities and generous kit, but still lacks dynamics. LWXH 4450x1870x1629 Kerb weight 1610kg           1.5 GDI-Turbo           161           182 kWXH 4450x1870x1629 Kerb weight 1610kg           1.5 GDI-Turbo           161           182 kWXH 4450x1870x1629 Kerb weight 1610kg           1.5 GDI-Turbo           161           182 kWXH 4450x1870x1629 Kerb weight 1610kg           1.5 LWXH 4450x1870x1629 Kerb weight 1610kg           1.5 LWXH 4450x1870x1629 Kerb weight 1610kg           1.5 LWW           182 kWXH 4450x1870x1629 Kerb weight 1610kg           LSLWM           1.5 LWW           <	TO Aygo 3dr hatch £12,440-£14,500 Impactful styling does a lot to rec as practical as some. LxWxH 345 1.0 VVT-1 71
	MUSSO 5dr suv £25,131-635,031 **** * **** Practical pick-up has a refined engine and direct steering, but ride needs refinement. LxWxH 5095x1950x1840 Kerb weight 2155kg 2.2d181 178 115121 12.2 TBC TBC	Yaris 5dr hatch £19,920-£33,495         Stylish interior but ultimately a sc           Toyotas.         LXWXH 3495x1695x1510           1.5 VVT-Hybrid         114           1.6 AWD         253
	Rexton 5dr suv c35,995-c39,896 A vast improvement. Better on the road but without ditching its argicultural roots. LxWxH 4850x1960x1825 Kerb weight 2102kg 2,2d181 178 115 11.3119 34.0 219-227 SUBARU	C-HR 5dr suv £26,255-£33,225           Coupé-shaped crossover certainl           the road. LxWxH 4360x1795x1565           1.8 Hybrid         119           2.0 Hybrid         181
	Impreza sar hatch £26,665 Appealing hatch £26,665 Appealing hatchback has been steadily improved but still feels old-fashioned. LxWxH 44f5x1740x1465 Kerb weight 1374kg 1.6i 112 112 12.4 TBG 177	Camry 4dr saloon £30,720-£32,00 Toyota's biggest global seller retu hybrid power. LxWxH 4885x1840; 2.5 vVT-I Hybrid 215
-	Levorg 5dr estate £34,770 ***********************************	Corolla 5dr hatch £24,195-£30,03 Rebranded hatch has rolling refine affable handling. LxWxH 4370x179 1.8 VVT-I Hybrid 122 2.0 VVT-I Hybrid 180
	XV 5dr sluv £28,336-533,665         ★★★☆☆           No-nonsense crossover doesn't quite make enough sense.         LL           LWXh1 4450x1780x1616 Kerb weight 1355kg         12         109         13.9         TBC         180           2.01         148         120         10.7         35.7         180	Corolla Touring Sports 5dres More practical estate bodystyle p power. LXWXH 4650x1790x1435 M 1.8 VVT-Hybrid 122
-	Forester 5drestate £36,345-£39,345 ***** Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. LWXH 4610x1795x1735 Kerb weight 1488kg	2.0 VVT-1 Hybrid 180 RAV4 5dr suv £30,980-£38,025 A solid option but ultimately outgi
	2.01e-Boxer         148         117         11.8         34.7         185           Outback 5dr estate £33,770-£36,770         ★ ★ ☆ ☆           Acceptable in isolation but no class leader.         ★ ★ ☆ ☆	LXWXH 4605x1845x1675 Kerb we 2.5 Hybrid 194 2.5 Hybrid AWD 194 Lond Ornigora
-	LxWxH 4815x1840x1605 Kerb weight 1612kg 2.51 172 130 10.2 33.0 193 BRZ zdr coupé 532,020 ***** The GT86's half-brother looks great in Subaru blue. Cheaper, too.	Land Cruiser 5dr suv £40,600-£ A real go-anywhere vehicle. Totali seven seats. LxWxH 4335x1865x 2.8 D-40 177 171 2.8 D-40 177 201
-	Liki XH 4240x1775x1320 Keti weight 1242kg           2.0i         197         140         7.6         33.3         191           SUZUKI           Ignis 5drhatch £13,289-£16,769         ★★★★☆	GT86 2dr coupé £27,855-£29,550 Almost the most fun you can have LxWxH 4240x1775x1320 Kerb we 2.01 97
-	Cute and rugged-looking 4x4 city car capable of tackling roads           berefit of asphalt.         LxWxH 3700x1660x1555         Kert weight 855kg           1.2 Dualjet         87         106         11.8         52.9         126           1.2 Dualjet         87         106         11.4         54.1         117	<b>GR Supra 2dr coupé £53,035-£54</b> Brings welcome muscle, fun and v car class. LxWxH 4379x1292x185
	<b>1.2 Dualjet SHVS 4x4</b> 87 103 11.1 48.6 127	3.0i 335



Jimny 3dr SUV £16,564-1 Charming 4x4 is capable foibles. LxWxH 3645x16 1.5 VVT	and afford	erb weight	tains its dyn 1135kg 35.8	<b>★★☆</b> amic 178
Swift 5dr hatch £15,059- Given mature looks, more it's no class leader. LxW3 1.2 Dualjet SHVS	e equipmei	735x1495 <b>K</b>	orid powertra erb weight a TBC	<b>★★☆☆</b> ain, but 890kg 113
1.2 Dualjet 1.4 Boosterjet Sport Vitara 5dr SUV <del>221,579-1</del>		13.1 10 8.1	56.4 47.0	111 123-127
Utterly worthy addition t LxWxH 4175x1775x1610 H 1.4 Boosterjet 1.4 Boosterjet Allgrip	o the class	<b>it</b> 1075kg 8 9.5	ter than mos TBC TBC	
SX4 S-Cross 5dr suv £2 A worthy crossover if no lease of life. LxWxH 430	t a class le	ader. Refre	shed looks g	ive a
1.4 Boosterjet 1.4 Boosterjet Allgrip ACTOSS 5dr SUV £45,599	127 11 127 11	8 9.5	TBC TBC	127 139
Rebadged Toyota PHEV p new segments. LXWXH 4 2.5 PHEV	lunges Suz	(1690 <b>Kerb</b>	cingly into se weight 1915 282.4	kg 22
<b>Model S 5dr hatch £78,0</b> Large range makes it not	TES 35-£93,03 1 only a sta	i	t also the fu	ture of
luxury motoring. LxWxH Long range Performance	4978x1963 411 18 602 18	1445 <b>Keri</b> 1 <u>5 3.7</u> 15 2.4	<b>weight</b> 210 375 367	8kg 0 0
Model 3 4dr saloon £43, Lowest-price, biggest-vo wooing the US. LxWxH 4 Standard Plus Long Range	lume Tesla 694x1849) 235 13	yet arrives		
Performance Model X 5dr SUV £83,03	449 16	10 4.0 12 3.2	329	0
A genuine luxury seven-s range. LxWxH 5036x207 Long Range	seat electr ′Ox1684 <b>Ke</b>			rge
Performance	602 16 <b>TOY</b>	2 2.7	301	Ō
Aygo 3dr hatch £12,440- Impactful styling does a as practical as some. Lx 1.0 VVT-1	lot to reco	x1615x1460	out not as ref	
Yaris 5dr hatch £19,920- Stylish interior but ultima Toyotas. LxWxH 3495x10 1.5 VVT-I Hybrid 1.6 AWD	ately a sca 695x1510 <b>K</b> 114 10			<b>★★☆</b> ger 92-98 186
C-HR 5dr SUV £26,255-£3 Coupé-shaped crossove the road. LxWxH 4360x1 1.8 Hybrid 2.0 Hybrid	r certainly 795x1565	<b>Kerb weigh</b> 15 11.0	★ and impres s and impres it 1320kg 57.7-58.9 53.3-54.3	★★☆ ses on <u>109-110</u> 119
Camry 4dr saloon £30,72 Toyota's biggest global s hybrid power. LxWxH 48 2.5 VVT-I Hybrid	20-£32,000 eller returi	ns to UK wit 445 <b>Kerb w</b>	★ → h ULEZ-friend	<b>k★★☆</b> ilv
Corolla 5dr natch £24,19 Rebranded hatch has rol affable handling. LxWxH 1.8 VVT-I Hybrid 2.0 VVT-I Hybrid	1 <mark>5-£30,030</mark> ling refiner	nent, interio 0x1435 <b>Ker</b> l 1 10.9	★ 7 or ambience b weight 134 57.6-62.8 53.3-57.6	k★★☆ and
Corolla Touring Spor More practical estate bo power. LxWxH 4650x179 1.8 VVT-I Hybrid 2.0 VVT-I Hybrid	dystyle pro	oves just as <b>rb weight</b> 1 1 11.1	s capable wit	h hybrid 103-113
<b>RAV4 5dr SUV £30,980-£</b> A solid option but ultimai LXWXH 4605x1845x1675 <b>2.5 Hybrid</b>	telv outgur	<b>sht</b> 1605kg		
2.5 Hybrid AWD Land Cruiser 5dr suv E A real go-anywhere vehi	cle. Totally	2 8.4 <b>14,490</b> rugged and	47.8	131
seven seats. LXWXH 433 2.8 D-4D 177 2.8 D-4D 177	171 10	876 <b>Keru w</b> 18 12.7 19 12.7	29.1-30.4 29.1-31	
GT86 2dr coupé £27,855- Almost the most fun you LxWxH 4240x1775x1320 2.0i	ı can have <b>Kerb weiş</b>			<b>★ ★ ☆</b> endid. 191
GR SUPTA 2dr coupé £53 Brings welcome muscle, car class. LxWxH 4379x 3.0i	fun and va 1292x1854	riety to the	affordable s	t★★☆ ports 188
Prius 5dr hatch £24,885- Better all round compare looks, though. LxWxH 48 1.8 VVT-I Hybrid	ed with its p	470 <b>Kerb v</b>		g
Prius Plug-in Hybrid Plug-in version is clever its skin. LxWxH 4645x17 1.8 VVT-i Hybrid	and appeal	ing. Seems <b>erb weight</b>	more comfo	
<b>Miľái 4dr saloon £66,000</b> Europe's first 'ownable' h quite mainstream. <b>LxWx</b> Hydrogen FCV	) lydrogen c 164 11 154 11		hfrastructure rb weight 18 66.1	k ★ ★ ☆ sisn't SOkg 0



#### **Fiat Tipo Cross**

ary price from £21 690 In updating its family hatchback, Fiat has also introduced a crossover version, in the vein of the Ford Focus Active. The new Tipo Cross stands around 70mm taller than the Tipo (40mm coming from the tyres) and uses a suspension calibration based on that of the 500X. In design terms, it gains SUV-style bumpers and side skirts, plus a skidplate and roof bars. The only engine is a 99bhp 1.0-litre three-pot turbo petrol.

Cupra Formentor, Leon PHEV, Fiat Tipo Cross, Tipo update, Cupra Forniento, Leon PHEV, Flat Tipo Gross, Tipo Update, Ford Kuga Hyorid Hyundal Tucson, Jaguar F Pace update, XF update, Mercedes-Benz S-Class, Morgan 3 Wheeler P101 Edition, Radical SRIO, Rolls-Royce Ghost, Skoda Octavia IV, Octavia vRS, Toyota Hilux update, Vauxhall Insignia update, Volkswagen Golf Alltrack, Golf Estate, Golf GTD, Golf GTE, Golf R

#### FEBRUARY Aston Martin V12 Speedster, Audi Q8 PHEV, Bentley Bacalar, BMW M3 Competition, Attoen C4, e-C4, Ford Puma ST, Jaguar F-Pace SVR update, Kia Sorento PHEV, Stinger update, Mazda 6 update, 6 Tourer update, CX-5 update, Nissan Micra update, Volkswagen Arteon update, Arteon Shooting Brake, ID 4 Tiquan undate, Tiquan PHEV, Tiquan R

MARCH Audi Q3 PHEV, Q5 Sportback, BMW 4 Series Cabriolet, M4400 Coupé, Cupra Leon, Leon Estate, Dacia Sandero, Sandero Stepway, Flat 500, 500 Cabrio, Ford Mustang Mach 1, Mustang Mach-E, Hyundai (30 N update, Santa Fe Hybrid, Santa Fe PHEV, Jaguar E Pace update, F-Pace PHEV, Land Rover Defender PHEV, Discovery update, Range Rover Velar PHEV, Mazda MX-30, Mercedes, AMB One, Missan Micra undta Encrehe Tavera PMID, Stroho Ectavia AMD Micra update, Porsche Taycan RWD, Skoda Octavia 4WD, Toyota Highlander, RAV4 PHEV, Vauxhall Crossland update

Volkswagen Arteon R, Arteon R Shooting Brake, Touareg R, Volvo XC40 EV APRIL Abarth 595 update, 695 update, Alpina B8, BMW M5 CS,

Abarth 595 update, 695 update, Alpina B8, BMW M6 US, Cupra Formentor PHEV, Ford Galaxy Hybrid, S.Max Hybrid, Lamborghini Huracan S10, Mercedes-Benz G-Class, C-Class Estate, Mini 3dr update, 5dr update, Convertible update, Electric update, Peugeot 508 PSE, 508 SW PSE, Porsche 911 G13, Renauit Captur Hybrid, Skoda Octavia AvA, Suzuki Jimny Commercial, Toyota Land Cruiser update, Vauxhall Mokka, Mokka-e, Volkswagen Golf R

Audi E-tron GT, E-tron GT RS, Bentley Bentayga PHEV, Flying Adult Fronto H, chrani SFO Spider, Flat Stolk Vigdate, Hyundai 120 N, Kia Ceed update, Mercedes AMG GT 73 4 Door Coupé, Mercedes-Benz EQA, Nissan Qashqal, Skoda EnyaqiV, Tesla Model S Plaid, Toyvta Yaris Cross, Volvo EV

#### SUMMER

Alfa Romeo Giulia GTA, Giulia GTAM, Alpina B4, Audi Q4 E-tron, Q4 E-tron Sportback, Bentley Flying Spur PHEV, BMW IX3, Citroën C3 Aircross update, DS 4, 4 Crossback, 9, 9 HEV, Ferrari Portolino M, Honda Civic, Hyundai Bayon 9,9 Prev, Pertain Portonius, M. Jonga Gyu, Pyuliada Bayon, Joniq S, Kona N, Lotus Esprit, Evija, Maserati Mc20, McLaren Artura, Mercedes-Benz CLS update, Mercedes-Maybach GLS, S Class, Nissan Ariya, Plninfarina Battista, Polestar 2 RWD, Porsche 911 GT3 Couring, 911 GTS, Taycan Cross Turismo, Renault Arkana, Rimac C, Two, Seat Arona update, Ibiza update, Tarraco PHEV, Subaru Levorg, Toyota Mirai

AUTUMN Alfa Romeo Giulia update, Tonale, Audi RS3 Saloon, RS3 Sportback, BMW 4 Series Gran Coupé, iX, M4 Cabriolet, Kas apior tudek, bin v 4 series train toutipe it, in via calmiter X3 update, ka update, Chevrolet Converte, Citroén e-Berlingo, Cupra El-Born, Jeep Compass PHEV, Renegade update, Maserati Levante Hybrid, Mercedes-AMG S63, Mercedes-Benz E0B, EUS, 2. Peugeot 303, 308 SW, Rifter EV, Porsche 911 Carrera T, Macan update, Renault Arkana PHEV. Rolls-Rovce Ghost Black Badge, Skoda Kodiaq update, **Toyota** GR86, **Vauxhall** Combo-e Life, Grandland X update, **Volkswagen** ID 4 GTX, Polo facelift

DECEMBER Alfa Romeo Stelvio update, BMW 2 Series Active Tourer, 2 Series Couel, (H. Hyundai Ionia G. Ineos Grenadier, Jaguar X.J. Jeep Wrangler PHEV, Kia sports EV. Sportage, Land Rover Range Rover, Mercedes-AMG 563e PHEV, MG electric supermini, E-Motion, Nissan X-Trail, Porsche Taycan GTS, Skoda Fabia, Vauxhall Astra



VAUXHALL							
GOI'S8 3dr/5dr hatch £16,415-£34,160 ★★★★							
lefined, stylish and prac				ren't so goo	d.		
XWXH 4060x1765x1433	B Kerb 1	weight	1141kg				
.275	72	108	13.2	53.3	125		
.2 100	97	121	9.9	48.752.3	126-134		
.5 Turbo D 102	98	117	10.2	70	109-110		
iOkWh E	132	93	8.1	209	0		

ASU a Sur natch £18,8					「★★★☆
Good handling and nic					
show through. LXWXI	4370x1809	9x1485	Kerb w	<b>eight</b> 124	4kg
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.2 Turbo 145	143	137	9.7	54.3	121-124
1.4 Turbo 145	143	130	9.3	50.4	129
1.5 Turbo D 105	102	124	10.2	65.7	113
1.5 Turbo D 122	118	127-130	9.7-10.2	64.2	115

#### Astra Sports Tourer 5dr estate £20,340-£26,965 ++++ More composed and practical than the hatchback. LXWXH 4702x1809x1510 Kerb weight 1273kg

l.2 Turbo 110	108	124	10.0	54.3	119
l.2 Turbo 130	128	134	9.5	53.3	119
l.2 Turbo 145	142	137	9.0	54.3	119
l.4 Turbo 145	142	130	9.2	49.6	129
l.5 Turbo D 105	102	124	10.2	65.7	113
l.5 Turbo D 122	118	130	9.8	55.4-64.2	116-113

nsignia Grand Sport 5dr hatch £23,795-£33,320 👘 ★ ★ 🛨	
The good-looking and tech-filled Insignia makes an attractive	
proposition. LxWxH 4897x1863x1455 Kerb weight 1714kg	
2.0 Turbo 200 197 146 7.2 37.7 171	
.5 Turbo D 122 120 127 10.7 61.4 121	
2.0 Turbo D 170 167 142 8.2 61.4 121	

Crossiand X 5dr suv £9,330-£25,235 **** Vauxhali's small SUV is competent enough but lacks any real character. LxWxH 4212x1765x1605 Kerb weight 1245kg						
1.2183	81	105	14.0	47.1	142	
1.2i Turbo 110	108	117	10.6	47.1	140	
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146	
1.5 Turbo D 102	101	111	9.9	61.4	120	
1.5 Turbo D 120	116	114	10.8	55.4	137	

Grandland X 5dr suv EX Does well to disguise its congested segment, LXV	3008 r	oots but	too blan	d to stand	
I.2 Turbo 130 I.6 Hybrid	128 223	<u>117</u> 140		42.8-45.6	
I.6 Hybrid4	298	146	5.9	204-225	32
l.5 Turbo D 130	128	119	10.2	54.3	137-138

Combo Life 5dr MPV	E22,125-E	30,500			****
Van-based people carr					
very pretty to look at.	LXWXH 44	403x18	41x1921 I	Kerb weight	<b>t</b> 1430k
1.2 Turbo 110	108	109	11.9	40.9	156-157
1.5 Turbo D 100	99	107	12.7	52.3	142-145
1.5 Turbo D 130	128	115	10.6	48.7-49.5	149-153

UP 3dr/5dr hatch £12,70					<b>**</b> *☆
It's no revolution, but V				ndance.	
LXWXH 3600x1428x150	4 Kerb	weight	926kg		
1.0 65	64	100	15.6	54.3	119
1.0 115 GTI	113	119	8.8	51.4	125-126
e-Up	81	80	12.4	159	0

Polo 5dr hatch £17,030-£ A thorough going-over m	akes i	t more m		but the Polo i	s still a
bit boring. LXWXH 4053x	1946X	1461 <b>Ker</b>	D Weig	<b>nt</b> 1105Kg	
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
2.0 TSI GTI 200	197	147	6.7	39.8	159

#### Golf 5dr hatch £23,300-£29,905 ★★★★ Does exactly what everyone expects. Still the king of the family

1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI EVO 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI EVO 150	148	139	8.9	50.4-51.4	124-128
1.5 eTSI EVO 150	148	135	8.9	49.6-47.9	129-133
2.0 TDI 115	113	126	10.2	68.9-67.3	107-110
2.0 TDI 150	148	139	8.8	64 2	116-117

Practical load-lugging es	state doe	esn't ero	de the v	well-rounde	d Golf
package. LXWXH 4567x	1799x151	5 Kerb v	veight 1	295kg	
1.0 TSI 115	108	124	10.2	49.6-50.4	129
1.5 TSI EVO 130	128	131	9.5	48.7-50.4	132
1.5 TSI EVO 150	148	135	8.7	47.9-49.6	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	194
1.6 TDI 115	113	124	10.7	52.3-54.3	TBC
2.0 TDI 150	148	134-135	8.9	52.3-53.3	TBC

#### ID 3 5dr hatch £32,990-£42,290 \*\*\* \*\*\* A very mature electric car whose substance of engineering is central to its appeal. LxWxH 4261x1809x1568 Kerb weight 1730kg 150kW 62kWh

201 201 99 99 7.3 7.9 261 336

Passat 4dr saloon £25,610-£40,970 \*\*\* \*\*\* Lands blows on rivals with its smart looks, civilised refinement, quality and usability. LxWxH 4767x2083x1476 Kerb weight 1367kg 1.5 TSI EVO 150 1.4 TSI GTE PHEV 2.0 TDI 122 2.0 TDI 150 148 137 8.7 215 138 7.4 46.3-47.9 135 217.3 30 58.9-60.1 124-126

		-a)	od (man)	in .	
	POWEI	on. Johsh	osolo2	Economy and	602 <sup>1914m</sup>
<b>Passat Estate 5dr esta</b> III the Passat's redeeming orm. <b>LXWXH</b> 4767x2083x	g featu	640-£41 res in s	, <b>460</b> pacious, j	practical e	<b>★★☆</b>
5 TSI EVO 150 .4 TSI GTE PHEV	148 215	133 138	8.9 7.6	44.8-45.6 201.8	141-144 33
.0 TDI 122 .0 TDI 150	120 148	123 130-132	11.5 9.1	57.6 56.5-57.6	129 128-134
<b>ITTEON 4dr saloon £33,15</b> W's flagship saloon is we	0-£42,4 ell-made	<b>460</b> e and lu	xurious t	•+• out rather	<b>**</b> *\$
rive. <b>LxWxH</b> 4862x1871x .0 tsi 190	1450 <b>K</b> ( 187	erb wei 149	<b>ght</b> 1505 7.7-7.9	kg 36.2-38.2	168-178
.0 TSI 272 4Motion .0 TDI 150	270	155	5.6 9.1		180-190 126-134
.0 TDI 190	187	148	8.0	47.9-50.4	147-154
.0 TDI 190 4Motion .0 BitDI 240 4Motion	187 236	145 152	7.8 6.5	47.1 37.7-39.2	157-168 188-197
rteon Shooting Brak	<b>(e</b> 5dr e	state <mark>E</mark>	37,460-£3	89,055 <del>* *</del>	****
ybrid option and estate t rteon's appeal. <b>LxWxH</b> 4	bodysty	yle's exi	tra versa	tility enha	nce the
.0 TSI 190	187	145	7.8	35.8-37.2	171-180
.0 TDI 150	148	134	9.5	55.3-57.6	128-136
OUI'AN 5dr MPV £28,905- ull overall, but it's a capa	able MP	V, well-r			<b>fined</b> .
XWXH 4527x1829x1659   5 tsi evo 150				39.8-40.9	
.0 TDI 115 .0 TDI 150	113	TBC	TBC	47.9-50.4	148-155
	148	128-129	3.3	00.4-02.3	142-147
haran 5dr MPV £34,230 ull-sized seven-seater of	fers ve	rsatility	/, space,	★ VW desira	bility
nd tidy handling. LxWxH 4 TSI 150	4854x	1904x17 122	20 Kerb	weight 17 37.2	03kg 173
-Cross 5dr suv £18,360-				 	
ompact crossover delive xWxH 4108x1760x1584 k	ers a cla	assy, sl	ibstantia	feel on U	K roads.
0 TSI 95	93	112	11.5	47.9	134-135
0 TSI 115 5 TSI EVO 150	113 147	120 124	10.2 8.5	45.6-47.1 43.5-44.1	137-141 146-148
6 TDI 95	93	111	11.9	52.3-54.3	136-141
ROC 5dr SUV £23,550-£4	40,735	onhiati	ootod 14		
W's junior SUV is beguilin 10. <b>LXWXH</b> 4234x1992x18	iy and s 573 <b>Kei</b>	sophisti I <b>b weig</b>	uated. It i <b>ht</b> 1270kg	]	
0 TSI 115 5 TSI EVO 150	113 148	116 127	10.1-11.7 8.3-9.6	44.8-53.3 40.9-47.9	
O TSI 190 4Motion	187	134	7.2	40.6	186
O TSI R 300 4Motion 6 TDI 115	298 113	155 116	4.9 10.3	34 50.4-54.3	
0 TDI 150	148	124	8.6	50.4-53.3	140-146
iguan 5dr SUV £25,420-1 n improvement on the pr			and will c	nntinue tr	t ★ ★ ☆
ne bucket load. LxWxH 4	486x18	339x165	4 Kerb w	eight 149	lOkg -
4 TSI 125	123	118 119	10.5 10.2	TBC 42.8-44.8	TBC 128-150
	120			00 0 40 0	
5 TSI EVO 150	148	126	9.2-9.3 75	38.2-42.2 31.4	143-168 204
5 TSI EVO 150 O TSI 190 4Motion O TSI 230 4Motion	148 188 228	126 133 142	7.5 6.3	31.4 30.1-30.4	204 211-212
5 TSI EVO 150 O TSI 190 4Motion O TSI 230 4Motion O TDI 150 O TDI 150 4Motion	148 188 228 148 148	126 133 142 125-127 124-125	7.5 6.3 9.3 9.3	31.4 30.1-30.4 47.1-50.4 43.5-45.6	204 211-212 146-157 163-171
5 TSI EVO 150 O TSI 190 4Motion O TSI 230 4Motion O TDI 150 O TDI 150 4Motion O TDI 190 4Motion	148 188 228 148	126 133 142 125-127	7.5 6.3 9.3	31.4 30.1-30.4 47.1-50.4	204 211-212 146-157 163-171
5 TSI EVO 150 O TSI 190 4 Motion O TSI 230 4 Motion O TDI 150 O TDI 150 4 Motion O TDI 190 4 Motion O BITDI 240 4 Motion	148 188 228 148 148 187 238	126 133 142 125-127 124-125 131 143	7.5 6.3 9.3 9.3 7.9 6.2	31.4 30.1-30.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3	204 211-212 146-157 163-171 185-187 210
5 TSIEVO 150 0. TSI 190 4Motion 0. TSI 230 4Motion 0. TDI 150 4Motion 0. TDI 150 4Motion 0. BITDI 240 4Motion 19 UTDI 440 4Motion 19 UTDI 4Motion 19 UTDI 4Motion 5 sensit	148 188 228 148 148 187 238 IV £32,1 Dility an	126 133 142 125-127 124-125 131 143 95-£44 d refine	7.5 6.3 9.3 9.3 7.9 6.2 ,385 ement. no	31.4 30.1-30.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3	204 211-212 146-157 163-171 185-187 210
5 TSIEVO 160 0 TSI 200 4Motion 0 TDI 150 4Motion 0 TDI 150 0 TDI 150 4Motion 0 TDI 150 4Motion 0 BITDI 240 4Motion 1guan Allspace Sursiti 1 Seven seals. LXWXH 44 5 TSIEVO 160	148 188 228 148 148 187 238 IV £32,1 Dility an 486x18 148	126 133 142 125-127 124-125 131 143 <b>95-E44</b> 0d refine 39x165- 123	7.5 6.3 9.3 7.9 6.2 	31.4 30.1-30.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3 w with the eight 1490 37.2-39.2	204 211-212 146-157 163-171 185-187 210
5 TSIEVO 150 0 TSI 190 4 Motion 0 TDI 150 0 TDI 150 4 Motion 0 TDI 150 4 Motion 0 TDI 150 4 Motion 0 BITDI 240 4 Motion 1900 A Alispace 5 dr st as all the Tiguaris sensiti 15 seven seal: LWXH 4 5 TSIEVO 150 0 TSI 120 4 Motion	148 188 228 148 148 187 238 JV £32,1 Dility an 486x18 148 188 217	126 133 142 125-127 124-125 131 143 <b>95-£44</b> 143 <b>95-£44</b> 143 95-£44 143 130 139	7.5 6.3 9.3 9.3 7.9 6.2 385 ement, no 4 Kerb w 9.5-10 7.8 6.8	31.4 30.1-30.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3 w with the eight 149( 37.2-39.2 30.7 28.5	204 211-212 146-157 163-171 185-187 210 e bonus 0kg 164-176 208 224
5 TSIEVO 150 0 TSI 190 4Motion 0 TSI 190 4Motion 0 TDI 150 4Motion 0 TDI 150 4Motion 0 BITDI 240 4Motion 1guan Allspace Surs st sai the Tiguan's sensit 1 Seven seats. LxWXH 44 5 TSIEVO 150 0 TSI 190 4Motion 0 TSI 20 4Motion 0 TSI 20 4Motion	148 188 228 148 148 187 238 IV £32,1 Dility an 486x18 148 188	126 133 142 125-127 124-125 131 143 <b>95-E44</b> 143 <b>95-E44</b> 143 95-123 130 139 126	7.5 6.3 9.3 9.3 7.9 6.2 385 ement, nc 4 Kerb w 9.5-10 7.8 6.8 9.7	31.4 30.1-30.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3 w with the eight 1490 37.2-39.2 30.7	204 211-212 146-157 163-171 185-187 210 e bonus 0kg 164-176 208
5 TSIEV 0150 0 TSI100 AMotion 0 TSI200 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 BIT01 240 AMotion 0 BIT01 240 AMotion 0 BIT01 240 AMotion 0 TSI1200 AMotion 0 TSI1200 AMotion 0 TDI1500 AMotion	148 188 228 148 148 187 238 <b>IV £32,1</b> Dility and 486x183 148 188 217 148 148 148 148 197	126 133 142 125-127 124-125 131 143 <b>95-E44</b> (d) refine 39x165 123 130 139 126 123-124 132	7.5 6.3 9.3 9.3 7.9 6.2 385 ement, nc 4 Kerb w 9.5-10 7.8 6.8 9.7 9.8 TBC	31.4 30.1-30.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3 W with the eight 1499 37.2-39.2 30.7 28.5 44.8-47.1 41.5 40.4-41.5	204 211-212 146-157 163-171 185-187 210 ★★☆☆ e bonus Dkg 164-176 208 224 164-165 177-179 176-184
5 TSIEV 0150 0 TSI190 AMotion 0 TSI190 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 BITD1240 AMotion 0 BITD1240 AMotion 1 GUID1240 AMotion 0 TSI120 AMotion 0 TSI120 AMotion 0 TDI1200 AMotion 0 TDI1200 AMotion 0 TDI1200 AMotion 0 TDI1204 AMotion	148           188           228           148           148           187           238           JV £32,1           Dility an           486x18:           148           188           217           148           148           148           237	126 133 142 125-127 124-125 131 143 <b>95-E44</b> d refine 39x165 123 130 139 126 123-124 132 142 142	7.5 6.3 9.3 9.3 7.9 6.2 385 ement, nc 4 Kerb w 9.5-10 7.8 6.8 9.7 9.8	31.4 30.130.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3 w with the eight 1491 37.239.2 30.7 28.5 44.8-47.1 41.5 40.4-41.5 34.9	204 211-212 146-157 163-171 185-187 210 t t t t t e bonus Dkg 164-176 208 224 164-165 177-179 176-184 213
5 TSIEV 0150 0 TSI190 AMotion 0 TSI190 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 1 SIEV 0150 0 TSI20 AMotion 0 TDI150 AMotion	148 188 228 148 187 238 IV £32,1 Dility and 486x185 148 188 217 148 148 148 197 237 D-£63,4 rtiness	126 133 142 125-127 124-125 131 143 <b>95-€44</b> 01 refine 39x165- 123 130 139 126 123-124 132 142 142 15 don't in	7.5 6.3 9.3 9.3 9.3 7.9 6.2 <b>385</b> mment, no 4 Kerb w. 9.5-10 7.8 6.8 9.7 9.8 TBC 6.8 mpinge or	31.4 30.1-30.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3 *** w with the eight 14.90 37.2-39.2 30.7 28.5 44.8-47.1 41.5 40.4-41.5 34.9 ***	204 211-212 146-157 163-171 185-187 210 ★★☆ 8 bonus Dkg 164-176 208 224 164-165 177-179 176-184 213
5 TSIEV 0150 0 TSI190 AMotion 0 TSI230 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 BITD1240 AMotion 0 BITD1240 AMotion 1 GUID1240 AMotion 0 TSI120 AMOtion 0 TSI120 AMOtion 0 TSI120 AMOtion 0 TSI120 AMOtion 0 TSI120 AMOtion 0 TSI120 AMOtion 0 TDI200 AMOtion 0 TDI200 AMOtion 0 TDI200 AMOtion 0 TDI200 AMOtion 0 TDI200 AMOtion 0 TDI200 AMOtion 0 BITD1240 AMOtion 0 BITD1240 AMOtion 0 BITD1240 AMOtion 0 BITD1240 AMOtion 0 BITD1240 AMOtion	148 188 228 148 148 187 238 <b>JV €32,1</b> Dillity an 486x183 148 188 217 148 148 197 237 <b>D-€63,4</b> rtiness <b>KH</b> 4878	126 133 142 125-127 124-125 131 143 <b>95-E44</b> dr efine 39x165 123 130 123 130 126 123-124 132 142 <b>15</b> don't in 3x2193)	7.5 6.3 9.3 9.3 7.9 6.2 <b>.385</b> ement, nc 4 <b>Kerb w</b> 9.5-10 7.8 6.8 9.7 9.8 6.8 9.7 5.10 7.8 6.8 9.7 9.8 6.8 9.7 9.8 6.2	31.4 30.1·30.4 47.1·50.4 43.5·45.6 39.8·40.4 35.3 ww with the eight 14.90 37.2·39.2 30.7 28.5 44.8·47.1 41.5 40.4·41.5 34.9 this func b weight 1 5 29.206	204 211-212 146-157 163-171 185-187 210 <b>* * *</b> 8 bonus 0kg 164-176 208 224 164-165 177-179 176-184 213 <b>* * *</b>
5 TSIEV 0150 0 TSI100 AMotion 0 TSI200 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 TDI150 AMotion 0 SII UTE 10guar's sensiti seven seats. LXWXH 4/s 5 TSIEV 0150 0 TSI120 AMotion 0 TSI200 AMotion 0 TSI200 AMotion 0 TDI1200 AMotion 0 TDI200 AMOTION	148 188 228 148 148 187 238 148 187 238 148 187 238 148 148 148 148 148 197 237 - <b>E63,4</b> (H 487 (KH 487 (KH 487 228 228 228	126 133 142 125-127 124-125 131 143 <b>95-£44</b> dd refine 39x165- 123 130 139 126 123-124 132 142 142 142 155 135	7.5 6.3 9.3 9.3 7.9 6.2 385 ment, nc 4 Kerb w 9.5-10 7.8 6.8 9.7 9.8 1BC 6.8 9.7 9.8 1BC 6.8	31.4 30.1-30.4 47.1-50.4 43.5-45.6 39.8-40.4 35.3 *** *** 39.8-40.4 35.3 *** 39.8-40.4 35.3 *** 30.7 28.5 44.8-47.1 41.5 40.4-41.5 34.9 *** *** *** *** *** *** *** *	204 211-212 146-157 163-171 185-187 210
5 TSIEV0130 5 TSIEV0130 0 TSI 190 4Motion 0 TSI 190 4Motion 0 TDI 150 4Motion 0 TDI 150 4Motion 0 TDI 150 4Motion 0 BITDI 240 4Motion 19 JUAN 4 State Stat	148 188 228 148 148 187 238 187 238 148 148 148 148 148 148 197 237 237 237 2335 228 282	126 133 142 125-127 124-125 131 143 <b>95-644</b> dd refine 939x(165- 123 139 126 123-124 139 123 139 126 123-124 142 142	7.5 6.3 9.3 9.3 7.9 6.2 385 ment, no 4 Kerb w 9.5-10 7.8 6.8 9.7 9.8 7.9 9.8 TBC 6.8 9.7 9.8 TBC 6.8	31.4 30.1·30.4 47.1·50.4 43.5·45.6 39.8·40.4 35.3 ww with the eight 14.90 37.2·39.2 30.7 28.5 44.8·47.1 41.5 40.4·41.5 34.9 this func b weight 1 5 29.206	204 211-212 146-157 163-171 185-187 210
5 TSIEVO 150 0 TSI 190 4Motion 0 TSI 230 4Motion 0 TDI 150 0 TDI 150 4Motion 0 TDI 150 4Motion 0 TDI 150 4Motion 0 BTDI 240 4Motion 1 Guan Allspace 5 dr St a all the Tiguan's sensit f seven seals. LxWXH 44 5 TSI EVO 150 0 TSI 150 4Motion 0 TSI 150 4Motion 0 TSI 150 4Motion 0 TDI 150 0 TDI 150 0 JDI 150 4Motion 0 TDI 150 240 500 0 TDI 1231 0 V6 TDI 231 0 V6 TDI 231 0 V6 TDI 231 0 V6 TDI 231	148 188 228 148 148 148 147 238 148 187 238 148 188 217 148 188 217 148 188 217 148 148 148 148 148 148 148 148	126 133 142 125-127 124-125 131 143 <b>95-644</b> 40 refine <b>95-644</b> 40 refine 139 130 139 126 133 130 139 128 130 132 142 15 5 148 20 rt / 12 15 15 148 20 rt / 12 15 15 148 20 rt / 12 15 15 148 20 rt / 12 15 15 15 15 15 148 20 rt / 12 15 15 15 15 15 15 15 15 15 15 15 15 15	75 6.3 9.3 9.3 7.9 6.2 6.2 385 mment, nc 4 Kerb w 9.5-10 7.8 6.8 9.7 9.8 TBC 6.8 9.7 9.8 TBC 6.8 9.7 9.8 TBC 6.8 9.7 9.7 9.8 TBC 6.8 9.7 9.3 6.2	31.4 30.130.4 471-50.4 43.5-45.6 39.8-40.4 35.3 **********************************	204 211-212 211-212 146-157 163-171 185-187 210 ***** 210 *** 210 *** 210 *** 210 *** 210 *** 210 *** 210 *** 210 *** 20 ** 20 *** 20 *** 20 ** * * *
5 TSI EV 0150           0 TSI 100 AMotion           0 TSI 200 AMotion           0 TSI 100 AMotion           0 TDI 150 AMotion           3 TDI 150 AMotion           3 All the Tiquaris sensiti           5 Seven seats. LxWXH 4/s           5 TSIEV0 150           0 TSI 120 AMotion           0 TSI 120 AMotion           0 TSI 120 AMotion           0 TDI 120 AMotion           0 VG TDI 231           0 VG TDI 231           0 VG TDI 230	148 188 228 148 147 148 187 238 148 187 238 148 188 188 188 148 188 148 14	126 133 142 125-127 124-125 131 143 95-644 40 refine 995-644 40 dr efine 995-644 143 143 123 123 139 125 123 124 125 125 135 142 142 142 142 145 148	7.5 6.3 9.3 9.3 7.9 6.2 6.2 6.2 9.5-10 7.8 6.8 9.5-10 7.8 6.8 7.5 6.8 0.8 0.7 7.5 6.1	31.4 30.130.4 471-50.4 43.5-45.6 39.8-40.4 35.3 35.3 *** wwith the leight 1499 37.2-39.2 30.7 28.5 40.4-41.5 34.9 *** this funct b weight 1 33.6-34.4 ***	204 211-212 211-212 146-157 163-171 185-187 210 **** *** *** *** *** ** ** ** ** ** **
5 TSIEV 0150           0 TSI 103 AMotion           0 TSI 103 AMotion           0 TSI 103 AMotion           0 TDI 150 AMotion           0 TSI 100 AMotion           0 TSI 100 AMotion           0 TSI 120 AMotion           0 TSI 120 AMotion           0 TSI 120 AMotion           0 TSI 120 AMotion           0 TDI 120 AMotion           0 VG TDI 231           0 VG TDI 236           60 Adr saloon 638,285-EE           0 T5	148 188 228 148 148 147 238 148 148 148 148 148 148 148 14	126 133 142 125-127 124-125 131 143 <b>95-E44</b> dd refine 99x(165- 123 130 139 139 130 139 126 123-124 142 15 135 142 142 15 135 148 148	75 63 93 93 79 62 385 ment, no. 4 Kerb w. 95-10 78 68 90-10 78 68 90-10 78 68 90-10 77 86 68 97 96 68 97 96 68 97 96 68 97 96 90-10 75 66 61 97 97 98 60 97 90-10 97 90-10 97 90-10 97 90-10 90-	31.4 30.1-30.4 43.5-45.6 39.8-40.4 35.3 ★ 1 w with the eight 149 37.2-39.2 30.7 28.5 44.8-47.1 41.5 40.4-41.5 34.9 ★ 1 this func b weight 1 \$26.2-26.9 34.0-34.9 33.6-34.4 ★ 1 the ranks bt fiel6kg 39.8 89.8	204 211-212 211-212 146-157 163-171 185-187 210 ***** 210 **** 213 ***** 213 **** 213 **** 213 ***** 213 ***** 213 ***** 213 ***** 213 ***** 213 ****** 213 ****** 213 ****** 213 ****** 213 ******* 213 ******* 213 **********
5 TSIEV 0150           0 TSI1904 Motion           0 TSI1904 Motion           0 TDI1504 Motion           0 TSI1904 Motion           0 TSI1904 Motion           0 TSI1904 Motion           0 TSI1904 Motion           0 TDI1504 Motion           0 TDI1054 Motion           0 TDI1054 Motion           0 TDI1054 Motion           0 TDI1054 Motion           0 TDI1204 Motion           0 TDI1204 Motion           0 TDI1204 Motion           0 VG TDI231           0 VG TDI231           0 VG TDI236           60 4dr saloon E38.285-E           60 4dr saloon E38.285-E           0 TS TWIN Engine	148 188 228 148 148 148 148 148 148 148 14	126 133 142 125-127 124-125 131 143 <b>95-644</b> <b>95-644</b> <b>95-644</b> <b>1</b> 43 139 126 139 126 139 128 123-124 142 155 135 148 <b>0LVO</b> <b>fortabl</b>	75 6.3 9.3 9.3 7.9 6.2 385 6.2 385 6.2 385 6.2 7.9 6.2 7.8 6.8 9.6 7.8 6.8 9.7 7.8 6.8 9.7 7.5 6.1	31.4 30.1:30.4 471-50.4 43.5:45.6 39.8:40.4 35.3 ★ ★ 39.8:40.4 35.3 ★ ★ 39.8:40.4 35.3 ★ ★ 39.8:40.4 35.3 ★ ★ 30.7 28.5 44.8:47.1 41.5 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 34.9 ★ ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 34.9 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 ★ 40.4:41.5 33.6:34.4 £ 40.4:41.5 33.6:34.4 £ 40.4:41.5 34.5 34.5 34.5 4 40.4:41.5 4 40.4:41.5 34.5 34.5 34.5 4 40.4:41.5 4 40.4:41.5 34.5 34.5 34.5 4 40.4:41.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34	204 211-212 211-212 146-157 163-171 185-187 210 ***** 210 **** 213 ***** 213 **** 213 **** 213 ***** 213 ***** 213 ***** 213 ***** 213 ***** 213 ****** 213 ****** 213 ****** 213 ****** 213 ******* 213 ******* 213 **********
5 TSIEV 0150           0 TSI190 AMotion           0 TSI190 AMotion           0 TDI150 AMotion           0 TSI190 AMotion           0 TDI150 AMotion           0 TDI100 AMotion           0 TDI200 AMotion           0 TDI200 AMotion           0 UBI202 AMotion           0 VS TDI231           0 VS TDI231           0 VS TDI284           60 Adr saloon f38.285-f           60 Adr saloon f38.286-f           0 TS TU280           60 Adr saloon f38.285-f           0 TS TU38	148         148           188         228           148         148           148         148           148         148           148         148           148         148           148         148           149         237           -63.4         148           148         237           -653.4         148           148         228           282         228           282         228           282         248           390         399	126 133 142 125-127 124-125 131 143 <b>95-644</b> dd refine 93x165- 123 130 139 126 123-124 132 142 142 142 142 145 155	75 63 93 79 62 385 385 385 58 97 78 68 97 78 68 97 98 180 68 97 59 61 1717 Kert 59 75 61 175 62 68 97 98 179 179 179 179 179 179 179 179	314 301-302 471-504 435-5456 388-404 435-5456 388-404 383-3 ***** ***** **** **** **** ***** **** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ***** ******	204 211-212 211-212 211-212 146-157 186-127 210 210 210 210 210 210 210 210 210 210
5 TSIEV 0150           0 TSI 1930 AMotion           0 TSI 1930 AMotion           0 TSI 1930 AMotion           0 TOI 150           0 TOI 150 AMotion           0 TOI 150 AMotion           0 TOI 1940 AMotion           0 TSI 1940 AMotion           0 TOI	148 188 228 148 148 148 148 148 148 187 238 148 187 238 248 248 248 248 248 248 248 24	126 133 142 125:127 124:125 131 143 <b>95-£44</b> 95- <b>£44</b> 143 <b>95-£44</b> 143 <b>95-£44</b> 143 139 126 123 130 139 127 142 152 132 142 155 148 0 <b>LVO</b> 145 155 155	75 63 93 79 62 385 385 385 62 385 62 78 68 97 78 68 97 78 68 97 98 97 98 98 98 97 68 88 75 61 75 61 75 65 44 44	314 301-302 301-302 401-504 401-504 405-504 303-308-402 303-303-30 405-50 402-401 402-4015 402-4005 402-4005 402-4005 402-4005 402-	204 211-212 1146-157, 163-127, 163-127, 163-127, 163-127, 163-127, 163-127, 163-127, 210 210 210 210 210 210 210 210 210 210
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5 TSLEV 0150           0 TSL190 AMotion           0 TSL190 AMotion           0 TSL190 AMotion           0 TSL190 AMotion           0 TDL150 AMotion           0 TSL190 AMotion           0 TSL190 AMotion           0 TSL20 AMotion           0 TSL20 AMotion           0 TDL150 AMotion           0 TSL20 AMotion	148 188 228 148 148 148 148 148 148 148 14	126 133 142 125:127 124:125 131 143 95-644 40 refine 98-664 143 143 143 143 143 143 143 123 123 123 124 142 142 144377 145 155 155	75 63 93 79 62 385 385 385 385 385 868 97 78 68 97 78 68 97 98 78 68 97 98 78 68 97 98 78 68 97 98 75 68 68 97 98 75 68 68 97 98 70 68 97 98 68 97 98 78 68 97 97 80 68 97 97 80 68 80 78 80 68 80 77 80 75 80 75 80 75 75 80 80 75 80 80 75 80 80 75 75 75 75 75 75 75 75 75 75 75 75 75	314 301-302 301-302 401-504 403-546 403-546 303-302 303-303 403-51 403-415	204 211-212 146-157. 185-187. 210 185-187. 210 185-187. 210 185-187. 210 185-187. 210 185-187. 210 208 224 164-155. 208 224 213 213 213 213 213 213 213 213 213 213
5 TSLEV 0150           0 TS1190 4Motion           0 TS1230 4Motion           0 TO1150 4Motion           1 TO1150 4Motion           1 TO1150 4Motion           0 TS1510 4D0           1 TS1EV 0150           0 TS150 4Motion           0 TS120 4Motion           0 TS1340           0 VG TD1235           60 4dr saloon f38.285-E           60 4dr saloon f38.285-E           60 4dr saloon f38.285-E           60 5dr Stale 53.025-E           0 TS Twin Engine           0 TS Twin Engine Polestar           0 TS Totion 705           0 TS Totion 705           0 TS Twin Engine Polestar           0 TS	148 189 228 148 148 147 148 148 148 147 148 148 148 148 148 148 148 148	126 133 142 125:127 124:125 131 143 <b>95-644</b> <b>40</b> refine 393/165 123 139 126 123:124 132 142 142 142 145 155 155 155 155	75 63 93 79 62 885 886 886 79 78 68 97 78 68 97 78 68 97 98 77 88 78 68 97 98 77 68 68 97 98 77 68 68 77 68 68 77 68 68 77 98 68 77 98 68 77 98 68 77 98 68 78 68 78 78 78 68 78 78 78 78 78 78 78 78 78 78 78 78 78	314 301-302 471-504 435-5456 308-404 435-5456 308-404 435-358 *** *** *** *** *** *** *** *	204 211-212 116-157 116-3171 116-157 110-3171 210 ★★☆☆ 116-175 210 ★★☆☆ 220 116-175 208 208 224 104-105 208 224 208 224 104-105 208 224 208 224 10-11 10-11 208 208 224 10-11 10-10
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5 TSLEV 0150           0 TS1900 AMotion           0 TS1900 AMotion           0 TS1200 AMotion           0 TD1150 AMotion           0 TS1202 AMotion           0 TS1190 AMotion           0 TS1190 AMotion           0 TS1190 AMotion           0 TS1190 AMotion           0 TS1202 AMotion           0 TS1150 AMotion           0 TD1150 AMotion           0 TD1200 AMotion           0 TD1200 AMotion           0 TD1201 AMotion           0 TD1201 AMotion           0 TO1201 AMotion           0 TO1201 AMotion           0 TS1340           0 V6 TD1231           0 V6 TD1236           0 T8 Twin Engine           0 T8 Twin Engine           0 TS           0 TS Twin	148 189 228 228 148 148 148 147 148 187 238 148 187 148 187 148 188 188 188 187 148 188 188 148 188 148 188 187 197 237 247 248 248 248 248 248 248 248 248	126 133 143 125-127 126-127 126-127 124-125 131 143 95-644 40 refine 139 143 95-644 40 refine 139 139 123 124 125 127 137 135 145 145 145 155 145 145 155 145 14	75 63 93 79 62 8385 mement, no. 4 Kerb wi 95/10 78 68 97 78 68 97 78 68 97 78 68 97 88 78 68 89 77 88 68 97 97 68 68 97 97 68 68 97 97 68 68 97 68 68 78 68 68 78 68 68 72 66 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 72 61 73 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 61 77 76 76 76 76 77 78 76 78 76 76 78 76 76 78 76 78 78 78 78 78 78 78 78 78 78 78 78 78	314 301-302 301-302 401-504 405-565 308-402 303-30 405-504 405-504 303-307 285 307 285 402-415 402-415 402-415 402-415 402-415 402-415 402-415 402-415 402-415 402-415 405-416 807 307 282-289 307 282-289 307 405-416	204 2014 201522 201522 2010 201522 2010 20152 2010 20152 2015 2015



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S90 4dr saloon £37,825-1	E57,655				<b>★★★</b> ☆
Volvo's mid-sized exec m ability. LXWXH 4963x201	najors o	on comf			ng
2.0T4	185	130	8.7	37.7	169
2.0 T5	248	140	6.8	37.7	171
2.0 T8 Twin Engine AWD 2.0 D4	310 185	155 140	4.8	108.6-166 50.4	<u>.2 46</u> 147
2.0 D5 AWD	228	140	8.2	43.5	169
V90 5dr estate £39,835- Luxury estate takes on t			d tho E-Ol	tee Comf	<b>★★★☆</b>
good cruiser. LXWXH 493					
2.0 T4	185	130	8.0	37.7	169
2.015	248	140	6.7	37.7	171
2.0 T6 AWD 2.0 T8 Twin Engine AWD	<u>307</u> 310	<u>155</u> 155	6.1 4.8	32.5 108.6-166	2.46
2.0 D4	185	140	8.5	50.4	147
2.0 D5 AWD	228	145	7.2	43.5	169
V90 Cross Country 5	drestat	e 616 9	85-653 16	n 🛨	****
Volvo's large comfy esta	te give	n a jack	ed-up, rug	ged make	eover.
LXWXH 4936x2019x1543					
2.0 T5 AWD 2.0 T6 AWD	250 310	140 140	7.4 6.3	32.5 32.5	<u>196</u> 196
2.0 D4 AWD	185	130	8.8	43.5	171
2.0 D5 AWD	228	140	7.5	40.9	181
XC40 5dr SUV £25,275-£	90 C95				
Volvo's take on the cross		ims to r	ival BMW.	Mercedes	and
Audi. LxWxH 4425x1910)	(1658 <b>K</b>	erb we	<b>ight</b> 1626	kg	
1.5 T2	126	115 124	10.9	41.5	154-162
1.5 T3 2.0 T4 AWD	160 186	124	9.3-9.6 8.4-8.5	39.2-41.5 35.3-36.7	174-181
2.0 T5 AWD	243	140	6.5	34.0	189
1.5 T5 Twin Engine AWD	258	127	7.3	117.7-141.1	45-55
2.0 D3 2.0 D3 AWD	147 147	124	9.9-10.2	47.1-51.4 44.8	<u>143-156</u> 165
2.0 D4 AWD	187	130	7.9	44.1	166
2.0 B5 AWD (P) 2.0 B6 AWD (P) 2.0 D4 2.0 B4 AWD (D)	248 298 185 194	130 140 127 127	6.9 5.9 8.4 8.3	36.2-38.6 33.2 47.9 46.3	167-177 188 155 159
2.0 B5 AWD (D)	232	137	7.1	46.3	159
2.0 T8 Twin Engine AWD	386	140	5.5	83.1-100.9	53-69
XC90 5dr SUV £54,410-£ Clever packaging, smart to a class-leader. LXWXH	styling,	(2008x1	1776 <b>Kerb</b>		
2.0 B5 AWD (P) 2.0 B6 AWD (P)	298	134	7.7 6.3	31.0	198
2.0 B5 AWD (D)	233	137	7.6	44.1	167
2.0 T8 Twin Engine	387	140	5.8	80.7-113	57-80
		VUHL			
<b>05 Odr open £59,995-£89</b> Mexican track-day specie chassis. LxWxH 3718x18	al has a 76x1120	C Kerb	weight 72	natic and 5kg	
2.0 DOHC Turbo 2.3 DOHC Turbo RR	285 385	152 158	3.7	NA	NA
E.O DONO TUTDO KK				101	114
Chort etc.		STFIE	LD		
Sport 2dr coupé £19,950 Sport Turbo is very quick Caterhams. LxWxH TBC I 1.6 Sigma	and fu	n but ni		on the	★★★☆ NA
1.6 Sigma	155	TBC	TBC	NA	NA
2.0 Duratec	200	TBC	TBC	NA	NA
2.0 Ecoboost	252	TBC	TBC	NA	NA
Mega 2dr coupé £16,950 Mega engine makes it raj And you have to build it y 2.0 VTEC \$2000					
C10 0de eour 5 000 005 0		ENOS			
E10 Odr coupé £26,995-£ The latest in a long line o		ngined	Rritish ma		<b>★★★☆</b> lect a
dedicated following. LXV					
2.0 Ecoboost S	250	145	4.0	NA	NA
2.3 Ecoboost R	350	155	3.0	NA	NA

#### 80 AUTOCAR.CO.UK 6 JANUARY 2021

# ROAD The best new cars ra only Autocar knows

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 de the closest examination we can give of ar It appears over at least eight pages and is man-hours in the making every week.

Most of what the road test process ent designed to be strictly repeatable and fai benchmark standing-start and in-gear ac a purpose-built test facility every week. V both subjective and objective handling te road and track, on the latter up to and be of grip, so as to fully assess stability, drive handling appeal. And while benchmark la sometimes taken, they're never an end in

We record and publish stopping distant well as taking cabin noise measurements cruising speeds and benchmarking either or brim-to-brim fuel economy. We indepe measure leg room, head room, boot spac key exterior vehicle dimensions, and we a every car we test.

Just as every new car is different, how test has developed to be versatile enough week, so as to best assess and reflect the of each test subject to its intended purpo includes modular sections describing in d limit handling of a new car, or its semi-au 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 Readly 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.

ntinental GT W12 First Edition ★ ★ ★ ★

1e 6.75 V8 ★ ★ ★

18.11.20

14.11.18 11.3.20 11.7.18

17.6.20 7.12.16 26.6.19

20.3.19

21.6.17

26.9.18

21.9.11

#### Matt Saunders, road test editor

ABARTH		AUDI
124 Spider ★ ★ 🛧 ☆	22.3.17	A1 Sportback 35 TFSI S line ★ 🛧 🛧
		A3 Sportback S3 ★ ★ 🛧 🛠
ALFA ROMEO		RS3★★★★☆
Giulia Quadrifoglio ★ 🛧 🛧 🛧	29.3.17	A4 S4 TDI ★★★★☆
Stelvio 2.2D 210 Milano ★ ★ ★ ★☆	3.1.18	RS4 Avant ★★★★☆
Quadrifoglio ★ ★ 🛧 🟠	9.1.19	A5 S5 ★★★☆☆
4C Spider ★★★☆☆	27.1.16	A5 Sportback 2.0 TFSI S line ★ ★ 📩
		A6 40 TDI S line Avant ★★★★☆
ALPINA		RS6 Avant Carbon Black ★ ★ 🛧 😭
B3 Touring ★★★★★	4.11.20	A7 Sportback 50 TDI Sport ★ 🛧 🛧 😭
		A8L60TFSIe Sport quattro ***
ALPINE		TTRS ★★★★☆
A110 Premiere Edition *****	16.5.18	E-tron 55 quattro ★ ★ ★ 🖈
		Q21.4TFSISport ★★★☆☆
ARIEL		SQ2 quattro ★★★★☆
Atom 4 ★★★★★	9.10.19	Q5 2.0 TDI S line ★ ★ ★ ★ ☆
Nomad <del>* * * * *</del>	24.6.15	SQ5 guattro ★★★☆☆
		Q7 SQ7 4.0 TDI ★★★★☆
ASTON MARTIN		<b>Q8</b> 50 TDI S Line ★★★★☆
Vantage V8 ★ ★ 🛧 🛧	23.5.18	R8 V10 Plus ★★★★☆
DB11 Launch Edition ★★★★☆	21.9.16	
Rapide S ★ ★ 🛧 🏠	20.3.13	BENTLEY
DBS Superleggera ★★★★★	21.11.18	Continental GT W12 First Edition ★ ★ 🕇
DBX ★★★★★	28.10.20	
		Flying Spur W12 ★ ★ 🛧 🖈
		Mulanana ( 75 VO A A A A A

	Bentayga W12 ★★★★☆
	BMW
	1 Series 118i M Sport ★★★★☆ 3
	2 Series 220d Convertible ★ ★ ★ ☆
	M2 ★★★★☆ M2 CS M-DCT ★★★★☆
	218d Active Tourer Luxury ★ ★ 🛧 😭 2
	218i Gran Coupé M Sport ★★★☆☆
	3 Series 320d M Sport ★★★★★ 330d xDrive M Sport ★★★★★
	330e M Sport ★★★★☆
atedas	4 Series M440i xDrive ★★★★☆ M4 ★★★★☆
	5 Series 520d M Sport + + + +
how	M5 ****
	6 Series GT 630d xDrv M Spt ★★★☆ 7 Series 730Ld ★★★☆
	8 Series 840d xDrive ★ ★ ★ ★ ☆
HIS	M8 Competition Convertible ★★★☆☆ M8 Competition Coupé ★★★☆☆
	i31.3S Range Extender + + + +
	i8★★★★☆
	X1xDrive20dxLine ★★★★☆ 1 X2 M35i ★★★☆☆
	X4 M Competition ★★★☆☆
	X5 xDrive30d M Sport ★★★☆ X5M ★★★★☆
-	X7 xDrive M50i M Perf'nce ★★★★☆
etailed, it's	CATERHAM
ny new model.	Seven 620S ★★★☆☆
s close to 50	CHEVROLET
	Corvette Stingray ★ ★ 🛧 ☆
tails is	CITROEN
ir. We	C3 Puretech 110 Flair ★★★☆☆ 2
cceleration at	C3 Aircross P'tech 110 Flair ★★★☆☆ C4 Cactus 1.6 BlueHDi 100 ★★★☆☆
We carry out	C5 Aircross BlueHDi 180 * * * *
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ability and limit	DACIA
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n themselves.	Duster SCe 115 Comfort ★★★★☆
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r indicated	3 BlueHDi 120 ★★★☆☆
endently	3 Crossback Puretech 155 ★★★☆☆
ce and certain	7 Crossback Puretech 225 ★★★☆☆
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vever, the road	812 Superfast ****
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suitability	
,	Panda 4x4 Twinair ★★★★ 500 Abarth 595 ★★★★☆
ose. It now	Panda 4x4 Twinair ★★★★☆
,	Panda 4x4 Twinair ★★★★ 500 Abarth 595 ★★★★☆

		15.0.
	Focus 1.5 Ecoboost 182 + + + +	20.2.
	ST★★★☆	11.9.
	RS ★★★★	4.5.
	S-Max 2.0 TDCi Titanium ★ ★ 🛧 😭	26.8.
	Mondeo 2.0 TDCi ★ ★ ★ ☆	14.1.
	Mustang 5.0 V8 GT F'back ★ ★ 🛧 🏫	24.2.
ł	Bullitt ★★★★☆	5.12.
1	Ecosport 1.5 TDCi ★ 🛧 📩 🖄	3.9.
	Puma 1.0T 125 MHEV ★ ★ 🛧 🖈	25.3.2
	Kuga 2.5 PHEV ST-Line ★ 🛧 📩 🏫	24.6.2
	Ranger Raptor ★ ★ 🛧 🖄	28.8.
	HONDA	
	E Advance ★ ★ 🛧 🏫	26.8.2
	Jazz 1.5 i-MMD Hybrid EX ★★★☆☆	7.10.2
	Civic 1.5 i-VTEC Turbo ★ ★ ★ ★	19.4.
	2.0 Type R GT ★★★★★	25.10.
	Clarity FCV ★ 🛧 🛧 😭	12.7.
	CR-V1.5TEX CVTAWD ★ ★ 🛧 😭	7.11.
е	NSX ★★★★☆	5.10.
	HYUNDAI	
	i10 1.2 MPi Premium ★ ★ 🛧 ☆	15.4.2
	i <b>20</b> 1.4SE ★★★★☆	7.1.
	i30 N ★★★☆☆	27.12.
	1.4 Premium SE ★★★☆☆	13.9.
.19	Kona Electric 64kWh Premium SE ★	tt:

Rolla Eleculic 04kwiir reiliiuiii SL	
	31.10.18
Santa Fe 2.2 CRDi P'm SE ★ ★ ★ ☆ ☆	6.3.19
Nexo ★★★☆☆	12.6.19
JAGUAR	
F-Type V8 S Convertible ★ ★ ★ ☆	12.6.13
V6SCoupé ★★★★	11.6.14
2.0 R-Dynamic Coupé ★★★★☆	22.11.17
P575 R AWD Coupé ★ 🛧 🛧 🚖	29.4.20
XF 2.0 R-Sport + + + +	2.12.15
300 R-S Sportbrake ★ ★ 🖈 😭	17.4.19
XE 2.0 R-Sport + + + +	1.7.15
<b>E-Pace</b> D180 AWD SE ★★★☆☆	11.4.18
<b>F-Pace</b> 2.0d AWD ★★★☆☆	11.5.16
SVR ★★★★	24.7.19
<b>I-Pace</b> EV400 S ★★★★★	12.9.18
JEEP	
Compass 2.0 M'jet 4x4 L'd ★ ★ ☆ 🏠	
Renegade 2.0 M'jet 4x4 L'd ★ ★ 🛧 🏠	28.10.15
Wrangler 2.2 M'Jet-II Ov'd ★★★★☆	10.4.19
KIA	
Stinger 2.0 T-GDI GT-L S ★ ★ 📩	25.4.18

Rio1.0T-GDI 3Eco +++

10 5 16		
18.5.16	Ceed 1.6 CRDi 115 2 ★★★☆☆	29.8.18
	Proceed 1.4 T-GDi ★ ★ 🛧 😭	27.2.19
30.10.19	Xceed 1.4T-GDi ★★★☆☆ Niro 1.6 GDI DCT 2 ★★★☆☆	20.11.19 31.8.16
1.4.15	e-Niro First Edition ★ ★ ★ ★ 🖈	1.5.19
15.6.16 19.8.20	Sportage 1.7 CRDi ISG 2 ★★★☆ Sorento 2.2 CRDi KX-4 ★★★☆	2.3.16 8.4.15
24.12.14		011110
8.4.20 15.5.19	LAMBORGHINI Huracán Performante + + + + + +	11.10.17
15.1.20	Evo RWD Coupé ★ ★ 🛧 🖈	20.5.20
1.7.20	Aventador SVJ ★★★★☆	19.6.19
<u>6.1.21</u> 9.7.14	Urus ★★★☆	3.7.19
31.5.17	LAND ROVER	
18.4.18	Defender 110 P400 X + + + + + Discovery Sport D180 AWD SE + + + +	13.5.20
11.11.15		8.1.20
16.1.19	Range Rover 4.4 SDV8 **** Range Rover Velar D240 HSE ****	12.12.12
5.2.20 3.6.20	Range Rover Velar D240 HSE	30.8.17
21.2.18	Range Rover Sport 3.0 TDV6 + + +	*
17.9.14 14.10.15	SVR <del>* * * * *</del>	2.10.13 15.4.15
25.9.19		13.4.13
17.1.18 13.11.19	LEXUS LC500Sport+ ★★★★☆	18.10.17
2.1.19	NX 300h ★★★☆☆	1.10.14
13.5.15	RCF★★★☆☆	18.2.15
9.9.20	ES 300h Takumi ★★★☆☆ LS 500h Premier AWD ★★★☆☆	6.2.19 6.6.18
	LOTUS	
9.3.16	Elise Cup 250 ★★★☆☆	29.6.16
	Evora S2+0 ****	30.3.11
8.10.14	Exige S ★★★★☆	3.4.13
	MASERATI	
28.12.16	Ghibli Diesel ★ 🛧 📩	12.3.14
7.3.18	Levante Diesel ★★★☆☆ S Granlusso ★★★☆☆	<u>30.11.16</u> 8.5.19
13.2.19		5.5.1)
	MAZDA	22 / 15
23.1.19	21.5 Skyactiv-G SE ★★★☆ 32.0 Skyactiv-X ★★★☆	22.4.15 6.11.19
	MX-51.5 SE-L Nav ★★★★☆	2.9.15
27.2.13	CX-31.5D SE-L Nav ★★★☆☆ CX-5 2.2D Sport Nav ★★★☆☆	22.7.15
22.8.18		20.0.11
	MCLAREN 5705 3.8 V8 ****	30.3.16
16.10.19	600LT Spider 3.8 V8 + + + +	22.5.19
	620R 3.8 V8 ★★★☆	23.12.20
23.3.16	720S 4.0 V8 ***** Senna 4.0 V8 *****	24.5.17
10.7.19	P1****	7.5.14
19.9.18	MERCEDES-AMG	
	A-Class A45 S 4Matic+ Plus ★★★★	
25.5.16 7.8.19	C-Class C63 ★★★★★ C63 S Coupé ★★★★★	3.6.15
25.7.18	CLS 53 4Matic+ ★★★★☆	17.10.18
	GTS★★★★☆	29.7.15
17.4.13	R ★★★★☆ GT4-Door Coupé 63 4Matic+★★★★	10.5.17
26.2.14	-	13.3.19
2.11.16	SLC 43 * * * * *	
		6.7.16
	GLC 63 S 4Matic+★★★☆☆ GLE 53 4Matic+★★★☆☆	
9.8.17	GLC 63 S 4Matic+ ★★★☆☆	6.7.16
	GLC 63 S 4Matic+★★★☆☆ GLE 53 4Matic+★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18
9.8.17 15.8.18 20.2.19 11.9.19	GLC 63 S 4Matic+ ★★★☆           GLE 53 4Matic+ ★★★☆           MERCEDES-BENZ           A-Class A200 Sport ★★★☆           A250e AMG Line Premium ★★★☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20
9.8.17 15.8.18 20.2.19	GLC63S4Matic+ ★★★☆☆ GLE534Matic+ ★★★☆☆ MERCEDES-BENZ A-Class A200 Sport ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15	GLC6354Matic+★★★☆☆           GLE534Matic+★★★☆☆           MERCEDES-BENZ           A-Class A200 Sport ★★★☆☆           B-Class B180 Sport ★★★★☆           CLA250 ★★☆☆☆           CLA250 ★★☆☆☆           CCClass C20 Bluetee ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16	GLC6354Matic+★★★☆☆           GLE534Matic+★★★☆☆           MERCEDES-BENZ           A-ClassA200Sport★★★☆☆           A250eAMG Line Premium ★★★☆☆           P-ClassBl0Sport★★★☆☆           C-ClassC220Bluetec★★★☆☆           C-ClassC200Coupé★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14	GLC6354Matic+ ★★★☆☆           GLE534Matic+ ★★★☆☆           MERCEDES-BENZ           A-Class A200 Sport ★★★☆☆           B-Class B80 Sport ★★★☆☆           CLA250 ★★☆☆☆           C-Class C202 Bluetec ★★★★☆           S-Class S200 Bluetec ★★★☆☆           S-Class S300 Bluetec ★★★☆☆           S-Class S300 Bluetec ★★★☆☆           S-Class S300 Bluetec ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17 16.10.13 3.12.14
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14 25.3.20	GLE 635 4Matic+ ★★★★☆           GLE 53 4Matic+ ★★★☆☆           MERCEDES-BENZ           A-Class A200 Sport ★★★☆           A250e AMG Line Premium ★★★☆☆           CLA 250 ★★★☆☆           C-Class B180 Sport ★★★☆☆           C-Class C20 Bluetec ★★★☆☆           S-Class C20 Bluetec ★★★☆☆           S-Class S30 Bluetec ★★★☆           S-Class S30 Bluetec ★★★☆           S-Class S30 Bluetec ★★★☆☆           S-Class S30 Bluetec ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14	GLC6354Matic*****           GLE534Matic*****           GLE534Matic*****           GLE534Matic*****           GLE534Matic*****           GLE534Matic*****           GLE534Matic*****           GLE534Matic*****           GLE534Matic*****           GLE534Matic*****           GLE3540           GLE3540           GLE3540           GLE3520*****           GLE3520           GLE3520           GLE3520           GLE3520           GLE3520           GLE3200           GLE200           GLE2004Matic*****           GL25004*****	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 14.5.20 10.2.16
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14 25.3.20 24.6.20	GLC6354Matic+*****           GLE534Matic+******           GLE534Matic+*******           GLE534Matic+*******           GLE504Matic*******           AcClass 2005 Sport ******           AcClass 2005 Sport ******           CAClass 2005 Sport ******           C-Class 2005 Divete ******           C-Class 2005 Divete ******           SG3 MG Coupé ******           GLA 2200 Class *****           GLA 2200 Class *****           GLA 2200 Class *****           GLA 2200 Class *****           GLA 2200 dMatic *****           GLO 2000 dMatic *****	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 14.5.20 10.2.16 17.7.19
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14 25.3.20 24.6.20 28.8.19 26.8.20	GLE 635 4Matic+ ★★★★☆           GLE 53 4Matic+ ★★★★☆           MERCEDES-BENZ           A-Class A200 Sport ★★★☆           A250e AMG Line Premium ★★★☆☆           CLA 250 ★★★☆☆           C-Class B180 Sport ★★★☆☆           C-Class C20 Bluetec ★★★☆☆           S-Class S200 Coupé ★★★☆☆           S-Class S350 Bluetec ★★★☆☆           GLA 220 cupit ★★★☆☆           GLA 230 cupit ★★★☆☆           GLA 230 cupit ★★★☆☆           GLA 230 cupit ★★★☆☆           GLA 220 cupit ★★★☆☆           GLA 220 cupit ★★★☆☆           GLA 230 cupit ★★★☆☆           GLA 200 cupit ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 14.5.20 10.2.16
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14 25.3.20 24.6.20 28.8.19 26.8.20 7.10.20	GLC6354Matic******           GLE534Matic*******           GLE534Matic********           GLE534Matic********           A-Class A2005port******           A-Class A2005port******           B-Class B1805port******           C-Class C2005luetec******           C-Class C2005luetec******           S63AM6Coupé******           GL2004******           GL2004*****           GL2004Matic******           GL2004Matic******           GL2004Matic******           GL2004Matic******           GL2004Matic******           GL2004Matic******           GL300AMG5port******	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 16.9.20 10.2.16 10.2.16 17.7.19 24.7.13
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14 25.3.20 24.6.20 28.8.19 26.8.20	GLE 635 4Matic+ ★★★★☆           GLE 53 4Matic+ ★★★★☆           MERCEDES-BENZ           A-Class A200 Sport ★★★☆           A250e AMG Line Premium ★★★☆☆           CLA 250 ★★★☆☆           C-Class B180 Sport ★★★☆☆           C-Class C20 Bluetec ★★★☆☆           S-Class S200 Coupé ★★★☆☆           S-Class C200 Bluetec ★★★☆☆           S-Class C200 E ★★☆☆           GLE 220 d/Matic ★★★☆☆           GLE 220 d/Matic ★★★☆☆           GLE 230 d/A ★★☆☆           G-Class G350 d/MG Line ★★★☆☆           GL 230 AMG Sport ★★★☆           GL 54 00 d/★★★☆           GL 54 00 d/★★★☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 16.9.20 10.2.16 17.7.19 24.7.13 12.2.20 20.6.18
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 24.2.16 5.12.18 3.9.14 25.3.20 24.6.20 28.8.19 26.8.20 7.10.20 19.4.17 12.7.17	GLC6354Matic*****       GLE534Matic*****       GLE534Matic*****       GLE534Matic*****       GLE534Matic*****       GLE534Matic*****       A-Class A200 Sport ****       B-Class B180 Sport *****       C-Class C220 Bluetec *****       C-Class C200 Bluetec *****       SG3AMG Coupé *****       GLA 250 ****       GLA 250 Of MGLine ****       GL 250 dMatic ****       GL 250 dMatic ****       MG       31.5 3Form Sport ****	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 16.9.20 10.2.16 17.7.19 24.7.13 12.2.20 20.6.18
9.8.17 15.8.18 20.2.19 11.9.19 14.5.16 26.8.15 24.2.16 5.12.18 3.9.14 25.3.20 24.6.20 28.8.19 24.6.20 28.8.19 24.6.20 28.8.19 24.6.20 28.8.17 24.6.20 28.8.19 24.6.20 28.8.19 24.6.20 28.8.19 24.6.20 28.8.19 24.6.20 28.8.19 24.6.20 28.8.19 24.6.20 26.8.20 7.10.20 19.4.17 25.10.17 12.7.11.18	GLE 635 4Matic+ ★★★★☆           GLE 53 4Matic+ ★★★★☆           GLE 53 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           MER CED ES-BENZ           A-Class 200 Sport ★★★☆☆           A250e AMG Line Premium ★★☆☆           C-Class B100 Sport ★★★☆☆           C-Class B100 Coupé ★★★☆☆           S-Class C200 Bluetec ★★★☆☆           S-Class C200 Bluetec ★★★☆☆           GLA 220 cD15 ★★★☆☆           GLA 200 cD15 ★★☆☆           GLA 200 cD15 ★★☆☆           GLA 200 cD15 ★★☆☆☆           GLA 200 cD15 ★★☆☆☆           GLA 200 cD15 ★★☆☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 16.9.20 10.2.16 17.7.19 24.7.13 12.2.20 20.6.18
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 24.2.16 5.12.18 3.9.14 25.3.20 24.6.20 28.8.19 26.8.20 7.10.20 19.4.17 12.7.17	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class A200 Sport ★★★☆ A250e AMG Line Premium ★★☆☆ P-Class B180 Sport ★★★☆☆ C-Class B180 Sport ★★★☆☆ C-Class C200 Bluetec ★★★☆☆ S-Class C200 Bluetec ★★★☆☆ S-Class S350 Bluetec ★★★☆ GLA 220 C015 ★★★☆☆ GLA 230 AMG Sport ★★★☆☆ X-Class X250 d Matic ★★★☆☆ SUS 4 X 4 X 4 X 4 X 4 X 4 X 4 X 4 X 4 X 4	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 21.8.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 14.5.14 16.9.20 10.2.16 10.2.16 17.7.19 24.7.13 12.2.20 20.6.18
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14 25.3.20 24.6.20 28.8.19 26.8.20 26.8.20 19.4.17 25.10.17 12.7.17 7.11.18 5.10.16	GLC 635 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           MERCEDES-BENZ           A-Class 200 Sport ★★★☆☆           A250e AMG Line Premium ★★☆☆           C-Class Bio Sport ★★★☆☆           C-Class Bio Sport ★★★☆☆           C-Class C20 Bluetec ★★★☆☆           S-Class C20 Bluetec ★★★☆☆           GLA220 CDISE ★★★☆☆           GL 250 AMG Sport ★★★☆☆           Y-class X250 dMatic ★★★☆☆           M G           31.3 JForm Sport ★★★☆☆           SVEV Exclusive ★★☆☆☆           SI VE Licclusive ★★☆☆☆           MINI	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 23.7.14 14.6.17 16.10.13 3.12.14 14.5.14 16.9.20 10.2.16 17.7.19 24.7.13 12.2.20 20.6.18 25.12.13 25.12.13 25.12.13
9.8.17 15.8.18 20.2.19 4.5.16 26.8.15 24.2.16 5.12.18 24.2.20 28.8.19 26.8.20 7.10.20 19.4.17 25.10.17 11.118 5.10.16 15.4.20 7.11.4	GLE 635 4Matic+ ★★★★☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MER CED ES-BENZ A-Class A200 Sport ★★★☆ A250e AMG Line Premium ★★★☆☆ C-Class B180 Sport ★★★☆☆ C-Class G100 Cupd ★★★☆☆ S-Glass G100 Cupd ★★★☆☆ S-Glass S350 Bluetec ★★★★☆ S-Glass S350 Bluetec ★★★★☆ GLE 2200 4Matic ★★★☆☆ GLE 2200 4Matic ★★★☆☆ GLE 2200 4Matic ★★★☆☆ GLE 2300 ★★★☆☆ C-Class G3500 AMG Line ★★★☆☆ GLE 2300 ★★★☆☆ C-Class G3500 AMG Line ★★★☆☆ GLE 3000 ★★★☆☆ X-Class X2500 4Matic ★★★☆☆ X-Class X2500 4Matic ★★★☆☆ SWEV Exclusive ★★★☆☆ ZS EV Exclusive ★★★☆☆ MINI Mini Cooper S ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 23.714 14.6.17 14.6.17 14.6.17 14.6.17 14.6.17 14.5.14 16.9.20 10.2.16 14.5.14 16.9.20 10.2.16 14.5.14 16.9.20 10.2.16 14.5.14 16.9.20 10.2.16 14.5.14 1
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 24.2.16 5.12.18 3.9.14 25.3.20 28.8.19 26.8.20 28.8.19 26.8.20 28.8.19 26.8.20 28.8.19 26.8.20 28.8.19 25.3.20 28.8.19 25.3.20 26.8.20 27.10.20 19.4.17 25.10.17 12.7.17 12.7.11 25.10.16 15.4.20 15.	GLC 635 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           MER CED ES - B E X Z           AcCiasa 5200 Sport ★★★☆☆           A250e AMG Line Premium ★★☆☆☆           C-Class 8080 Sport ★★★☆☆           C-Class 500 Buetec ★★★☆☆           C-Class 500 Buetec ★★★☆☆           SG 3M0 Coupé ★★★☆☆           GL 220 Class 5300 Buetec ★★★☆☆           GL 220 Class 5300 AMG Coupé ★★★☆☆           GL 220 Class 5300 AMG Line ★★★☆☆           GL 220 Class 4★★☆☆           GL 230 AMG Sport ★★★☆☆           GL 230 AMG Sport ★★★☆☆           SSM EV Exclusive ★★★☆☆           SSW EV Exclusive ★★★☆☆           SSW EV Exclusive ★★★☆☆           MINI           Mini Cooper 5 ★★★☆           Cooper S Works 210 ★★★☆           Clubman Cooper D ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 4.7.18 5.8.20 4.7.18 7.8.14.0.2 7.14.14.0.17 14.6.17 14.6.17 14.6.17 14.6.17 14.6.17 14.5.14 16.9.20 20.6.18 22.12.13 22.12.12 22.12.12 22.12.12 22.11.21 21.11.21.21 21.11.21.21.21.21.21.21.
9.8.17 15.8.18 20.2.19 11.9.19 24.5.16 24.2.16 24.2.16 24.2.16 25.3.20 14.1.15 5.12.18 3.9.14 25.3.20 24.8.45 24.8.45 24.8.45 24.8.45 24.8.45 24.8.45 25.3.20 19.4.17 7.11.18 5.10.16 5.10.16 5.10.16 5.10.17 13.9.17 14.9.17 15.9	GLE 635 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           AcCiass 200 Sport ★★★☆☆           AcCiass 200 Sport ★★★☆☆           C-Class B100 Sport ★★★☆☆           C-Class B100 Coupé ★★★☆☆           C-Class C20 Bluetec ★★★☆☆           S-Class C20 Bluetec ★★★☆☆           S-Class C20 Coupé ★★★☆☆           GLA 220 CD15 ★★★☆☆           GLA 220 CD15 ★★★☆☆           GLA 220 CD15 ★★★☆☆           GL 230 AMG Sport ★★★☆☆           GL 230 AMG Sport ★★★☆☆           GL 230 AMG Sport ★★★☆☆           SUE VEX.clusive ★★★☆☆           CooperS Works 210 ★★★☆☆           Countryman Cooper D ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.6.20 21.7.18 23.7.14 14.6.17 14.6.17 14.6.17 14.6.17 14.6.17 14.6.17 14.6.17 17.19 24.7.13 21.2.13 21.2.20 20.6.18 25.12.13 25.12.15
9.8.17 15.8.18 20.2.19 11.9.19 11.9.19 11.9.19 11.9.19 12.6.8.15 24.2.16 25.3.20 24.6.20 28.8.19 24.6.20 25.3.00 7.10.20 15.4.20 15	GLE 633 54Matic+ ★★★★☆           GLE 53 44Matic+ ★★★☆☆           AcGase A200 Sport ★★★☆☆           A2506 AMG Line Premium ★★★☆☆           C-Class 5100 Sport ★★★☆☆           C-Class C200 Bluetec ★★★☆☆           C-Class C200 Cupd ★★★☆☆           S-Class S350 Bluetec ★★★☆☆           GLA 250 Cupl ★ ★★☆☆           GLA 220 Cupl ★ ★★☆☆           GLA 200 Cupl ★ ★★☆☆           M G           31.5 3Form Sport ★★★☆☆           Guper 5 ★★★☆☆           MINI           Mini Cooper 5 ★★★☆☆           Cuper S Works 210 ★★★★☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 5.8.20 5.8.20 3.4.19 2.3.7.14 14.6.17 16.10.13 3.12.14 14.5.11 12.2.20 20.6.18 25.12.13 25.11.20 26.112 25.11.20 25.11.
9.8.17 15.8.18 20.2.19 11.9.19 24.5.16 24.2.16 24.2.16 24.2.16 25.3.20 14.1.15 5.12.18 3.9.14 25.3.20 24.8.45 24.8.45 24.8.45 24.8.45 24.8.45 24.8.45 25.3.20 19.4.17 7.11.18 5.10.16 5.10.16 5.10.16 5.10.17 13.9.17 14.9.17 15.9	GLC 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A250e AMG Line Premium ★★★☆☆ A250e AMG Line Premium ★★★☆☆ C-Class B180 Sport ★★★☆☆ C-Class C220 Bluetec ★★★★☆ C-Class C220 Bluetec ★★★★☆ GLA 220 CAUSE ★★★☆☆ GLA 220 CAUSE ★★☆☆ GLA 220 CAUSE ★★☆ GLA 220 CAUSE ★★ GLA 220	6.7.16 13.6.18 13.6.18 4.7.18 5.8.20 7.8.10 16.9.20 10.2.16 16.9.20 10.2.16 16.9.20 10.2.16 16.9.20 10.2.16 12.2.17 24.114 6.2.17 24.114 6.2.17 24.114 6.2.17 24.114 6.2.17 24.114 6.2.17 24.114 7.2.1147 7.2.1147 7.2.1147 7.2.1147 7.2.114
9.8.17 15.8.18 20.2.19 20.2.19 20.2.19 20.2.19 20.2.19 20.2.19 20.2.19 20.2.19 24.2.16 24.2.16 24.2.16 24.2.16 25.3.20 24.8.19 25.3.20 26.8.20 7.10.20 19.4.17 7.11.18 5.10.16 5.10.16 15.4.20 7.11.44 7.11.44 15.4.20 7.11.44 7.1.	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A250e AMG Line Premium ★★★☆ A250e AMG Line Premium ★★★☆ C-Class 040 Coupé ★★★☆☆ C-Class 040 Coupé ★★★☆☆ S-Class 040 Coupé ★★★☆☆ S-Class 050 Coupé ★★★☆☆ S-Class 050 Coupé ★★★☆☆ GLA 220 CDIS ★★★☆☆ C-Class G350 d MG Line ★★★☆☆ GLA 200 d ★★★☆ C-Class CDIS ★★★☆☆ GLA 200 d ★★★☆ S-Class X250 d Matic ★★★☆☆ S-Class X250 d Matic ★★★☆ S-Class X250 d Matic ★★★☆ S-Class X250 d Matic ★★★☆ Class CDIS ★★★☆ S-Class X250 d Matic ★★★☆ MG MINI Mini Cooper S ★★★☆ Comper Sine Sine K ★★☆ Convertible Cooper A ★★☆☆ Plug-in Hybrid ★★★☆☆	6.7.16 13.6.18 14.0.20 4.7.18 5.8.20 5.8.20 5.8.20 2.3.7.14 14.6.17 16.10.13 3.12.14 14.5.17 16.20 10.2.16 16.9.20 10.2.16 12.2.7.17 25.11.25 25.11.21 25.11.25 25.11.21 25.11.25 25.11.
9.8.17 15.8.18 20.2.19 20.2.19 20.2.19 20.2.19 20.2.19 20.2.19 20.2.19 20.2.19 24.2.16 24.2.16 24.2.16 24.2.16 25.3.20 24.8.19 25.3.20 26.8.20 7.10.20 19.4.17 7.11.18 5.10.16 5.10.16 15.4.20 7.11.44 7.11.44 15.4.20 7.11.44 7.1.	GLC 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A250e AMG Line Premium ★★★☆☆ A250e AMG Line Premium ★★★☆☆ C-Class B180 Sport ★★★☆☆ C-Class C220 Bluetec ★★★★☆ C-Class C220 Bluetec ★★★★☆ GLA 220 CAUSE ★★★☆☆ GLA 220 CAUSE ★★☆☆ GLA 220 CAUSE ★★☆ GLA 220 CAUSE ★★ GLA 220	6.7.16 13.6.18 13.6.18 4.7.18 5.8.20 7.8.10 16.9.20 10.2.16 16.9.20 10.2.16 16.9.20 10.2.16 16.9.20 10.2.16 12.2.17 24.114 6.2.17 24.114 6.2.17 24.114 6.2.17 24.114 6.2.17 24.114 6.2.17 24.114 7.2.1147 7.2.1147 7.2.1147 7.2.1147 7.2.114
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 2.6.8.15 14.15 5.12.18 3.9.14 25.3.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 27.10.20 27.10.20 25.10.16 19.4.17 19.4.17 12.7.17 12.7.17 12.7.17 12.7.11 13.9.17 14.6.14 14.6.14 15.6.15 16.6.14 16.5	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A250e AMG Line Premium ★★☆☆ A250e AMG Line Premium ★★☆☆ C-Class 040 Coupé ★★★☆☆ S-Class 040 Coupé ★★★☆☆ S-Class 040 Coupé ★★★☆☆ S-Class 040 Coupé ★★★☆☆ GLA 220 COUpé ★★★☆☆ S-Class G350 AMG Line ★★★☆ GLA 200 A★★★☆ X-Class X250 d Matic ★★★☆☆ MG 31.5 3 Form Sport ★★★☆☆ MINI Mini Cooper 5 ★★★★☆ Comert War Cooper 1 ★★★☆☆ MINI Mini Cooper 5 ★★★☆☆ MITSU BISHI Eclipse Cross 1.5 First Edition 2WD ★7 Outlander PHEV GX4hs ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 4.7.18 5.8.20 14.10.2 14.10.20 4.7.18 5.8.20 14.10.20 4.11.10 14.10.20 14.
9.8.17 15.8.18 20.2.19 119.19 4.5.16 5.12.18 3.9.14 4.5.12 5.12.18 3.9.14 4.5.12 26.8.20 7.10.20 26.8.20 7.10.20 26.8.20 7.10.20 26.8.20 7.10.20 19.4.17 25.10.17 12.7.17 13.9.17 13.9.17 13.9.17 13.9.17 13.9.17 13.9.17 13.9.17 13.9.17 13.9.17 12.6.19 13.6.14 13.6.14 13.6.14 13.6.14 13.6.14 13.6.14 13.6.14 13.6.14 13.6.14 13.6.14 13.6.14 13.6.14 14.6.14	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A250e AMG Line Premium ★★☆☆ A250e AMG Line Premium ★★☆☆ C-Class 040 Coupé ★★★☆☆ S-Class 040 Coupé ★★★☆☆ S-Class 050 Coupé ★★★☆☆ S-Class 050 Coupé ★★★☆☆ S-Class 050 Coupé ★★★☆☆ GLA 220 CDIS ★★★☆☆ S-Class CDIS ★★★☆☆ S-Class CDIS ★★★☆☆ GLA 200 CDIS ★★★☆☆ S-Class CDIS ★★★☆☆ MG Mini Cooper S ★★★☆☆ Comert Warks 200 ★★★☆☆ MINI Mini Cooper S ★★★☆☆ MINI Mini Cooper D ★★★☆☆ MINI USI SHI Eclipse Cross 1.5 First Edition 2WD ★★	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 4.7.18 5.8.20 14.10.2 14.10.20 4.7.18 5.8.20 14.10.20 4.11.10 14.10.20 14.
9.8.17 15.8.18 20.2.19 20.2.19 11.9.19 4.5.16 5.12.18 24.2.20 5.12.18 24.2.20 24.2.20 28.8.19 24.2.20 28.8.19 24.6.20 28.8.19 26.8.20 28.8.19 26.8.20 28.8.19 26.8.20 28.8.19 24.2.20 24.2.20 28.8.19 24.2.20 28.8.19 24.2.20 28.8.19 24.2.20 28.8.19 24.2.20 28.8.19 24.2.20 28.8.19 24.2.20 24.20 24.2	GLC 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A250e AMG Line Premium ★★★☆☆ C-Class Bit0 Sport ★★★☆☆ C-Class C20 Bluetec ★★★☆☆ S-Class C20 Bluetec ★★★☆☆ S-Class C20 Bluetec ★★★☆☆ S-Class C20 Bluetec ★★★☆☆ GLA 220 CD SLE ★★☆☆ GLA 220 CD SLE ★★☆☆ SLE CD SLE ★★☆☆ MG Comper Marce CD SLE ★★☆☆ MITSU BISHI Eclipse Cross 1.5 First Edition 2WD ★★ MOR GAN	6.7.16 13.6.18 13.6.18 14.0.20 4.7.18 5.8.20 5.8
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 5.12.18 3.9.14 4.5.15 5.12.18 3.9.14 4.5.16 5.12.18 3.9.14 4.5.16 5.12.18 3.9.14 4.5.16 5.12.18 3.9.14 4.5.16 5.12.18 3.9.14 4.5.16 5.12.18 3.9.14 4.5.16 5.10.20 19.4.17 7.11.18 7.11.14 7.14.14 7.14.14 7.14.14 7.14.14 7.14.14 7.14.14 7.14.14	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class A200 Sport ★★★☆ A-Class A200 Sport ★★★☆ C-Class E00 Coupé ★★★☆☆ C-Class C200 Bluetec ★★★☆☆ S-Class C200 Coupé ★★★☆☆ S-Class C200 Coupé ★★★☆☆ S-Class C200 Coupé ★★★☆☆ GLA 220 Coupé ★★★☆☆ GLA 220 Coupé ★★★☆☆ GLA 220 Coupé ★★★☆☆ GLA 220 Coll 5E ★★ Coll 5E ★★ GLA 220 Coll 5E ★★ MINI Coll 5E KA Couper 5E ★★★☆☆ MINISUBISHI Eclipse Cross 1.5 First Edition 2WD ★≠ Gutlander PHEV GX4hs ★★★☆☆ MOR GAN PlusFour ★★★☆☆	6.7.16 13.6.18 14.0.20 4.7.18 4.7.18 4.7.18 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 5.8.20 10.216 10.23 11.16 10.226 10.226 11.25 11.25 12.2.20 12.25 11.25 12.25 11.25 12.25 11.25 12.25 11.25 12.25 11.25 12.25 11.25 12.25 11.25 12.25 11.25 12.25 11.25 12.2
9.8.17 15.8.18 20.2.19 119.19 4.5.16 5.12.18 3.9.14 4.5.15 5.12.18 3.9.14 4.5.15 5.12.18 3.9.14 4.5.10 5.12.18 3.9.14 4.5.10 19.4.17 12.7.17 12.7.17 13.9.17 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.13 11.6.19 12.6.19 11.6.19 12.6.19 11.6.	GLE 635 4Matic+ ★★★☆☆           GLE 53 4Matic+ ★★★☆☆           AcCiasa 5200 Sport ★★★☆☆           A250e AMG Line Premium ★★★☆☆           C-Class B100 Sport ★★★☆☆           C-Class C20 Bluetec ★★★☆☆           S-Class C350 MG Sport ★★★☆☆           GL 220 d/Matic ★★★☆☆           S-Class C350 d/MG Line ★★★☆☆           S-Class C350 d/MG Line ★★★☆☆           MG           31.3 JForm Sport ★★★☆☆           SWEV Exclusive ★★★☆☆           MINI           Mini Cooper S ★★★☆☆           MINI           Mini Cooper S +★★★☆☆           MITS U B IS HI           Eclipse Cross 1.5 First Edition 2WD ★★           MURG AN           Plus Four ★★★☆☆	6.7.16 13.6.18 14.0.20 4.7.18 5.8.20 3.4.19 2.18.19 2.3.7.14 14.6.17 16.003 3.12.14 14.5.17 16.003 3.12.14 14.5.17 16.003 3.12.14 14.5.17 16.003 3.12.14 16.9.20 10.2.16 16.9.20 10.2.16 12.8.20 24.1.21 25.11.25 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 24.1.21 24.1.21 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 24.1.21 25.11.25 24.1.21 24.1.21 24.1.21 25.11.25 24.1.21 2
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 26.8.15 14.1.15 5.12.18 24.2.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 21.115 5.10.16 5.10.1	GLC 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆☆ A-Class 200 Sport ★★★☆☆ C-Class 600 Coupé ★★★☆☆ C-Class 620 Coupé ★★★☆☆ GLA 220 CAUB Lete ★★★☆☆ GLA 220 CAUB Lete ★★★☆☆ GLA 220 CAUB Lete ★★★☆☆ GLA 220 CAUB E ★★☆☆ GLA 220 CAUB E ★★★☆☆ GLA 220 CAUB E ★★☆☆ GLA 220 CAUB E ★★★☆☆ GLA 220 CAUB E ★★☆☆ GLA 220 CAUB E ★★☆☆ MG GLA 220 CAUB E ★★☆☆ MG GLA 200 CAUB E ★★☆☆ MINI Mini Cooper S ★★★☆☆ MINI Eclipse Cross 1.5 First Edition 2WD ★★ MOR GAN Plus Four ★★★☆☆ NISSAN Micra 0.9 N-Connecta ★★★☆☆	6.7.16 13.6.18 14.0.20 4.7.18 5.8.20 3.4.19 2.18.19 2.3.7.14 14.6.17 16.00.33 3.12.14 14.5.17 16.00.33 3.12.14 14.5.17 16.00.33 3.12.14 14.5.17 16.00.33 3.12.14 14.5.17 12.2.20 2.4.14 12.5.11.15 6.4.16 2.2.117 12.5.11.15 6.4.16 12.5.11.15 12.5.11.15 12.5.11.15 12.5.11.15 12.5.11.15 13.5.11.15 14.5.11 14.5.11 14.5.11 14.5.11 14.5.11 14.5.11 14.5.11 14.5.11 15.11.20 15.11.
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9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 5.12.18 3.9.14 4.5.12 5.12.18 3.9.14 4.5.12 4.6.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 7.10.20	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MER CED ES-B ENZ A-Class A200 Sport ★★★☆ A250e AMG Line Premium ★★☆☆ P-Class B180 Sport ★★★☆☆ C-Class B180 Sport ★★★☆☆ S-Class S180 Bluetec ★★★★☆ S-Class S200 Bluetec ★★★★☆ GLA 250 0☆ Sport ★★★☆☆ GLA 220 0℃ S ★★★☆☆ GLA 200 0℃ S ★ S ★ S ↓ S ↓ S ↓ S ↓ S ↓ S ↓ S ↓ S ↓	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 5.8.20 5.8.20 2.3.7.14 14.6.17 16.10.13 3.12.14 14.5.17 16.20 10.2.16 16.9.20 17.7.19 25.11.20 26.4117 26.4117 26.4117 27.3.19 29.1.20 29.2.13 15.2.20 16.9.20 17.3.19 29.2.14 13.8.14 14.8.15 14.8.15 15.8.15 15.8.15 15.8.15 15.8.15 15.8.15 15.8.15 15.8.15 15.8.1
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 24.2.16 5.12.18 24.2.16 5.12.18 24.2.10 25.3.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ P-Class B180 Sport ★★★☆☆ C-Class C200 Bluetec ★★★☆☆ S-Class C200 Bluetec ★★★★☆ S-Class C200 Cupé ★★★☆☆ S-Class C200 E ★★☆☆ GLA 220 CD15 ★★★☆☆ GLA 200 FT ★★★☆☆ GLA 200 FT ★★★☆☆ MIN Min Cooper 5 ★★★☆☆ Countryman Cooper D ★★★☆☆ Countryman Cooper D ★★★☆☆ MITS U BISHI Eclipse Cross 1.5 First Edition 2WD ★7 Outlander PHEV GX4hs ★★☆☆ MISS AN Micra 0.9 N-Connecta ★★★☆☆ Juke 1.0 DIG-TI17 ★★☆☆ Gashaj 1.5 GL2WD ★★★☆☆ GT-R Recaro ★★★☆☆	6.7.16 13.6.18 14.0.20 4.7.18 5.8.20 3.4.19 2.18.19 2.3.7.14 14.6.17 16.00.33 3.12.14 14.5.17 16.00.33 3.12.14 14.5.17 16.00.33 3.12.14 14.5.17 16.00.33 3.12.14 14.5.17 12.2.20 2.4.14 12.5.11.15 6.4.16 2.2.117 12.5.11.15 6.4.16 12.5.11.15 12.5.11.15 12.5.11.15 12.5.11.15 12.5.11.15 13.5.11.15 14.5.11 14.5.11 14.5.11 14.5.11 14.5.11 14.5.11 14.5.11 14.5.11 15.11.20 15.11.
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 5.12.18 4.5.12 4.5.20 26.8.20 27.10.20 28.8.19 26.8.20 27.10.20 28.8.19 26.8.20 27.10.20 28.8.19 26.8.20 27.10.20 28.8.19 26.8.20 19.4.17 25.10.17 12.1.17 13.9.17 25.10.16 12.4.20 12.4.20 12.4.19 12.6.19 1	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A-250e AMG Line Premium ★★☆☆ A-250e AMG Line Premium ★★★☆☆ C-Class 040 Coupé ★★★☆☆ C-Class 040 Coupé ★★★☆☆ S-Class 220 Bluetec ★★★☆☆ S-Class 220 Bluetec ★★★☆☆ S-Class 230 Bluetec ★★★☆☆ GLE 2500 ±★★☆☆ G-Class 6350 Huetec ★★★☆☆ GLE 2500 ±★★☆☆ G-Class 6350 d AMG Line ★★★☆☆ GLE 2500 ±★★☆☆ C-Class 6350 d AMG Line ★★★☆☆ GLE 2500 ±★★☆☆ GLE 2500 ±★★☆☆ GLE 2500 ±★★☆☆ S-Class 220 d Matic ★★★☆☆ GLE 2500 ±★★☆☆ S-Class 2500 d Matic ★★★☆☆ MG 31.5 3 Form Sport ★★★☆☆ SWEV Exclusive ★★★☆☆ MINI Mini Cooper 5 ★★★★☆ Convertible Cooper 5 ★★★☆☆ MINI SUBISHI Eclipse Cross 1.5 First Edition 2WD ★↑ Outlander PHEV GX4hs ★★★☆☆ MISS AN Micra 0.9 N-Connecta ★★★☆☆ DIG-117 N-Sport ★★★☆☆ G-Recaro ★★★☆☆ NOBLE	6.7.16 13.6.18 13.6.18 14.0.20 4.7.18 5.8.20 5.8
9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 24.2.16 5.12.18 24.2.16 5.12.18 24.2.10 25.3.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.20 28.8.19 26.8.20 7.10.	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A-250e AMG Line Premium ★★☆☆ A-250e AMG Line Premium ★★☆☆ C-Class 040 Coupé ★★★☆☆ C-Class 040 Coupé ★★★☆☆ S-Class 220 Bluetec ★★★☆☆ S-Class 5300 Bluetec ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ C-Class C20 Bluetec ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ S-Class X2500 4Matic ★★★☆☆ MINI Mini Cooper 5 ★★★★☆ Convertible Cooper 5 ★★★☆☆ MINI Mini Cooper 5 ★★★☆☆ MINI SUBISHI Eclipse Cross 1.5 First Edition 2WD ★↑ Outlander PHEV GX4hs ★★★☆☆ MISSAN Micra 0.9 M-Connecta ★★★☆☆ S-Class Cooper 5 ★★★☆☆ MISSAN Micra 0.9 M-Connecta ★★★☆☆ Gatagai 1.5 GCi 2WD ★★★☆☆ G-Recaro ★★★☆☆ NO BLE M600 ★★★☆☆	6.7.16 13.6.18 14.10.20 4.7.18 5.8.20 5.8.20 5.8.20 2.3.7.14 14.6.17 16.10.13 3.12.14 14.5.17 16.20 10.2.16 16.9.20 17.7.19 25.11.20 26.4117 26.4117 26.4117 27.3.19 29.1.20 29.2.13 15.2.20 16.9.20 17.3.19 29.2.20 19.2.14 13.8.14 14.8.15 14.8.15 15.8.15 15.8.15 15.8.15 15.8.15 15.8.15 15.8.15 15.8.15 15.8.1
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9.8.17 15.8.18 20.2.19 11.9.19 4.5.16 5.12.18 4.5.12 4.5.20 26.8.20 27.10.20 28.8.19 26.8.20 27.10.20 28.8.19 26.8.20 27.10.20 28.8.19 26.8.20 27.10.20 28.8.19 26.8.20 19.4.17 25.10.17 12.1.17 13.9.17 25.10.16 12.4.20 12.4.20 12.4.19 12.6.19 1	GLE 635 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ GLE 53 4Matic+ ★★★☆☆ MERCEDES-BENZ A-Class 200 Sport ★★★☆ A-250e AMG Line Premium ★★☆☆ A-250e AMG Line Premium ★★☆☆ C-Class 040 Coupé ★★★☆☆ C-Class 040 Coupé ★★★☆☆ S-Class 220 Bluetec ★★★☆☆ S-Class 5300 Bluetec ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ C-Class C20 Bluetec ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ GLE 2500 ★★★☆☆ S-Class X2500 4Matic ★★★☆☆ MINI Mini Cooper 5 ★★★★☆ Convertible Cooper 5 ★★★☆☆ MINI Mini Cooper 5 ★★★☆☆ MINI SUBISHI Eclipse Cross 1.5 First Edition 2WD ★↑ Outlander PHEV GX4hs ★★★☆☆ MISSAN Micra 0.9 M-Connecta ★★★☆☆ S-Class Cooper 5 ★★★☆☆ MISSAN Micra 0.9 M-Connecta ★★★☆☆ Gatagai 1.5 GCi 2WD ★★★☆☆ G-Recaro ★★★☆☆ NO BLE M600 ★★★☆☆	6.7.16 13.6.18 13.6.18 14.10.20 4.7.18 5.8.20 3.4.19 2.3.7.14 14.5.17 12.8.20 2.3.7.14 14.5.17 16.10.13 3.12.14 14.5.17 12.8.20 2.4.7.13 2.5.11.25 6.4.16 2.5.11.15 6.4.16 12.8.20 2.5.11.15 6.4.16 12.8.20 2.5.11.15 6.4.16 12.8.20 2.5.11.15 6.4.16 12.8.20 2.5.11.15 6.4.16 12.8.20 2.5.11.15 6.4.16 12.8.20 2.5.11.15 6.4.16 12.8.20 2.5.11.15 6.4.16 12.8.20 2.5.11.15 6.4.16 12.8.20 13.8.20 14.3.18 16.4.14 13.8.14 14.10.09 1

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29.8.18	<b>508</b> GT BlueHDi 180 ★★★★☆ 24.10.18	SUZUKI
27.2.19	SW Hybrid 225 Allure ★★★★☆ 8.7.20	Swift1.0SZ5 ★★★☆☆ 17.5.17
20.11.19	2008 e-2008 GT Line ★★★☆☆ 30.9.20	Celerio1.0 SZ4 ★★★☆☆ 25.3.15
31.8.16	3008 1.6 BlueHDi GT Line ★★★☆         18.1.17           5008 2.0 BlueHDi GT Line ★★★☆         1.11.17	Baleno 1.0T Boosterjet SZ5 ★★★☆ 3.8.16 SX4 S-Cross 1.6 DDiS SZ4 ★★★☆ 30.10.13
★☆ 2.3.16	POLESTAR	<b>Jimny</b> 1.5 SZ5 Allgrip ★★★☆☆ 28.11.18
★☆ 8.4.15		Vitara 1.6 SZ5 ★★★☆ 29.4.15
		TESLA
★★ 11.10.17	PORSCHE	Model 3 Standard Range Plus + + + + + 4.9.19
20.5.20	718 Boxster ****         8.6.16           Spyder ****         1.4.20	Model S P90D ★★★★☆         20.4.16           Model X 90D ★★★★☆         15.2.17
3.7.19	Cayman S ★★★★☆ 10.8.16	
	Cayman GTS **** 9.5.18	
* 13.5.20	911 GT2 RS ★★★★☆         18.7.18           Carrera S ★★★★☆         29.5.19	Yaris 1.5 Hybrid Design $\star \star \star \star \star$ 23.9.20Corolla 2.0 Hybrid ST $\star \star \star \star \star$ 5.6.19
★★★☆	<b>918 Spyder</b> 4.6 V8 ★★★★★ 22.10.14	GT86 2.0 manual ★★★★★ 4.7.12
8.1.20	Panamera 4S Diesel ****1.2.17Macan Turbo *****4.6.14	Prius Business Edition ★★★★☆ 16.3.16 Mirai ★★★★☆ 27.4.16
	Cayenne Turbo ★★★★☆ 5.9.18	Mirai ★★★☆         27.4.16           C-HR Excel1.8 Hybrid ★★★★☆         4.1.17
30.8.17	Turbo SE-Hybrid ★★★☆☆ 27.5.20	<b>GR Supra</b> Pro ★★★★☆ 14.8.19
2.10.13	Taycan Turbo S ★★★★★ 29.7.20	VAUXHALL
15.4.15	RENAULT	Corsa 1.2T100 auto ★★★☆☆ 22.1.20
	Twingo Dynamique ★★★☆     29.10.14       Zoe Dynamique ★★★☆     31.7.13	$\frac{\text{Crossland X1.2T130 Elite} \star \star \star \text{chi}}{\text{Astra 1.6 CDTi136 SRi} \star \star \star \text{chi}} 30.9.15$
18.10.17	Zoe Dynamique ★★★☆         31.7.13           Clio TCe 100 Iconic ★★★★☆         27.11.19	Astra 1.6 CDTi 136 SRi ★★★☆ 30.9.15 ST CDTi Biturbo SRi 137 ★★★☆ 13.4.16
1.10.14	Mégane 1.5 dCi Dyn. S Nav ★★★☆☆ 17.8.16	Combo Life 1.5 TD 100 Energy ★★★☆☆ 27.12.18
18.2.15	RS Trophy-R ★★★☆     23.10.19       Grand Scénic dCi 130 Dyn. S Nav ★★★☆	Insignia Grand Sport 2.0D SRi VX-Line
6.6.18		Insignia Sports Tourer GSI 2.0 Biturbo D
	Kadjar dCi 115 Dyn. S Nav ★★★★☆ 21.10.15	**************************************
29.6.16	Koleos dCi 175 4WD Sig. ★★★☆☆     20.8.17       Captur 1.3 TCe 130 S Edition EDC ★★★☆☆	Grandland X Hybrid4 Ultimate Nav ★★★☆☆ 22.4.20
30.3.11	18.3.20	VXR8 GTS-R ★★★★ 10.1.18
3.4.13	ROLLS-ROYCE	VOLKSWAGEN
	Phantom **** 4.4.18	Up GTI 1.0 TSI 115 ★★★★☆ 21.3.18
12.3.14	Ghost ★★★★☆ 7.7.10	Polo1.0TSI 95 SE + + + + 31.1.18
30.11.16 8.5.19	Wraith ★★★★         21.5.14           Dawn ★★★★☆         1.6.16	GTI ★★★★☆ 1.8.18 Golf GTI Clubsport S ★★★★☆ 24.8.16
0.3.19	Cullinan Black Badge ★★★★☆ 19.2.20	GTE **** 20.5.15
22.445	SEAT	1.5 eTSI 150 Style DSG ★★★★ 22.7.20
<u>22.4.15</u> 6.11.19	Ibiza SE Technology 1.0 TSI ★★★★☆ 19.7.17	T-Roc 2.0 TSI SEL 4Motion ★★★★☆ 24.1.18 Cabriolet 1.5 TSI Evo R-Line DSG ★★★☆☆
2.9.15	Leon eHybrid FR ★★★☆ 2.12.20	10.6.20
22.7.15	Arona SE Technology 1.0 TSI + + + + 15.11.17	Arteon 2.0 BiTDI 240 ★★★☆ 27.9.17
<u>☆ 28.6.17</u>	Ateca 1.6 TDI SE ★★★★ 19.10.16	Passat 2.0 TDI 190 GT ★★★☆         4.2.15           GTE ★★★★☆         7.9.16
	SMART	Touran 2.0 TDI 150 SE ★★★☆ 3.2.16
30.3.16 22.5.19	Forfour Electric Drive Prime Premium ★★☆☆ 23.8.17	Tiguan 2.0 TDI 150 SE ★★★★         22.6.16           Caravelle 2.0 BiTDI Exec. ★★★★☆         23.12.15
23.12.20		Touareg 3.0 TDI R-Line Tech ***** 8.8.18
24.5.17	SKODA	Grand California 600 ★★★☆☆ 2.1.20
10.10.18 7.5.14	Fabia 1.2 TSI 90 SE-L ★★★★☆         21.1.15           Scala 1.5 TSI 150 DSG ★★★☆         31.7.19	VOLVO
	Octavia 2.0 TDI 150 SE L First Edition DSG Estate	XC40 D4 AWD First Edition ★★★★★ 7.2.18
★★★★ 4.3.20	★★★☆ 2.9.20 Superb 2 0.0015	S60 T8 Polestar En'd ★★★☆ 24.12.19
3.6.15	Superb 2.0 TDI SE ★★★★         9.9.15           1.4 TSI iV 218PS SEL ★★★★☆         26.2.20	V60 D4 Momentum Pro $\star \star \star \star \Leftrightarrow$ 27.6.18XC60 D4 AWD R-Design $\star \star \star \star \star \Leftrightarrow$ 5.7.17
24.4.19	Karoq 2.0 TDI 150 Scout ★★★☆☆ 30.1.19	<b>S90</b> D4 Momentum ★★★★☆ 13.7.16
17.10.18 29.7.15	Kodiaq 2.0 TDI Edition **** 23.11.16	V90 T6 Recharge R-Design $\star \star \star \star \star$ 11.11.20XC90 D5 Momentum $\star \star \star \star \star$ 17.6.15
10.5.17	SSANGYONG	
****	Tivoli XLV ELX auto ★★★☆☆ 14.9.16	WESTFIELD
13.3.19 6.7.16	SUBARU	<b>Sport</b> 250 ★★★★ 29.11.17
13.6.18	XV 2.0i SE Lineartronic + + + + + + 28.2.18	ZENOS
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21.8.19 ★ 23.7.14 ★ 14.6.17 ★ 16.10.13 3.12.14 14.5.14 16.9.20 10.2.16	CHRYSLER CROSSFIRE	Crossfire handled fast, open
21.8.19 ★ 23.7.14 ★ 14.6.17 ★ 14.6.17 ★ 16.10.13 3.12.14 14.5.14 16.9.20 10.2.16 ★ ★ 17.7.19 24.7.13	CHRYSLER CROSSFIRE TESTED 2.3.04	Crossfire handled fast, open roads best.
21.8.19 ★☆ 23.7.14 ★ 14.6.17 ★★★ 14.6.17 16.10.13 3.12.14 14.5.14 16.9.20 10.2.16 ★★☆ 17.7.19 24.7.13 12.2.20	<b>TESTED 2.3.04</b> Following its debut as a striking	roads best. Seating was for two only and
21.8.19 ★☆ 23.7.14 ★☆ 14.6.17 ★★★ 16.10.13 3.12.14 16.9.20 10.2.16 ★★☆ 17.7.19 24.7.13 12.2.20 ★★☆ 20.6.18 25.12.13	<b>TESTED 2.3.04</b> Following its debut as a striking concept at Detroit in 2001,	roads best. Seating was for two only and offered plenty of adjustment,
21.8.19           ★:☆         23.7.14           ★:☆         14.6.17           16.10.13         3.12.14           14.5.14         16.9.20           10.2.16         10.2.16           ★:☆         17.7.19           24.7.13         12.2.20           ★:☆         20.6.18           25.12.13         25.12.13	<b>TESTED 2.3.04</b> Following its debut as a striking concept at Detroit in 2001, the production Crossfire	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the
21.8.19 ★☆ 23.7.14 ★☆ 14.6.17 ★★★ 16.10.13 3.12.14 16.9.20 10.2.16 ★★☆ 17.7.19 24.7.13 12.2.20 ★★☆ 20.6.18 25.12.13	<b>TESTED 2.3.04</b> Following its debut as a striking concept at Detroit in 2001,	roads best. Seating was for two only and offered plenty of adjustment,
21.8.19           k☆         23.714           k☆         14.6.17           16.0.03         3.12.14           14.5.14         14.5.14           16.9.20         10.2.16           ★★☆         17.7.19           24.7.13         12.2.20           km☆         20.6.18           25.12.13         25.12.13           25.12.12         4.12.19	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe.	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard
21.8.19           ★☆         23.714           ★☆         23.714           ★☆         14.6.17           16.0.13         3.12.14           14.5.14         16.9.23           16.9.21         10.2.16           ★☆         17.719           24.7.13         12.2.20           ★☆         20.6.18           25.12.13         25.11.20           4.12.19         2.4.14	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD
21.8.19           k☆         23.714           k☆         14.6.17           16.0.03         3.12.14           14.5.14         14.5.14           16.9.20         10.2.16           ★★☆         17.7.19           24.7.13         12.2.20           km☆         20.6.18           25.12.13         25.12.13           25.12.12         4.12.19	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous.
21.8.19       ★☆       23.7.14       ★☆       14.6.17       ★★☆       3.12.14       14.5.14       16.9.20       ★★☆       17.19       24.7.13       12.2.20       ★☆☆       25.12.13       25.12.13       25.11.20       4.12.19       24.14       ★☆       6.12.17       ★       6.12.17       ★       6.12.17       ★       6.12.17       ★       6.12.17       ★       6.12.17       ★       6.12.17	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard
21.8.19       ★☆       23.714       ★☆       14.6.17       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       12.2.20       12.2.20       4:2.19       25.12.13       25.11.15       ★       6.12.17       r     25.11.15       ★     6.4.16       ★     6.2.17       r     25.11.15       ★     6.4.16       ★     6.2.2.17	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering,
21.8.19       ★☆       23.7.14       ★☆       14.6.17       ★★☆       3.12.14       14.5.14       16.9.20       ★★☆       17.19       24.7.13       12.2.20       ★☆☆       25.12.13       25.12.13       25.11.20       4.12.19       24.14       ★☆       6.12.17       5%       6.12.17       5%       6.12.17       5%       6.4.16	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous.
21.8.19       ★☆       23.714       ★☆       14.6.17       16.0.13       3.12.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       14.5.14       12.2.20       ★☆       24.7.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.13       25.12.14       4.12.19       4.12.19       24.14       4.12.19       24.14       4.12.19       24.14       4.12.17       25.11.5       5       26.2.17       26.7.17	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified the Mercedes VG, which worked	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering,
21.8.19         ★☆       23.714         ★☆       14.6.17         ★★☆       3.12.14         14.5.14       16.9.20         16.2.13       24.7.19         ★★☆       17.719         24.7.19       24.7.19         24.7.19       24.7.19         24.7.19       24.7.19         25.12.13       25.12.13         25.11.20       4.12.19         25.11.20       4.12.19         24.14       \$\phi_0.2.117\$         \$\phi_0.2.117\$       25.11.12         26.7.17       26.7.17         26.7.17       26.7.17         \$\phi_0.3.16\$       \$\phi_0.3.16\$	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering, leg room, cabin design
$\begin{array}{c} 21.8.19 \\ \star \approx 23.7.14 \\ (\pm 4.6.17 \\ (\pm 6.10.33 \\ ($	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified the Mercedes V6, which worked through a six-speed manual 'box (a five-speed auto was optional). Double wishbones fore and	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering, leg room, cabin design FACTFILE Price £27.260 Engine V6, 3198cc, petrol Power 215bhp at 5700pm Torque 229lb ft
21.8.19         ★☆       23.714         ★☆       14.6.17         ★★☆       3.12.14         14.5.14       16.9.20         16.2.13       24.7.19         ★★☆       17.719         24.7.19       24.7.19         24.7.19       24.7.19         24.7.19       24.7.19         25.12.13       25.12.13         25.11.20       4.12.19         25.11.20       4.12.19         24.14       \$\phi_0.2.117\$         \$\phi_0.2.117\$       25.11.12         26.7.17       26.7.17         26.7.17       26.7.17         \$\phi_0.3.16\$       \$\phi_0.3.16\$	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified the Mercedes V6, which worked through a six-speed manual 'box (a five-speed auto was optional). Double wishbones fore and multiple links aft made up the	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering, leg room, cabin design FACTFILE Price £27,260 Engine V6, 3199C, petrol Power 25bbn at 5700pm Torque 229b ft at 3000rpm 0-60mph 70sec 0-100mph
$\begin{array}{c} 21.8.19 \\ \star \approx 23.7.14 \\ \star \approx 14.6.17 \\ 14.6.17 \\ \star \approx 16.10.13 \\ 3.12.14 \\ 14.5.14 \\ 16.9.20 \\ \star \propto 17.7.19 \\ 24.7.13 \\ 12.2.20 \\ \star \propto 20.6.18 \\ \hline \end{array}$	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified the Mercedes V6, which worked through a six-speed manual 'box (a five-speed auto was optional). Double wishbones fore and multiple links aft made up the suspension.	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering, leg room, cabin design Price £27,260 Engine V6, 3199cc, petrol Power Zisbing at 5700rpm Torque 228ib ft at 3000rpm 0-60mph 70.8sc, 0-100mph 17.4sec Standing quarter 15.3sce, 94mph
21.8.19         ★☆       23.714         ★☆       14.6.17         16.10.13       3.12.14         14.5.14       16.9.20         10.2.16       ★☆         ★☆       17.719         24.7.13       12.2.20         ★☆       20.6.18         25.12.13       25.12.13         25.12.14       4.12.19         4.12.19       24.14         ★☆       6.4.16         ★☆       12.7.17         26.7.17       26.7.17         WD ★★☆☆       16.4.14	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified the Mercedes V6, which worked through a six-speed manual'box (a five-speed auto was optional). Double wishbones fore and multiple links att made up the suspension. Even when disengaged, the	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering, leg room, cabin design FACTFILE Price £27,260 Engine V6, 3199C, petrol Power 25bbn at 5700pm Torque 229b ft at 3000rpm 0-60mph 70sec 0-100mph
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21.8.19         ★☆       23.7.14         ★☆       14.6.17         ★★☆       14.6.17         ★★☆       14.5.14         14.5.14       14.5.14         14.5.14       14.5.14         14.5.14       14.5.14         14.5.14       14.5.14         14.5.14       14.5.14         12.2.20       10.2.16         ★☆       20.6.18         25.12.13       25.12.13         25.11.20       4.12.19         4.12.19       25.11.15         ★       6.4.16         ★☆       25.1.17         26.7.17       26.7.17         26.7.17       26.7.17         26.6.12       6.6.12         ★☆       26.4.16	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified the Mercedes V6, which worked through a six-speed manual 'box (a five-speed auto was optional). Double wishbones fore and multiple links aft made up the suspension. Even when disengaged, the ESP system hampered standing starts, but the engine's broad	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering, leg room, cabin design Price £27,260 Engine (% 3199cc, petrol Power 215bhp at 5700rpm Torque 229b ft al 3000rpm 0-60mph 70sec 0-100mph 71/sec Standing quarter 16 Sace, 94mph Topspeed 145mph Economy 21.4mpg WHAT HAPPENED NEXT The roadster arrived soon after
$\begin{array}{c} 21.8.19 \\ \star \approx 23.7.14 \\ \star \approx 14.6.17 \\ 14.6.17 \\ \star \approx 16.10.13 \\ 3.12.14 \\ 14.5.14 \\ 16.9.20 \\ \star \approx 17.7.19 \\ 24.7.13 \\ 12.2.20 \\ \star \approx 20.6.18 \\ \hline \end{array}$	TESTED 2.3.04 Following its debut as a striking concept at Detroit in 2001, the production Crossfire was conceived to spearhead Chrysler's push into Europe. The prettiest Chrysler for decades overlaid Mercedes SLK mechanicals with cab-rear US styling and was built by Karmann in Germany. Chrysler's intake and exhaust systems modified the Mercedes V6, which worked through a six-speed manual 'box (a five-speed auto was optional). Double wishbones fore and multiple links aft made up the suspension. Even when disengaged, the ESP system hampered standing starts, but the engine's broad torque band shone on the move, accompanied by a sonorous	roads best. Seating was for two only and offered plenty of adjustment, but the cabin bordered on the claustrophobic and was poorly detailed. Air-con, leather, CD and four airbags were standard and the boot was generous. FOR Refinement, styling, mid-range performance AGAINST Dull steering, leg room, cabin design Price £27,260 Engine V6. 3199cc, Detrol Power 2/5bhp at 5/00rpm Torque 2220h ft at 3000rpm 0-60mph 70sec. 0-100mph 7/4sec Standing quarter 15.3sec, 94mph Top speed 145mph Economy 21.4mpg WHAT HAPPENED NEXT The roadster arrived soon after this coupé. Its fabric roof stowed
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braking, and feel-free steering

made it hard to place the car

and stability reassured. The

accurately, although grip

#### ACTFILE

PPENED NEXT. rrived soon after abric roof stowed 22 seconds after hing. The SRT-6 d a supercharger and 115bhp, firmer suspension, a front splitter and rear wing. After 80,000 units, the last Crossfire was built in 2007. as the Chrysler-Mercedes collaboration drew to a close.

# TESTER'S NOTES



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



### 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.



**ESTABLISHED 1895** 

#### 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."





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# THE NEW SEAT

Choose brighter

Official fuel consumption for the new Leon 5DR range mpg (litres/100km) combined: 44.1(4.2) – 52.3(6.4). Combined CO<sub>2</sub> emissions 111 – 143 (g/km). \*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 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 September 2020.

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