nippy

MG3

zippy

yippee!

£149 PER MONTH
0% APR REPRESENTATIVE^

4 YEAR PCP. FROM £11,395 OTR^

VISIT MG.CO.UK TO FIND YOUR LOCAL MG DEALER

COLOUR THE ROAD MGMOTOR

7 YEAR WARRANTY

FUEL ECONOMY AND CO_2* RESULTS FOR THE MG3. MPG (L/100KM) (COMBINED): 42.3 (6.7). *CO_2 EMISSIONS: 140 G/KM

Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other cars 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. *There is a new test used for fuel consumption and CO_2 figures. The CO_2 figures shown however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration. ^Model shown is MG3 Excite in Ruby Red paint with White Trophy Stripe graphic £12,089 On the Road (OTR). Offer subject to availability, on selected models at participating dealers only. Personal Contract Purchase. Finance subject to status, T&Cs apply. Applicants must be 18+. Finance by MG Motor Financial Services, RH1 1SR. Offer shown is available on MG3 Excite 1.5 DOHC VTI-tech. 48 month term. £1,970.50 Customer Deposit. Optional Final Payment £2,966.50. Orders or registrations from 1st January 2020 until 31st March 2020.

4-10 March 2020
No. 1,616 | £3.50

Auto EXPRESS

BRITAIN'S BEST-SELLING WEEKLY CAR MAGAZINE

2020's HOTTEST NEW CARS REVEALED

All-new Audi A3 + **New VW Golf GTI**

£1.5m Bentley Bacalar

Wacky Renault SUV

Electric BMW saloon

NEW FIAT 500

OFFICIAL

City-car icon is reborn with electric power

ALSO THIS WEEK

TESTED Tax-busters
Plug-in BMW 530e vs Mercedes E300 e

TESTED Hot turbo SUVs
Rapid VW T-Roc R takes on Cupra Ateca

10
9 770954 886265
www.autoexpress.co.uk

DRIVEN Audi RS 4
Refreshed 444bhp estate rated

PLUS Citroen's £20-a-month city car

UK DRIVE MINI Electric

Official WLTP fuel consumption figures for the Audi A1 & Q5 in mpg (l/100km) from: Combined 30.7 (9.2) – 117.7 (2.4). NEDC equivalent

Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will of configurations and are subject to change due to ongoing approvals/changes. Please consult your Audi Centre for further information. Image for illustrative purposes only.

*UK residents 18+. Subject to status. T&Cs and exclusions apply. Offer available to retail customers who purchase a new Audi (excluding RS models) in cash or with retail finance from selected model. Maximum £3000 saving applies to A8, Q7, Q8 and R8. Saving inc VAT will be applied to the retail invoice. Subject to availability. Offer may be combined with all current

Daylight savings ahead.
Audi ones too.

Up to £3,000 towards a new Audi.
In addition to all other offers.
21 February – 31 March
at participating Audi Centres.*

Search AudiEvent

CO_2 emissions: 177 – 49g/km.

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. There is a new test be used to calculate vehicle tax on first registration. For more information, please see audi.co.uk/wltp or consult your Audi Centre. Data correct at 14/02/2020. Figures quoted are for a range

participating Centres only. Vehicle must be ordered and registered between 21 February – 31 March 2020. Saving of £250, £750, £1000, £1500, £2250 or £3000 depending on the offers. Offer may be withdrawn at any time. Ask your Centre for further details or visit audi.co.uk

ECOSPORT ST-LINE

£199 PER MONTH ON 3 YEAR FORD OPTIONS THE FORD ECOSPORT ST-LINE

INCLUDES A £400 DEPOSIT CONTRIBUTION WHEN YOU FINANCE WITH FORD CREDIT.
OPTIONAL FINAL PAYMENT £8,683, CUSTOMER DEPOSIT £5,203

0% APR REPRESENTATIVE

FIND OUT MORE AT FORD.CO.UK

Good Housekeeping READER RECOMMENDED UK 2019

Available on selected Dealer stock only. Please contact a participating Ford Dealer for more information.
EcoSport ST-Line 1.0 EcoBoost 125PS Petrol Manual. Fuel economy mpg (l/100km) (Combined): 47.1 (6.0). *CO_2 emissions: 114g/km.

Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other cars 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, variations in weather, driving styles and vehicle load. *There is a new test used for fuel consumption and CO_2 figures. The CO_2 figures shown, however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.
Retail Only. Finance subject to status. Freepost Ford Credit. Optional Final Payment is based on 9,000 miles per annum. Further charges may apply subject to mileage and condition, if the vehicle is returned at the end of the agreement. Subject to availability at a Ford UK Authorised Dealer for new vehicles contracted between 1st January 2020 and 31st March 2020 and registered by 30th June 2020.

CONTENTS

News | New Cars | Features | Tests | Products | Buying cars | Sport

8 New Fiat 500

10 Evolutionary approach for new A3

12 More power for latest Golf GTI

14 £1.5m Bentley roadster

16 New Cupra Formentor

22 Radical Citroen Ami

28 Pure-electric MINI: first UK verdict

18 BMW's next 'i' car shows its face

36 Plug-in, tax-killing execs do battle

24 GKN's plug-and-play electric tech

44 Hot SUVs head to head: VW vs Cupra

Online this week

Reborn up! GTI driven in UK

The hot version of VW's baby hatch was a sad loss when it was taken off sale as part of a WLTP-related cull last year. But now it's back, packing 113bhp of three-cylinder power into a pint-sized package. Question is, has the car's appeal been blunted by the hefty hike in price? Head over to *autoexpress.co.uk* to read our updated verdict.

Newsweek

COVER All-new Fiat 500 goes electric 8
Punchy range and fresh infotainment for EV city car

COVER Audi reveals new A3 10
Mild-hybrid power and cabin overhaul are key features

COVER Mk8 Golf GTI sticks with petrol 12
2.0-litre turbo retained for latest version of iconic hot hatch

COVER £1.5m Bentley Bacalar roadster 14
Limited production run of 12 cars has already sold out

Cupra Formentor 16
Performance brand shows off new coupé-SUV

COVER BMW Concept i4 18
At last: a proper preview of what 'i' will do after i3 and i8

COVER Renault Morphoz 20
Shapeshifting EV is designed to show off new platform tech

COVER Citroen gets radical with Ami city car 22
Titchy two-seater to support new mobility service

Features

Brit firm ready to electrify the world 24
We join GKN as it hones its 'plug-and-play' EV tech

New cars

COVER MINI Electric 28
It's time to rate pure-electric supermini on British roads

COVER Audi RS 4 Avant 30
Updated super-wagon storms in with 444bhp

Kia Soul EV 32
Oddball styling cloaks a seriously effective electric car

BMW X5 M Competition 34
Performance SUV packs 617bhp to rival Bentley and Porsche

Road tests

COVER Mercedes E 300 e vs BMW 530e 36
Plug-in hybrid executive saloons go head to head

COVER VW T-Roc R takes on Cupra Ateca 44
Hot SUVs offer pace, but at a price. Which is our pick?

Products

Hot kit 59
AlcoSense releases more accurate breathalyser

New on the shelves 60
New bike-rack camera, plus fresh Falken tyres

Cargo boxes mini test 62
Which is the best towbar-mounted storage unit?

Wireless mobile phone chargers 64
Treat your smartphone to a full battery

Buying cars

Volvo V40: your verdict 67
Owners' views on life with Audi A3 rival from Sweden

Mercedes CLS buyer's guide 68
Glamorous four-door coupé can be yours from £12k

New car prices 72
All the info you need before you head to the showroom

Regulars

Get Auto Express every week 52
How to net a great deal on your favourite magazine

Sport 80
F1 testing ends with Mercedes at the head of the field

Back chat 82
Mike Rutherford on why you should make your views heard

GLUG
GLUG
GLUG
GLUG
PLUG

SWITCH IT UP

THE NEW ALL-ELECTRIC CORSA-E

Zero % BiK*
Search Corsa-e

VAUXHALL

Fuel economy and CO_2 results for the Corsa-e 100KW (136PS). Mpg (l/100km): N/A. CO_2 emissions: 0g/km. Electric range up to 209 miles (WLTP).

The Corsa-e is a battery electric vehicle requiring mains electricity for charging. Range data given has been determined according to WLTP test procedure methodology. Figures are intended for comparability purposes only. The range you achieve under real life driving conditions will depend upon a number of factors, in particular: personal driving style, route characteristics, exterior temperature, heating/air conditioning, vehicle load, pre-conditioning and battery condition. For more information contact your local Vauxhall Retailer. *Zero % BiK applies to all vehicles registered after April 2020. Registrations prior to this date will be 16% BiK. Vauxhall Motors Limited does not offer tax advice and recommends that all Company Car Drivers consult their own accountant with regards to their own tax position. All figures quoted correct at time of going to press (February 2020).

Editor-in-chief: Steve Fowler

Deputy editor: John McIlroy

Executive editor: Stuart Milne

News, reviews and tests
News and reviews editor: Jonathan Burn
Deputy news and reviews editor: James Brodie
Chief reviewer: Sean Carson
Senior reviewer: Sam Naylor
Senior staff writer: Joe Holding
Staff writers: Alex Ingram, Luke Wilkinson

Consumer
Consumer editor: Hugo Griffiths
Consumer reporter: Tristan Shale-Hester
Products editor: Kim Adams

Production
Managing editor: Stuart Morton
Chief sub-editor: Andy Pringle
Sub-editor: Paul Alton

Digital
Group website editor: Steve Walker
Web producer: Pete Baiden
Online reviews editor: Paul Adam
Content editors: Dean Gibson, Jake Weaver, Alastair Crooks
Carbuyer deputy online editor: Ben Hodges
Carbuyer sub-editor: William Morris
Carbuyer content editors: Ben Custard, Andrew Goodwin, David Kirby
DrivingElectric editor: Richard Ingram
DrivingElectric associate editor: Vicky Parrott
DrivingElectric managing editor: Stephen Errity
DrivingElectric content editor: James Howe

Design & Pictures
Creative director: Darren Wilson
Deputy art editor: George Vedmore
Designer: Victoria Coquet
Picture editor: Dawn Grant
Senior photographer: Pete Gibson
Staff photographer: Otis Clay

Special Contributors
Steve Sutcliffe, Mike Rutherford, Andreas Conradt, Peter Lyon, Euan Doig, Sarah Bradley, Julie Sinclair

Advertising & Promotions
Advertising manager: Pierre Clements
Account managers: Miles Taylor, Dan Wallace
Senior sales executives: Demi Davies
Sales executive: Tom Birch
Commercial publisher: Sarah Johns
Production executive: Mike Hills
Chief revenue officer: Julian-Lloyd Evans

Publishing managers: Amrit Baidwan, Holly Jeram
Newstrade manager: David Barker
Head of marketing: Anna Ingram

Dennis

Dennis Publishing Ltd
Chief brand officer: Nicola Bates
Chief operating officer: Pete Wootton
Chief executive: James Tye
Company founder: Felix Dennis

CONTENT SYNDICATION SALES
Our content is available for syndication. E-mail nicole_creasey@dennis.co.uk or call +44 (0)20 3890 3998 for more details.

© Copyright Dennis Publishing Limited 2020. All rights reserved. Auto Express is a registered trade mark.

Auto Express is published weekly by Dennis Publishing Ltd. Company registered in England, number 1138891. Neither the whole of this publication nor any part of it may be reproduced, stored in a retrieval system or transmitted in any form or by any means without the written permission of the publishers. Registered as a newspaper at the Post Office. Pictures submitted to Auto Express are sent at owners' risk. While every care is taken, neither Auto Express nor its agents accept any liability for loss or damage. Originated on Apple computers.
Creative repro manager: Dave Kinnard
Creative repro artworker: Francesca Cinquepalmi
Printed by William Gibbons, Wolverhampton.
Distribution: Seymour, 2 East Poultry Avenue, London EC1A 9PT.
Tel: 020 7429 4000, Fax: 020 7429 4001, Website: www.seymour.co.uk

AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

DON'T WANT TO MISS AN ISSUE?
If you can't always find a copy of Auto Express, help is at hand. Speak to your local newsagent and they'll reserve an issue for you. Just ask!

Just ask!

Auto Express is part of the Auto Bild Group network of magazines

recycle
When you have finished with this magazine please recycle it.

The paper used within this magazine is produced from sustainable fibre, manufactured by mills with a valid chain of custody.

The car business is at its best when facing a challenge

AE WITHIN minutes of this year's Geneva Motor Show being cancelled on health and safety grounds, the car companies had swung into action to reorganise the press conferences and interviews that are so vital for background on new releases and ongoing stories.

I've no doubt that being forced to go digital with their reveals and discussions will mean most makers reassess their participation in forthcoming motor shows – and the multi-million-pound spend that accompanies it.

But from my point of view, the most important parts of any motor show are being able to see a car in the metal – we all know how different that can be – and having the chance to talk to the brilliant people who design, engineer, make and sell them.

The future of the motor show is a discussion for another day, but what this past week has told us – yet again – is just how good the car industry is at reacting when it has its back well and truly up against the wall.

Whether they're responding to (often misguided) legislation enforced on them by politicians, or the sudden cancellation of an event that has been many months in the planning, the people who work in the car business never cease to amaze me. Sure, they have plenty of resources at their disposal, but it's the passion for the product and making sure that you and I – car fans and buyers – still enjoy them that really stands out.

The latest BMW X5 M that I've driven this week is a car that has more passion than petrol inside it. Likewise the latest Volkswagen Golf GTI – a bold move by the engineers who've stood their ground and said that this car isn't right to be electrified just yet.

Then there's the new Fiat 500 – like the all-electric MINI that I've also driven this week – a car that was surely ideal for electrification. It also seems to answer most of the questions existing owners and potential buyers have asked about the car. Very clever indeed.

STEVE FOWLER
Editor-in-chief

Steve_Fowler@dennis.co.uk
@stevefowler

CONTACT DETAILS

Dennis Publishing Ltd,
31-32 Alfred Place,
London WC1E 7DP

facebook.com/autoexpress
@AutoExpress
youtube.com/autoexpress

News 020 3890 3938
Consumer & Products 020 3890 3751
Tests 020 3890 4039
E-mail firstname_lastname@dennis.co.uk
Subscriptions 0330 333 9491
Subs E-mail subscriptions@autoexpress.co.uk

SUBSCRIBE & SAVE 50%

Get all the motoring news delivered EVERY week

Never miss a thing! Get the latest issue delivered to your door. It's quick and easy to set up your subscription and you can save 50 per cent on the shop price.
See Page 52 for details.

ORDER ONLINE NOW
dennismags.co.uk/autoexpress

OR CALL 0330 333 9491

Basic annual rate UK: £91.99
Europe: £120 **Rest of world:** £190

Online subscriber service Change your address and renew your subscription at www.managemymags.co.uk

Auto Express DRIVER POWER

Tell us about your car and win £1,000 of Amazon vouchers

The UK's no.1 car ownership survey wants to hear from you! What do you love and loathe about your car? How good are the dealers? Would you recommend your car to a friend? Go to the address below to have your say.

www.autoexpress.co.uk/driver-power

Fiat 500 EV City car

REVEALED New version of iconic Italian model joins growing ranks of zero-emissi

- **Battery-powered city car will have near-200-mile range**
- **Launched as cabriolet, but hard-top version is expected**

John McIlroy
John_McIlroy@dennis.co.uk
@johnmcilroy

AE THE Fiat 500 has been a city-car icon since the reborn model was launched in 2007. It has been kept relevant mostly with colour and trim upgrades since then, but now it's time for the biggest revolution in the car's history: the all-new, all-electric 500.

The revisions required to make the 500 EV are sufficient enough for Fiat to call this model the third generation – following the 2007 rebirth and the original Cinquecento made between 1957 and 1975.

There's a new platform that results in a slight increase in size compared with the Mk2, so the EV is 60mm wider and 60mm longer. The car's wheelbase has grown by 20mm too, but the overall length of the 500 is still under four metres.

Fiat hasn't played around too much with the car's styling. The side profile of the new EV is still unmistakably 500, but there are tweaks to the front end, with a new bumper that is actually closer in style to the set-up on the original 500. There are split headlights – another nod to the 1957 model – and a new 500 badge on the rear end.

The electric 500 is being launched as a cabriolet – considered a unique selling point because no comparable all-electric drop-top is available – but a fixed-roof version is expected in due course.

The car has a 42kWh lithium-ion battery pack – enough to deliver up to 320km (199 miles) of range under the WLTP efficiency test. It powers a 117bhp electric motor that can take the 500 from 0-62mph in nine seconds and on to a top speed of 93mph.

Charging

The 500 gets an 85kW DC charger, so the car can be recharged from flat to 80 per cent of capacity in just 35 minutes. A full charge on a 7.4kW home wallbox will take just over six hours, and Fiat also plans to launch its own 3kW home charger, which will be able to be plugged into a domestic socket without requiring professional installation.

The car will let drivers pick from three driving modes. Normal is described by Fiat as being "as close as possible to driving a vehicle with a normal combustion engine", while Range activates higher levels of brake energy recuperation. This will allow owners to drive the car using only the throttle pedal and anticipating stop situations.

The last mode, Sherpa, preserves as much range as possible, so it limits the top speed to 50mph, blunts throttle response and turns off the climate control and heated seats.

Inside, there's a bigger jump in design and quality, because Fiat has used the car's new platform to introduce a cleaner, less cluttered dashboard with improved materials. There should be huge gains in in-car technology too, because the 500 is the first FCA product to get the group's new UConnect 5 infotainment system.

This brings a 10.25-inch high-definition touchscreen with wireless Apple CarPlay functionality and the ability, in future, to offer wireless Android Auto. The instrument panel is now a seven-inch TFT digital display.

The 500 will offer a range of smartphone apps, allowing users to check the charge level of their car remotely, and warm or cool the vehicle before setting off.

There's no word on boot capacity but it should at least match the 182 litres of the combustion-engined Mk2 car. That vehicle will continue to be sold, incidentally; Fiat plans to offer both the Mk2 (built in Poland) and the Mk3 (made in Turin) alongside each other until at least the end of 2021.

Fiat has yet to announce UK specs or pricing for the electric 500, but based on European figures, the high-end 'La Prima' launch edition should cost no less than £32,000 in Britain, before any government incentives. More modest versions should be priced roughly in line with the likes of the MINI Electric and the Honda e, although with only one battery spec, the new 500 will have comfortably more battery range than either of those models.

"The revisions required to make the 500 EV are sufficient for Fiat to call this the third generation"

New 500 EV will have higher quality and more tech than current model

switches to electric power

on urban runarounds

500e: here's one that Fiat (almost) made earlier

FIAT has been here before with the 500. The company showed a prototype pure-electric Mk2 at the 2010 Detroit Auto Show, and promised that it would go into production by 2012.

A few thousand examples were sold, but only in selected US states, and the car never made it to Europe. Then-Fiat boss Sergio Marchionne estimated that the firm was losing $14,000 (£10,880) on every one it sold – and it was axed late last year.

STYLING Although this new Fiat is larger than the previous version, its styling is unmistakably 500. The biggest changes are to the front bumper and split headlights, which are nods to the original 1957 car

EVOLUTION
Audi has done nothing radical with the external design. The new A3 is bigger than before and gets a new design for the grille and lights

OFFICIAL

Audi pulls wraps off all-ne

James Brodie
James_Brodie@dennis.co.uk
@jimmybrods

- **Five-door car only at launch**
- **Mild-hybrid engine available**

AUDI has revealed its all-new A3 hatchback, which is due to go on sale in the UK this summer, with prices set to start from around £24,000.

The outgoing A3 is the oldest car in the brand's UK line-up, but the changes for this Mk4 car aren't revolutionary. It requires a trained eye to spot the differences outside, but at 1,820mm wide, this A3 has grown a fair bit, while it's also longer from nose to tail, at 4,034mm. Yet it's no taller than the Mk3, and the wheelbase hasn't grown.

Its exterior gets a makeover straight from Audi's latest design guidelines, with a larger hexagonal grille, new LED headlights and tail-lamps, plus aggressive styling for S line models. The boot has a wider opening than before and a 380-litre capacity.

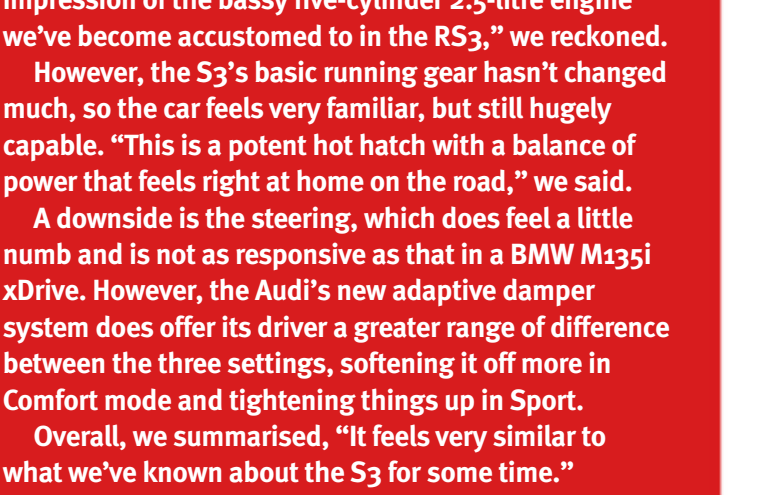
The big news for potential buyers is that the A3 hatchback is now only available as a five-door Sportback model, and no three-door version is planned. While unconfirmed, a saloon variant of the new A3 to take on the new Mercedes A-Class saloon is widely expected to follow in early 2021.

Inside, the makeover is more evident; sitting in the centre of the dash is a new 10.1-inch touchscreen display, housed in a gloss-black surround and angled towards the driver. It's directly above a fresh panel for the climate control settings and a rocker switch for various drive mode functions. Alongside the gearstick is a new volume control with a touch-sensitive click-wheel, which is operated like an old iPod.

Sitting behind the fresh steering wheel is a 10.25-inch digital instrument panel, and the full-size 12.3-inch Virtual Cockpit system is an option. A head-up display can be selected, too. The car is also capable

ew A3 hatchback

First drive of S3 shows new A3 promises much



Little changed in transmission, so new S3 feels familiar

IN February (Issue 1,612) we had our first chance to get behind the wheel of Audi's latest hatch in hot S3 guise.

The VW Golf R rival sticks with the old model's 306bhp 2.0-litre four-cylinder engine, coupled with the firm's familiar quattro four-wheel-drive system.

"One of the first things you'll notice," we said, "is the engine note." The S3 features a new sound actuator behind the dashboard, tasked with reverberating engine noise around the cabin. "It makes an uncanny impression of the bassy five-cylinder 2.5-litre engine we've become accustomed to in the RS3," we reckoned.

However, the S3's basic running gear hasn't changed much, so the car feels very familiar, but still hugely capable. "This is a potent hot hatch with a balance of power that feels right at home on the road," we said.

A downside is the steering, which does feel a little numb and is not as responsive as that in a BMW M135i xDrive. However, the Audi's new adaptive damper system does offer its driver a greater range of difference between the three settings, softening it off more in Comfort mode and tightening things up in Sport.

Overall, we summarised, "It feels very similar to what we've known about the S3 for some time."

"This is a potent hot hatchback with a balance of power that feels right at home on the road"

INTERIOR Changes over the Mk3 model are more evident inside the cabin, which gets a new touchscreen and digital dials (left), while car initially comes only with five doors

of receiving external signals and data, to provide real-time parking availability and traffic light information. However, this feature will not be functional in the UK from launch. In the near future, wireless Apple CarPlay and Android Auto, plus Amazon Alexa integration, will arrive on the A3, too.

The new model sits on a revised version of the old car's MQB platform, so driver-assistance and safety tech are updated to include a new adaptive-cruise system with steering assist at speeds up to 130mph. However, the engine line-up is largely unchanged, except for the addition of a new 48-volt-assisted mild-hybrid powertrain.

The entry level car will be a 1.0-litre three-cylinder turbocharged petrol model, badged 30 TFSI and developing 108bhp. There will be two further petrol options, both based on a 1.5-litre four-cylinder unit with 148bhp. The regular version of this motor is called the 35 TFSI, but Audi has not yet named the 48-volt mild-hybrid version of this unit. No precise fuel economy figures have been released, but Audi claims this system saves around 0.4 litres of petrol for every 62 miles driven, while also reducing CO_2 emissions.

As for diesels, the UK line-up has yet to be finalised, but two motors have been confirmed for mainland Europe. Both are 2.0-litre TDI units, one with 114bhp, the other with 148bhp. Depending on which powertrain is selected, the A3 comes with a new six-speed manual gearbox, or a seven-speed S tronic dual-clutch automatic.

Further variants are planned, including some with quattro all-wheel drive, while Audi is also promising two plug-in hybrid versions will follow. Specifications for these new cars haven't been confirmed, but the A3 will almost certainly mirror the Volkswagen Golf's strategy of having a 1.4-litre, 242bhp hot plug-in option, capable of travelling 40 miles on battery power alone, alongside a cheaper, less powerful version. Hot S3 and RS3 models are also in the pipeline.

All-new Golf GTI leads th

James Brodie
James_Brodie@dennis.co.uk
@jimmybrods

OFFICIAL

AE VOLKSWAGEN has revealed the Mk8 Golf GTI, alongside the latest version of the diesel-powered Golf GTD, and both cars will go on sale in the UK this summer.

When they do, they'll form an important trio of 'GT'-badged cars, alongside the latest plug-in hybrid GTE model. Last year, hot Golf variants – including the even faster Golf R – accounted for 40 per cent of all UK sales.

VW has avoided any major alterations to the Golf GTI recipe, and unlike the similar Skoda Octavia vRS (below), it has kept it free from hybrid assistance. As with the last GTI, there's a turbocharged four-cylinder engine under the bonnet, which is a fourth-generation version of VW's 'EA888' motor. It makes 242bhp and 370Nm of torque and sends power to the front wheels via a newly developed six-speed manual gearbox. A seven-speed DSG auto with paddle-shifters will be available, updated with a new shift-by-wire system.

While no final performance figures have been issued, the engine is 15bhp and 20Nm ahead of the last Golf GTI with the Performance Pack. An electronically limited top speed of 155mph is expected, along with a slight

"VW has avoided any major alterations to the GTI recipe, but the engine now makes 242bhp"

And Skoda joins the rush with hybrid Octavia vRS

THE new Golf GTI isn't the only new hot hatchback from the Volkswagen Group. Skoda has revealed a brand new Octavia vRS, which features a plug-in hybrid powertrain for the very first time.

Available as both hatchback and estate (pictured), the new car is called the vRS iV and is powered by a 1.4-litre four-cylinder engine and a 113bhp electric motor.

It's the same powertrain as the new Golf GTE, with 242bhp and 400Nm, while CO_2 emissions could be as low as 30g/km.

As well as that CO_2 figure, Skoda claims that this hot Octavia is capable of 0-62mph in 7.3 seconds and a top speed of 139mph. And that's all while being able to cover 37 miles on electric power only – just as long as you can keep the car's 13kWh battery pack fully topped up.

Skoda has also confirmed that the sports suspension on the new vRS is set 15mm lower than the standard car's, and the steering gets a unique tune.

This is not the only vRS variant of the new Octavia planned, either; both petrol and diesel versions are scheduled too, but these will be revealed at a later date.

Elsewhere, the latest Octavia vRS gets a sporty visual transformation. It has a bodykit with new, aggressive cuts, and air vents with gloss black surrounds, a new front bumper, rear diffuser and roof spoiler, while wheels of up to 19 inches can be specified. Full LED-matrix headlights come as standard, as do LED tail-lights.

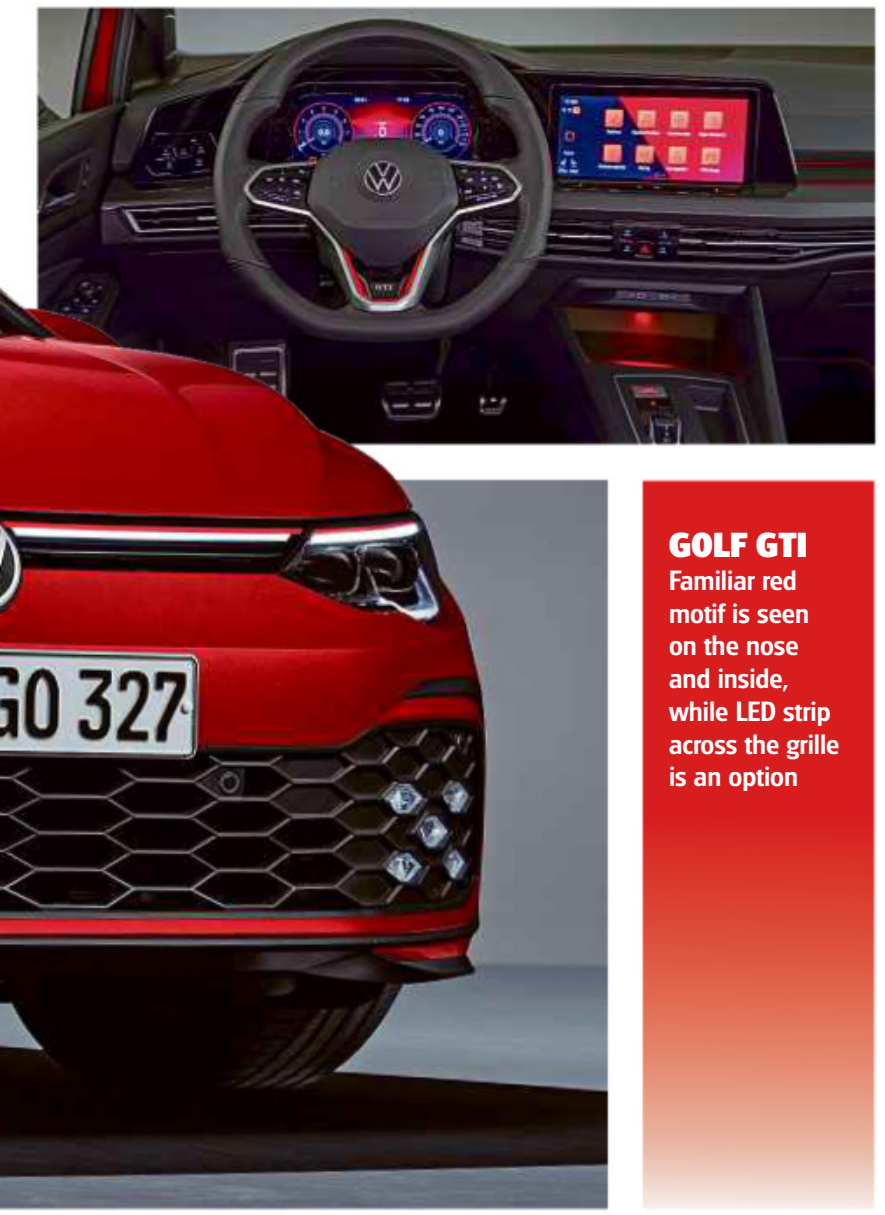
In the cabin, the Octavia vRS is fitted with Alcantara-trimmed sports seats,

"Octavia vRS iV will do 0-62mph in 7.3 seconds, and can cover 37 miles on electric power alone"

while the dashboard and headlining are also lined in the same material, and two 10-inch screens – one behind the steering wheel and a central display – take care of both the instrumentation and the infotainment.

The new vRS will be launched in the UK this autumn. Prices for the plug-in iV version are likely to start from £32,000, and it will be positioned as the most expensive version of the new Octavia vRS trio.

he hot-hatchback charge



GOLF GTI
Familiar red motif is seen on the nose and inside, while LED strip across the grille is an option

GOLF GTD
There's a similar design theme for the diesel, but with grey detailing

improvement on the old car's 0-62mph time of 6.4 seconds. Adaptive dampers and a locking differential are expected to be available as optional extras.

Styling cues on the outside include a red pinstripe that stretches across the grille linking the LED headlights, while an optional full-width lighting strip is available. The front bumper has a wide honeycomb grille, and the chequered flag-patterned foglights seen in the official pictures will be offered as an option. The GTI rides on 17-inch, diamond-cut, five-spoke alloys as standard, with 18 and 19-inch designs available.

Inside there are more GTI touches, with a flat-bottomed GTI steering wheel with red detailing, while tartan checked cloth is standard. As before, the seat pattern and exterior details are colour-coded across the GTI, GTE and GTD family. There's a red theme in the GTI, blue in the plug-in hybrid and light grey in the diesel.

Expect prices for the GTI to rise a little over those of the outgoing model, courtesy of all the new technology on board; a starting price of around £34,000 seems likely when the car hits showrooms. Further variants of the GTI, such as the Clubsport and track-hardened TCR version, are expected to follow in due course.

The new Golf GTD uses a turbocharged 2.0-litre diesel engine that produces 197bhp and 400Nm of torque. There's a new catalytic converter system fitted with a twin AdBlue set-up designed to reduce CO_2 emissions compared with the previous-generation GTD.

As in the GTI, drive is sent to the front wheels, but the GTD only comes with the seven-speed DSG gearbox, not the manual. No performance, fuel economy or emissions figures have been published, but expect a maximum range of 600 miles on a single tank.

Prices will likely start from around £31,000 when the new GTD goes on sale in the UK later in the year.

STYLING
New vRS sits on lower suspension, with sporty bodykit and hi-tech dash

OFFICIAL

Bentley opens up Bacalar

- Car costs £1.5m, just 12 built
- All have been sold already

AE John Mahoney

BENTLEY has launched its wildest model in more than 100 years of car-making, in the shape of the radical Bacalar roadster.

The new car borrows its unusual name from a lake in Mexico, and has been created to have an ultra-limited production run of just 12 cars.

It's priced from £1.5million (plus taxes), and is a natural rival to the recently launched McLaren Elva and the V12 Speedster from Aston Martin (right).

Built to showcase the coachbuilding skills and traditions of Bentley's Mulliner division, the open-cockpit Bacalar has no roof and is based on the company's current Continental GT convertible. However, apart from that car's platform and powertrain, only the door handles have been transferred over.

The new model was designed under a brief to build the 'ultimate open-cockpit two-seater', and its styling was inspired by last year's EXP 100 GT coupé, which was itself created to celebrate the luxury British brand's centenary.

However, where the coupé concept was electrically powered, under the Bacalar's full carbon-fibre skin sits Bentley's familiar twin-turbocharged 6.0-litre W12 engine. Here, it produces 650bhp and 900Nm of torque – 25bhp more than in the standard Conti GT and enough for a 0-62mph time of 3.6 seconds.

Despite measuring in at a similar size to the Continental GT, the Bacalar has just two seats, with space behind them for a set of bespoke luggage tailored to the customers' needs.

The run of 12 cars sold out even before their wealthy owners saw the Bacalar in the metal.

OFFICIAL

MEASURING UP
New car is similar size to Continental GT, but a strict two-seater

High-end Brit brands reve

Luxury British brands approach summer with confidence by revealing some very special metal

Morgan comes to the Four

MORGAN has revealed a new Plus Four, and says it is "the most revolutionary advancement in the model's history", with 97 per cent of the parts being new.

The name has been tweaked, from the old Plus 4 to the new Plus Four, but the looks are familiar; it retains the iconic, narrow-bodied sports car style of the past seven decades. However, underneath is a new bonded aluminium platform, which is also used by its Plus Six sibling.

Weight creeps up to a fraction more than a tonne, at 1,009kg. However, the car's power output takes a step up, too.

Morgan has ditched the Ford motor of the old model and has sourced the new car's four-cylinder engine from BMW. The 2.0-litre, turbocharged unit develops 255bhp and 400Nm of torque, enabling a 0-62mph dash of 4.8 seconds and a top speed of 149mph, meaning the new Plus Four packs as almost much performance as its six-cylinder sister car. It also emits 159g/km of CO_2, while Morgan claims 40mpg is possible.

There are two gearboxes available – a new six-speed manual and an eight-speed automatic transmission.

Morgan promises extensive customer personalisation, but you'll have to pay more for it; the new Plus Four costs from £62,995, and is on sale now.

"The new four-cylinder engine from BMW develops 255bhp, giving a 0-62mph time of just 4.8 seconds"

OFFICIAL

STYLING New Morgan's looks are as traditional as ever, but under the 1930s appearance, the platform and powertrain are as modern as they come

STYLING
Look of roofless Bacalar is inspired by last year's EXP 100 GT coupé

Aston Martin goes radical

ASTON Martin has revealed a limited-run, roofless, windscreen-free special called the V12 Speedster.

The new open-top is earmarked for a production run of just 88 examples, each priced at £765,000 and on roads in 2021.

Up front, the headlights and front grille are similar to those used on the company's Vantage model.

In the stripped-out interior, satin carbon-fibre trim is paired with leather, chrome and aluminum elements.

Beneath it all is an adapted version of Aston Martin's bonded aluminium platform, which uses structures borrowed from both the DBS Superleggera and the Vanquish to create a bespoke chassis for the new V12 Speedster.

This supports a twin-turbocharged 5.2-litre V12 developing 690bhp and 753Nm of torque; its power output is only slightly less than that of the DBS Superleggera.

Drive is sent to the rear wheels through an eight-speed automatic transmission with paddle-shifters, and Aston Martin claims the car can crack the 0-62mph sprint in 3.5 seconds and reach a limited top speed of 186mph.

OPEN-TOP
V12 Speedster has neither a roof nor a windscreen; its 5.2-litre engine produces 690bhp

OFFICIAL

eal their 2020 stars

OFFICIAL

Top McLaren rivals 488 Pista

LOW WEIGHT
765LT is 80kg lighter than 720S on which it is based, as well as having 44bhp more power from its twin-turbo V8

THIS is the new McLaren 765LT. It's a stripped-out, track-focused version of the British firm's flagship Super Series model, and a direct rival to the Ferrari 488 Pista.

The 765LT is the fifth McLaren to receive the firm's Long Tail treatment, which focuses on a range of weight-saving and performance measures. The headline figures are an 80kg weight reduction over the 720S on which the LT is based, and a 44bhp increase in power – up to 754bhp – from the 4.0-litre twin-turbo V8. McLaren says the car can sprint from 0-62mph in 2.8 seconds.

The weight saving comes from extensive use of carbon fibre; the front bumper and splitter, side skirts, rear bumper and diffuser are all made from the lightweight material. The air-con and stereo have also been removed, but buyers can add them back in free of charge.

news in brief

DS reveals concept 'for the electric age'

THE DS brand has unveiled an all-electric pseudo-SUV concept called the Aero Sport Lounge. DS says this concept previews a new bodystyle for the electric age, and it's been designed to be as aerodynamically efficient as possible.

The concept is powered by Formula E-derived 670bhp electric motors and a 110kWh battery, which combine to give the concept a 0-62mph time of 2.8 seconds and a range of around 400 miles on a single charge.

Study: posh cars don't stop for pedestrians

DRIVERS of expensive cars are less likely to stop for pedestrians than those in cheaper models, the Journal of Transport & Health has found. Researchers observed 500 cars at zebra crossings in America and found just 129 cars stopped for pedestrians, despite being legally required to do so.

The average value of cars that stopped was $5,900 (£4,560), while cars that did not stop were worth $8,000 (£6,180). It was suggested drivers of cheaper cars might empathise with people on foot.

More power, less heft for new BAC Mono

BAC has launched a new Mono track-day car. This new model features a turbocharged 2.3-litre four-cylinder petrol engine, which develops 332bhp and 400Nm of torque.

The new car is also 10kg lighter than its predecessor, thanks to graphene-enhanced carbon fibre and lightweight polymers in its body and chassis. This has increased the Mono's power-to-weight ratio to 582bhp-per-tonne.

Alex Ingram
Alex_Ingram@dennis.co.uk
@AxleIngram

OFFICIAL

Cupra Formentor ready to take on Alfa Stelvio

Performance brand's first standalone model **Plug-in hybrid offers 31 miles of pure-electric range**

AE THIS is the all-new Cupra Formentor, the first unique model to be launched by SEAT's performance arm since Cupra became a standalone brand.

Measuring 4,450mm long and 1,511mm tall, the Formentor is 87mm longer and 104mm lower than the Ateca. This lends it a sportier, coupé-SUV-like appearance, while more flamboyant creases around the wheelarches give a more dramatic look. At the rear, there's a full-width light bar – a feature seen on the latest Cupra Leon.

The Leon also lends its dashboard design to the Formentor; copper highlights are dotted around the interior, on the seat trim, air-vent surrounds and steering wheel accents. The dash itself is dominated by a 12-inch touchscreen infotainment system.

The display features customisable homepage functions, while touch-sensitive controls for the climate system sit on a small ridge just below it. As standard, the infotainment system – complemented by a digital instrument cluster – gets both Android Auto and Apple CarPlay, and the latter is able to connect wirelessly.

The Formentor is offered with the choice of two powertrains. The first is a plug-in hybrid that pairs a 1.4-litre turbocharged petrol engine with an electric motor. Total output is 242bhp and 400Nm of torque, while a 13kWh battery allows the Formentor to cover 31 miles on electric power.

The range-topping version uses a 2.0-litre turbocharged petrol engine producing 306bhp and 400Nm, and is mated to a four-wheel-drive system. Performance figures have still to be confirmed, but expect a 0-62mph time around the five-second mark.

There's no manual gearbox available; both powertrains are mated to a seven-speed dual-clutch automatic gearbox, controlled by a 'shift-by-wire' selector on the centre console. Those wishing to control the gears manually can use the steering wheel-mounted paddles.

Both versions of the Formentor are offered with Cupra's Dynamic Chassis Control system. This consists of adaptive dampers whose rate of response alters based on one of the four driving modes selected: Comfort, Sport, Cupra or Individual. The settings are selected via a button mounted on the steering wheel.

Prices have still to be announced, but you can expect the Formentor to kick off from around £38,000. Deliveries will start in the second half of 2020.

Formentor features light bar across the rear and copper-coloured highlights

"The range-topper has a 2.0-litre turbocharged motor that produces 306bhp. Expect 0-62mph in around 5.0 seconds"

GTA name returns on 533bhp hardcore Giulia

ALFA Romeo has revealed a hotter version of the Giulia Quadrifoglio that heralds the re-introduction of the GTA badge.

The model, which celebrates Alfa's 110th anniversary, is offered in two versions; alongside the GTA is an even harder variant called the GTAm, which features two racing seats and a roll cage where the rear seat would otherwise be.

Both cars use the 2.9-litre bi-turbo V6, with power up to 533bhp. The GTAm is around 100kg lighter, due to its driveshafts, bonnet, roof, front bumper and rear wheelarch extensions all being made from carbon fibre. Only 500 examples of the two models will be produced in total.

OFFICIAL

AGGRESSIVE
Styling tweaks and extra power make GTAm the hottest Giulia yet

ULTRA PROTECTION

INTRODUCING ULTRA-HARD CRYSTAL SERUM PROTECTION

HARD LAYER
PROTECTS AGAINST ABRASION & CHEMICALS

PROFESSIONAL FINISH
THE FIRST 10H PAINT PROTECTION

THE BEST AVAILABLE
PRODUCT PERFORMANCE & FINISH

9 YEAR **GUARANTEE**

LEADING THE WAY IN AUTOMOTIVE DETAILING TECHNOLOGY

Crystal Serum Ultra is the best paint protection available, it keeps your car looking glossy and new, prolonging the life of your paintworks perfect finish. The molecular structure of the hard top layer is exceptionally chemical resistant. Crystal Serum Ultra can withstand even the strongest wash chemicals and bird droppings.

GTECHNIQ
SMART SURFACE SCIENCE

ONLY AVAILABLE FROM GTECHNIQ ACCREDITED DETAILERS

service.gtechniq.com

Luke Wilkinson
Luke_Wilkinson@dennis.co.uk
@LT_Wilkinson

BMW readies pure-electric rival

AE BMW has given us a thinly veiled glimpse at its upcoming pure-electric Tesla Model 3 rival with the unveiling of the Concept i4. The production car is due to arrive in showrooms next year.

Underneath, the Concept i4 shares its basic structure with the next BMW 4 Series Gran Coupé. It features a handful of styling tweaks, such as a larger radiator grille, updated headlamps, a revised rear end, and a range of blue styling elements, in a bid to distance this electric saloon from BMW's conventionally powered line-up.

To maximise the car's range, BMW has also fitted a range of aerodynamically conscious features, such as the wide-spoke alloy wheels and blanked-off ducting for the front bumper. The lowered side skirts also conceal the battery pack, while a rear diffuser masks the space that would normally be occupied by an exhaust system.

BMW's concept cars are traditionally quite indicative of what the showroom model will look like, so expect around 80 per cent of what you see here to be applied to the production model.

Inside, there's a new curved infotainment screen and digital gauge set-up, which BMW has confirmed will be used on the upcoming production-ready iNEXT SUV and i4 electric vehicles. The screen controls almost all of the vehicle's functions, including climate control, media and navigation.

The cabin is trimmed in a host of sustainable materials, including microfibre fabric and natural leather, tanned using an olive-leaf pigment. As in the conventional 4 Series Gran Coupé, the centre console also features BMW's trademark iDrive rotary control dial, but re-trimmed in crystal glass.

The electric powertrain is fed by an 80kWh battery pack, which provides a maximum claimed range of 373 miles. BMW says it develops a total of 523bhp, delivering a claimed 0-62mph time of four seconds and a top speed of 124mph.

Previews 2021 production car **Concept has 373-mile range**

German firms show off t

From pure electric to high performance, BMW, Mercedes and Porsche reveal very different cars

RAPID
An extra 68bhp, plus four-wheel drive and a PDK gearbox allow the Turbo S to seemingly bend the laws of physics

STYLING Concept is expected to be 80 per cent indicative of upcoming production car

for Model 3

heir grand plans

Fresh face for Merc E-Class

MERCEDES has pulled the covers off a facelifted E-Class. The BMW 5 Series rival has updated styling, new infotainment and a selection of hybrid powertrains.

On the outside, the design changes are extensive by modern mid-life facelift standards. Inside, the overall dashboard layout is much the same as before. A striking new steering wheel design is the big change here; the split-three spoke design features more responsive touch-sensitive buttons to control functions on the digital driver's displays, which are running new MBUX software.

Alongside new plug-in options there's a new 2.0-litre petrol offering with 48-volt mild-hybrid assistance, plus a new six-cylinder petrol also with a 48-volt system.

Full specs have yet to be revealed, but Mercedes says the petrol units range from 154bhp to 362bhp, while the diesels offer between 158bhp and 326bhp.

In addition to the standard E-Class range, Mercedes has also revealed the first AMG-tweaked version of the facelifted model. The E 53 4MATIC+ once again mixes a six-cylinder petrol engine with mild-hybrid power and a four-wheel-drive system.

Here, the hybrid portion is slightly more potent; it offers 21bhp and 250Nm. Combined with the 3.0-litre straight six, it means the E 53 makes the same 429bhp and 520Nm of torque as the outgoing version. Performance figures for the new car have still to be confirmed, but they should match the 4.5-second 0-62mph time of the previous version.

The revised E-Class will go on sale in May and hit roads this summer.

OFFICIAL

FRESH FACE Along with fairly extensive changes to looks of E-Class, revisions also bring in new infotainment and engines

Porsche fires up new 641bhp 911 Turbo S

PORSCHE has revealed the flagship version of the latest 911, the Turbo S.

Launched in hard-top and convertible forms, the latest hot 911 gets a new 3.8-litre flat-six engine with a pair of larger, variable-turbine-geometry turbochargers. The unit now produces 641bhp – a gain of 68bhp over the previous model – and 800Nm of torque, an increase of 50Nm.

The second of those outputs is available from 2,500rpm to 4,500rpm, so the old Turbo's overboost function has been dropped. An eight-speed PDK gearbox and all-wheel drive remain in place.

As always with such an extreme sports car, the gains in performance are marginal, but the latest 911 Turbo can accelerate from 0-62mph in 2.7 seconds (0.2sec less than before), while 0-120mph takes 8.9 seconds. Top speed stays at 205mph.

The Turbo S is 20mm wider at the rear than the regular Carrera, while the front and rear track are 42mm and 10mm wider respectively. Other adjustments include a pneumatically extendable front spoiler and a larger rear wing. Ceramic-composite brakes are fitted as standard.

Inside, there are 18-way adjustable sports seats, full leather and carbon trim, a 10.9-inch infotainment screen, a GT sports steering wheel and a Bose surround-sound audio set-up.

Options will include a sports chassis that has been lowered by 10mm, and a sports exhaust, which is available for the first time on the Turbo S.

The new models are available to order now. The 911 Turbo S coupé costs from £155,970, while the Cabriolet version is priced from £165,127.

"Turbo S can sprint from 0-62mph in 2.7 seconds, with a 205mph top speed"

news in brief

Limited edition marks Pininfarina's 90th

PININFARINA has revealed a special-edition version of its all-electric Battista hypercar, intended to celebrate 90 years of the firm's name in coachbuilding.

Just five examples of the Battista Anniversario (above) will be built, each priced from £2.2m. Four on-board electric motors mean a power output of 1,874bhp, with 2,300Nm torque on tap, too. As well as this, the Anniversario sports a unique livery, and is 10kg lighter than the normal Battista.

Legal action may see buyers' compensation

DRIVERS who bought a new car between October 2006 and September 2015 may be entitled to up to £60 compensation. That's after a legal action was launched claiming five companies fixed prices for transporting new cars to the UK, overcharging dealers for delivery, with the extra costs passed on to buyers.

The case follows a ruling by the EU in 2018, in which the shipping firms were fined 395 million Euros. For more, head to *www.cardeliverycharges.com*.

Dacia EV is claimed to be Europe's cheapest

DACIA has promised that it will deliver "Europe's most affordable all-electric vehicle" with its first production EV, which has been previewed by the Spring Electric concept (below). It's essentially a Dacia-badged version of the Renault City K.ZE – a small electric car for China – that will arrive in Europe in early 2021.

Dacia promises a range of more than 124 miles on a charge. Prices have not been announced, but it should undercut the £16,995 Skoda Citigo e-iV.

Renault concept provides

- Concept previews EV tech
- Body extends to boost space

Richard Ingram
Richard_Ingram@dennis.co.uk
@rsp_ingram

Various parts of the car's bodywork extend or retract at the touch of a button

OFFICIAL

AE THIS is the Renault Morphoz, an electric concept car that features an extending wheelbase and battery-swap technology.

The Morphoz previews Renault's new scalable electric CMF-EV platform, which is due to reach production by 2022. But the concept also allows users to temporarily extend the size of the car, as well as boost its range and power by adding extra batteries.

The installation process takes a matter of minutes, says Renault; the wheelbase grows to reveal extra cell storage beneath the car, before the batteries are inserted. Parts of the bodywork are designed to hinge or flex, allowing the Morphoz's various panels to extend or retract at the touch of a button.

In its shorter 'City' setting, the Morphoz features a 40kWh battery and measures 4.4 metres in length. Renault claims it is perfect for urban life thanks to its reduced footprint and 249-mile electric range. The 'Travel' version lengthens the car to 4.8m, which creates space for an additional 50kWh battery and a usable range of 435 miles.

Gilles Normand, Groupe Renault's senior vice-president for electric vehicles and mobility services, told us: "The platform is modular and flexible, and can be used for several applications. It will allow us [to have] two cars to sit above Zoe," he said.

Normand confirmed that the progress of battery technology means these two models would launch with a range of "more than [342 miles] and high charging capability". He insisted that Renault's new electric cars would use 150kW charging, which can add 93 miles of range in around 15 minutes.

The Morphoz is a Kadjar-sized coupé-SUV, but it has interior space more closely aligned with cars from the class above.

The transformation from 'City' to 'Travel' also unlocks extra space inside the car, and the front passenger seat can be pivoted so that it face forwards or back.

The Morphoz features a sustainable interior; its floor is made from recycled yoghurt pots, while the dashboard is wood. There is a 10.2-inch central display, plus an additional screen for rear-seat passengers.

Artificial intelligence is used to recognise the driver, unlock the doors and automatically position the driver's seat.

When the Morphoz's batteries are not being used to drive the car, Renault claims they can power appliances in the user's house, or transfer charge back to the grid via vehicle-to-grid (V2G) technology.

"In a few minutes, the wheelbase grows to reveal extra storage beneath the car, before the batteries are inserted"

Prophecy points way to future Hyundai EVs

HYUNDAI has pulled the wraps off a new concept car called Prophecy. It previews a potential range-topping, Tesla-fighting saloon and showcases the brand's design direction for upcoming electric vehicles.

The Korean firms says inspiration for the design has been drawn from the 1938 Phantom Corsair; the overall shape is dictated primarily by aerodynamics, and the result is a dramatic, teardrop-like profile. The Prophecy's roof runs in one continuous curve from the base of the windscreen to the end of the bootlid.

Wildly flared wheelarches swell from either side of the vehicle. The clean front end is punctuated by little more than a Hyundai logo and lighting units made up of tiny pixelated elements. The same design continues at the rear of the car, where the lights are grouped into two towers. The pixelated design is one that Hyundai confirms will become a feature of its upcoming electric production models.

Inside, the Prophecy is pure concept car. There's no steering wheel, and instead the driver uses a pair of tiller-like joysticks, one mounted against the door, and the other in the centre armrest. The minimalist design extends to the dash, which is little more than a shelf to hold a bank of digital displays. If necessary, the whole unit can swivel and hide away.

"The shape is dictated primarily by aerodynamics, and the result is a dramatic, teardrop-like profile"

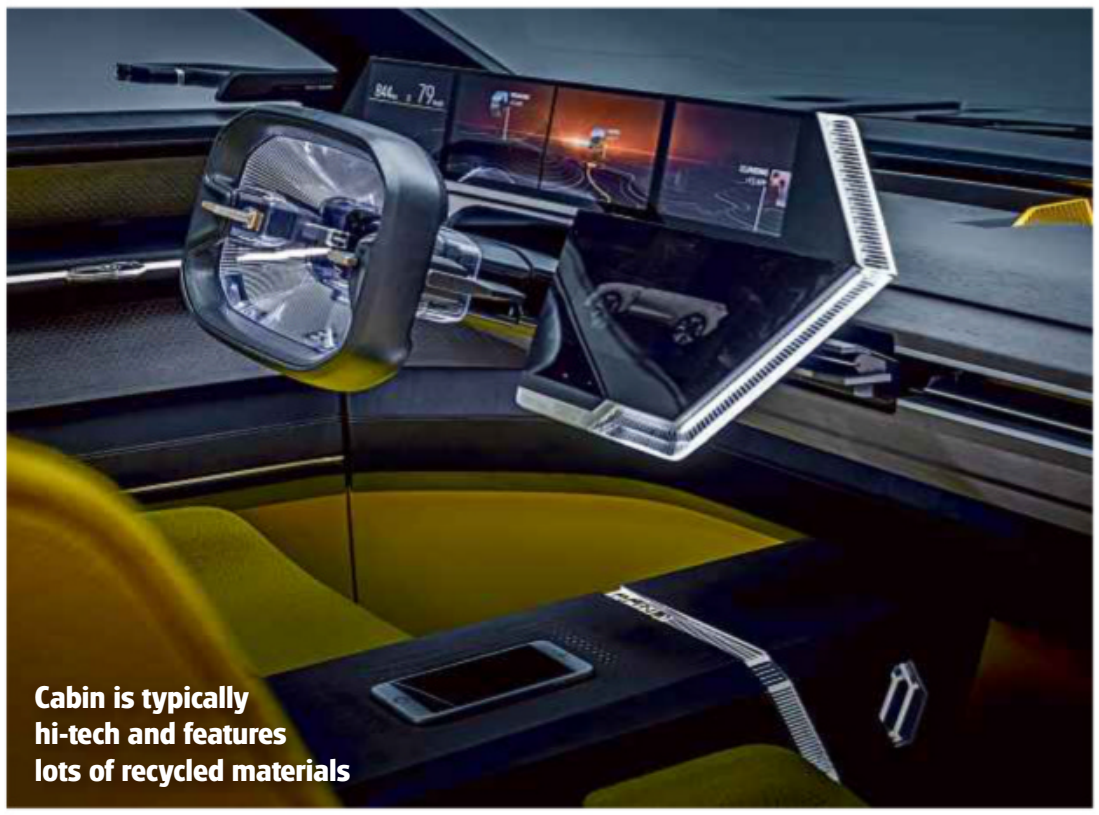
The lounge-like design is made possible by the Prophecy's platform, which allows designers to maximise the interior space. The layout is said to cater for the car's ability to deliver Level 4 autonomous driving; the car can drive itself, but a human can take control if they wish. However, Hyundai has yet to confirm any technical details on the Prophecy's battery technology or performance.

Hyundai's Chief Design Officer, Luc Donckerwolke, told Auto Express: "We were aiming for a higher sense of emotionality in our product. We realised we had been designing electric cars in the same way as conventional cars."

Prophecy's shape has been inspired by 1938 Phantom Corsair, while upcoming EVs from Hyundai will use similar lights made up of pixelated elements

flexible EV solution

Extending front bodywork and tailgate create more passenger and battery space



Cabin is typically hi-tech and features lots of recycled materials

INTERIOR
Design of cabin is pure concept, and the driver controls the car using joysticks rather than a steering wheel

This week's new videos

Two great videos online

Auto Express: New i30 is here to rival Golf, Focus

THERE'S no denying that Hyundai is on a roll. Hot on the heels of the new i20 is this facelifted i30, packing plenty of changes you can see, and even more that you can't. But are these revisions enough to challenge the likes of the Focus and Golf? Alex Ingram had an exclusive preview to find out.

youtube.com/Autoexpress

Driving Electric

BMW X5 xDrive45e This SUV has the longest electric range of any plug-in hybrid today, making it one of the lowest-emission PHEVs, despite its six-cylinder engine. Vicky Parrott drives it to see if that zero-emissions mileage can make the big BMW the best luxury PHEV of all.

youtube.com/drivingelectric

You can watch any of our videos on your phone
Simply scan this QR code.

DINKY
Citroen's Ami – the French word for friend – is less than 2.5 metres long and can be charged in three hours from a three-pin domestic plug

NEWS Citroen's radical city-car plan

EXCLUSIVE IMAGES

"I don't think we will replace the current C1 with a C1. We need to find an alternative for people who are using C1s"

We first broke Ami story last summer

WE broke the story of Citroen's radical cheap city car last July, when we sat down with Citroen CEO Linda Jackson to discuss the future of cars such as the firm's C1 – which remains on sale for the time being.

She said: "I don't think any manufacturer is really making money on the smallest cars. We need to find an alternative form of transport for those people who are using C1s."

OFFICIAL

Citroen Ami two-seat EV could be your best friend in the city

Quadricycle can be bought outright, rented long-term or hired for short trips, but UK won't get it yet

John McIlroy
John_McIlroy@dennis.co.uk
@johnmcilroy

AE THIS is the Citroen Ami, a radical new city car created for urban dwellers who want sporadic access to electric transport.

The Ami project is, in effect, a production version of the AMI One concept that made its debut at the Geneva Motor Show in 2019. That car's core looks have been retained, including a simple design that uses common body panels front and rear.

The boxy two-seat vehicle is just 2.41 metres long, 1.39 metres wide and 1.52 metres high. The Ami's specs are designed for use around town, particularly because it is classified as a quadricycle and so can, in theory, be driven by 14-year-olds without a licence in some European countries.

It has a 5.5kWh lithium-ion battery, giving a range of up to 70km (44 miles). The Ami can be recharged from a three-pin plug in three hours, using a built-in cable that is stored in the passenger doorway. The city car has a top speed of just 28mph.

Inside, there's a mobile phone holder and basic instruments. While there's no conventional boot, the Ami does have a storage recess at the passenger's feet and another space behind both occupants. The pared-back nature of the cabin means hard, washable materials in lots of key areas.

Citroen sees the Ami as a rival to small city cars and also the emerging trend of electric bicycles in major town centres, so the pricing options are flexible. It can be bought outright for 6,000 Euros (£5,050) in France, or customers can commit to a long-term rental which requires a deposit of just over 2,600 Euros (£2,186) and then 48 monthly payments of 19.99 Euros (£17). The Ami can also be hired through Groupe PSA's Free2Move car-sharing service at a cost per minute of 26 cents (21p).

The car will be offered in seven different versions with optional kit. Four colours will be available, while optional graphics and roof trims let owners personalise their Ami. A rollout across Europe is being readied, but it does not include the UK for the time being.

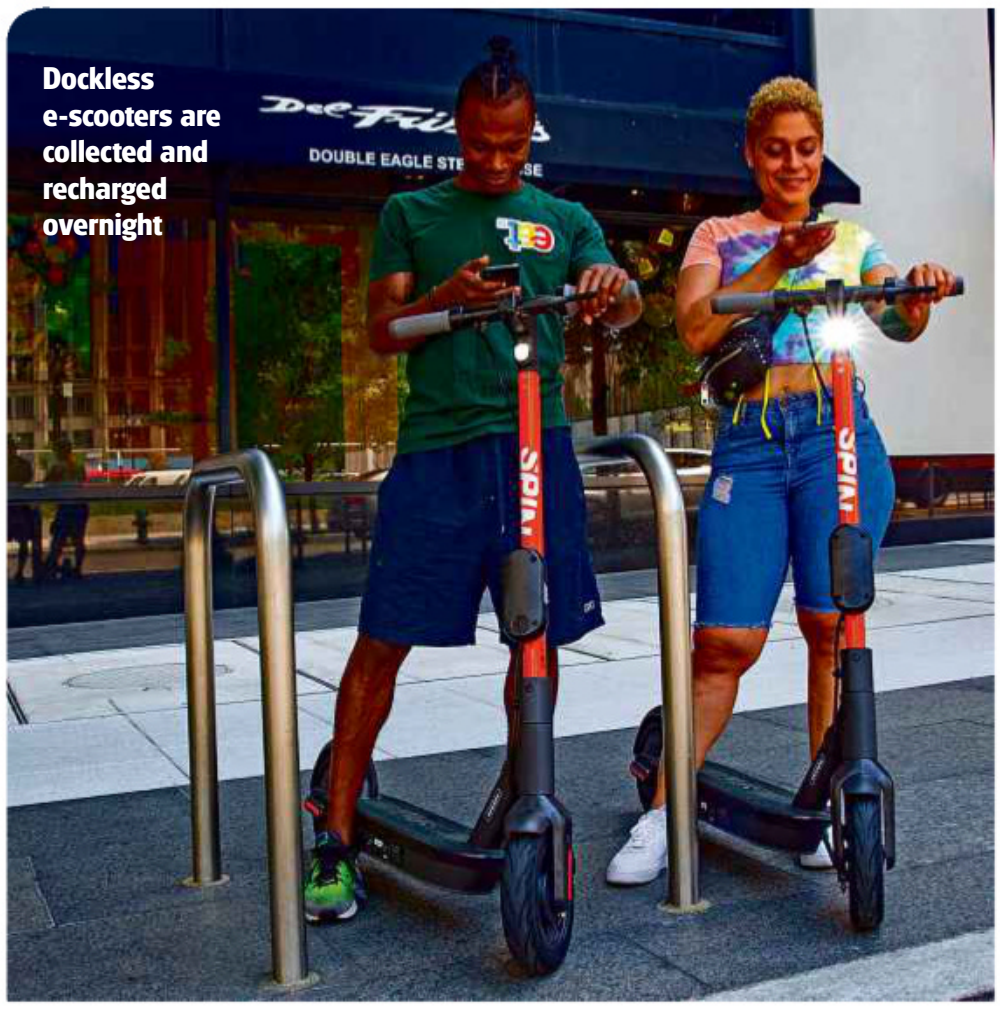
"Citroen sees the Ami as a rival to small city cars and also the emerging trend of electric bicycles"

...and, we've even had a ride in it!

CRITICS may scoff at the Ami's sparse cabin, but it feels functional and logically laid out. There are no plush materials; this is a car built to cost, and one that will need to withstand the abuse of multiple users.

Our driver gives the Ami a quick burst of acceleration as we round the corner to the back straight, and while it doesn't pin us in our seat, there's enough shove.

As a hop-in-hop-out, zero-commitment car-sharing solution for urban dwellers, it's surely the blueprint all others must follow.



Dockless e-scooters are collected and recharged overnight

Ford set to put a new Spin on renting e-scooters in Europe

FORD has announced its move into the 'micro-mobility' market with the European roll-out of Spin, the electric scooter company it bought in 2018.

Spin already rents out bikes and e-scooters in 70 American cities and universities. Its expansion will begin this spring in Cologne, Germany, before applying for forthcoming e-scooter permits in Paris, France. Spin will then "explore opportunities to take part in the UK's pending e-scooter share trials".

A number of other brands – including Peugeot and Audi – either offer production e-scooters or plan to do so, but Ford's decision to enter the rental market is unique among car manufacturers.

What makes Spin different from some shared mobility companies, Ford says, is that its services will only be introduced after working closely with governments and local community groups. This would counteract criticism that similar schemes have resulted in the deaths of riders and pedestrians, and scooters being dumped on pavements and in rivers.

But while Germany and France have firm e-scooter rules, Spin's arrival here may be hampered by the fact that riding electric scooters remains illegal both on UK roads and pavements, although the Government is reportedly investigating whether these rules could be changed as it seeks to encourage people out of their cars.

"Spin rents out e-scooters and bikes in 70 American locations"

LAWS
UK differs from other countries on e-scooter rules; riding them is illegal on pavements and roads here, but this could change soon

Inbox Your views

Contact **Tristan Shale-Hester**
mail@autoexpress.co.uk @AutoExpress

Write to: Letters, Auto Express, Dennis Publishing Ltd, 31-32 Alfred Place, London WC1E 7DP

HOT TOPIC New Hyundai i20

FROM: Antonio Pili WHAT an absolute beauty. The front is more menacing than a Lamborghini Urus and the back looks like a Porsche Cayenne. Those wheels are epic, too; they remind me of an Audi RS 6. Hyundai dealers will need to recruit more sales staff.

FROM: Tony Williams IF it's 24mm lower, 30mm wider and 5mm longer than the old i20, it's just going to be more difficult to fit into tight parking spaces and even harder for tall, older people like me to get in and out of. Cars need to be taller and narrower.

Latest version of the i20 has had a good reception from most readers

Join the debate at www.autoexpress.co.uk

- "It's a shame the UK is only likely to get one engine at launch, while other markets get three." **Josh Bacon**
- "Looks smart, but I'll wait for an N variant, hopefully with some WRC technology fitted to it." **Neil Smith**
- "I could have guessed the styling without looking: inoffensive, yet utterly generic." **Alistair Taylor**

The only way is up for ICE vehicle prices

FROM: Harry Skinner ASSUMING the policy of banning sales of new cars with engines makes it into law (which I doubt), has anyone considered what will happen to the used-car market? I can see prices for older petrol and diesel cars skyrocketing, because many people are staunch EV sceptics.

Clarification needed on clean air zones

FROM: Charles Davies IF councils running clean air zones can't get their houses in order with regard to their sources for emissions data (Issue 1,614), how on earth are drivers supposed to make sense of the rules? We need joined-up thinking on this, not a set of hotch-potch policies.

Customer service lets down car experience

FROM: Dan M I AM new-car shopping at present, and it amazes how many brilliant cars are let down by franchises who don't seem fussed about whether they get my business. If I'm going to be locked into a three or four-year deal, I'd like to have faith that the dealer cares about my custom and experience.

Charger compatibility is key to EV customers

FROM: Matt Walker THE Polestar 2 looks great (Issue 1,614) and its performance figures put the Tesla Model 3 right in its sights. But the biggest issue any premium electric vehicle faces is Tesla's Supercharger network. Choosing a model that denies you access to this would be tough for me to justify.

Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m)

Legal
AA: 0345 850 1130 (m)
RAC: 0330 159 1446 (m)
Which?: 01992 878329
Citizens Advice Consumer helpline: 03454 040506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 056 8040
RAC: 0330 159 0720

Technical advice
AA: 0370 142 0002 (m)

Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0330 159 0364

Traffic information
AA: 0906 888 4322
RAC: 09003 444999 (p)

Problems with dealers
The Motor Ombudsman: 0345 241 3008
Consumer Ombudsman: *www.consumer-ombudsman.org*
RMIF: 0845 305 4230
Scottish Motor Trade Assoc. 0131 331 5510

Problems with makers
The Motor Ombudsman: 0345 241 3008

Financial problems
Financial Ombudsman: 0800 023 4567

Safety concerns/recalls
DVSA: 0300 123 9000

INSIDE STORY

Tackling the motoring issues that matter

“We do our traditional tests on the drive system here, so how the system works on ice and also the lubrication”

ANDREAS MAIR Director of product tech, GKN

OSCILLATION CONTROL

One of GKN’s most recent innovations helps to eliminate the ‘judder’ in EVs when using very small throttle inputs

eTWINSTER 2 SPEED

Latest EV solution combines 4WD and a two-speed transmission, and can be scaled to fit customer requirements

G400 DRIVE SYSTEM

Modular motor offers a modest 169bhp, but massive torque figure means it can be used in a number of vehicles

eTRANSMISSION

While most EVs currently use a single-speed transmission, GKN’s two-speed unit could help boost driving range

PLUG & PLAY FOR AN ELECTRIC FUTURE?

British engineering firm GKN Automotive offers off-the-shelf solutions for car makers worldwide that are looking to electrify their fleets. We sample their cutting-edge tech

Tristan Shale-Hester
tristan_shale-hester@dennis.co.uk
@tristan_shale

AE IF Government statements are to be believed, there will only be 15 years of petrol, diesel and hybrid-engined new car sales in the UK before they are banned, leaving electric cars – and any potential hydrogen cars – as the only option.

Car manufacturers know this, but finding cost-effective and practical methods of electrifying their model ranges is a lengthy process that demands huge amounts of financial resources, as well as development time.

But what if someone else could do all that hard work? After all, manufacturers aren't averse to outsourcing the building of new cars to third-party companies – just witness Austrian firm Magna Steyr, which builds numerous cars, including the Toyota Supra and Jaguar I-Pace, leaving each manufacturer to concentrate on other matters.

Could the same approach work for electric drivetrains? After all, there are arguably far fewer differences between electric motors than there are between internal combustion engines. So why not let a third-party company design your electric motors and EV control modules, which you, as a manufacturer, can then slot into whichever car you like?

Evolved

That's exactly the proposition GKN Automotive has for car makers. From its roots in the Industrial Revolution as an ironworks making cannonballs during the Napoleonic Wars, this UK-based firm has evolved over the centuries to become one of the world's leading automotive suppliers. Around half of all new cars sold today contain some sort technology that has been developed by the company.

GKN has read the motoring landscape wisely, and in 2002 introduced eDrive – a selection of hybrid and electric powertrains available for car makers to buy on a 'plug-and-go' basis. By 2025 the firm says it will produce one million eDrive units – more than it made in the past 18 years combined.

To find out what makes GKN's eDrive such a compelling proposition for car makers, we visited the Colmis Proving Ground near the town of Arjeplog in northern Sweden, which has been the site of GKN's Wintertest event since 1988.

Wintertest is a programme of cold-weather testing that sees cars and engineering technologies put through their paces in temperatures as low as minus 40-degrees Celsius. The test tracks at Colmis, meanwhile, sit atop a frozen lake, allowing GKN's engineers to ensure their designs operate as they should in the extreme cold.

Dr Rainer Link, GKN's vice president of engineering, explained to us how the firm works with car makers: "We demonstrate the products to the manufacturers and they think about what they can use in their cars," he said. "Then, we come together and develop it in accordance with the final customer requirements, because every customer wants some small differences."

At Wintertest 2020, the product GKN was most keen to showcase was its G400 modular eDrive system. Offering 169bhp and 410Nm of torque, it's designed to be used as the primary drivetrain in mid-sized pure EVs, or as the secondary drivetrain in large hybrid vehicles. To show us what the G400 can do, GKN had fitted it to two demonstrator vehicles – a Tesla Model 3 and a Fiat Ducato passenger van – both of which we had the chance to drive.

While the Tesla didn't pack the same punch as the standard Model 3 Performance, the power delivery was as smooth as one would expect from any series production car. The Ducato wasn't quite as refined, however, because the engineering team hadn't had the time to put the

"We demonstrate the products to the manufacturers and they think about what they can use"

DR RAINER LINK VP of Engineering, GKN

Torque from G400 unit meant Ducato didn't feel slow

Wintertest is a chance for GKN Automotive's engineers to validate their work in extremely cold temperatures

drivetrain under the bonnet, so it was mounted behind the driver's seat. But it still had enough pull to comfortably move the van; impressive when you consider the size and weight of the Ducato, and the fact the drivetrain was powering its front wheels, when the G400 unit is designed to be used in a rear-wheel-drive set-up.

The G400 also has a few tricks up its sleeve, which GKN claims puts it ahead of some of the electric drive systems that car makers might produce themselves. One of these is oscillation control, which is designed to prevent the slight juddering that EVs can experience when drivers pull away at super-low speeds. We tried it out by stopping the Model 3 halfway up a steep hill and then moving off again, once with the system on and once with it off. While it was a subtle improvement, it certainly made things smoother.

Aside from smaller (G250) and large (G500) versions of the G400 unit, another key product for GKN is its Twinster set-up. Fitted to everything from the Ford Focus RS to the Range Rover Evoque, the Twinster is an off-the-shelf four-wheel-drive system that's able to react to both the driving environment and the driver's intentions, modulating clutches and torque loads to each or both sides of the car when needed. One of GKN's professional drivers took us out for a 'taxi ride' around Colmis' handling circuit in an Opel Insignia Sports Tourer fitted with Twinster, to show us what it could do.

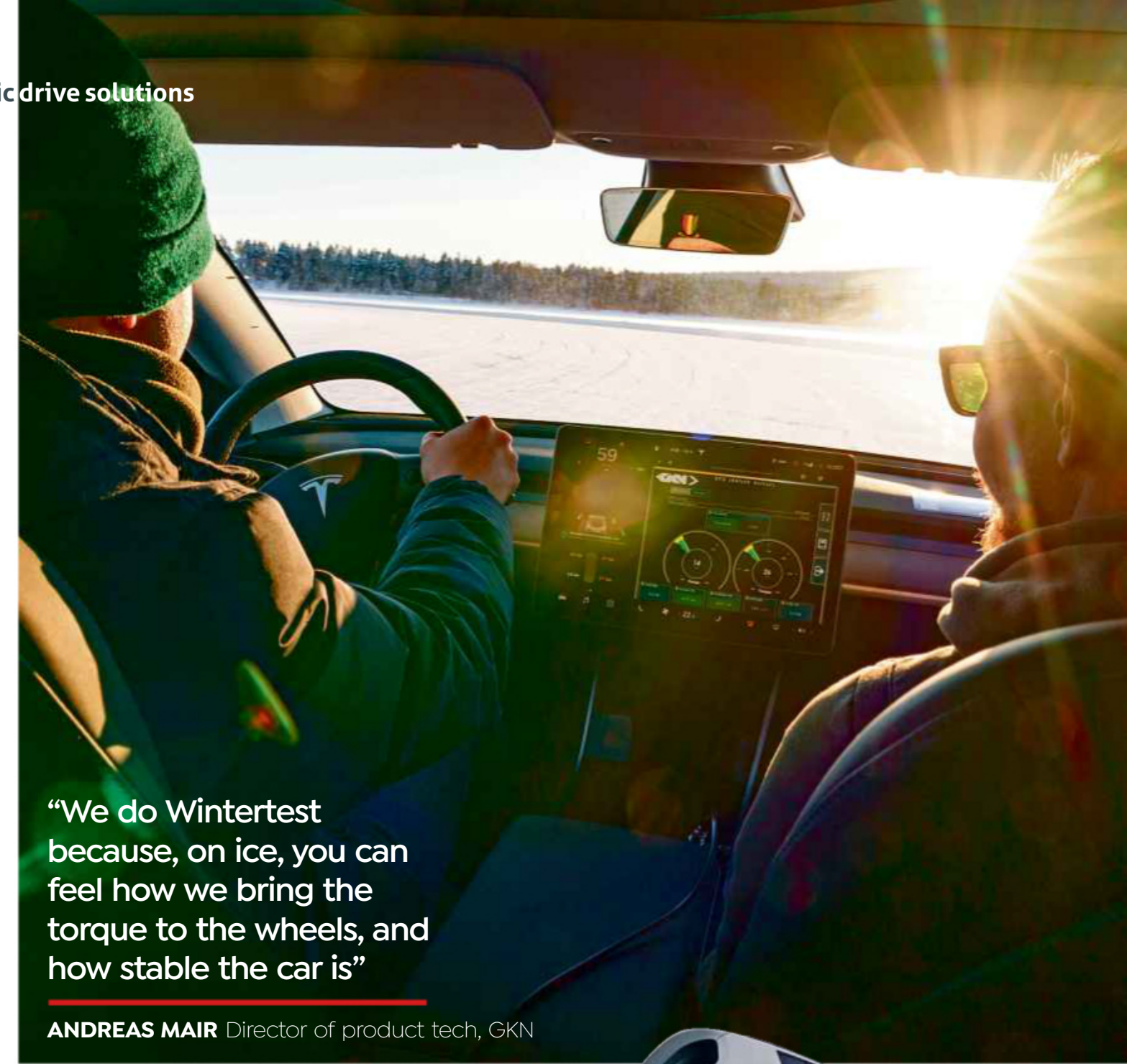
Controlled

The track had been used a lot throughout the day by this point, meaning the ice had become polished and slippery. Nevertheless, our driver was able to take each corner at well over 60mph, approaching each one sideways and still coming out without incident. On some he was even putting the car into a controlled spin, rotating it 90 degrees left and right without spinning out.

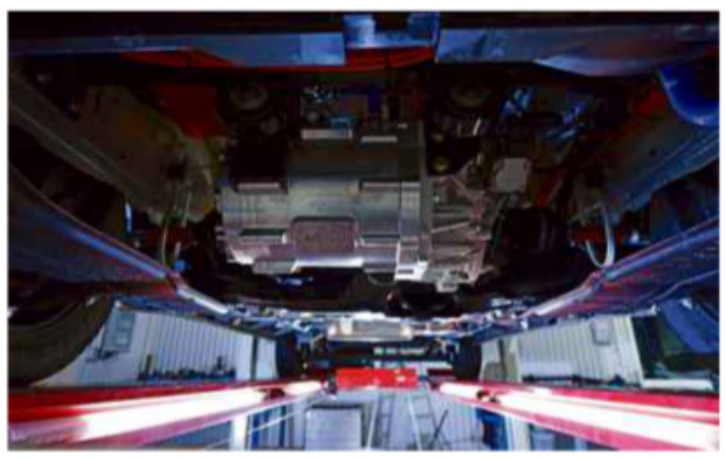
But what happens when you combine the Twinster four-wheel-drive powertrain with GKN's modular eDrive system? Well, that's exactly what the firm sought to answer when it created its eTwinster, which GKN describes as "the world's most advanced electrified vehicle technology".

The prototype package had been fitted to a Jeep Renegade running the G250C modular electric drivetrain, but in conjunction with the twin-clutch Twinster torque-vectoring system and GKN's unique two-speed eTransmission. Many electric cars on the market today use a single-speed transmission, but GKN is betting manufacturers will move to multi-gear systems in the future, claiming that such a configuration gives a better balance of acceleration and top speed than single-speed units, and can also improve battery range.

From behind the wheel, the difference made by the eTransmission quickly becomes apparent. First gear allows the car to use the instant torque that anyone who has driven a modern electric car will be familiar with, but once you're going fast enough, there's a noticeable change as it selects second gear. GKN's two-speed transmission made its production debut in the BMW i8 in 2013, but the package combining it with eTwinster has yet to appear in a production car – although the firm says it's ready for pilot production for any interested manufacturers.



Jeep Renegade is a showcase for the GKN EV drive system and its latest two-speed 4WD transmission



GKN's facility in Arjeplog allows engineers to assess, tune and adapt the firm's systems for different clients

Speaking to Andreas Mair, GKN's director of product technology, we asked him what challenges cold weather brings for electric cars. "On the drive system itself, it's our more traditional tests which we are doing here, so how the system is controlled on ice and also the liquids – lubrication viscosity is increasing quite a lot up to -40C," he said. "In general, we go into Wintertest not just because it's cold – all of our devices have to live between -50C and +50C. The reason we do Wintertest is because, on ice, you can feel how we bring the torque to the wheels, and how stable the car is."

On the surface, it looks like some manufacturers might struggle to electrify their model ranges by 2035. But with GKN's electric vehicle technologies readily available to them, do they really have any excuse not to hit the target?

Our time in Arjeplog showed that off-the-shelf units such as GKN's could provide an easy answer for manufacturers looking to electrify their ranges quickly, although there was one shortcoming that even a firm as sophisticated as GKN can't solve, Dr Rainer Link told us separately: "Battery capacity is dropping significantly due to the cold temperatures – at -40C we lose about half. But that's not our main focus, because we don't supply batteries."

Auto EXPRESS

PODCAST

GREAT NEW PODCAST

EVERYTHING FROM THE WORLD OF CARS

Introducing the Auto Express Podcast: the weekly show hosted by top TV motoring journalist, presenter and racing driver, **Vicki Butler-Henderson**.

SUBSCRIBE FOR:

- The week's **biggest news**
- The **best reviews**
- Opinions from people at the **heart of the action**
- **Essential consumer advice**
- **Behind-the-scenes stories** you won't hear anywhere else!

Available on Apple Podcasts, Spotify and all good podcast apps.

@AutoExpressPod

SUBSCRIBE NOW

Find out more at www.autoexpress.co.uk/podcast

"The Electric delivers as much enjoyment from behind the wheel as any fast MINI"

INTERIOR
Joystick drive selector is neat, while digital dials are taken from GP Works hot hatch

30 **AUDI RS 4 AVANT**
Super-estate returns in facelifted guise – is it still as thrilling to drive?

32 **KIA SOUL EV**
Funky Korean supermini now comes exclusively with electric drive

34 **BMW X5 M**
Powerhouse SUV takes the fight to AMG, Range Rover and Porsche rivals

Electric motor
Power/range
181bhp/144 miles

Performance
0-62mph/top speed
7.3 seconds/93mph

NEED TO KNOW
Electric MINI is slightly heavier than the regular hatchback, but it's still a fun car to drive

MINI Electric

FIRST UK DRIVE Plug-in delivers fun factor

Steve Fowler
Steve_Fowler@dennis.co.uk
@stevefowler

IT should be a marriage made in heaven: one of Britain's most iconic cars that's small, nimble and with famous 'go-kart' handling, paired with an all-electric powertrain that brings instant acceleration and low running costs.

So is it? We were impressed when we first drove the car in Miami this year (Issue 1,611), but now, at last, it's time to find out what the MINI Electric is like on home turf.

The simple answer is really good. As you'd expect, the fun factor is raised a notch; we had as much enjoyment behind the wheel as in the many fast MINIs we've driven before. Nothing prepares you for that instant shove in the back from the 181bhp electric motor (the 0-62mph time of 7.3 seconds doesn't do it justice), while the MINI remains as chuckable as ever.

The 32.5kWh battery pack beneath the back seats and down the spine of the car keeps the centre of gravity low, while accelerating into a corner and lifting off does little to alter the car's trajectory.

Even on the motorway, if you decide to pin the throttle to the floor, there's still a fair amount of shove to bring a smile to your face, while the MINI is quiet, too. EV acceleration is addictive – and even more so in a car that's designed to make you happy.

Most MINI Electric buyers will probably just leave their cars in standard mode, although the other settings, Sport and Green, seem to do little more than sharpen or soften that instant response slightly. There's also a Green+ mode that restricts many of the car's features such as the climate control, increasing the car's range by way of a thank-you.

And let's deal with that range, shall we? In a world where a 200-mile electric range seems to be the minimum, the MINI has an official maximum of just 144 miles.

Let's not dismiss that as being nowhere near enough just yet, though; it's not as if MINI hasn't thought about this. Back in 2011, MINI ran a trial of electrified MINIs in the UK, and the average daily distance the 130 or so users clocked up was 29.7 miles, actually slightly more than the UK average. So a full charge, which takes two and a half hours from an 11kW home charger, would only really be necessary a couple of times a week. And the cost per charge is likely to be around £4.

Sure, the range will limit the MINI's appeal as your only car, but for most people, most of the time, it'll do just fine.

Now, back to the drive and another impressive feature, given the brand's history and the weight of the battery pack: the MINI Electric actually rides quite nicely. It doesn't exactly glide over bumps and you'd neither expect nor want that in a MINI. But it's more comfortable than you might expect, especially if you're moving to electric ownership from an older MINI.

You'll have to get used to the brakes grabbing as much energy as they can to feed back into the batteries, although there are two brake settings. We preferred the stronger of the two, but it's more forceful than on many other EVs. Learning how to use the brakes to best effect adds to the fun, we think, but the 'softer' setting is more akin to lifting off in a petrol MINI.

The rest of the car is pure MINI, with the addition of some EV-centric bits inside and out, and the new digital display from the latest MINI JCW GP in front of the driver. In true MINI fashion, it's a cool bit of kit, too.

The boot's not huge, and the rear space likewise, but the build quality is special – as you'd expect from a BMW Group car – and the kit list, even on the most basic Level 1 version, is pretty generous.

MINI has tried to make it simple when choosing your car, too – you opt for Levels 1, 2 or 3, and the only options you can add on relate to the styling.

Sat-nav is standard on every model, although Apple CarPlay is also fitted, plus climate and cruise control. Level 2 raises the price by £2,000 and adds a parking camera and part-leatherette heated seats, while the Level 3 car tested here costs a further £4,000 but adds a Harman Kardon stereo, a panoramic roof, a larger central screen and full leather.

Prices start at £24,400 (assuming the Government's £3,500 EV grant lives on beyond April) making the MINI a cheaper proposition than the Honda e – which is likely to be the MINI Electric's chief rival for now, at least – while the MINI will go further on a single charge, too.

The MINI isn't as wacky as the Honda with its full-width dash and cameras instead of door mirrors, but it's more MINI: more refined, more British, and still a heap of fun.

"The range will limit the MINI's appeal as your only car, but for most people, most of the time, it'll do just fine"

Essentials

MINI Electric 3

Price:	£30,400 (after govt. grant)
Engine:	Single electric motor, 32.5kWh battery
Power/torque:	181bhp/270Nm
Transmission:	Single-speed automatic, front-wheel drive
0-62mph:	7.3 seconds
Top speed:	93mph
Range:	144 miles
CO_2:	0g/km

ONSALE Now

PRACTICALITY MINI's batteries are mounted under the back seat and along the transmission tunnel, so boot capacity is unaffected, although it's still small

EQUIPMENT All cars get a large central display, while three trim levels are offered. Styling upgrades are similar to the ones offered on the conventional MINI range

Verdict

ELECTRIC power suits the MINI very nicely indeed, by increasing the fun factor and dropping the running costs. Everything else about the MINI, from the style to the cute looks and 'go-kart' handling, remains. It lacks the wow factor of Honda's similarly cute but more hi-tech e model, but that's just the MINI way. You'll need to make sure that the 144-mile range is compatible with your own lifestyle and usage patterns before you buy, though.

★★★★☆

Audi RS

FIRST DRIVE Behind wh

Alex Ingram
Alex_Ingram@dennis.co.uk
@AxleIngram

AE THIS is the new Audi RS 4 Avant. As the defining estate car of the past 20 years, little else on the road has managed to deliver the same mix of pace, comfort and practicality. And now, there's an update for 2020.

The changes fall in line with the revisions applied to lesser A4 models last year. From the outside, there are some subtle styling upgrades; the headlight graphics gain a more modern look, while the air intakes in the front bumper are ever-so-slightly reshaped. The most obvious change is the three slim fake air vents on the bonnet's leading edge, mimicking those on the iconic ur-Quattro.

New tail-lights freshen up the rear, and of the eight paint colours on offer, Turbo Blue and Tango Red are new to the RS 4 (they've been on the S4 since the 2019 facelift). There are also two new wheel designs; the 19-inch rims are standard, 20-inch alloys are optional.

Step over the illuminated door sills and you're greeted by a cabin that's much the same as before and is a lovely place to sit. There are a couple of tech upgrades, though; a new 10.1-inch infotainment display sits on top of the dash, and the old car's click wheel has been ditched in favour of a touchscreen. The 12.3-inch Virtual Cockpit instrument panel gets what Audi Sport calls the 'RS monitor'. This menu gives a real-time overview of vital stats: tyre pressure, temperatures, G-forces, lap times, power and torque, plus a gearshift indicator.

There's also a set of aluminium shift paddles behind the wheel, which are much more tactile than the cheap-feeling plastic items in the previous model. Further back, it's much the same as before, including a roomy 495-litre boot.

While the headline figures of the RS 4's 2.9-litre twin-turbo V6 remains unchanged – 444bhp and 600Nm – Audi has tweaked the engine software to deliver a broader torque curve. You'd probably need to drive the two cars back to back to appreciate any noticeable improvement, but the RS 4 remains devastatingly quick in a straight line. Thanks to the quattro four-wheel-drive set-up, the 0-62mph dash takes 4.1 seconds.

Despite all that shove, the 4WD system delivers staggering traction. If you find you're going a little faster than intended, the steel brake discs (375mm front, 330mm rear) cut the speed at an astonishing rate. Optional carbon-ceramic front brake discs save 8kg of unsprung mass. During hard cornering, the brakes on the inside wheels nip slightly to help the car cling to its line more doggedly.

A dynamic steering system, meanwhile, can weight up at speed to give a more confidence-inspiring feel, yet increases assistance at lower speeds to make town driving easy. Optional adaptive dampers let the driver control the rate of the suspension response, and in Dynamic mode body roll is tightened up noticeably.

Hoof the accelerator out of a tight hairpin and the tail slides slightly, but for the most part the RS 4's balance remains very neutral. The centre differential plays its part here; by default, it sends up to 60 per cent of torque to the back wheels, and as much as 85 per cent can go to the rear in extreme situations. For the most part, the Audi is set up to deliver its performance in the most crushingly efficient way.

Whether that's a good attribute for a performance car to have is another matter. Yes, it's hugely quick, but it's not as playful as a Mercedes C 63 S or an Alfa Romeo Giulia Quadrifoglio. The same goes for the engine, which lacks the character of more tuneful rivals. The RS 4 driver will almost certainly arrive at their destination first, yet those driving the other two will be wearing bigger smiles.

But the new Audi is undoubtedly the easiest of its rivals to live with. Switch

"The RS 4 remains devastatingly quick in a straight line; 0-62mph takes 4.1 seconds"

INTERIOR
Cabin will feel familiar to existing RS 4 owners and is still as comfortable and well built as ever. Tech has been upgraded for the new model

Essentials

Audi RS 4 Avant

Price:	£64,400
Engine:	2.9-litre twin-turbo V6
Power/torque:	444bhp/600Nm
Transmission:	Eight-speed automatic, four-wheel drive
0-62mph:	4.1 seconds
Top speed:	155mph
Economy:	28.8mpg
CO_2:	211g/km

ONSALE **Now**

PRACTICALITY There's plenty of head and legroom in the rear seats, while the boot offers a capacity of 495 litres, which is the same as the previous-generation RS 4 Avant

EQUIPMENT A fresh 10.1-inch touchscreen sits on top of the centre console, while the Virtual Cockpit digital instruments get an RS monitor, which gives vital driving statistics

EXTERIOR
Audi has refreshed the car's lights and front bumper to give the RS 4 a more contemporary look, while the standard and optional alloy wheels are new

4 Avant

eel of performance estate

the Drive Mode Select into Comfort and it feels just as relaxing and as cosseting to drive as any other A4 – even on the optional 20-inch alloys. Those engine mapping changes don't just stop at the torque curve, either, so the latest RS 4 is more fuel-efficient than the previous model, achieving 28.8mpg on the WLTP testing programme.

Prices for the updated Audi RS 4 start at £64,400. There are upgrade packages available, too; the £71,000 Carbon edition gets 20-inch alloys, carbon-fibre dashboard inlays, plus black detailing on the grille, window trims and door mirror caps.

The Vorsprung Edition brings a top speed increase (up from 155mph to 174mph), adaptive dampers, a panoramic sunroof and a Bang & Olufsen stereo system, which comes to £82,200. Then there's the limited-run Bronze Edition; just 25 examples of this £82,395 model will come to the UK, and among other things, they will feature bronze-coloured 20-inch wheels, matching stitching on the seats and steering wheel, and the RS Sports exhaust system.

Verdict

THE updated Audi RS 4 builds on the strengths of the old one – incredible pace, strong grip and excellent refinement – and throws in improved infotainment technology and better (on-paper) fuel economy. As a fast all-rounder that's easy to live with, then, it's a very strong contender, but buyers looking for the last word in driver involvement might still be left feeling a little cold.

★★★★☆

Kia Soul EV

FIRST UK DRIVE Quirky supermini returns in electric-only guise

Joe Holding
Joe_Holding@dennis.co.uk
@joeholding

AE THE first Kia Soul EV appeared back in 2014, following in the tyre tracks of petrol and diesel siblings when it wasn't clear if electric cars would ever take off. How times change, because the new Soul EV is now the only variant that's offered in Europe, and this is our first chance to drive it in the UK.

Underneath, this latest model uses the same powertrain as the Kia e-Niro. That means a single electric motor sends 201bhp and 395Nm of torque to the front wheels, and it's fed by a 64kWh lithium-ion battery mounted under the floor. Kia claims a 0-60mph sprint takes 7.6 seconds, and on paper the Soul EV will return 280 miles of range from a single charge.

On the road, those performance figures mean it feels lively. Some electric cars lack punch beyond 30mph, but not here. Even on the motorway, a jab of the accelerator will get you into gaps in traffic with ease. When it comes to slowing down, the regenerative brakes – which convert momentum into electrical energy, boosting range – will do most of the work. The rate of deceleration is adjusted using paddles behind the steering wheel, and you'll soon get used to driving almost entirely without the brake pedal.

There are four driving modes: Normal, Sport, Eco and Eco+. We cycled through all of them on our test route, and without making any great effort to be efficient, we averaged 3.5 miles per kWh. This is a decent return in cold weather, and suggests the Soul EV will get close to its official range.

In corners, the steering is light and there's a reasonable amount of body roll, but the car has to be pushed hard to lose composure. The ride isn't too firm, either; only the harshest potholes will cause any discomfort in the cabin. Meanwhile, the sound of the motor barely registers above the road and wind noise. Both are well suppressed.

Inside, there's a seven-inch digital display behind the steering wheel and a 10.25-inch colour touchscreen with sat-nav. It's one of the better systems out there, with a crisp resolution and responsive interface, and it's also compatible with Apple CarPlay and Android Auto. The switchgear is easy to navigate, although the interior design is the only element that really lets the side down. Some of the plastics feel a little low-grade alongside the leather trim, and the lack of colour makes it less exciting than the outside looks suggest it should be.

To keep things simple, Kia has opted for a single, highly equipped trim level in the UK. Take a deep breath, because it gets LED lights, rear privacy glass, electric and heated mirrors, rain-sensing wipers, leather upholstery, heated front seats and steering wheel, an electrically adjustable driver's seat, adaptive smart cruise control, an auto-dimming rear-view mirror, head-up display, DAB radio, a reversing camera and rear parking sensors, wireless phone charging and a 10-speaker Harman Kardon sound system as standard. Also included is a suite of active driver safety aids, such as blind-spot detection and forward collision avoidance.

Plugging into a 100kW DC charger will see the Soul EV's battery replenished from flat to 80 per cent full in 54 minutes via the CCS port located under the car's nose. Using a Type 2 cable, a 7.2kW home wallbox charger

Essentials

Kia Soul EV First Edition

Price:	£33,795
Engine:	Single electric motor, 64kWh lithium-ion batery
Power/torque:	201bhp/395Nm
Transmission:	Single-speed automatic, front-wheel drive
0-60mph:	7.6 seconds
Top speed:	104mph
Range:	280 miles

ONSALE **Now**

Running costs
280 miles (range)
9.5 hours recharge

Performance
0-60mph/top speed
7.6 seconds/104mph

Cabin gets a suitably hi-tech look, with clear digital displays and plenty of equipment

NEED TO KNOW
The Soul will be electric-only in the UK but a petrol version is available in the US market

HANDLING Tall body means the Soul rolls more through the corners than the smaller e-Niro. The steering is light, but a comfortable, refined ride means the Soul is a great runabout

SPACE A weak point of the Soul EV is its boot capacity, which is 315 litres with the seats in place. That's not much more than you get in a Ford Fiesta and is less than in the similarly powered e-Niro

PRACTICALITY The boxy body means there's plenty of headroom in the Soul. A flat floor increases foot space so seating three adults in the back is easy, although the middle seat is a little narrow

(which Kia can install for you for less than £300, thanks to its partnership with Pod Point) will complete a full top-up in nine hours and 35 minutes. On a typical electricity tariff, that should cost you less than £9.

Boot space stands at 315 litres, or 1,339 litres with the rear seats folded. This is less than the e-Niro, but you can lower the boot floor to free up a bit more room. Passenger space is generous: there's plenty of leg and headroom for tall adults, although the middle seat of the rear bench is tight.

Put down a deposit of £5,000 on the Soul EV, and you'll still be looking at monthly repayments of more than £500 over a three-year term. That's pretty steep, especially if you're looking at electric vehicles as a way of cutting fuel costs. But if you've got the cash and you're prepared to see out most of Kia's seven-year, 100,000-mile warranty, the Soul EV is a top choice.

Verdict

THE Kia Soul EV is a compelling electric car that offers great performance, accessible technology and everyday refinement and comfort. And once you've got past the high purchase price, the low running costs will mean it makes better financial sense the further you drive. No, the exterior styling won't be for everyone, but better to be bold than boring.

★★★★½

Steve Fowler
Steve_Fowler@dennis.co.uk
@stevefowler

BMW X5 M Competit

FIRST DRIVE SUV gets M treatment with 617bhp V8 power

WHEN the original X5 appeared just over 20 years ago, it was launched in the USA at the Road Atlanta racetrack. It was a bold move by BMW, but then the X5 has always been an SUV that justifies the Sport tag as much as the Utility Vehicle one.

Now we're back in the US – where all X5s are built – to drive the latest version, and the latest BMW to wear an M badge.

M Division has worked its magic on the X5 twice before, but this takes it to a different level. Almost every part of the car has been tweaked, with a new M-designation for each new feature.

At the heart of every M car is the engine, in this case a 4.4-litre V8 with M TwinPower Turbo tech. That means two turbochargers sit within the V of the engine, with the Competition version of the X5 M (BMW GB isn't taking the 'standard' version) offering 617bhp and 750Nm of torque.

That power goes through an eight-speed M Steptronic gearbox to the M xDrive four-wheel-drive system featuring an active M Differential. There's also an M exhaust.

The M Servotronic steering controls M light-alloy wheels (21-inch at the front, 22s at the back), while M-compound brakes rein in all that power.

On the outside, the X5 M has larger air intakes, M gills on the front side panels, M-aero door mirrors, a rear roof spoiler and a diffuser, with two pairs of exhaust pipes.

It's the same inside, where quality is as good as it gets. There's a fabulously beefy M steering wheel, plenty of M-specific embellishments, a spot-on driving position and super-supportive M seats.

So how does the car drive? First, you've got to choose your drive setting: Road, Sport or Track. More likely you'll be delving into the many menus to find M mode so you can select your own settings for the drivetrain, steering, dampers, stability control, exhaust note and even brake feel. Our favourite? Stick everything in Sport, but leave the dampers in Road. The red buttons on the steering wheel can be used for instant access to two settings of your choice.

Prod the Start button and the V8 jumps to attention, giving a hint of the excitement to come if you have the loud option selected and you floor the throttle. Do that and the X5 M will leap forward, accompanied by a decent growl, cracking 0-62mph in just 3.8 seconds while the gearbox punches through the gears quickly and seamlessly.

Acceleration rises like a sprinter – quickly – rather than being instant. In these days of electrification, it's deliciously old school.

The M people have done an incredible job; you could never describe the X5 M as lithe, but it feels considerably lighter than its 2,310kg. Throw it into a corner and it'll grip hard. With the M xDrive system sending plenty of power to the rear wheels, where the active diff also does its work, there's a greater sense of agility than we've seen before in an M SUV. It takes a deep breath to go hard as you exit the corner, but there's no danger of slides, while the steering feels quick enough to adjust things swiftly if you need to. There's a decent sense of what the tyres are doing up front, too.

We'd caveat all this with a concern over the ride; even in the softest setting, it's firm.

This X5 is fun and addictive, albeit nowhere near as adjustable as a lower-set M-car and unlikely to be happy on a track, despite the presence of a Track mode.

Of course, you have to pay a fair bit for this M expertise wrapped up in a large, easy-to-live-with SUV (it'll easily seat five and has a 650-litre boot).

The UK's X5 M Competition cars will cost £110,610. If you want the slightly more svelte X6 M Competition – which M's engineers tell us feels pretty much identical in spite of a slightly lower weight (and, for the record, while the X6 remains aesthetically challenged, this is the best yet) – you'll have to find £113,310.

PRACTICALITY Normal X5's usability is unchanged, with plenty of space for five adults and a 650-litre area for their luggage

ON THE ROAD There are three main settings for the driver to choose: Road, Sport and Track. We preferred Sport, but kept the suspension in Road to take firm edge off the ride

> "You could never described it as lithe, but it feels considerably lighter than its 2,310kg"

Put your foot down and the X5 M Competition will accelerate out of corners very rapidly

tion

Running costs
22.1mpg (official)
£106 fill-up

Performance
0-62mph/top speed
3.8 seconds/180mph

Essentials

BMW X5 M Competition

Price:	£110,610
Engine:	4.4-litre V8 twin-turbo petrol
Power/torque:	617bhp/750Nm
Transmission:	Eight-speed automatic, four-wheel drive
0-62mph:	3.8 seconds
Top speed:	180mph
Economy:	22.1mpg
CO_2:	291g/km

ONSALE Now

HANDLING On a twisty road the BMW grips far harder than you might expect of a large SUV, and the upgraded suspension keeps everything in control. Large wheels don't help the ride, though

STYLING Cool M Division tweaks abound, from the X5's wonderfully supportive sports seats to the red buttons on the steering wheel, plus the gearlever and red start button

Verdict

BMW's latest M car is a fine example of what M Division can do to what is not a natural home for their skills. As high-performance SUVs go, the X5 M Competition is quick and capable, while it's a technological tour de force and highlights how BMW's build quality is as good as it now gets. It'll provide a stiff test for the Porsche Cayenne Turbo and the more expensive Aston Martin DBX.

★★★★☆

Coming soon

FORD PUMA ST
2020
Ford's latest SUV is set to get the running gear from the current Fiesta ST, so will have around 197bhp and handling to match

SMALL CARS

Fiat 500 EV	2020
Honda e	early 2020
Honda Jazz	early 2020
Hyundai i20	2020
MINI hatch	2022
Mitsubishi Mirage	2020
Peugeot e-208	early 2020
Skoda Fabia	2021
Toyota Yaris	late 2020
Vauxhall Corsa-e	early 2020
Volkswagen ID. supermini	2023

FAMILY CARS

Audi A3	2020
Audi A3 Cityhopper	2022
Audi e-tron hatch	2021
BMW 2 Series Gran Coupé	2020
BMW i1	2021
BMW i4	2021
Citroen C4	2020
Citroen C4 EV	2020
Citroen flagship saloon	2021
Dacia EV	2020
Honda Clarity	2022
Kia Stonic hybrid	2020
Mercedes C-Class	2021
Mercedes E-Class facelift	2020
Mercedes EQA	late 2020
Mercedes EQB	2021
Mercedes EQV	early 2020
SEAT el-Born	2020
SEAT Leon	early 2020
Skoda Octavia	early 2020
Tesla Golf rival	2023
Toyota EV	2021
Vauxhall Astra	2021
Vauxhall Insignia	2022
Volkswagen Arteon shooting brake	2020
Volkswagen Golf Mk8	early 2020
Volkswagen ID.3	2020
Volkswagen ID. Microbus	2022
Volvo V40	2020

SUVS

Alfa Romeo Tonale	2020
Alfa Romeo large SUV	2020
Aston Martin DBX	2020
Audi e-tron S	2020
Audi e-tron Sportback	2020
Audi Q4 e-tron	2020
Audi Q5 facelift	2020
Bentley Bentayga facelift	2020
BMW i Hydrogen Next	2025
BMW iNext	2021
BMW iX3	2020
Byton M-Byte	2021
Citroen C5 Aircross PHEV	2020
Cupra Formentor	2020
Cupra Tavascan	2021
DS 3 Crossback E-Tense	early 2020
Ferrari Purosangue	2021
Fisker Ocean	late 2021
Ford Kuga	2020
Ford Mustang Mach-E	late 2020
Hyundai 45	2021
Hyundai Kona N	2020
Hyundai Tucson	2021
Jaguar E-Pace	2020
Jeep baby SUV	2020
Jeep Cherokee	2020
Jeep Grand Wagoneer	2020
Jeep Renegade EV	2021
Kia Habaniro	2021
Land Rover Defender	summer 2020
Lexus UX 300 e	2021
Lister SUV_E	2021
Maserati small SUV	2020
Mercedes EQG	2021
Mercedes GLA	2020
Mercedes GLC PHEV	early 2020
Mercedes-Maybach GLS	2020
MINI small SUV	2021
Mitsubishi Outlander PHEV	2021
NIO EC6	late 2020
Nissan Qashqai	2020
Peugeot e-2008	mid 2020
Peugeot 4008	2020
Polestar 2	2020
Range Rover	2022
Range Rover crossover	2021
Rivian R1S	2021
Skoda Vision E	2020
SsangYong XAV	2020
Tesla Model Y	2020
Toyota RAV4 PHEV	2020
Toyota small SUV	late 2020
Vauxhall Mokka X	late 2020
Vauxhall Mokka X EV	late 2020
Volkswagen ID.2	2025
Volkswagen ID.4	2020
Volkswagen Tiguan R	early 2020
Volkswagen Touareg R	2020
Volvo XC40 Recharge	2020

PICK-UPS

Jeep Gladiator	2020
Tesla Cybertruck	2021

SPORTS CARS

Aston Martin Rapide E	2020
Aston Martin Valkyrie	2020
Aston Martin Vanquish	2020
Audi e-tron GT	2020
Audi RS 3	2020
Audi TT replacement	2021
BMW 4 Series	2020
BMW M3	2020
BMW M8 Gran Coupé	2020
BMW Vision M Next	2021
Chevrolet Corvette	2020
Ferrari Roma	mid 2020
Ferrari SF90 Stradale	mid 2020
Ford Mustang hybrid	2020
Genesis Mint	2021
Gordon Murray T.50	early 2022
Hyundai i20 N	2020
Jaguar F-Type	early 2020
Lamborghini Huracan RWD	late 2020
Lexus LC F	early 2020
Lotus Evija	2021
Maserati Alfieri	2020
McLaren EV	2023
McLaren GT Superlight	2020
McLaren Speedtail	early 2020
Mercedes-AMG One	2020
Mercedes SL	2022
MG E-motion	2021
Morgan Plus Four	2020
Nissan 370Z	2021
Nissan Leaf Nismo	2020
Renault Zoe RS	2021
Skoda Octavia vRS	autumn 2020
Tesla Roadster	2020
Toyota GR Sport hypercar	2020
Toyota GR Yaris	2020
TVR Griffith	late 2020
Volkswagen Golf GTI/R	2020
Volkswagen ID. Scirocco	2020

CABRIOLETS

Aston Martin Vantage Roadster	2020
BMW 4 Series Convertible	2020
Chevrolet Corvette convertible	2020
Lexus LC Convertible	late 2020
Maserati Alfieri Cabrio	2020
Volkswagen T-Roc Cabriolet	mid 2020

LUXURY CARS

Bentley Bacalar	2020
Lexus LF FC	2020
Maserati Quattroporte	2020
Mercedes EQS	late 2020
Mercedes S-Class	2020
Porsche Mission E Cross Turismo	2020
Porsche Panamera facelift	2020
Rolls-Royce Ghost	2020
Volkswagen Phaeton EV	2022

driving electric
www.drivingelectric.com
Your ultimate guide to buying and owning an electric car

44 **T-ROC R VS ATECA**
New Volkswagen faces its sister car from Cupra in a battle of hot SUVs

Moving the goalposts

Plug-in hybrids will be more popular under new tax rules, so here we test two executive saloons to see which is on target Pictures: Otis Clay

AE NEW company car tax rules are on the horizon, and the big change is that upcoming legislation will heavily favour those who choose to drive plug-in and electric models, as the government pushes ahead with its plan to stop sales of new petrol and diesel vehicles by 2035. It means those who are looking at their next company car will likely be interested in a plug-in hybrid. These cars will keeps tax bills low, but can still offer the flexibility and range of a combustion-engined model.

The executive saloon is a key type of car that is traditionally chosen by fleet customers. And here we've brought together two important models to find out which is the best option for anyone looking for a high-class, low-cost company car.

First, we have the Mercedes E 300 e, which takes the established E-Class saloon and adds a battery pack and an electric motor. It's available in petrol or, less conventionally, diesel form, but it's the first option that we're testing here.

Its key rival is BMW's 530e, which uses the same formula, taking the regular 5 Series saloon and adding a plug-in hybrid powertrain. Here we'll find out which offers the widest range of ability as well as how well integrated their hybrid systems are.

Testers' notes

"The formula for the plug-in hybrid is similar no matter which type of car you're after. Four-cylinder engines and a small battery are common, and that's exactly what's under the skin of these two executive saloons."

Sean Carson Chief reviewer

54 **SKODA SCALA**
We look back on six months with our good-value Czech hatchback

56 **FORD FOCUS ST**
Our man loves the mix of fun and function in his hot hatch estate

Mercedes E 300 e EQ Power AMG Line

Price: £50,030
Engine: 2.0-litre 4cyl & e-motor, 316bhp
0-60mph: 5.3 seconds
Test economy: 29.3mpg/6.5mpl
CO_2: 47g/km **Annual road tax:** £320

BMW 530e M Sport

Price: £50,120
Engine: 2.0-litre 4cyl petrol & e-motor, 249bhp
0-60mph: 6.4 seconds
Test economy: 27.7mpg/6.1mpl
CO_2: 38g/km **Annual road tax:** £320

MODEL TESTED: Mercedes E 300 e EQ Power AMG Line
PRICE: £50,030 **ENGINE:** 2.0-litre 4cyl & e-motor, 316bhp

AE THIS is the first time we've tested the petrol version of Mercedes' E-Class plug-in hybrid. The E 300 e costs from £50,030 in AMG Line trim, which is a close match for the 530e in M Sport form.

Design & engineering

score 4.3

JUST like the regular E-Class, the plug-in E 300 e variant is based on Mercedes' Modular Rear Architecture (MRA). This means the car uses a multi-link rear axle, and it even comes with adaptive dampers as standard. You can alter their level of stiffness using the driving mode selector on the centre console.

Next to this is a button that lets you adjust how the battery is used. There's a mode for running on electric power only, a hybrid mode that mixes engine and battery use, and even one that can charge the battery using the engine. This might be useful for topping up on the motorway so you can drive in EV mode in town, but it's bad for fuel consumption so charging the battery with a cable is much better.

The Mercedes has a 13.5kWh battery and a 7.2kW on-board charger, which means it can be charged in five hours from a three-pin plug, or around 1.5 hours from a home wallbox. Mercedes claims a range of 34 miles on electric power alone.

The engine is a 2.0-litre unit with 208bhp, but the total system output with the e-motor included is 316bhp, beating the BMW's combined figure of 249bhp. The Merc uses a nine-speed auto gearbox.

Interior quality is as high as we've come to expect from cars in the executive-saloon class, and the E-Class's wood, plastic and metal trim pieces are all good to touch. The large display screens for the infotainment and dials give it a modern touch.

In AMG Line trim the car is very well equipped, with 18-inch alloys, LED lights, keyless go, heated seats in Artico man-made leather, and those twin displays with a 12.3-inch main infotainment screen.

Driving

score 4.1

THE E 300 e weighs over two tonnes, which is a lot for a saloon car, and over 150kg more than the 530e. The Mercedes masks its heavy weight with strong performance in a straight line, but its weight is still an issue in other areas of the driving experience.

In our track tests, it went from 0-60mph in an incredible 5.3 seconds – that's as fast as some sports cars – and from 30-70mph in an equally impressive 4.8 seconds. It beat the BMW's times of 6.4 and 5.5 seconds respectively in those sprints in part because of its power advantage, but also because it delivers a maximum of 700Nm of torque when its engine and electric motor are working together.

The car feels particularly punchy at motorway speeds, and its time of 5.7 seconds in eighth gear from 50-70mph proves this; its BMW rival took 9.6 seconds to do the same. The E-Class feels at its best in this environment, because it's quiet and calm inside, while the suspension is settled.

The E-Class's weight means that it can't deal with potholes and bumps as well as the BMW, but on faster A-roads and motorways the difference between the two is smaller. The Merc's adaptive dampers are best left in Comfort mode, because the Sport setting doesn't make much difference to body roll, yet it adds a little more stiffness.

The Merc isn't as dynamically strong as the BMW, so the sportier driving modes aren't too appealing. Despite having lots of grip, the E-Class is not so agile and its steering is even more lifeless than the BMW's.

The nine-speed gearbox is excellent in auto mode, with nearly seamless shifts and a barely noticeable transition to and from electric power. In electric mode, progress is ultra-quiet and calm, as in most PHEVs, and it makes driving in town more relaxing.

Practicality

score 3.8

THIS isn't a strong point for the plug-in version of the E-Class; the battery pack means Mercedes has had to include a large box-shaped lump in the boot, which gets in the way. It reduces space to just 370 litres, which is less than in some much smaller cars, and a bit behind the BMW's 410-litre boot. Then there's the matter of storing the cables; these will likely need to stay in the car, but they take up quite a bit of room.

At least there's plenty of space, with enough leg and headroom for adults to sit comfortably in the rear.

Ownership

score 3.8

MERCEDES and BMW both performed poorly in our 2019 Driver Power survey, managing 26th and 25th places respectively. However, their cars both received a five-star safety rating from the experts at Euro NCAP, with both scoring highly for adult protection.

The E-Class has blind-spot assist and a reversing camera as standard, so it's better equipped than the BMW for safety kit. Those items cost £895 (as part of a pack) and £375 respectively in the 530e.

Running costs

score 3.9

FUEL economy for plug-in hybrids is hugely dependent on the day-to-day usage of the car, and it's likely that no two owners will see the same figure. Those who spend lots of time driving around town on electric power could see over 100mpg, as per the official figures, but if you spend more time on the motorway and only charge once or twice a week, the heavy batteries mean economy figures will drop quickly.

We returned 29.3mpg during our time on test in the E 300 e, and 27.7mpg in the 530e, both with an empty battery. This means annual fuel costs of £2,337 and £2,472 respectively over 12,000 miles.

With an average electricity cost of 13p per kWh, a full charge will cost about £1.40 in both cars because their usable battery capacity is just over 10kWh.

Testers' notes

"When the 2.0-litre turbo petrol engine fires up, it's quiet and smooth. It's only at high revs that you'll notice it's on, or at idle when there's no road noise to drown it out."

Sam Naylor Senior reviewer

Running costs
29.3mpg (on test)
£83 fill-up/£320 or 16% tax

Practicality
Boot (seats up/down)
370 litres

Performance
0-60mph/top speed
5.3 seconds/155mph

Braking
70-0/60-0/30-0mph
49.9/37.2/9.8m

Performance
Mercedes was well ahead of BMW in our tests and feels punchy at motorway speeds

Mercedes E

Plug-in version of E-Class combines hig

Rear seats have enough space to take two adults in comfort

Battery pack eats into boot space and leaves awkward shape

E 300 e

gh quality with the possibility of low running costs

THROUGH THE RANGE

Which trim level might suit you?

EVEN the entry-level SE model comes with adaptive dampers and 18-inch alloys, so it's our choice. With LED lights, keyless go, heated seats, blind-spot assist, AEB, dual infotainment displays, sat-nav and leather upholstery, it's got all the kit you'd want for less than the sportier AMG Line variant.

The dearer model has different 18-inch alloys, tinted windows, Artico man-made leather trim and sportier body styling.

The top model is the AMG Line Premium, with Multibeam LED lights, a 360-degree camera, wireless phone charging and upgraded infotainment with WiFi hotspot.

Mercedes doesn't currently provide PCP finance quotes on new cars, so to find the monthly prices you'll have to check with a local dealer. Prices should be competitive with an equivalent trim on the BMW.

Our choice:
Mercedes E 300 e SE

NEXT CAR

All offers and finance prices correct at time of going to press

Two large display screens give interior a modern look, but it also has the traditional mix of high-quality materials you expect

Like SE trim, AMG Line comes with 18-inch alloy wheels, but it gets a sportier bodykit

Widescreen digital dials add to hi-tech feel and offer a choice of three display styles

BMW 530e

Hybrid BMW follows a similar recipe to it

MODEL TESTED: BMW 530e M Sport
PRICE: £50,120 **ENGINE:** 2.0-litre 4cyl & e-motor, 249bhp

AE THERE are two versions of the 530e. While these pictures show the four-wheel-drive xDrive, our figures are for the two-wheel-drive model. In M Sport trim, it's closely matched to the E 300 e, at £50,120.

Design & engineering

score 4.4

BMW updated the 530e model last year with a slightly more energy-dense battery, increasing its capacity to 12kWh. The firm didn't make any changes to the rest of the car, so its performance is unchanged, although the xDrive model was added to the range for those after four-wheel drive. We'd stick with this rear-wheel-drive variant because it's cheaper and you rarely need four-wheel drive in the UK.

This 12kWh battery has a useable capacity of 10.4kWh, which is only a little less than the Merc's useable 10.8kWh and it means the 530e can be charged up in five and a half hours from a three-pin plug or three and a half hours from a home wallbox. That's slower than the E 300 e because of the lower-capacity on-board charger (it's 3.7kW), but given that owners will likely charge overnight, this slower rate isn't much of an issue. All-electric range is about the same as its rival; BMW's official figure is 36 miles.

Like the E 300 e, the 530e uses a 2.0-litre petrol engine combined with its electric motor. The total system output is 249bhp, so while the BMW can't quite match its rival's power output, it's still one of the more powerful models in the 5 Series range.

All versions of the latest 5 Series are based on BMW's CLAR platform. With some weight-saving materials used, it's lighter than its challenger here by 160kg. You can add BMW's Variable Damper Control (£985) for adaptive dampers to match the E-Class's set-up, letting you switch between driving modes to set the suspension stiffness as you prefer. Also as in its rival, there are modes to use electric power only, a mix of both power sources or to get the engine to hold charge or top it up for use later on.

The BMW's cabin is superb, with excellent build quality and a genuinely spacious feel. It also has plenty of high-quality materials that help to justify the car's premium price tag.

Standard kit includes climate control, Bluetooth, DAB, parking sensors and heated seats, as well as sat-nav on BMW's Live Cockpit Professional set-up, which has two large display screens and online services like traffic and weather info.

Driving

score 4.4

THIS is where the 5 Series excels. It's one of the most comfortable and satisfying cars to drive, especially at this price. The ride and body control are superb in every version, and the 530e is no exception, although its heavy weight means it can't quite mask potholes as well as, for example, a 520d. It's still much smoother, as well as being more fun than its rival here, though.

It feels controlled and consistent over badly surfaced roads, and it settles down beautifully on the motorway, especially on models with adaptive dampers fitted and set to Comfort mode.

Its steering is well weighted and precise, while the BMW's superior grip and agility on a twisty road mean it's not only better than the Mercedes at long trips, it's also more fun on back roads. It's an incredible all-rounder, in fact.

The electric motor is punchy and responsive from low speed, and the engine is slightly smoother than the E-Class's, but there's not much in it. The 530e does lose out to its rival on straight-line speed, though.

In our tests it went from 0-60mph in 6.4 seconds, but the Mercedes took just 5.3 seconds. Similarly, the 530e went from 30-50mph in 3.2 seconds in fourth gear, yet the E 300 e took just 2.5 seconds. With 700Nm of torque, the E-Class is more muscular in gear and therefore more flexible. Still, the 530e has enough performance to still feel quick, and the sharper handling means it's the better driver's car.

The BMW's eight-speed gearbox provides smooth transitions between EV and engine power, and shifts are fast and smooth. It's slightly more responsive than the box in the Mercedes, but both are excellent.

Practicality

score 4.1

ALTHOUGH the E 300 e has a big step in its boot where the batteries are kept, the 530e has a flat floor. The box in the boot of the Mercedes is a huge flaw and means even basic things will be a pain to put inside, so its 370-litre boot is even less useful than it sounds, while the BMW's 410-litre area is an easy winner here. There's a place to store charging cables under the floor, too.

You also get lots of room for passengers in the back of the 530e, with enough leg and headroom for adults to sit comfortably on long trips.

Ownership

score 3.7

EVERY 5 Series gets LED headlights, front and rear parking sensors and airbags for all seats including side impact protection, but the 530e misses out on blind-spot assist and a reversing camera, which the E 300 e has as standard.

BMW finished in a poor 25th place in Driver Power 2019, but Mercedes was one place lower last year, so the ownership experience should be similar.

Running costs

score 4.1

HIGHER-rate earners will pay £3,204 a year in company car tax for the 530e – far less than a normal petrol or diesel. Plus, under the next tax year's rules, that drops to just £2,403. Likewise, the Mercedes costs the same earner £3,198 under the current rules and £2,399 under the upcoming regulations.

Drivers will be able to keep costs even lower by plugging in every night and using the roughly 30-mile range to commute with, saving the car's petrol engine for longer trips when needed.

Testers' notes

"The best way to spot a 530e is from the charging flap on the front wing; other than the badge, it looks just like a normal 5 Series. The Mercedes' tech is similarly discreetly badged."

Sean Carson Chief reviewer

Running costs
27.7mpg (on test)
£58 fill-up/£320 or 16% tax

Practicality
Boot (seats up/down)
410 litres

Performance
0-60mph/top speed
6.4 seconds/146mph

Braking
70-0/60-0/30-0mph
51.6/37.6/10.2m

Like Mercedes, BMW has enough room for adults in rear seats

BMW's boot is biggest here and has space for charge cables

THROUGH THE RANGE

Which trim level might suit you?

THERE are two trim levels in the 530e range, SE and M Sport, although there are also xDrive versions of both.

All 530e models come with a special instrument cluster, a charging port on the front wing, eDrive badges inside and out, and a standard three-pin charging cable (a Type 2 cable costs £165).

SE versions feature two-zone climate control, sat-nav, BMW connected services, LED headlights, parking sensors, heated seats, Bluetooth and DAB radio.

Move up to M Sport and you also get sportier exterior styling, upgraded interior trim including an M-branded steering wheel, and uprated brakes. As this kit is cosmetic, the SE version makes more sense with your sensible hat on, but many buyers prefer the M Sport's looks.

Our choice:
BMW 530e SE

INFOTAINMENT, FIGURES & RESULTS ➔

All offers and finance prices correct at time of going to press

ts rival here, but is it the better option overall?

Quality and materials are excellent, as is BMW's Live Cockpit Professional set-up with two display screens and online services

BMW has 12.3-inch digital instruments, but they can't be customised as much as Merc's

M Sport 5 Series have unique 18-inch alloy wheels, plus an uprated braking system

Infotainment

Which multimedia system is best for music, sat-nav & connectivity?

Mercedes E-Class

score 4.2

Audio 20 Standard
Key features: Nav, dual screens

THE E-Class uses Mercedes' Audio 20 set-up as standard. This comes with all the tech you need, yet has a couple of key omissions in the plug-in hybrids: there's no Android Auto or Apple CarPlay here, despite them being standard on all other E-Class models.

The 12.3-inch displays look great and are easy to use, with a rotary dial on the centre console rather than the fiddly touchpad on newer Mercedes like the A-Class.

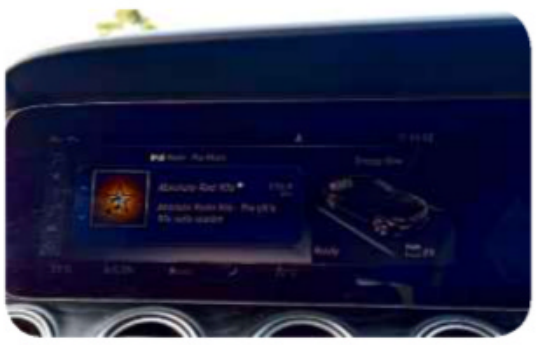
The digital instrument cluster is just as sharp as the main screen and is loaded with info. It's less precise to use, because the touch-sensitive pads on the steering wheel are the only way to flick between settings, but you don't have to interact with them too often.

Mercedes has removed most of the optional extras in its range so to get the upgraded Comand Online set-up, with more online services and a WiFi hotspot, you need to buy a car in a higher trim level.

FOR AND AGAINST

- ⊕ Screen is sharp and menus are clear, digital dials, intuitive user interface
- ⊖ No Android Auto or Apple CarPlay, no optional extras available

Display Wide screens are smart to look at and easy to use. System has pretty much all the tech you could need, but it seems surprising that this is the only E-Class to miss Apple CarPlay and Android Auto



BMW 5 Series

score 4.3

Live Cockpit Professional Std.
Key features: Nav, Apple CarPlay

THE BMW infotainment system is excellent; it's one of the easiest to operate on the market and looks great.

It uses a 10.25-inch touchscreen, which can be handy when you're entering an address on the sat-nav while you're sitting still. But it can also be controlled by the rotary dial on the centre console as you're driving. It's responsive and you can flick between menu items quickly and easily. Apple CarPlay is standard, but you can't get Android Auto, which is a shame.

BMW's traffic info is accurate and the built-in nav is easy to use, so this is one of the few cars that we don't mind about the lack of Android Auto – but this would be a better, more complete system if that connectivity were offered in BMW's line-up.

There's also a 12.3-inch digital instrument panel, which isn't as customisable as the Mercedes set-up, but it looks good and has all the info you want.

FOR AND AGAINST

- ⊕ Interface is excellent, high-res screen, connected features
- ⊖ No Android Auto available, far side of touchscreen hard to reach

Screen Central display is a touchscreen and not as wide as Merc's, but the system can be operated by a rotary dial. Set-up includes Apple CarPlay, but would be better if it also came with Android Auto connectivity

Figures

	BMW 530e M Sport	Mercedes E 300 e EQ Power AMG Line
On the road price/total as tested	£50,120/£50,120	£50,030/£56,720
Residual value (after 3yrs/36,000)	£20,424/40.8%	£22,288/44.6%
Depreciation	£29,696	£27,742
Annual tax liability std/higher rate	**£1602/£3,204**	£1599/£3,198
Annual fuel cost (12k/20k miles)	£2,472/£4,119	£2,337/£3,894
Ins. group/quote/road tax cost	37/£738/£320	33/£758/£320
Servicing costs	£25pm (3yrs)	£37pm (3yrs)
Length/wheelbase	4,936/2,975mm	4,940/2,939mm
Height/width	1,479/1,868mm	1,452/1,852mm
Engine	4cyl + e-motor/1,998cc	**4cyl + e-motor/1,998cc**
Peak power/revs	181/5,000 bhp/rpm*	208/5,500 bhp/rpm*
Peak torque/revs	290/1,350 Nm/rpm*	350/1,200 Nm/rpm*
Total power/battery capacity	249bhp/12kWh	316bhp/13.5kWh
Transmission	8-speed auto/rwd	9-speed auto/rwd
Fuel tank capacity/spare wheel	46 litres/run-flats	60 litres/repair kit
Boot capacity (seats up/down)	**410 litres**	370 litres
Kerbweight/payload/towing weight	1,845/650kg/N/A	2,005/370/2,100kg
Basic warranty/recovery	3yrs (unlimited)/3yrs	3yrs (unlimited)/4yrs
Driver Power manufacturer/dealer pos	25th/25th	26th/15th
NCAP: Adult/child/ped./assist/stars	91/85/81/59/5	95/90/77/62/5
0-60/30-70mph	**6.4/5.5 secs**	**5.3/4.8 secs**
30-50mph in 3rd/4th	2.5/3.2 secs	2.1/2.5 secs
50-70mph in 5th/6th/7th/8th	4.1/5.6/7.0/9.6 secs	3.5/4.0/4.7/5.7 secs
Top speed/rpm at 70mph	146mph/1,900rpm	155mph/N/A
Braking 70-0/60-0/30-0mph	51.6/37.6/10.2m	49.9/37.2/9.8m
Auto Express economy/engine range	**27.7**/280*	29.3/425*
WLTP combined mpg	176.6-201.8mpg	141.3-188.3mpg
WLTP combined mpl	38.9-44.4mpl	31.1-41.4mpl
Actual/claimed CO_2/tax bracket	236/38g/km/16%	223/**47g/km**/16%
Airbags/Isofix/park sensors/camera	Six/yes/yes/£375	Seven/yes/yes/yes
Auto/lane keep/blind spot/AEB	Y/£895^/£895^/Y	Yes/yes/yes/yes
Climate ctrl/cruise/leather/heat seats	Yes/yes/yes/yes	Yes/yes/Artico/yes
Met paint/LEDs/keyless/pwr tailgate	Yes/yes/£695/£430	£685/yes/yes/no
Sat-nav/digi dash/DAB/apps	Yes/yes/yes/yes	Yes/yes/yes/yes
Wireless/CarPlay/Android Auto	£475/yes/no	No/no/no

COMPANY CAR TAX
BOTH models will suit company car buyers, especially after April. The rules will change, lowering tax rates on electrified models like these.

BOOT SPACE
THE BMW's boot floor is flat, so it's much more practical than the stepped shape of the E-Class' load space. It's got a greater total volume, too.

PERFORMANCE
THE 530e isn't as fast in a straight line as its rival, but it's much more fun. The agile chassis is great, but it feels heavy, like the E-Class.

ECONOMY
OUR figures show the engines' economy with no charge in the battery. Neither is great, so you'll need to charge up often.

ENGINE
THE petrol engine in the Mercedes is smooth, quiet and mated to an excellent nine-speed automatic gearbox.

ACCELERATION
THE powerful electric motor in the E 300 e delivers excellent performance, especially from low speeds. It feels very rapid.

CO_2 EMISSIONS
LOW figures are based on a standardised test. Depending on use, actual emissions could vary from zero to more than 200g/km.

Results

Auto Express ROAD TEST WINNER ★★★★½ BMW 530e MAR 2020

BMW 1st

BOTH of these models have very well integrated hybrid powertrains and offer the potential for low running costs, particularly for business buyers. So the result of this test comes down to the fact that the 530e is a more accomplished car than the E 300 e in several key areas: it's more comfortable and more fun to drive, while it's also more practical and boasts better infotainment.

★★★★½

MERCEDES 2nd

IT'S second here, but there's no shame in losing to the superb 530e. The E-Class is still a great PHEV, with a smooth and quiet powertrain, superb economy mixed with strong performance, and lots of standard equipment. It's comfortable and decent to drive, if not quite as much fun as its rival, while running costs should be super-low if owners plug it in often. It's a shame boot space is so poor, though.

★★★★☆

AEB = Autonomous Emergency Braking. *Engine only ^Part of option pack. Insurance quotes from AA (Tel 0800 107 0680 or *www.theAA.com*) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Head to head

POWERTRAIN

THE E-Class comes in petrol form as tested here or as a diesel. Which one you go for depends on your usage; those doing lots of longer trips should pick the diesel, although it's not as efficient as a non-hybrid diesel when the battery isn't charged.

With the 5 Series, your choice is between the regular two-wheel-drive model and four-wheel drive. We'd go for the former and save £2,000.

CHARGING

THE E 300 e comes with a three-pin charging cable and a Type 2 cable for use with wallboxes. BMW includes a three-pin plug, and offers Type 2 cables for £165 or £237 (single or three-phase).

You can also have a home wallbox installed as part of the purchase, costing from £825. Mercedes offers a BP Chargemaster installation for £399, which looks like better value. Both include a government grant of £500.

Coming soon

Is it worth waiting for this model?

Audi A6 55 TFSI e

DUE: Summer 2020 (est)
Price: £50,000 (est)
Engine: 2.0-litre 4cyl, 362bhp

AUDI will soon launch its own plug-in hybrid executive saloon. It will follow the template set by the Q5: strong performance mixed with a high-quality interior and lots of kit.

Testers' notes

"These hot SUVs both use the same 2.0-litre turbocharged petrol engine with 296bhp and 400Nm of torque, driving all four wheels through a seven-speed dual-clutch automatic box. It means both have very strong performance in a straight line."

Sean Carson Chief reviewer

Action replay

The Golf R was a big hit and now VW is aiming to do it again with the T-Roc R hot SUV. Standing in its way is Cupra's Ateca

Pictures: Pete Gibson

AE THE Volkswagen Golf R was a big success for the German brand, and with good reason; its incredible performance was a revelation in the hot hatch segment, bringing sports car-rivalling acceleration down to the world of the family hatchback. It was affordable, too, so you see plenty driving around the UK.

The success of the Golf R meant that brands within the Volkswagen Group have used the model's running gear in lots of different applications, even including SUVs, such as VW's new T-Roc R performance model.

Volkswagen was bound to join this niche eventually, so to find out if the manufacturer has succeeded, we're testing its new model against the VW Group car that first entered this performance SUV class, the Cupra Ateca.

It uses the same powertrain as the T-Roc R and is based on the same platform, because economies of scale like this mean good profit margins for car makers, especially in an SUV.

Given how much these two models share, tuning will be a key factor, along with price and delivering a distinct personality, while cost, equipment and practicality will all be big elements in the final verdict, too.

Volkswagen T-Roc R 2.0 TSI 4Motion

Price: £38,450
Engine: 2.0-litre 4cyl petrol, 296bhp
0-60mph: 4.6 seconds
Test economy: 29.4mpg/6.5mpl
CO_2: 176g/km **Annual road tax:** £145

Cupra Ateca 2.0 TSI 4Drive 300PS Comfort and Sound

Price: £39,345
Engine: 2.0-litre 4cyl petrol, 296bhp
0-60mph: 4.7 seconds
Test economy: 27.9mpg/6.1mpl
CO_2: 168g/km **Annual road tax:** £145

MODEL TESTED: Volkswagen T-Roc R 2.0 TSI 4Motion
PRICE: £38,450 **ENGINE:** 2.0-litre 4cyl, 296bhp

AE THERE'S only one model and trim level for the T-Roc R, and it costs £38,450. It joins the Golf R as one of Volkswagen's quickest models, but unlike in the Golf range, there's no T-Roc GTI version.

Design & engineering

score 3.8

THE T-Roc is based on the VW Group's MQB platform, just like the Ateca, and this means both cars share parts not only with each other but also with all sorts of models, including the VW Golf, the Skoda Octavia and the SEAT Leon, all of which have their own hot variants.

It means the cars' powertrains here are not just similar, but virtually identical; there's a bit of tuning that goes on at Volkswagen and Cupra in the final stages, but the mechanical parts are the same. There's a 2.0-litre turbocharged petrol engine with 296bhp and a torque figure of 400Nm, plus a seven-speed dual-clutch DSG gearbox. A four-wheel-drive system puts the power down, providing lots of traction.

Our test car was fitted with adaptive dampers, which cost £695 and are well worth having. They let you choose between Comfort, Normal and Sport settings, getting stiffer with each step. There's also an off-road mode, which seems out of place on the T-Roc R (it doesn't have a lot of ground clearance for an SUV and the huge alloys and firm set-up will hinder any progress off the beaten track – not to mention the road-biased tyres). The Snow setting will be more useful, because it uses electronics to help you make smoother progress on icy tarmac.

Interior quality is okay, but this is a sore point for the near-£40,000 T-Roc R. We would expect a car costing this much to have better materials in the cabin, because there are a lot of hard, cheap-looking plastics to be found. The Ateca makes better use of its materials and feels slightly more upmarket.

There is plenty of standard equipment, though, with 19-inch alloys, sat-nav, a digital dash, climate control, LED headlights, Apple CarPlay and Android Auto all fitted as standard. However, you'll have to pay extra for some items that are included on the Cupra – for example, the adaptive dampers.

Driving

score 3.9

IN Comfort mode, the T-Roc R's ride is on the acceptable side of firm. It's not able to deal with potholes quite as well as the Ateca in the same setting, but the difference is small and both cars settle down reasonably well on the motorway. However, rough country roads still cause them to bounce you up and down in your seat.

Switch the T-Roc's suspension to a stiffer setting and this effect gets much worse, although body roll isn't an issue when in Comfort mode, so it's best to leave these sporty SUVs in that option on the road.

The T-Roc R's steering is light, but it's not as sharp and precise as the Cupra's. As you turn in, it lacks a little bite, but once the tyres are loaded up there's plenty of grip and the steering has a more natural feel. This means the VW isn't quite as agile as its rival, but given they use the same chassis parts, the differences aren't huge. The T-Roc is noticeably smaller, though, so it's slightly easier to place on tight roads.

However, most buyers will be more interested in the engine, because it's what makes the Volkswagen so blisteringly fast. It went from 0-60mph in just 4.6 seconds in our tests, 0.1 seconds quicker than the slightly heavier Ateca. It was very strong in gear, too, taking just 2.5 seconds to go from 30-50mph in third gear and 5.1 seconds to go from 50-70mph in fifth gear. The Cupra took 2.4 seconds and 5.3 seconds respectively in those tests, yet even driving the two side by side, these differences aren't easy to notice.

The four-wheel-drive system in these cars delivers incredible traction, so tricky conditions are their speciality, helped by the quick shifts from the dual-clutch DSG gearbox. It's not the smoothest transmission around, and can feel a bit laggy when driving around town, but it's sharp when you're pushing the engine hard.

Yet the engine lacks character in both cars. The sound it makes is flat and lifeless, and the power delivery is focused on the mid-range, so taking it to the red line isn't very exciting. It's the same in virtually every car with this 2.0-litre engine; it's mightily fast but is a bit boring for a performance motor.

Practicality

score 4.0

THE T-Roc is smaller than the Ateca in every dimension; the Cupra is taller, wider and longer, which means it has more interior space as well. The Volkswagen's boot is 392 litres (slightly smaller than in front-wheel-drive models lower in the range, because some space is needed for the four-wheel-drive system here), which falls well behind the Ateca's 485-litre load space.

There's not as much room in the back seats either, because tall passengers won't have enough legroom in the Volkswagen, but should fit into the Cupra.

Ownership

score 4.0

THE T-Roc gets autonomous braking as standard and has a five-star Euro NCAP safety rating. Plus, blind-spot assist comes as part of an affordable £205 pack that also adds automatic high beams and traffic-jam assist.

VW came in 17th out 30 firms in our Driver Power 2019 survey, and while Cupra didn't rank as a brand on its own, its parent SEAT came in 14th last year.

Running costs

score 3.7

BUYERS should expect poor fuel economy in performance SUVs, because their powerful engines need to use extra petrol to drag their heavier bodies around.

The T-Roc's economy of 29.4mpg is reasonable, then, and it means buyers will spend £2,338 a year on petrol. The Cupra returned a similar 27.9mpg, which works out at £2,464 at current fuel prices.

Testers' notes

"The T-Roc is reasonably refined on the motorway, and effortless acceleration keeps things relaxed. It thuds over expansion joints in the road, though, so comfort does come under question."

Sam Naylor Senior reviewer

Volkswage

VW is turning up the SUV heat with the T

Smaller body means there's less room in T-Roc's rear seats

VW's boot is 93 litres smaller than the Ateca's with the seats up

n T-Roc R

T-Roc R. We discover if it's a match for the Cupra

THROUGH THE RANGE

Which trim level might suit you?

THERE are no trim choices, because the T-Roc R is a standalone model. It's fitted with 19-inch alloys, AEB, parking sensors, climate control, adaptive cruise control, LED lights and an eight-inch touchscreen infotainment system. This includes sat-nav plus Android Auto and Apple CarPlay, and there's also a digital dash that can show sat-nav maps and lots of other data.

Put down £4,000 on a 36-month PCP deal limited to 10,000 miles a year, and the VW costs £526 a month. You will increase this price with options such as the £3,000 Akrapovic exhaust – it does seem very expensive but it could liven up that dull engine note – as well as the £695 DCC adaptive dampers. It's the latter that we'd go for, and possibly the £300 heated seats and £205 Driver's Assistance Pack Plus.

Our choice:
VW T-Roc R 2.0 TSI 4Motion

NEXT CAR

All offers and finance prices correct at time of going to press

Running costs
29.4mpg (on test)
£69 fill-up/£145 or 37% tax

Practicality
Boot (seats up/down)
392/1,237 litres

Performance
0-60mph/top speed
4.6 seconds/155mph

Braking
70-0/60-0/30-0mph
43.3/33.3/12.0m

Despite its price tag, the Volkswagen's interior quality is not as high as you might expect, with cheaper plastics in the cabin

An R on the sports seats reminds you this is the performance car in the T-Roc range

While the T-Roc R offers plenty of grip, the VW isn't quite as agile as its Spanish cousin

MODEL TESTED: Cupra Ateca 2.0 TSI 4Drive 300PS Comfort and Sound
PRICE: £39,345 **ENGINE:** 2.0-litre 4cyl, 296bhp

Performance
Cupra's extra weight made it marginally slower in all but one of our acceleration tests, but it has plenty of straight-line speed

Cupra Ateca

We commended the Cupra at our awar

AE THE Cupra Ateca was commended in the 2019 Auto Express New Car Awards, because it was the model that headed a wave of more affordable performance SUVs. It's still not cheap, though, because this Comfort and Sound version costs £39,345.

Design & engineering

score 4.0

CUPRA is a relatively new brand, and the Ateca was its first car. The Cupra name was previously used on hot SEATs, but now the firm has decided to use the tag as a brand itself.

The Cupra version of SEAT's Ateca sits 20mm lower and has adaptive dampers as standard, which means it's better-equipped mechanically than the T-Roc R. Like on the Volkswagen with them added as an option, the drive mode selector lets you choose between Comfort, Sport and Cupra options, getting gradually stiffer as you move up. The settings also alter the steering weight and engine response, while the DSG dual-clutch gearbox's S mode sharpens shifts and changes the mapping to favour downshifting when you hit the throttle.

The engine is identical to the VW's; it's a 2.0-litre turbo petrol with 296bhp and 400Nm of torque. The former arrives at 5,300rpm, and the latter at 2,000rpm, so there's plenty of flexibility. The car has four-wheel drive, too, which can automatically vary the amount of power sent to each axle for optimum traction.

As in the T-Roc, the Ateca's interior isn't the best for a car costing nearly £40,000; it's not much different from the base Ateca models that are a lot more affordable, but you do get sports seats and racier trim. The Cupra's cabin is slightly more upmarket than the VW's, because the lower-quality plastics are better hidden, but lots of the same switchgear is used, so they are quite similar in this respect.

The Cupra wins out over its rival when it comes to equipment, though. Alongside the standard adaptive dampers, the Ateca gets a reversing camera, heated leather seats, keyless go and wireless phone charging – none of which are standard on the Volkswagen.

Driving

score 4.0

THE adjustable suspension is an excellent addition to the Cupra Ateca, because it gives the car a wider range of ability. In Comfort mode it's slightly smoother than its rival over potholes and bumps when in the same setting, but it's not a big difference. Both models are best left in this mode, because if you stiffen them up by moving into the sportier settings, the damping is rock-solid, bouncing you around in the cabin as bumps cause a crash and thud.

It's possible to use the Individual setting to give the sharpest engine and gearbox response with the softest damping, and on the road it has plenty of body control, so this is the best setting for twisty tarmac.

The Ateca's steering is slightly quicker and has a more precise feel than the VW's, so the Cupra is a bit better to drive. Neither model is really a great driver's car, though. They are both fairly inert when it comes to handling, and you can only reach the limits of grip, which are surprisingly high, with real commitment.

The cars feel tied down, which some people will like, but enthusiasts may find them dull considering their performance aspirations. This is also true of the engine, which is astonishingly fast in a straight line, but quickly gets boring because the motor is so dull. It has a flat exhaust note and its power is delivered in a very undramatic way, which leads to impressive on-paper figures but not enough on-road excitement.

Launch-control software on both cars limits the amount of slip at the wheels during a standing start to devastating effect; the sprint from 0-60mph in the Ateca took just 4.7 seconds, only 0.1 seconds behind the slightly lighter T-Roc R. The Spanish SUV took 4.3 seconds to go from 30-70mph, which was 0.4 seconds behind its rival, yet still very impressive.

The DSG gearbox delivers fast shifts and is reasonably responsive in manual mode. It's not perfect, sometimes delivering lumpy changes around town or when you arrive at a junction, but most of the time it's good. The VW's box is very similar.

Practicality

score 4.3

THE Ateca is bigger than its rival, so it makes more sense as fast family transport. It has a bigger boot, at 485 litres, and the big hatch means it's easy to load. Cupra doesn't quote a figure for the space with the seats folded, but it's clearly more spacious than the 1,237 litres that the T-Roc has with its bench folded down. The seats in both cars are pretty easy to flip down, and the Ateca's luggage area floor is fairly flat.

There's enough room in the back for adults to sit comfortably, because there are no issues with leg or headroom, and the larger windows let in plenty of light, so it doesn't feel as cramped inside as the VW.

Ownership

score 4.1

AUTONOMOUS emergency braking with pedestrian detection is standard, plus lane-keep assist and a reversing camera, although blind-spot assist isn't on the options list for the Cupra. A five-star Euro NCAP safety rating for the Ateca in general means it's just as safe as the T-Roc R. Cupra didn't rank in our Driver Power ownership satisfaction poll last year, although its parent brand SEAT came in a decent 14th.

Running costs

score 3.7

BOTH models sit in the 37 per cent class for Benefit-in-Kind (BiK) tax, so they're not very cost-effective for company car drivers. A higher-rate taxpayer will pay £5,736 a year in company car tax for the Cupra and £5,556 for the VW.

Residual values are similar, too. The VW holds on to 44.9 per cent of its list price after three years or 36,000 miles, a drop of £21,174, while the Ateca retains 43.3 per cent, a drop of £22,320, according to our experts.

Testers' notes

"The breadth of ability this duo offers is good; there's great performance and lots of practicality, but if you're a real enthusiast needing usability, a VW Golf R Estate or SEAT Leon ST Cupra will be better to drive."

Sean Carson Chief reviewer

Ateca trumps the T-Roc R for head and legroom in the back

Cupra's boot space is not only larger, it's also easier to load

ca

rds last year. Has it's got the measure of T-Roc R?

THROUGH THE RANGE

Which trim level might suit you?

THERE are four versions of the Cupra Ateca to pick from. Put down a £4,000 deposit on the standard car and, based on a three-year PCP finance deal limited to 10,000 miles per year, you'll pay £475 a month. This model has 19-inch alloys, metallic paint, LED lights, adaptive dampers, keyless go, wireless phone charging, eight-inch infotainment with nav and smartphone connectivity, a reversing camera and AEB.

The Comfort and Sound model adds a space-saver spare, a Beats stereo, adaptive cruise control and heated seats, and on the same terms it costs £526 a month.

Limited Edition brings 20-inch alloys, Brembo brakes and Alcantara sports seats, at £574 a month. The final choice is the same trim but with an Akrapovic exhaust, and this will cost you £655 a month.

Our choice:
Cupra Ateca Comfort and Sound

INFOTAINMENT, FIGURES & RESULTS ➔

All offers and finance prices correct at time of going to press

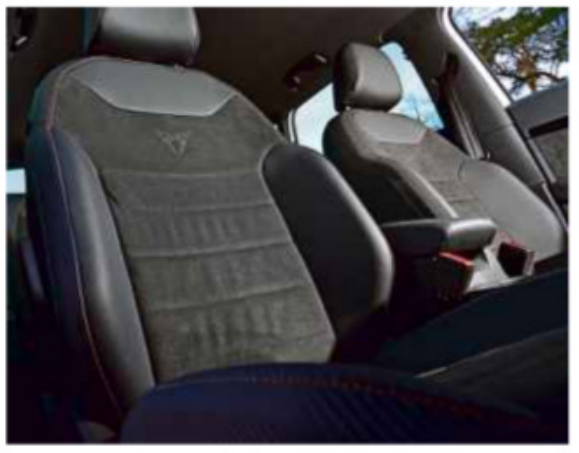
Running costs
27.9mpg (on test)
£69 fill-up/£145 or 37% tax

Practicality
Boot (seats up/down)
485 litres/N/A

Performance
0-60mph/top speed
4.7 seconds/152mph

Braking
70-0/60-0/30-0mph
47.7/33.4/8.8m

Like the T-Roc's, the Ateca's cabin is disappointing for a car at this price point. It does hide its cheaper plastics better, though



Cupra version of the Ateca features front sports seats and some racier trim inside

Ateca brings standard adjustable dampers; copper-coloured rims are a Cupra hallmark

Infotainment

Which multimedia system is best for music, sat-nav & connectivity?

Volkswagen T-Roc R

score 4.2

Discover Navigation Standard
Key features: Nav, smartphone link

THE Volkswagen's eight-inch screen includes sat-nav and smartphone connectivity. Android Auto and Apple CarPlay work well on the screen, because it's responsive to the touch, and the screen is big and bright. The built-in graphics are sharp and modern-looking, with plenty of useful functions.

There's also a digital instrument cluster as standard, which is a great bit of kit that can show all sorts of info directly in front of the driver, including nav directions. It's customisable using buttons on the steering wheel.

All of this is very similar to the set-up on the Cupra. There's very little difference between the two systems, because even the menus are laid out in a similar way, despite having a slightly different colour scheme.

But the Volkswagen is missing wireless phone charging and a reversing camera, so it lags behind its Spanish rival very slightly.

FOR AND AGAINST

- Sat-nav is standard, intuitive user interface, smartphone link is standard
- Not enough physical buttons, screen is a fingerprint magnet

Display VW's system includes nav and phone connectivity. The clear, sharp touchscreen is fine for controlling functions like the trip computer and DAB radio, but we'd like to see extra physical buttons or knobs, too

Cupra Ateca

score 4.3

Navigation system plus Standard
Key features: Touchscreen, wireless charging

THE Ateca's system has all of the same features as the T-Roc R's, but a slight advantage when it comes to display size; it's 9.2 inches across, which is 1.2 inches larger than its rival's. However, the VW's screen is just as sharp and features an easy-to-use volume knob.

Responsiveness is a strong point, especially when using the standard Android Auto and Apple CarPlay functionality. Like on the T-Roc, it's easy to link up and to use, thanks to the high-quality screen on the dash.

Wireless smartphone charging comes as standard, and there's a useful spot for your phone to rest on, whether or not your handset supports this tech.

The Cupra has a digital dash, too, with all the same functions as the T-Roc's. Its interface and key features are just as good, so the addition of phone charging and a reversing camera (the former isn't even available on the VW) means it's slightly better here.

FOR AND AGAINST

- Standard smartphone link, digital dials, sharp screen
- Could do with more physical buttons, touchscreen attracts fingerprints

Screen Cupra benefits from a slightly larger display to show its nav and select functions. It's just as sharp as the VW's panel, but has the edge by including a reversing camera. More physical controls would be nice

Figures

	Cupra Ateca 2.0 TSI 4Drive 300PS Comfort & Sound	Volkswagen T-Roc R 2.0 TSI 4Motion
On the road price/total as tested	**£39,345**/£39,345	£38,450/£42,104
Residual value (after 3yrs/36,000)	£17,025/43.3%	£17,276/44.9%
Depreciation	£22,320	£21,174
Annual tax liability std/higher rate	£2,868/£5,736	£2,778/£5,556
Annual fuel cost (12k/20k miles)	£2,464/£4,106	£2,338/£3,897
Insurance group/quote/road tax cost	33/£484/£145	34/£448/£145
Servicing costs	£16pm (2 years)	£16pm (2 years)
Length/wheelbase	4,376/2,631mm	**4,234/2,593mm**
Height/width	1,615/1,841mm	1,573/1,819mm
Engine	4cyl in-line/1,984cc	4cyl in-line/1,984cc
Peak power/revs	296/5,300 bhp/rpm	296/5,300 bhp/rpm
Peak torque/revs	400/2,000 Nm/rpm	400/2,000 Nm/rpm
Transmission	7-spd DSG auto/4wd	7-spd DSG auto/4wd
Fuel tank capacity/spare wheel	55 litres/repair kit	55 litres/repair kit
Boot capacity (seats up/down)	**485 litres**/N/A	392/1,237 litres
Kerbweight/payload/towing weight	1,540/610kg/N/A	1,440/580/1,700kg
Turning circle	10.8 metres	11.1 metres
Basic warranty (miles)/recovery	3 yrs (60,000)/2yrs	3yrs (60,000)/1yr
Driver Power manufacturer/dealer pos.	N/A	17th/22nd
NCAP: Adult/child/ped./assist/stars	93/84/71/60/5	96/87/79/71/5
0-60/30-70mph	**4.7**/4.3 secs	**4.6**/3.9 secs
30-50mph in 3rd/4th	2.4/4.1 secs	2.5/3.1 secs
50-70mph in 5th/6th/7th	5.3/7.6/10.0 secs	5.1/6.3/9.3 secs
Top speed/rpm at 70mph	152mph/2,000rpm	155mph/2,100rpm
Braking 70-0/60-0/30-0mph	47.7/33.4/8.8m	43.3/33.3/12.0m
Auto Express econ. (mpg/mpl)/range	27.9/6.1/338 miles	29.4/6.5/356 miles
WLTP combined mpg	31.7-32.5mpg	32.1mpg
WLTP combined mpl	7.0-7.2mpl	7.1mpl
Actual/claimed CO_2/tax bracket	234/168g/km/37%	222/**176g/km/37%**
Airbags/Isofix/parking sensors/cam	Seven/yes/yes/**yes**	Six/yes/yes/£185
Auto box/lane-keep/blind spot/AEB	Yes/yes/no/yes	Yes/yes/£205*/yes
Clim./cruise ctrl/leather/heated seats	Yes/yes/yes/yes	Yes/yes/£2,155/£300
Met paint/LEDs/keyless/pwr tailgate	Yes/yes/yes/yes	£595/yes/£395/£335
Nav/digi dash/DAB/connected apps	Yes/yes/yes/yes	Yes/yes/yes/yes
Wireless charge/CarPlay/Android Auto	Yes/yes/yes	No/yes/yes

PRICING
THE Ateca is a little more expensive than the T-Roc R, but you get quite a bit more kit for your money here, so it represents better value.

BIGGEST BOOT
CUPRA'S larger cabin and more spacious boot mean it's by far the more practical choice of these two hot SUVs. This is a key factor for cars that have to cover all bases.

PERFORMANCE
WHILE the Ateca isn't quite as quick as its rival, there's almost nothing in it from 0-60mph because just 0.1 seconds separates the two cars.

EQUIPMENT
A REVERSING camera, heated leather seats and keyless go are just a few of the items the Cupra has as standard, but the VW doesn't.

SIZE
THE VW is smaller than its rival here. This means it's slightly less spacious inside, but just a bit easier to park.

ACCELERATION
T-ROC R'S performance is incredible; it was quicker than the already-rapid Cupra in all but one of our in-gear tests.

TAX
HIGH CO_2 means both models are pricey to tax as a company car. Neither is hugely efficient, either, because both returned less than 30mpg on test.

Results

CUPRA 1st

THE Ateca is a clear winner, because it beats the T-Roc R in many key ways. It's slightly more agile and about as fast as its rival, but it's in all the other areas that it excels. Importantly for a family SUV, it's more spacious than the VW, both in the cabin and in the boot, and it also has much more standard kit. It feels like a more upmarket product, too, which is welcome given the high price tag.

★★★★☆

VW 2nd

FOR pure performance, the T-Roc R is a success. It rockets off the line ferociously and takes off instantly in any gear, but it needs more than that to be a great car. It's a bit too dull to hold the attention of keen drivers, and looks pricey when you consider the lower level of equipment. The cheap-looking interior doesn't help either, and nor does the Volkswagen's relative lack of space.

★★★½☆

Head to head

INTERIOR

THE T-Roc R's interior falls well short of what buyers of a £40,000 SUV will expect. The plastic used for the dashboard and centre console is more in line with the quality you see in a supermini-SUV than a mid-sized one.

Better-quality materials make the Cupra Ateca more upmarket, although given the price tags, we would still like to see more attention paid to this area in both models here.

POWERTRAIN

BOTH cars have the same 2.0-litre engine and four-wheel-drive system, and the most impressive aspect of this set-up is how fast it is off the line.

The automatic launch-control system in the VW and Cupra models holds revs at an ideal point, then when you let go of the brake, it works out where best to send the power for maximum traction. This is why these cars have such low 0-60mph times in our tests – and they're consistent, too.

AEB = Autonomous Emergency Braking. * Part of option pack. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or *www.theAA.com*) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Rivals

Other options in this category...

Audi SQ2 Black Edition

PRICE: £38,865 **ENGINE:** 2.0-litre petrol, 296bhp

IF you like the 2.0-litre engine in the T-Roc R and Ateca but don't like their styling, you're in luck: it's also fitted to other cars, including the Audi SQ2. Performance is very similar, and the SQ2 is also good to drive. It's not as practical as the Cupra, though.

Porsche Macan (2018)

PRICE: £50,000 **ENGINE:** 2.0-litre petrol, 242bhp

ANOTHER car featuring this engine, albeit in a lower state of tune, is the Porsche Macan. Stretch your budget to £50,000 for a model with around 15,000 miles and you'll have one of the best-handling SUVs around. It also rides more smoothly than the others here.

YOUR GREAT OFFER

- **FREE G3 Pro Multicleaner**
- All the latest **news, road tests** & **reviews** delivered to your door each week
- **FREE delivery** of every issue
- **Save 50%** on your subscription

ORDER ONLINE:

dennismags.co.uk/autoexpress

OR CALL NOW ON: 0330 333 9491

quoting offer code **D1616**

YOUR FREE GIFT

G3 Pro Multicleaner is a truly versatile rigorous cleaning solution that is safe to use on all soft and hard surfaces, inside and outside your vehicle - from carpets and upholstery, through vinyl and paintwork to wheel arch liners and engine bays. It is a silicone-free product that will not discolour rubber, plastics, vinyl or fabric. For maximum performance, use neat, but it can be diluted with water for lighter contamination.

SUBSCRIBE TODAY AND SAVE 50%

For just £22.99 every 13 issues, you can enjoy the latest motoring news delivered to your door each week, and we'll send you an exclusive welcome gift!

ORDER ONLINE:

DENNISMAGS.CO.UK/AUTOEXPRESS

CALL NOW: 0330 333 9491 quoting offer code D1616

Calls to 03 numbers will be charged at your standard local rate. Gifts are limited to first 200 orders. Please allow 28 days for delivery. UK only. This offer is limited to one per household. Alternative gift may be supplied.

Otis Clay
Otis_Clay@dennis.co.uk

Running costs
41.0mpg (on test)
£64 fill-up/£145 or 27% tax

Practicality
Boot (seats up/down)
467/1,410 litres

Performance
0-62mph/top speed
8.3 seconds/136mph

AE IT'S almost time to see off our Skoda Scala, as it nears the end of its time on our fleet. But before it sets sail to shores anew, I had one last ferrying job for our bargain family hatchback.

My dad recently bought a boat from the Netherlands, which he is now renovating in West Sussex. Although he drives a Skoda Superb, which is even more spacious than our Scala, he needed some help transporting parts and tools for the big job. Our Scala seemed like the perfect companion for the trip, because I knew – after months behind the wheel – that it would be up to the task.

After all, it's been carrying my camera gear for the last six months with no issues at all, and I've never had any complaints about rear leg or headroom from passengers. So to carry a few marine-themed items between boats was no hardship for the humble Skoda.

Given that this is the final report on our car, it's time for some of my thoughts on what it's like to live with – starting with the good points. The amount of space inside is the most obvious one, but there's also the engine; the 1.5 TSI petrol is excellent.

It has 148bhp, which makes it powerful enough for some B-road fun. And as much as the 1.0-litre model makes more sense financially, I really like this four-cylinder car's mix of performance and economy.

One thing on our car that has been a hit with everyone who's been on board is the panoramic sunroof. Sometimes options like this sound and look great in the brochure, but seem small when they're fitted to the car. However the roof on the Scala is truly panoramic; it's huge, adding a massive amount of light into the cabin.

Rear-seat passengers love the experience, and while it's not the biggest benefit to me as a driver – since it's mostly behind me – I'd certainly choose this option if I were buying a Scala. At £950, it is quite pricey, but it's really well implemented and adds a brilliant atmosphere that everyone comments on.

I also happen to like the way the Scala looks. To my eyes, it's more interesting than a Volkswagen Golf or Ford Focus. I like the big area of glass at the rear and the sharp creases on the bodywork, which help it stand out. Our car's Moon White paint looks good when it's clean, but it's been a nightmare to keep spotless over winter, so I'd pick a different shade.

However, some niggles have come to light during our time with the Skoda, most notably the infotainment. At first, the Apple CarPlay worked fine, and the responsive screen made the system great to use, but problems began as time went on.

The system would not connect to my phone, and then the audio crashed, leaving me in silence until I restarted the car. Now CarPlay has stopped working completely; when I connect my phone it charges, but the system doesn't recognise that it's plugged in. It's a real frustration because the set-up is great when it's working.

Also, having a USB-C port on the dash is a neat idea in theory, but not everyone has a phone that supports this, and without an adapter (which is easily lost) it's useless.

Another problem is that it sometimes takes up to three attempts to lock the car using the key. The result is that I feel a bit nervous about whether the car is actually secure when I walk away from it.

Then there's the DSG gearbox, which has had its ups and downs. It's great when you're on the move and up to speed; it shifts really quickly and stays nice and smooth as well. I also love using it in manual mode; it's fun to flick up and down through the gears and enjoy the punchy engine.

Yet it's a different story at low speeds around town. It's sometimes too slow to react as you slow down for a roundabout or junction and then speed up again. All too often, it leaves you in the wrong gear at exactly the moment you need to speed up again. It's the same story with the stop-start system, which is slow to re-engage the engine, and this results in the same problem. But at least that can be easily switched off.

Overall, though, even these faults haven't sunk my spirits when it comes to the Scala. Each drive leaves me feeling buoyant.

> "I like the way the Scala looks. It's more interesting than a VW Golf or Ford Focus"

Skoda Scala

FINAL REPORT We loved our bargain hatch, but it wasn't all plain sailing

First mates
Scala was ideal for shifting the bits and pieces our man needed to help dad Simon renovate his boat

Performance
Extra power of 1.5 TSI makes the most of the Scala's decent handling

Essentials

Skoda Scala 1.5 TSI 150PS DSG SE

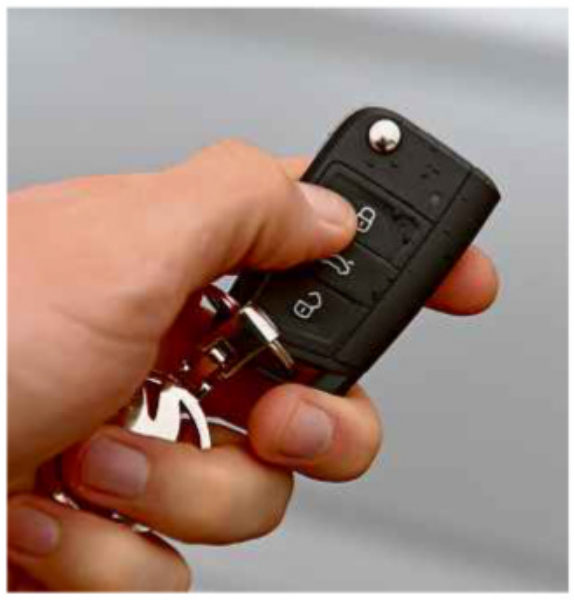
On fleet since:	October 2019
Price new:	£21,600
Engine:	1.5-litre petrol, 148bhp
CO_2/tax:	115g/km/£145
Options:	Metallic paint (£595), 17-inch alloys (£430), 'black dot' interior trim (£270), Exterior design pack (£1,475), keyless entry (£415)
Insurance*:	Group: 13 Quote: £429
Mileage/mpg:	11,566/41.0mpg
Any problems?	Phone connection issues

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

Second opinion

"THE Scala is far from boat-like in the way it drives. It has precise steering and a good amount of grip, so it's quite good fun. However, we'd go for a manual gearbox if we were spending our own money; it makes the Scala more enjoyable to drive and cheaper to buy than our DSG-equipped version."

Sean Carson
Chief reviewer



We had issues with locking, while USB-C socket meant we needed an adapter to use it

Practicality Whether for camera gear or boat parts, the Scala's boot has been ideal

WE LIKE Panoramic glass sunroof floods the rear of the cabin with light. It's an expensive option, but looks better than the sunroofs on more expensive cars

WE DON'T Continual issues with connecting our phone were a real pain. By the end of the term, Apple CarPlay didn't work at all

Verdict

OUR Scala has suffered slightly from its buggy infotainment system over our six months with the car, but we will still miss it when it's gone. It's ultra-practical for the price, but also good to drive and efficient.

★★★★☆

Running costs
27.9mpg (on test)
£65 fill-up/£145 or 37% tax

Practicality
Boot (seats up/down)
541/1,576 litres

Ford Focus ST

SECOND REPORT Our hot hatch estate car is providing fun and function in equal measure

John McIlroy
John_McIlroy@dennis.co.uk
@johnmcilroy

AE WE'RE just over halfway through our term with the Ford Focus ST Estate now, and it struck me that we've eulogised about its practicality more than its on-road behaviour. And that was a bit of a mistake.

That's not to say that the Focus isn't up to coping with family life. Quite the opposite, in fact; I've already become dangerously accustomed to just opening the wagon's boot and hurling all sorts of clutter in there for days out. My son's bicycle (and assorted clobber), bags full of wellies, the odd coolbag – you name it, the ST estate swallows it.

So yes, the Focus is continuing to impress me with its practicality. But driving it is so much more fun than loading stuff into the boot – and on that score, Ford does such a great job of nailing the basics.

The Focus's control weights are all right at the top of the class for me. Some people think the steering is a tad heavy but I find its weight pleasing, and it's supremely accurate, making it easy to position the car's nose as you enter a corner. The pedals are neatly spaced, allowing more scope for heeling-and-toeing than you'll get in many family cars – although of course, switching into the car's more extreme Sport mode activates electronic rev matching on downshifts.

The gearshift is perhaps not quite as sweet as the one you'll find in a Civic Type R – there's just something about the short throw that Honda offers – but it's a match for anything else in the class, with a positive action that helps to keep you really involved.

The chassis does the rest – and boy, does it deliver – but with one caveat: the Focus is firm by the standards of a conventional family car; occasionally my six-year-old son will pipe up from his car seat to tell me, "This is a bumpy road!" when in fact it's just a regular British town centre street.

But the ride is far from intolerable and the trade-off is a spectacular one. This car loves to dance from corner to corner, to be pointed towards the inside of a bend and then pushed hard as you accelerate out of it. I've been lucky enough to try dozens of great hot hatches over the past 20 years and I'm convinced that this ST is right up there with the best of them. It's a hoot.

Can I tell that our car is an estate and not the regular five-door? I think I'd really need to be on a track day to determine the fine differences, beyond the slightest extra hesitation when it comes to rapid changes of direction, caused by the extra mass

Otis Clay

Performance Load lugger has a responsive chassis that urges you to push harder

further back in the Focus's chassis. But we're talking narrow margins here; in the most part, it's very easy to be sucked into our orange estate's agility and performance along a back road. And that, to me, is the sign of a great hot hatch, wagon or otherwise.

The 'aural enhancement' on the Focus's 2.3-litre four-cylinder engine is supposedly meant to make it sound like an old rally Escort. As a long-time fan of that branch of motorsport, I'm not sure it quite matches the screaming BDA engine in Ari Vatanen's old Mk2 – but there's something about its relatively gruff lower notes that does make me think of a competition engine idling.

Elsewhere, I can report that the Focus's heated seats get very toasty very quickly, and our car's heated steering wheel has also come in handy over the winter months.

This increased enjoyment of the Ford's performance means I've also come to rely (quite heavily) on the speed limiter, which is activated via a steering-wheel switch. It's great because pressing the button tells the limiter to kick in at whatever speed you're currently doing – and it doesn't remember this if you flick it off and back on again.

I like that functionality, because it means I can come from, say, a 60mph zone with the limiter set appropriately, and then, as I brake and enter a 30mph area, a double-press of the LIM button keeps me safe and legal without having to muck around decreasing the selected speed manually.

"I've tried dozens of hot hatches in the past 20 years, and this ST is up with the best"

Handling Our ST estate is so agile that you'd need to be on a track day to tell it apart from the regular five-door

Second opinion

"The normal Focus has a great driving position, and the sports seats in our ST make it even better. Some of us find them a bit bulky, but they are comfortable and supportive."

Sam Naylor Senior reviewer

Essentials

Ford Focus ST Estate

On fleet since:	December 2019
Price new:	£33,695
Engine:	2.3-litre 4cyl, turbo petrol, 276bhp
CO_2/tax:	179g/km/£145
Options:	Orange Fury paint (£800), panoramic sunroof (£995), blind spot monitor (£400), Ford Performance Pack (£250), head-up display (£400)
Insurance*:	Group: 34 Quote: £700
Mileage/mpg:	7,824/27.9mpg
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

WE LIKE THE speed limiter is a life-saver on a car like the ST, and it's easy to use. Plus, the gearshift is one of the best, with a sharp action, if you're positive with it

WE DON'T THE rear seat belt has no retaining hook, so the buckle tends to settle on a piece of hard plastic, which causes a rattle when you're cruising along

Verdict

THE Focus ST Estate is a brilliant all-rounder. It's as practical as we could want while also delivering the kind of driving thrills we've come to expect from cars with the ST badge on the boot.

★★★★½

Fleetwatch

Tip trip Our T-Cross turned out to be more practical than we had expected

Volkswagen T-Cross

THANKS to the unseasonably warm weather recently, chief sub-editor Andy Pringle felt compelled to start his spring-cleaning a little early this year. So the T-Cross – and its boot, in particular – were pressed into action.

First, the car took a trip to a local charity shop to donate several shopping bags full of toys that Andy's daughter had grown out of. The VW managed the job very well: not only was its boot deep enough to take the bags without having to fiddle around with the variable floor, the car's small size and front and rear parking sensors (a £450 option) made it easy to squeeze into a tight parking space on the crowded street.

Then, later that same day, the T-Cross faced a trip to the tip with a boot full of rubbish that had been keeping the dust off the floor in Andy's garage all winter. Again, the car coped very well, and our man appreciated the high-opening tailgate, which meant he didn't bang his head while he unloaded the junk. Overall, the T-Cross proved far more practical than Andy had feared such a small car would be.

Blemish Our smart Mazda now bears the scars of a close encounter with a kerb on a country lane

Mazda 3

SENIOR staff photographer Pete Gibson loves the way his Mazda 3 looks. Its sharp styling is still striking because it's so faithful to the car's original concept. But unfortunately he has made an accidental alteration to the Japanese family hatchback's smart overall appearance.

It's only to the GT Sport trim model's sweet 18-inch dark-finish alloy wheels, but that shade means a slight grazing to the nearside front wheel is all the more noticeable.

Pete just kissed a kerb on a narrow country lane after swerving to avoid an oncoming SUV in the middle of the road. But thankfully there was no damage to the tyre or any lasting effects on the car's superbly positive steering.

This is where the Mazda really excels. It feels so responsive, and sits alongside a well weighted, mechanical shift action to the six-speed manual transmission's gearchange.

driving electric
www.drivingelectric.com
Your ultimate guide to buying and owning an electric car

Ourfleet INDEX

Audi Q5
Issues 1,606, 1,614
BMW 1 Series
Issues 1,608, 1,612, 1,615
Ford Focus ST Estate
Issue 1,608
Jaguar I-Pace
Iss 1,588, 1,595, 1,602, 1,614
Jaguar XE
Issues 1,593, 1,610
Mazda 3
Issues 1,607, 1,613
Mercedes E 300 de
Issues 1,609, 1,613
MINI Clubman
Issue 1,603
Nissan Juke
Issue 1,612
Skoda Scala
Issues 1,600, 1,611
Toyota Corolla
Issues 1,602, 1,610
Volkswagen T-Cross
Issue 1,611
Volvo S60
Issue 1,604

WIPER BLADES .CO .UK

RAINING CATS AND DOGS?

Auto EXPRESS PRODUCT AWARDS COMMENDED 2015

Commended in Wiper Blades
Wiper Blades Aerowiper

Auto EXPRESS RECOMMENDED 2016

Auto EXPRESS RECOMMENDED 2018

THE BIGGEST RANGE OF BLADES IN THE UK

THE BIGGEST BRANDS & QUALITY ALTERNATIVES

THE BIGGEST DISCOUNTS & SAVINGS

SUPER EASY TO SELECT YOUR BLADES ONLINE

SUPER FAST NEXT DAY DELIVERY AVAILABLE

Simply visit ***wiperblades.co.uk*** *and enter your car registration or call us on* ***01299 251130*** *(Mon-Fri 8.30am-5pm)*

BOSCH Invented for life · MICHELIN A better way forward · NORDIC · Lucas · TRICO seeing you through · Valeo · SWF

MILENCO

Protect your vehicle from keyless theft

High Security Steering Wheel Lock is a Gold Sold Secure powerful theft deterrent. Exceptional quality featuring an ultra high security lock in a steel construction. Designed to be compact in size, easy to fit yet extremely strong and resistant to all types of attack. Fits all vehicle Steering Wheels.

Silver version

Commercial version

Automotive Security

Caravan Security

Motorcycle Security

Towing Mirrors

Available online and at Halfords **The Powerful Theft Deterrent** **www.milenco.com**

THIS WEEK'S HOT KIT

Timing
To get an accurate reading from the unit, you need to supply a six-second breath

"A traffic light system lets you know if you're over the limit"

REMOVE DOUBT FROM THE MORNING AFTER

NEW PRODUCT
AlcoSense Elite 3 breathalyser

Price: £69.99
Contact: *www.alcosense.co.uk*

BREATHALYSER test winner AlcoSense has added another product to its line-up, hot on the heels of its Lite 2, which arrived just before the festive season.

As with the Lite 2, the new Elite 3 uses a semiconductor to measure alcohol on the breath, rather than the top-spec and rather more expensive fuel-cell models. AlcoSense claims the newcomer is 30 per cent more accurate than the Elite 2 thanks to a 28mm semiconductor and inbuilt flow sensors.

The new unit needs a six-second breath sample to take a reading, which means it will include air deep from the lungs that contains the most accurate concentration of alcohol. This air can only be measured once 1.2 litres of breath have been expelled. AlcoSense says it is the most accurate device at this price.

A traffic light system lets you know if you're over the limit. An amber light is below the set limit, while the blood alcohol level is also shown on the digital display.

The device can be set to any UK or Irish limit, plus it will save the last nine readings. There is also an automatic reminder when the unit needs the calibration checked – which is every 12 months or 300 tests.

Kim Adams

Got a query?

products@autoexpress.co.uk

Q Giving a steer on cleaner

WHAT should I use to clean a leather steering wheel? I've tried a leather cleaner/conditioner, but my wheel feels 'sticky' afterwards.
Peter Austin, E-mail

A OUR best results came with a leather cleaner without conditioner, which you can dilute to reduce any stickiness. Protect the dash with towels before spraying, apply to a soft brush or cloth, and work into the leather. Remove grime with a damp cloth and allow to dry. If the finish is dull, use a conditioner sparingly and buff off.

Q Top reusable travel mug

SINCE coffee shops have been giving discounts for taking your own cup, I've been using a travel mug I had at the back of a cupboard. It works okay but gets a bit hot, plus it leaks at certain angles. Is there a better alternative?
Tom Beechdean, E-mail

A WE tested travel mugs in Issue 1,589, and the rCUP (right) was best. It does get a little warm, but not so you can't hold it, and it's totally leakproof. We're still using ours, and not only does it work well, it's made from recycled drinks cups.

Q Voicing concern over tyres

I DROVE my wife's car recently for the first time in ages and was amazed at how much tyre noise there was. I'm sure it wasn't like that when we replaced the tyres. Are they faulty?
Frank Terry, E-mail

A A MAJOR cause of noise is the air in the tread being compressed as the tyre hits the ground. Generally, tyres get quieter as they age because the reduced tread means there's less space for air to make noise. But this won't be the case if the tyre has worn unevenly, which is what I expect has happened here. Check the tread depth across the width and around the tyre to confirm this.

PUT REVERSING FEARS BEHIND YOU WITH BIKE RACK CAMERA

NEW PRODUCT
Dometic Bike Rack Camera
Price: £350
Contact: *www.dometic.com*

DOMETIC has come up with what it claims is a unique solution to a problem faced by many drivers who carry their bikes on a rack at the back of their vehicles.

Towball or rear-mounted racks are convenient ways to carry bikes, but they often block or obscure what can be seen from a reversing camera. The latest addition to Dometic's range of rear-view cameras aims to solve the problem once and for all, because it's designed to be mounted on the rack itself.

Dometic says the new CAM200 is easy to install, without drilling, on most bike racks, because the unit's outer housing has been designed to simply slip over one of the carrier's outer rails, before being secured by tightening the built-in screws.

The system not only allows a motorist to reverse more safely, it also has the added advantage of allowing the driver to judge the length of the rack accurately.

The unit features two cameras that can be rotated vertically to give the best view, whether the rack is packed with bikes or unloaded and folded up. The electronic system automatically switches between the two cameras to provide the best view for the motorist when reversing. Plus you can detach the cable to allow easy removal of the rack when it's not needed.

As you'd expect from a product designed to be used in a harsh environment, the unit is dust and waterproof to the IP69K standard.

"Racks are convenient ways to carry bikes, but they often obscure or block what can be seen from a reversing cam"

Mounting
Camera can be fixed to most bike racks without any need for drilling

NEW PRODUCT
Falken Sincera SN110 Ecorun tyre
Price: £90.52 (205/55R16 94 H) **Contact:** *www.falkentyre.com*

JAPANESE tyre maker Falken is aiming to deliver premium-brand wear rates and wet-grip performance for drivers on a budget with its latest design.

The Sincera SN110 Ecorun replaces the outgoing SN832, and Falken claims that it's significantly better in wet braking than it predecessor, and its comes with the top A EU label rating for wet grip. Falken also says that the newcomer has a longer life than benchmarked premium brands, a feature which is helped by ribs across the tread to reduce friction and wear. The Sincera SN110 is available now in key sizes, such as 175/65R14, 185/60R15, 195/65R15 and 205/60R16. The complete range will cover 14-16-inch wheel diameters in 49 sizes.

Eco boost
Innovative design helps efficiency of Falken's budget tread

news, deals & events

Mountune turns up the heat on Fiesta ST

TUNING firm Mountune has worked its magic once more on the very latest Ford Fiesta ST. It's launched the m235 package (above), which brings peak power to 232bhp and peak torque to 350Nm.

The complete package includes calibration to improve no-lift shifts, a high-flow induction kit and an OBD adaptor giving access to Mountune's SmartFlash app, which allows for on-the-fly tuning and calibration. The full package costs £575 and can be ordered at *www.mountunestore.com*.

Tour an Audi factory without leaving home

EVER wanted an Audi factory tour, but don't want to go all the way to Germany? The answer could be Audi's livestreams. By visiting *audi.stream*, you can book on to a live, virtual-reality tour of the Audi factory, in German or English. Selected slots even have talkback, to allow you to ask your host questions and have them answered.

If you're interested in quattro, e-tron or just Audis, it's a great experience. The tours are free but need pre-booking online, and a fast Internet connection and headset are recommended.

Festival of Power at Santa Pod this April

FOR the loudest, most spectacular and fastest event around, head to Santa Pod raceway from 19-21 April for the annual Festival of Power. This action-packed weekend is full of Top Fuel dragsters, jet cars and Funny Cars plus plenty more very rapid metal, and is sure to capture the imaginations of speed freaks. Plus, away from the drag strip you'll see monster trucks and stunt driving.

Adult tickets cost from £22, with under-16s free. For more details or to book tickets, go to *santapod.co.uk*.

Know an event coming soon?
Contact products@autoexpress.co.uk

Ski Carriers

THE ROOF BOX COMPANY

✔ Expert Advice ✔ Huge Choice ✔ Fast UK Delivery

Atera BUZZ RACK CRUZ THULE YAKIMA

5% discount for Auto Express readers!

Web: roofbox.co.uk/aex Call: 01539 621 884

ScratchShield™
bucket filter system

- Prevents scratches & swirls
- Keeps your water cleaner
- Adjusts to fit most buckets
- Protects your sponge/mitt from dirt, grit & debris
- Lifetime Guarantee

ONLY available from GOOD car accessory retailers

Tel 0845 5820285
sales@scratchshield.co.uk

FREE guide to scratch free washing from our website:
www.scratchshield.co.uk

RING®

Ring SmartChargers
Life Support for your Vehicle

Prevention is better than the cure.

Ring SmartChargers – Optimising Battery Performance

- For traditional and Stop/Start batteries
- One button operation for ease-of-use
- Large LCD screen clearly showing voltage and charging progress
- Cold weather charging mode to protect battery from cold temperatures
- Never overcharge - safe for longterm connection.

Be ready to go when you want to go, with Ring SmartChargers

For your nearest stockist visit
ringautomotive.com

Available at
A1 MOTOR STORES
Driving the Independent
www.a1motorstores.com

RSC804 RSC806 RSC808

Mini test

OUR CHOICE

Bak-rak Bike-rak, Lightweight Box, and Wheel-rak combo

Price: £214 **Rating:** ★★★★★

Capacity: 185 litres

Contact: 01462 438255, *www.bak-rak.com*

BAK-rak's simplicity and versatility win again. Critically, this system weighs less than 10kg, and can now take up to 80kg of cargo. As it stands, it can be used as a rear box, four-bike carrier, a spare wheel holder and can safely transport skis – using the same arms and bungee securing system as it does for cycles.

Options include a large tray (£29) that replaces the box and turns the system into a rack. The box we tested can be upgraded to a 450-litre version, and a second set of arms doubles as ski storage, or combines with a smaller storage solution. The Wheel-rak bracket can be used with most three, four and five-stud wheels.

Are these racks boxing clever for car storage?

James Stanbury

BAK-rak's Bike-rak and Box-rak combo trounced the opposition in our towball-mounted load carriers test (Issue 1,562), and now there's an even more versatile version. This new design can be adapted to carry bikes, a storage box, skis or a spare wheel. But does it still have the edge over the opposition? To find out, we put it up against the two podium finishers from our 2019 test.

We checked how well each solution worked, their security, the ease of swapping between modes, and their weight, which is a key factor because tow balls have a load limit. The final factor was price.

Bak-rak remains our choice here with its well thought-out design and versatile load carrying. Buzz Rack is a cost-effective solution, while the Modula works extremely well, but is heavy and costs more than its two rivals here.

"Weight's a key factor because tow balls have a load limit"

RECOMMENDED

Modula ReCargo Towbar Travel Box

Price: £459.99 **Rating:** ★★★★☆

Capacity: 400 litres

Contact: 0808 164 3294, *www.born-active.com*

THIS well designed system needs no tools for installing, removing or swapping flat rack or uprights parts.

But there is a price to pay for the slick design: weight. The box and rack combined are 32kg, so your vehicle's max nose weight must be around 110kg to use the box's 75kg maximum load. The storage itself is well made, and the large roof box-style lid works better than we expected.

A £59.99 two-bike carrier can also be fitted. Security is a final plus point, because the box, towbar coupling and upright all have their own locks.

BUDGET CHOICE

Buzz Rack Multi-Purpose Tow Ball Platform

Price: £149.95 **Rating:** ★★★★☆

Capacity: N/A

Contact: 01539 621884, *www.roofbox.co.uk*

TECHNICALLY this is purely a rack, because Buzz Rack doesn't offer a box. Optional extras are restricted to a lighting kit (if the rear lights are obscured) and a locking knob to beef up the tow ball-mount's security.

But the rack's size, sturdiness and 75kg max load are crying out for a waterproof bag, which is available online for less than £50. This is a lesson in simple and effective design; no tools are needed to fit the upright, adjust the height or width of the top crossbar, or extend the base rack.

Numerous eyelets and four two-piece straps make securing cargo a doddle. Less good is the lack of a tilt facility.

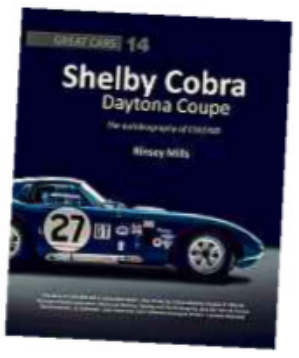
books, games & apps

Great Cars: Shelby Cobra Daytona Coupé

Rinsey Mills (Porter Press, *porterpress.co.uk*)

Price: £60 **Rating:** ★★★★½

IT'S impressive to see a volume with such high production values and so much detail about a car that's so rare – only six Daytona Coupés were built. It's a well researched story, and as always we enjoy this series' selection of high-quality studio shots at the end of the book.

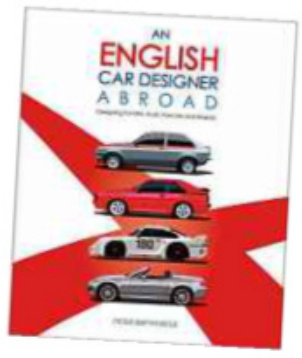


An English Car Designer Abroad

Peter Birtwhistle (Veloce, *veloce.co.uk*)

Price: £25 **Rating:** ★★★½☆

THE world of car design is never more interesting than in the words of a designer. Author Birtwhistle had spells at Porsche, Audi and GM, and was Mazda's head designer for more than a decade. That makes this a pretty interesting read, even for non-designers. We'd have liked to see his work done justice with higher-quality imagery, though.



Car Stunt Racer

Available for: iOS, Android

Price: Free **Rating:** ★★½☆☆

THERE'S not much point to this game, and it's unlikely to keep you occupied for more than a moment. While you can make progress through the levels, all the cars feel much the same to drive. But it is fun to waste a little while with; some of the stunt jumps feel quite satisfying, and physics go out of the window when a loop-the-loop is involved.

App of the week

Google Maps

Available for: iOS, Android

Price: Free **Rating:** ★★★★½

THE 15th-birthday update of Google's brilliant Maps app brings a new app icon and some small tweaks which are nonetheless enough to keep this near the front of the pack. There's greater personalisation for destinations, while public transport users can contribute information.

SKIP THE FORECOURT

Buy your next car from the comfort of your home

1

Choose from over 60,000 new and used cars online from our trusted dealers

2

Buy from the comfort of your home. Finance available at 9.9% APR representative

3

Your car is checked and tested before we deliver it to your door

All cars come with our 14-day returns policy

Find out more at

buyacar.co.uk

Excellent Reviews 1,157

"Easy to apply for a car. No hassle. Quick response. Delivery was prompt." **REBECCA**

READ MORE REVIEWS ON Trustpilot

Dennis Buyacar Ltd, 31-32 Alfred Place, London, WC1E 7DP (GB09151058) (FRN:667368) is authorised and regulated by the Financial Conduct Authority.
Buyacar is a credit broker and not a lender.

WIRELESS PHONE CHARGERS

Top up your phone and keep your cabin tidy with these devices

PRODUCT GROUP TEST 04|03|2020

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive

AE Dave Pollard

A HUGE number of smartphones can 'fast charge' nowadays, but to make best use of that ability, you really need a suitable charger. Using a wireless device (whether it's an inductive charger or a QI-type) makes it easy to keep your smartphone topped up while driving, so we tried eight wireless phone chargers to find the top performer.

In general, screen and dash mounts are more stable and easier to see, but they take up some windscreen area. A vent mount is less obtrusive, but isn't as easy to see or fix in place, and it tends to wobble more over bumps.

Fast chargers usually claim a 7.5-Watt charging rate for later iPhone models, while Android devices work at 10W. If the holder you choose doesn't have a USB adaptor, pick one that runs at 9 volts, otherwise charging will be slow or might not work at all.

How we tested them

WE assessed the practicality of each holder, starting with the ease of installation and removal. The presence of a USB adaptor was a plus point, while phone security and stability while driving, and overall build quality were rated.

Our products were tested with a Samsung S10e smartphone, which is an Android device with a 3100mAh battery. We charged the phone for 30 minutes without a load, and then we did the same again while using a sat-nav app. In each case we noted the percentage gain in battery charge. Fitting positions were on an air vent, windscreen or the dashboard, and the more options that each product offered, the better. We used the supplied leads or a 9V USB adaptor where necessary.

iOttie Easy One Touch Car Holder & Qi Wireless Charger

Price: £44.99 **Rating:** ★★★★★

Mounting: Windscreen/dashboard

Contact: *www.mobilefun.co.uk*

BEST BUY THE current champion produced the best charging figures of 20 per cent unloaded and 18 per cent under load, and we liked its stability and multi-way adjustment on either the dash or screen. It was easy to fit and remove the phone one-handed thanks to the spring-loaded, manual arms and central auto locking button. The adjustable foot held the phone safely in place, and the USB adaptor on a flying lead featured a standard USB socket for charging at a lower rate. A power lead length of 1.1 metres is a bit mean, but with its two-year warranty, this is still a winner.

Auto Express BEST BUY 2020

Trust Urban Yudo 10

Price: £32.30 **Rating:** ★★★★½

Mounting: Windscreen/dashboard/air vent

Contact: *www.trust.com*

RECOMMENDED THIS was one of only two devices to offer all three mounting positions, and it came with an impressive 1.5-metre power cable, although it didn't have a USB adapter. We found it stable when using the rubber sucker on the screen or dash, and the air-vent mount was also solid. We'd have preferred the spring-loaded arms to be damped, and the foot wasn't adjustable. A combined charge figure of 32 per cent was good, but six per cent off the best. It came close to winning, and for anyone needing its versatility, it's a keenly priced option.

Auto Express RECOMMENDED 2020

Auto Express RECOMMENDED 2020

4Smarts VoltBeam Sensor 2 Wireless Fast Charging Car Holder

Price: £39.99 **Rating:** ★★★★☆

Mounting: Windscreen/dashboard/air vent

Contact: *www.mobilefun.co.uk*

RECOMMENDED IDEAL for gadget freaks, the 4Smarts used a sensor to open the arms automatically as the phone approached, and closed them after a second or so. A button at the side released the arms, making fitting and removing easy, and it retained some power for use out of the car. Charging results of 15 per cent and 18 per cent were good, and the cradle had lots of adjustment, but it didn't have a USB adaptor, and the one-metre cable was short. It's a similar design to the iOttie (left) with the addition of a vent mount, but the main bracket was 15mm longer, so it was a little less stable.

Verdict

THE top four were very evenly matched. The iOttie stays at the top by a whisker from the Trust Yudo 10 and the 4Smarts Voltbeam 2, two newcomers to the market.

1. iOttie Easy One Touch
2. Trust Urban Yudo 10
3. 4Smarts VoltBeam Sensor 2

Arteck 10W Wireless Charger Car Mount

Price: £15.99 **Rating:** ★★★★☆

Mounting: Air vent

Contact: *www.amazon.co.uk*

ANOTHER product boasting an impressive two-year warranty, we were impressed with the way the strong, push-button clamp locked firmly on to the vanes. It was one of the most stable air vent holders we've tried and the charge results of 17 per cent and 18 per cent were very good. The rubberised arms protected the phone but had to be prised apart against a strong spring, which required two hands and felt old tech when compared with some rivals. It didn't come with a USB adaptor, which adds to the price, but that's not much of hardship, because it was the cheapest on test by some margin.

Cygnett Race 10W Wireless Car Charger and Mount

Price: £59.95 **Rating:** ★★★½☆

Mounting: Windscreen

Contact: *www.uk.cygnett.com*

IN many ways an impressive unit, this gave great charging performance of 18 per cent and 18 per cent. It stuck to the screen with a gel-type suction grip, and the one-piece bracket was extremely stable, largely unaffected by bumpy roads. We thought it a shame that it wasn't also designed to mount on the dash, but we liked the 1.5-metre power cord – long enough for most situations – and the nicely damped arms, operated by a rear-mounted button. We thought the build quality was impressive, but its price remains a hurdle, despite it including a 9V, QC 3.0 USB adaptor.

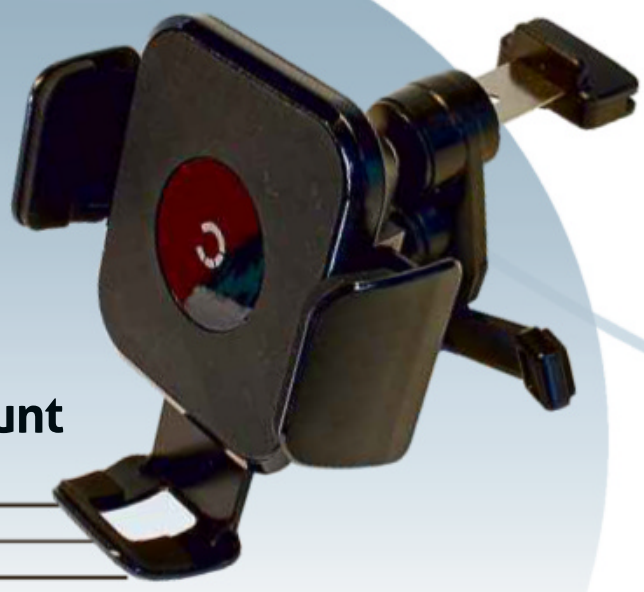
Anker PowerWave Fast Wireless Car Charger

Price: £29.99 **Rating:** ★★★☆☆

Mounting: Air vent

Contact: *www.anker.com*

ANKER'S vent-only holder was well built and technically excellent, with results of 19 and 18 per cent being the second best on test. Using it single-handed was easy, thanks to its adjustable foot and button-operated and damped arms. There were two mounting options, the first being a simple clamp with two grip modes, which stayed put but wasn't totally stable. The second added a tripod-style brace which was better, but the rubber clamps weren't as tight on the vane. The lack of stability and USB adaptor lost it points, despite the 18-month warranty.



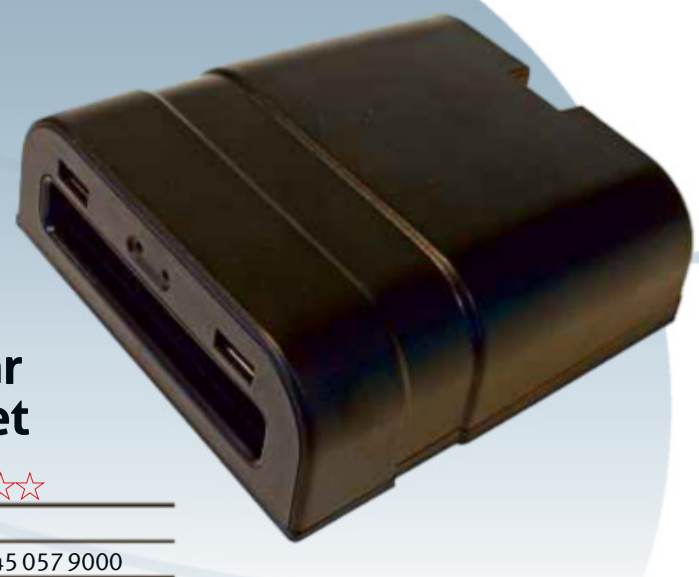
Cygnett Race 10W Wireless Smartphone Car Charger Vent Mount

Price: £59.95 **Rating:** ★★★☆☆

Mounting: Air vent

Contact: *www.uk.cygnett.com*

CYGNETT'S second Race unit was in effect the same as its first except that it had an air-vent fitting. It also came with a Quick Charge USB adaptor and a long 1.5-metre power cord. The mounting set-up was good, comprising two stabilising legs with rubber feet to keep it steady, and a metal clip which hooked over a vane and was held there by a strong clip. We liked the damped arms, released by a simple button, and although a bit down on its sibling, recharging results of 17 per cent and 15 per cent were good. Yet, despite the reasonable stability, it was just too expensive in this company.



Connects 2 Universal In-Car Charging Pocket

Price: £79.00 **Rating:** ★★★☆☆

Mounting: Various

Contact: *www.halfords.com*, 0845 057 9000

ALTHOUGH this device both held and charged the phone, it was unusual in that you couldn't use the phone screen in the process. Either side of the red/blue LEDs was a pair of 3A combined, USB sockets for (non-fast) charging other devices. Connection was by a CLA on a short 70cm cable, or by wiring directly into the car via a separate lead. It managed reasonable 15 per cent and 16 per cent recharge rates, and for anyone not needing to see their phone it would be a handy product to have tucked away in the glovebox. But it could do with being cheaper.

MidlandCredit.co.uk

Getting the Nation **Driving**

NEED CAR FINANCE?

BUY ANY CAR *from any* DEALER

Over £20 MILLION APPROVED EVERY MONTH!

FAST DECISION WITHIN 1 HOUR ✓ **NO DEPOSIT** ✓

POOR CREDIT ✓ **NO FEES** ✓

26.9% APR REPRESENTATIVE

THE UK'S **MOST TRUSTED** CAR FINANCE BROKER*

TRUSTPILOT

FINANCE FROM £3,000 to £50,000

NO ADMIN FEES

APPLY ONLINE NOW!

www.midlandcredit.co.uk

Or **Call us NOW on 03339 00 00 00**

Midland Credit Ltd is a licensed credit broker and not a Lender and is authorised and regulated by the Financial Conduct Authority for consumer credit FCA no. 732202. **26.9% Apr** representative written quotations available upon request , the rate you will be offered will depend upon your personal circumstances

Auto Express DRIVER POWER
YOUR VIEWS ON YOUR CARS

65th PLACE

Volvo V40

YOU TELL US Impressive safety rankings, but sat-nav and gearbox disappoint

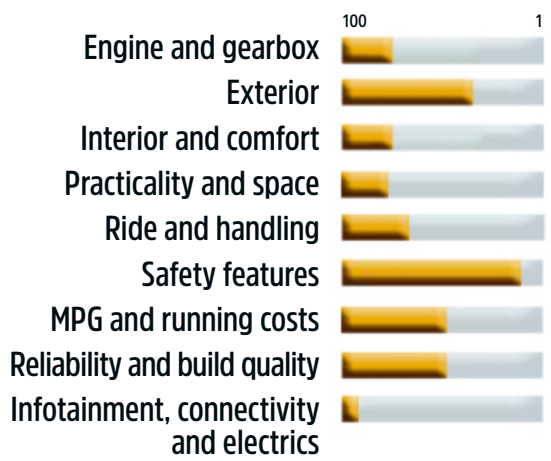
2019 Results
V40 Factfile

Years: 2012 to 2019 **CO_2:** 99g/km
Fuel economy: 74.3mpg (D3)
Best options: Cruise control, xenon lights, eight-inch info screen, power-fold mirrors

Used prices: From £3,500

OVERALL SCORE
89.61%

Bars show where model finished out of 100 vehicles in our 2019 new car survey. The longer the bar the better



GOOD

"MY diesel V40 has plenty of torque from low revs, so overtaking is easy."

"I think the exterior styling is neater than that of any other premium hatchback."

"The interior feels very high in quality. There are no rattles or nasty, scratchy surfaces."

"Handles nicely in the corners; always feels very composed and stable."

"I'm really impressed with the clarity of the sound system."

"Knowing that I'm putting my family in one of the safest cars on the road is reassuring."

"Volvo gave me two years' servicing for just £199."

NOT SO GOOD

"GEARTRONIC transmission can rev too high, so I have to shift up with the paddle."

"Passenger side B-pillar creates a blind spot, and I can never seem to get the wing mirrors in the right position."

"If the driver has to have their seat far back, there's barely any rear legroom."

"Tighter than previous V40; I can't get golf clubs in boot without removing woods."

"Suspension is too firm for the UK's pothole-covered roads."

"Some of the sat-nav routes are for non-existent roads."

"Centre console is a minefield of small, fiddly buttons."

DRIVER POWER
Have your say: What is your car like to own?
www.autoexpress.co.uk/driver-power

Tristan Shale-Hester

Got any car queries?

Tristan_Shale-Hester@dennis.co.uk

Q Lower mileage on MoT

A USED car I was looking to buy had fewer miles on its odometer than its most recent MoT certificate said it should. I walked away from the sale, but was I being over-cautious?
Annie Heston, E-mail

A ITS mileage may have been wrongly entered by the tester during the MoT test. This can be corrected at the testing station within 28 days of the MoT, or by the DVSA after that. But with around half a million used cars for sale, there is no reason to buy one with this issue; you were being prudent, not over-cautious.

Q Why aren't screens illegal?

WHY is it using a mobile phone when driving is illegal, but there is no law prohibiting the use of complex infotainment screens?
Chris Ashton, E-mail

A MOBILE laws were developed before the mass adoption of infotainment screens, and based on clear evidence that using a phone when driving is distracting. With screens now standard in almost all new cars, a widening of the law is unlikely, but you could be charged with driving without due care and attention if you allow yourself to become distracted by a screen.

Sponsored by Warrantywise

Insight from the industry

Q MY son has just passed his driving test and is finding insurance expensive, so I took out a policy on his car and made him a named driver. Will he still accrue no-claims bonus?

A NOT only will he not accrue any no-claims bonus, if he is the main driver he should also be the policyholder; his insurance may otherwise be invalid. Black box telematics insurance is a better alternative, and this can offer significant savings.

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?
PROTECT YOUR CAR WITH THE UK'S BEST USED CAR WARRANTY
FROM JUST £19pm visit warrantywise.co.uk/AE or call 0800 121 4770
Warrantywise
Terms and conditions apply. Accurate at the time of printing

In association with buyacar.co.uk

Search more than 40,000 cars with competitive finance
Order online, delivered to your door, 14 day money-back guarantee

BUYER'S GUIDE: Mercedes CLS

FROM £12,000 Coupé offers stylish diesel luxury through to AMG V8 performance

Richard Dredge

IT'S often said that there's nothing new under the sun, and that's certainly the case where the Mercedes CLS is concerned. The brand launched the first-generation CLS in 2004 and it was credited with being the first four-door coupé, but in reality the Rover P5 had got there more than 40 years earlier.

But who cared when the new arrival looked this good? The first CLS became a real success for Mercedes, so unsurprisingly the firm introduced a second-generation car, which like its forebear was based on the contemporary E-Class. This time there was also a swoopy five-door estate called the Shooting Brake, and both are crackers.

History

THE Mercedes CLS Mk2 arrived in summer 2011. Petrol fans could buy a CLS 350 (302bhp, 3,498cc V6), while there were two diesels: the CLS 250 CDI (201bhp, 2,143cc) and the CLS 350 CDI (261bhp, 2,987cc V6).

A monstrous AMG edition joined the line-up a few months later: the 518bhp CLS 63 with a twin-turbo 5.5-litre V8. Then the CLS Shooting Brake was launched in November 2012 in 250 CDI, 350 CDI and 63 AMG forms, with a powered tailgate and self-levelling rear suspension as standard.

In September 2014 a facelifted CLS arrived with minor exterior design revisions, extra standard equipment and new models, including the 577bhp 63 AMG S. Out went the 250 CDI, 350 CDI and 350, replaced by the 220d, 350d and 400 respectively.

Which one?

THE CLS 63 AMG is a fabulous car, but it offers little extra in the real world over the six-cylinder models, which are refined and relatively frugal, especially the 350 CDI. The 250 CDI is okay most of the time, but the engine is coarse and the extra muscle of the 350 CDI makes it the go-to model.

All versions of CLS are well equipped, with just standard and AMG Sport trims offered initially. The former had 18-inch alloys, bi-xenon headlights and Active Park Assist as standard, alongside a DAB radio, leather trim and navigation. The AMG Sport featured 19-inch wheels, extra body styling, sport suspension and stronger brakes.

There was just one trim level for the facelifted CLS (AMG Line), with Premium (electric glass sunroof, reversing camera, electrically adjustable front seats) and Premium Plus (the above, plus upgraded multimedia) option packs instead.

Alternatives

POTENTIALLY the CLS's biggest rival is the Mercedes E-Class, which has a wider model range, is cheaper to buy and more plentiful, but is not as stylish. The Audi A7 also offers pretty tough competition, because it's got a superb cabin, some impressive engines, excellent build quality and hatchback practicality – something the CLS coupé can't offer, although the Shooting Brake arguably circumvents this shortcoming.

The BMW 6 Series Gran Coupé is another direct CLS rival, and its sharp handling, styling and interior are compelling. The Porsche Panamera leads the class in terms of sheer driving pleasure, comes with some fabulous engines, and is even more sumptuous than the Mercedes, but Porsche purchase and running costs are high.

Verdict

ON the face of it, the CLS doesn't make a lot of sense, because buyers are forced to pay a premium for a car that's less usable than the model it's based on. But the CLS isn't impractical; it may be a saloon, but its boot is actually of a generous size, at 520 litres.

Owners say it makes lots of sense thanks to the luxury and exclusivity it offers. While this is very much a premium car, it can be quite frugal if you go for a small diesel engine. But for the best experience we'd pick nothing less than one of the excellent V6s, which make the CLS something to really savour.

NEED TO KNOW

Mercedes differentiates its various models with unique model codes. The original CLS was known as the C219, while its successor (which we're featuring) was the C218. The current CLS is the C257.

CHECK ON...

Bluetooth The car's infotainment system works well, but pairing some phones via Bluetooth can be problematic.

Gearbox All CLSs come with a seven-speed automatic transmission, apart from the CLS 350d, which gets a nine-speed unit instead.

Towing If you want to tow with your CLS, you'll have no choice but to buy a Shooting Brake model, because the saloon isn't homologated for towing.

Interior

THE cabin has the ambience of an S-Class rather than an E-Class, with premium materials everywhere. The dash is busy because there's so much standard kit, but it doesn't take long to get to grips with it all. There's no third rear seat, but four adults can fit comfortably despite the sloping roofline. Boot space is excellent, at 520 litres, but not all cars come with a folding rear seat, which is worth having.

Contacts

Official
www.mercedes-benz.co.uk

Forums
forums.mbclub.co.uk
forums.mercedesclub.org.uk
mbworld.org/forums
mercedesforum.com
benzworld.org/forums

Performance
0-62mph/top speed
6.6 seconds/152mph

CO_2/tax
149g/km
£160

Running costs
49mpg (CLS 350d)
£104 fill-up

Alloy wheels The ride is very firm with 19-inch wheels so go for 18-inch rims instead, or a car that's fitted with Airmatic air suspension.

Expert's verdict

from trade insider Quentin Willson

THE Mercedes CLS manages to blend style, speed and relatively palatable economy, with the four and six-cylinder engines being pretty efficient on a long run. Opt for one of the AMG models for ultimate performance, or the Shooting Brake if you need extra practicality. The interior is sophisticated and made with high-quality materials, and while the CLS might be an expensive purchase, it's more than worth the money.

Common faults

MOST repair requests are related to the electrical, air-conditioning and ABS systems. These issues typically cost between £400 and £900 to rectify.

12 Months' Extended Warranty Price: £485
Prices from £40pm for this model with Warrantywise

Sponsored by
Warrantywise

Auto Express DRIVER POWER
www.autoexpress.co.uk/driverpower

OUR VIEW

THE CLS hasn't appeared in any Driver Power surveys, but the E-Class on which it's based is a regular in our used-car poll. Last year the E-Class Mk4 was 29th after a sixth place in 2018. High scores for fit and finish, safety, reliability and infotainment should all apply to the CLS. That's backed up by owner reviews on *Carbuyer.co.uk*, which give an average score of 4.8 out of five.

YOUR VIEW

COLIN Walker from Bolton owns a CLS 350 CDI. "It's my third Mercedes and the best so far, because it's such an accomplished all-rounder," he said. "It's fast, economical, comfortable, well equipped and well made. Cabin and boot space are fine, with lots of room for my family. The running costs aren't low, but they're not unreasonable; you can't expect to run a big Merc for the price of a Kia."

How much?

	2017	2016	2015	2014
Model				
220d AMG Line	£21,756	£19,674	£17,640	£16,391
Finance per month*	£313	£269	£254	£236
220d AMG Line S'ting Brake	£22,638	£20,188	£18,355	£16,881
Finance per month*	£309	£276	£265	£244
350d AMG Line	£23,618	£21,168	£19,139	£17,576
Finance per month*	£331	£296	£268	£246
350d AMG Line S'ting Brake	£24,159	£21,762	£19,629	£18,208
Finance per month*	£338	£305	£275	£255
400 AMG Line	£28,469	£24,604	£22,050	£21,070
Finance per month*	£507	£439	£393	£376
63 AMG S	£40,231	£34,888	£30,380	£26,368
Finance per month*	£598	£518	£451	£392

*Prices from *BuyaCar.co.uk*; quotes based on a 10% deposit

WE found more than 400 CLSs for sale. Rarest is the CLS 400; we found just three for sale, priced at £17,450-£22,995. One in five is a Shooting Brake and prices start at £10,000 for a 13-plate CLS 250 CDI with 70,000 miles.

The CLS 63 AMG is rare, too; we found 25 for £19,750-£42,500. Diesels account for 90 per cent of cars, with a 60:40 split between four cylinders and six. Prices start at £9,000 for an early 120,000-mile CLS, but lots have lower mileages, with 55,000-mile CLSs available from £12,000.

Running costs

	Insurance group	Fuel economy	CO_2 emissions	Annual road tax
Model				
CLS 350	44-45	40mpg	161g/km	£200
CLS 400	43	38mpg	170g/km	£235
CLS 63 AMG/S	48-50	28mpg	231-235g/km	£555
CLS 250 CDI	43-44	53-54mpg	135-139g/km	£145
CLS 220d	39-40	56mpg	132g/km	£145
CLS 350 CDI	46	46-47mpg	160-161g/km	£200
CLS 350d	44	49mpg	149g/km	£160

ALL CLSs registered after 1 April 2017 cost £145 a year to tax, except in years two to six when they're £465 a year.

THE CLS Mk2 has to be serviced every 12 months or 15,500 miles. Check-ups alternate between minor and major, at £290 and £439. The major includes a new key fob battery and pollen filter; fresh brake fluid every two years adds another £99, while a new air filter costs £118 and a replacement fuel filter is £177. There are no cambelts to replace, while long-life coolant only needs renewing every 15 years or after 150,000 miles, at £300.

Partwatch

Part	Dealer price	Independent price
Front brake pads (axle set)	£72.71	£48.49-£93.99
Front brake discs (pair)	£141.38	£139.98-£235.98
Door mirror glass (electric)	£310.80	£17.98*
Front wiper set	£40.39	£31.99-£49.99

Prices for a 2016 CLS 350d. Dealer figures supplied by Mercedes-Benz Oxford (*www.mercedes-benzofoxford.co.uk*). Independent prices: *www.eurocarparts.com*. *From *www.carwingmirrors.co.uk*.

Recalls

THERE have been 12 recalls for the CLS, many of which affected multiple Mercedes models. In October 2011 airbag glitches caused a campaign, then came a pair of recalls for potential fuel leaks, plus another pair for fire risk from an engine-bay seal contacting the exhaust. A single CLS was recalled in December 2012 due to a failed bonnet catch, while faulty software caused four recalls, two of which were linked to emissions.

Car hunter

£17,000 for a car suitable for my dogs

Dear Luke, I need to replace my car with one that's well suited to carrying my two dogs. My budget is £17,000; what do you recommend?

Carole Swaby, E-mail

Contact: Luke_Wilkinson@dennis.co.uk

THE GO-ANYWHERE CHOICE

LR Discovery Sport

FOR: Seven seats, plush image, official dog pack
AGAINST: Clunky infotainment, questionable reliability

THE Discovery Sport has a well earned reputation for practicality, and this is improved further with Land Rover's official Pet Packs, which comprise rubber floor mats and cage dividers, and can be fitted to used models.

This budget gets a 2015 187bhp 2.2-litre SE Tech car, or a newer (but less well equipped) Pure version. Most Disco Sports are diesel, and 2015 cars may not meet London's ultra-low-emission-zone standards – something to consider if you plan to drive in the capital regularly.

THE Sport's interior is pleasingly chunky, while the button-heavy layout reduces the need for interaction with the clunky infotainment system. Cabin space is excellent and, although the third-row seats are best left to kids, they're still handy.

REFINED, comfortable and easy to drive, the Discovery Sport may lack the plush cabin of its Range Rover siblings, but it feels like a grown-up car on the move. Although the steering is a little numb, few cars today are so capable off road, as long as you avoid the front-wheel-drive eD4 model.

THE EASY-ACCESS CHOICE

Skoda Superb Estate

FOR: Good value, vast boot, well equipped
AGAINST: Too sombre for some, no pet pack

A CAR that generates rave reports from our testers, and from readers in our Driver Power surveys, the Superb is a model that arguably does it all, offering space, value, good equipment and a decent driving experience.

This Skoda is far from the last word in excitement, but £17,000 nets a 2017 car with 35,000 miles. The 2.0-litre TDI diesel offers strong performance and economy. Petrol Superbs are rarer, but the 1.4-litre and 2.0-litre engines are worth seeking out, as is Laurin & Klement trim.

WHILE the Superb's interior is dull, it's bristling with kit, with some cars getting adaptive cruise control, leather, and a WiFi hotspot. The 660-litre boot is spacious enough for the largest of dogs, who may prefer its lower height relative to an SUV.

THE Superb is sure-footed and relaxing, and its driver's seat is a good, if slightly unexciting, place to be. Given it's a long car, it isn't hugely agile in car parks, but get it out on the open road and the Skoda wagon eats up miles like a proper grand tourer. Just don't expect to be thrilled on B-roads, however.

THE ALL-ROUND CHOICE

Nissan X-Trail

FOR: Great dog pack, smart styling, easy to drive
AGAINST: Lesser engines lethargic, sub-par infotainment

ANOTHER comfortable, easy-to-drive SUV, the Nissan X-Trail has an ace up its sleeve in the form of the £350 Paw Pack. This includes a dog ramp, guard, bed and boot liner, as well as a seat-back tidy for leads plus other associated canine paraphernalia.

This budget gets you into a 2017 X-Trail with either the 161bhp 1.6-litre petrol or the 175bhp 2.0-litre diesel engine. We'd advise side-stepping the 128bhp 1.6-litre diesel, which even Rover might be able to outrun.

INSIDE, the X-Trail is confident, comfortable, and just a little bit underwhelming. The infotainment system feels its age against the Skoda's, but we can't argue with the strong equipment levels, especially if you go for range-topping Tekna trim.

IF you're after a comfortable car that doesn't ask for much driver involvement, and doesn't reward with much feedback, the X-Trail won't disappoint. The diesels can get a little grumbly, though, while the automatic gearboxes are continuously variable transmissions, which won't be to all tastes.

When it comes to specialist car insurance, Adrian Flux have got it covered.

Our policy benefits can include:

Agreed value, owners club discounts, limited mileage discounts and much more.

ADRIAN FLUX

Authorised and regulated by the Financial Conduct Authority

Call us today for a free personalised quote

0800 085 5000 or visit **adrianflux.co.uk**

THE UK'S BEST
USED CAR
WARRANTY
INCLUDING ROADSIDE ASSISTANCE & RECOVERY!

Warrantywise

WHY WE'RE THE BEST...

- YOU GET UNLIMITED REPAIRS
- CAR HIRE & ONWARD TRAVEL INCLUDED
- PARTS AND LABOUR COSTS COVERED
- 30 DAY MONEY BACK GUARANTEE

WE GUARANTEE TO BEAT YOUR RENEWAL OR YOU GET £20

GET A QUOTE NOW!

Gold Trusted Service Award 2020 feefo

Auto Express Recommended

visit **warrantywise.co.uk/AE** or call **0800 121 4770**

Terms and conditions apply. Accurate at the time of printing.

NEW CAR PRICES

Visit **carbuyer.co.uk** for all the latest data plus indepth car reviews and videos

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined economy and emissions figures in miles per gallon and grams per kilometre of CO_2. Figures are the best ones achieved in the latest WLTP tests, but are unlikely to be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,070 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

VEHICLES BELOW £40,000		VEHICLES OVER £40,000	
Electric vehicle:	£0	**Electric vehicle:**	£320
Alternative fuel:	£135	**Alternative fuel:**	£455
Petrol/diesel:	£145	**Petrol or diesel:**	£465
Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.		After five years, vehicles costing more than £40,000 revert to the lower rates.	

Pick-up trucks: The models listed here pay a flat rate of road tax, at £250 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 / Warranty: 3 years/60000 miles

595/695 - 3660x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: 65th

	MPG	0-60mph	CO_2	Insurance group	List price
1.4 T-Jet (145) 595	39.2	7.8	162	29	£16960
1.4 T-Jet (165) 595 Pista	38.2	7.3	167	30	£19490
1.4 T-Jet (165) 595 Turismo	38.2	7.3	167	30	£20160
1.4 T-Jet (180) 595 Competizione	36.7	6.7	171	34	£22260
1.4 T-Jet (180) 595 Esseesse	36.7	6.7	171	34	£25760
1.4 T-Jet (180) 695 70th Anniv	36.7	6.7	171	35	£29970
595C: add £2000					

ALFA ROMEO

Dealers: 55 / Warranty: 3 years/unlimited miles

Giulietta - 4351x1798mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

1.4T (120) Super	38.2	9.4	172	15	£19975
1.6 JTDM-2 (120) Super	50.4	10.0	147	17	£20675
1.6 JTDM-2 (120) auto Super	50.4	10.0	147	17	£21925
2.0 JTDM-2 (170) auto Veloce	51.4	8.3	145	N/A	£26395
Speciale: add £1700 to Super (not 1.6 JTDM-2 auto)					

Giulia - 4639x1873mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 3rd

2.0T (200) auto Super	36.7	6.6	175	24	£33275
2.0T (280) auto Veloce	32.8	5.7	195	34	£39555
2.0T (280) auto Veloce TI	32.8	5.7	195	36	£45675
2.9 V6TT (510) auto Quadrifoglio	N/A	N/A	N/A	46	£63565
2.2 JTDM (160) auto Super	53.3	8.2	139	22	£33595
2.2 JTDM (190) auto Speciale	51.4	7.1	144	29	£37795
Nero Edizione: add £2400 to 2.0T Super					

Stelvio - 4687x1903mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0T (200) auto AWD Super	31.0	7.2	206	30	£38620
2.0T (280) auto AWD Speciale	30.7	5.7	175	30	£45945
2.9 V6TT (510) at AWD Q'foglio	24.6	3.8	222	50	£70900
2.2 JTDM (190) auto RWD Super	46.3	7.6	138	29	£37745
2.2 JTDM (190) auto AWD Super	44.1	7.6	147	30	£39945
2.2 JTDM (210) at AWD Speciale	44.1	6.6	147	33	£44445
Nero Edizione: add £2500 to 2.0T Super/2.2 JTDM AWD Super, Stelvio TI: add £2900 to Speciale					

ALPINA

Dealers: 7 / Warranty: 3 years/60000 miles

B3 - 4719x2068mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 (462) auto AWD B3 saloon	28.8	3.8	252	50	£66450
3.0 (462) auto AWD B3 Touring	28.8	3.9	252	50	£67950

D5 S - 4956x1868mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 (326) auto AWD D5 S saloon	37.2	4.9	199	50	£62000

B5 BiTurbo - 4956x1868mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8TT (608) auto B5 saloon	23.5	3.5	272	50	£89000
4.4 V8TT (608) auto B5 Touring	23.5	3.7	272	50	£91000

B7 BiTurbo - 5268x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8TT (608) auto B7	24.4	3.6	264	50	£121850

XD3 BiTurbo - 4718x1897mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 (333) auto XD3	34.4	4.9	214	50	£57900

ALPINE

Dealers: 7 / Warranty: 3 years/60000 miles

A110 - 4180x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.8T (252) auto A110 Pure	44.8	4.5	144	44	£47810
1.8T (252) auto A110 Légende	44.8	4.5	144	44	£51810
1.8T (291) auto A110 S	42.8	4.4	147	46	£56810

ARIEL

Dealers: N/A / Warranty: 1 year/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 / Warranty: 3 years/unlimited miles

Rapide AMR - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 (603) auto Rapide AMR	20.5	4.2	305	50	£194950

DBX - 5039x1998mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8TT (550) auto DBX	19.7	4.5	269	50	£158000

Vantage - 4465x1942mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8TT (510) auto Vantage	24.4	3.6	236	50	£122770
4.0 V8TT (510) Vantage AMR Hero	24.4	3.9	285	50	£149995
4.0 V8TT (510) Vantage AMR 59	24.4	3.9	285	50	£164995

DB11 - 4739x1940mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8 (510) auto DB11	26.3	4.0	230	50	£149770
5.2 V12 (608) auto DB11	21.1	3.9	265	50	£164090
DB11 V8 Volante: add £12000					

DBS - 4712x1940mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

5.2 V12 (725) auto Superleggera	21.0	3.4	285	50	£247500

AUDI

Dealers: 118 / Warranty: 3 years/60000 miles

A1 Sportback - 4029x1740mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 (95) 25 TFSI Technik	49.6	10.8	128	19	£18435
1.0 (95) 25 TFSI auto Technik	46.3	11.1	139	19	£19975
1.0 (116) 30 TFSI Technik	50.4	9.5	126	19	£19170
1.0 (116) 30 TFSI auto Technik	46.3	9.4	138	19	£20730
1.5 (150) 35 TFSI auto Sport	44.8	7.7	142	25	£23205
2.0 (200) 40 TFSI auto S line Comp	40.4	6.5	158	31	£25935
Sport: add £1450 to Technik, S line: add £1650 to Sport, Contrast Edition/Style Edition: add £2915 to 35 TFSI S line, Vorsprung: add £8050 to Sport (not 25 TFSI), citycarver: add £2870 to 30 TFSI Technik					

A3 Sportback - 4237x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 46th

1.0 (116) 30 TFSI SE Technik	49.6	9.9	128	19	£22725
1.0 (116) 30 TFSI Sport	48.7	9.9	132	19	£23880
1.5 (150) 35 TFSI SE Technik	44.8	8.2	142	24	£24875
1.5 (150) 35 TFSI Sport	44.1	8.2	145	24	£26030
1.5 (150) 35 TFSI auto SE Technik	44.8	8.2	143	24	£26425
2.0 (190) 40 TFSI quat auto S line	38.2	6.2	167	29	£32980
1.4 (204) 40 TFSI auto e-tron	141.2	7.6	45	29	£33375
2.0 TFSI (300) quattro auto S3	34.4	4.7	185	40	£37020
2.5 TFSI (400) quattro auto RS 3	29.7	4.1	214	46	£46285
1.6 (116) 30 TDI SE Technik	54.3	10.4	138	19	£25015
1.6 (116) 30 TDI Sport	52.3	10.4	141	19	£26170
2.0 (150) 35 TDI SE Technik	56.5	8.6	131	25	£26365
2.0 (150) 35 TDI auto Sport	51.4	8.1	144	25	£29070
2.0 (190) 40 TDI quat auto S line	44.8	6.8	165	25	£34240
S line: add £2150 to Sport, Black Edition: add £1350 to S line, add £595 to S3					

A3 Saloon - 4237x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 46th

1.0 (116) 30 TFSI Sport	48.7	9.9	130	19	£24445
1.5 (150) 35 TFSI Sport	44.8	8.2	144	24	£26595
1.5 (150) 35 TFSI auto Sport	44.8	8.2	144	24	£28145
2.0 (190) 40 TFSI quat auto S line	38.7	6.2	166	29	£33545
2.0 TFSI (300) quattro auto S3	34.9	4.7	183	40	£39015
2.5 TFSI (400) quattro auto RS 3	30.1	4.1	213	46	£47285
1.6 (116) 30 TDI Sport	53.3	10.4	139	19	£26735
2.0 (150) 35 TDI Sport	56.5	8.6	132	25	£28085
2.0 (150) 35 TDI auto Sport	52.3	8.1	142	25	£29635
2.0 (190) 40 TDI quat auto S line	45.6	6.8	163	25	£34805
S line: add £2150 to Sport, Black Edition: add £1350 to S line, add £595 to S3, A3 Cabriolet: add £4590					

A4 - 4726x1842mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 44th

2.0 (150) 35 TFSI Technik	42.2	8.6	151	22	£30750
2.0 (150) 35 TFSI auto Technik	42.8	8.9	150	22	£32300
2.0 (150) 35 TFSI Sport	42.2	8.6	153	22	£32425
2.0 (150) 35 TFSI auto Sport	42.2	8.9	152	22	£33975
2.0 (150) 35 TFSI S line	39.8	8.6	161	24	£34040
2.0 (150) 35 TFSI auto S line	39.8	8.9	161	24	£35590
2.0 (190) 40 TFSI auto Sport	39.8	7.3	161	26	£35585
2.0 (190) 40 TFSI auto S line	39.8	7.3	161	28	£37160
2.0 (245) 45 TFSI quat auto S line	36.7	5.8	174	28	£43150
2.0 (245) 45 TFSI quat at Allrd Spt	35.3	6.1	181	28	£44100
2.9 TFSI (450) quat at RS 4 Avant	29.1	4.1	219	46	£64600
2.0 (150) 30 TDI auto Technik	55.4	9.5	134	22	£34500
2.0 (150) 30 TDI auto Sport	54.3	9.5	135	22	£36175
2.0 (150) 30 TDI auto S line	51.4	9.5	143	22	£37750
2.0 (150) 35 TDI auto Technik	55.4	8.2	134	22	£35180
2.0 (150) 35 TDI auto Sport	54.3	8.2	136	22	£36855
2.0 (150) 35 TDI auto S line	51.4	8.2	143	24	£38450
2.0 (190) 40 TDI quat auto Sport	48.7	7.4	152	26	£39225
2.0 (190) 40 TDI quat auto S line	45.6	7.4	162	28	£41120
2.0 (190) 40 TDI qt at Allroad Spt	44.1	7.9	168	28	£42070
3.0 (347) V6 TDI quattro auto S4	40.9	4.8	181	41	£48000
A4 Avant: add £1400, Black Edition: add £1500 to S line/S4					

A5 Sportback - 4733x1843mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 (150) 35 TFSI auto Sport	39.8	9.1	160	26	£34790
2.0 (150) 35 TFSI auto S line	39.8	9.1	162	29	£36560
2.0 (190) 40 TFSI Sport	39.8	7.5	160	31	£35060
2.0 (190) 40 TFSI S line	39.2	7.5	162	34	£36830
2.0 (190) 40 TFSI auto Sport	39.8	7.5	160	31	£36590
2.0 (190) 40 TFSI auto S line	39.8	7.5	162	34	£38360
2.0 (190) 45 TFSI quat auto S line	36.7	6.0	175	34	£43975
2.9 TFSI (450) quat auto RS 5	29.7	3.9	215	44	£68985
2.0 (150) 35 TDI auto Sport	49.6	9.1	149	27	£37770
2.0 (150) 35 TDI auto S line	48.7	9.1	151	29	£39540
2.0 (190) 40 TDI auto Sport	51.4	7.9	144	31	£38670
2.0 (190) 40 TDI auto S line	50.4	7.9	146	34	£40440
2.0 (190) 40 TDI quat auto Sport	45.6	7.6	162	31	£40515
2.0 (190) 40 TDI quat auto S line	45.6	7.6	163	34	£42285
Black Edition: add £1850 to S line, Vorsprung: add £11000 to Black Edition					

A6 - 4939x1886mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0 (245) 45 TFSI quat auto Sport	35.3	6.0	182	35	£41775
3.0 V6 (340) 55 TFSI qt auto Sport	31.4	5.1	205	39	£49455
3.0 V6 (340) 55 TFSI qt at Allrd Spt	31.4	5.5	204	43	£58845
4.0 TFSI (600) quat at RS 6 Avant	22.8	3.6	281	50	£92750
2.0 (204) 40 TDI auto Sport	51.4	8.1	145	36	£39375
2.0 (204) 40 TDI quat auto Sport	47.9	7.6	155	38	£41005
3.0 (286) 50 TDI quat auto Sport	40.4	5.5	183	42	£47855
3.0 TDI (349) quattro auto S6	36.2	5.0	203	44	£60220
3.0 TDI (231) 45 TDI qt at Allrd Spt	37.7	6.7	195	43	£54555
3.0 TDI (286) 55 TDI qt at Allrd Spt	37.7	5.9	195	45	£57570
A6 Avant: add £2100, S line: add £3360, Black Edition: add £5460, Vorsprung: add £16,390 to A6 Allroad Sport					

A7 Sportback - 4969x1908mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 (245) 45 TFSI quat auto Sport	34.4	6.2	185	40	£51235
3.0 V6 (340) 55 TFSI quat at Sport	30.7	5.3	208	40	£56200
4.0 TFSI (600) quattro auto RS 7	23.0	3.6	279	50	£97050
2.0 (204) 40 TDI auto Sport	49.6	8.3	149	40	£48175
2.0 (204) 40 TDI quat auto Sport	47.1	7.8	158	40	£49805
3.0 (231) 45 TDI quat auto Sport	39.8	6.5	186	43	£53285
3.0 (286) 50 TDI quat auto Sport	39.8	5.7	186	45	£56300
3.0 TDI (349) quattro auto S7	36.2	5.1	205	50	£68680
S line: add £2900 to Sport, Vorsprung edition: add £19500 to 45/50 TDI S line					

A8 - 5172-5302x1945mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 V6 (340) 55 TFSI quat at Sport	29.4	5.6	217	44	£73320
3.0 (286) 50 TDI quat auto Sport	40.9	5.9	181	44	£71695
LWB: add £3995, S line: add £4820, Black Edition: add £2800 to S line, Vorsprung edition: add £25690 to S line					

Q2 - 4191x1794mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 26th

1.0 (116) 30 TFSI Technik	47.1	10.1	135	14	£22720
1.5 (150) 35 TFSI Technik	44.8	8.5	142	19	£24870
1.5 (150) 35 TFSI auto Technik	43.5	8.5	147	19	£26420
2.0 (190) 40 TFSI quat auto S line	34.9	6.5	184	19	£33120
2.0 TFSI (300) auto SQ2	33.2	4.8	192	37	£37370
1.6 (116) 30 TDI Technik	49.6	10.3	150	14	£25010
1.6 (116) 30 TDI auto Technik	47.9	10.5	155	14	£26560
1.6 (116) 30 TDI Sport	49.6	10.3	150	15	£26410
1.6 (116) 30 TDI auto Sport	47.9	10.5	156	15	£27960
2.0 (150) 35 TDI quat auto Sport	47.9	8.1	155	15	£31060
Sport: add £1400 to Technik, S line: add £2250 to Technik, Black Edition: add £1935 to S line, Vorsprung: add £8990 to S line 40 TFSI/35 TDI					

Q3 - 4484x1849mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5 (150) 35 TFSI Sport	42.2	9.6	153	24	£31290
1.5 (150) 35 TFSI S line	40.9	9.6	158	24	£33090
1.5 (150) 35 TFSI auto Sport	41.5	9.4	155	24	£32870
1.5 (150) 35 TFSI auto S line	39.8	9.6	161	24	£34670
2.0 (190) 40 TFSI quat auto Sport	32.5	7.4	197	30	£35700
2.0 (190) 40 TFSI quat auto S line	31.4	7.4	204	31	£37825
2.0 (230) 45 TFSI quat auto S line	31.7	6.3	201	33	£39725
2.5 TFSI (400) quattro auto RS Q3	28.8	4.5	222	N/A	£52450
2.0 (150) 35 TDI quattro Sport	42.2	9.3	175	25	£34640
2.0 (150) 35 TDI quattro S line	40.9	9.3	182	26	£36440
2.0 (150) 35 TDI auto Sport	48.7	9.2	153	25	£34470
2.0 (150) 35 TDI auto S line	47.1	9.2	158	26	£36270
2.0 (190) 40 TDI quattro at Sport	40.4	8.0	184	25	£36800
2.0 (190) 40 TDI quattro at S line	38.7	8.0	192	26	£38600
Vorsprung: add £7890 to S line (not 35 TFSI manual, 35 TDI quattro), add £7900 to RS Q3, Audi Sport Edition: add £4350 to RS Q3, Q3 Sportback: add £1150 (not 40 TFSI)					

Q5 - 4663x1893mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0 (245) 45 TFSI quat auto Sport	33.2	6.4	193	31	£42185
2.0 (299) 50 TFSI e qt auto S line	117.7	6.1	55	40	£49375
2.0 (367) 55 TFSI e qt auto S li Cmp	117.7	5.3	55	41	£54900
2.0 (190) 40 TDI quat auto S line	39.2	8.1	189	31	£41420
3.0 TDI (347) quattro auto SQ5	34.4	5.1	215	42	£55035
S line: add £1975 to Sport, Black Edition: add £1850 to S line, Vorsprung: add £14350 to S line					

e-tron - 4986x1995mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

71kWh 50 quattro auto Technik	N/A	6.8	0	N/A	£59900
71kWh 50 quattro auto Sport	N/A	6.8	0	N/A	£62600
71kWh 50 quattro auto S line	N/A	6.8	0	N/A	£66700
71kWh 50 quattro auto Launch Ed	N/A	6.8	0	N/A	£72700
95kWh 55 quattro auto	N/A	6.6	0	50	£71560
95kWh 55 quattro auto Launch Ed	N/A	6.6	0	50	£82310

e-tron Sportback - 4986x1995mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

95kWh 55 quattro auto S line	N/A	5.7	0	N/A	£79900
95kWh 55 quattro auto Launch Ed	N/A	5.7	0	N/A	£85900

Q7 - 5052x1968mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

3.0 (340) 55 TFSI quat auto Sport	26.9	5.9	239	41	£58050
3.0 (231) 45 TDI quat auto Sport	33.2	7.3	222	41	£56310
3.0 (286) 50 TDI quat auto Sport	33.2	6.5	222	43	£59350
4.0 TDI (435) quattro auto SQ7	30.1	4.8	246	50	£76360
S line: add £3150 to Sport, Black Edition: add £7700 to S line, Vorsprung: add £21200 to S line, add £18700 to SQ7					

Q8 - 4986x1995mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 (340) 55 TFSI quat auto S line	25.9	5.9	246	45	£66710
4.0 TFSI (600) quattro auto RS Q8	20.5	3.8	314	50	£103750
3.0 V6 (286) 50 TDI quat at S line	33.2	6.3	222	47	£67010
4.0 TDI (435) quattro auto SQ8	31.4	4.8	235	50	£81740
Vorsprung: add £19895 to S line, add £22500 to SQ8, add £16900 to RS Q8, Carbon Black: add £10,500 to RS Q8					

A5 Coupe - 4673x1846mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.5 (150) 35 TFSI auto Sport	40.4	8.9	158	27	£34790
1.5 (150) 35 TFSI auto S line	40.4	8.9	160	30	£36560
2.0 (190) 40 TFSI Sport	40.4	7.2	158	32	£35060
2.0 (190) 40 TFSI auto Sport	40.4	7.3	158	32	£36590
2.0 (190) 40 TFSI S line	40.4	7.2	160	34	£36830
2.0 (190) 40 TFSI auto S line	40.4	7.3	160	34	£38360
2.0 (245) 45 TFSI quat auto S line	37.2	5.8	172	34	£43975
2.9 TFSI (450) quat auto RS 5	30.1	3.9	212	44	£68985
2.0 (190) 40 TDI auto Sport	52.3	7.7	142	32	£38670
2.0 (190) 40 TDI auto S line	61.4	7.7	143	34	£40440
2.0 (190) 40 TDI quat auto Sport	46.3	7.4	160	32	£40515
2.0 (190) 40 TDI quat auto S line	46.3	7.4	161	34	£42285
A5 Cabriolet: add £3660 (not 35 TFSI), Black Edition: add £1850 to S line, Vorsprung: add £12850 to S line					

TT - 4177x1832mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

2.0 (197) 40 TFSI auto Sport	40.9	6.6	155	35	£32165
2.0 (245) 45 TFSI Sport	39.8	5.9	161	37	£33870
2.0 (245) 45 TFSI auto Sport	39.2	5.8	164	37	£35350
2.0 (245) 45 TFSI quat auto Sport	35.3	5.2	181	39	£37100
2.0 TFSI (306) quattro auto TTS	35.3	4.5	181	39	£45910
2.5 TFSI (400) quattro auto TT RS	30.7	3.7	208	43	£54895
S line: add £2150 to Sport, Black Edition: add £1600 to S line, Vorsprung: add £7850 to S line, TT Roadster: add £1750					

R8 - 4426x1940mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
5.2 V10 FSI (570) quattro auto	21.6	3.4	297	50	£128295
5.2 V10 FSI (620) quat auto perf	21.4	3.1	299	50	£141295

R8 Spyder: add £8600 to V10, add £8690 to V10 performance, Carbon Black: add £12900 to V10 performance

BENTLEY

Dealers: 23 / Warranty: 3 years/unlimited miles

Flying Spur - 5316x1978mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
6.0 W12TT (635) auto	19.1	3.7	337	50	£168300

Mulsanne - 5575-5825x1926mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
6.75 V8T (512) auto	18.8	5.1	342	50	£238700
6.75 V8T (512) auto Extended WB	18.8	5.3	342	50	£275000
6.75 V8T (537) auto Speed	18.8	4.8	342	50	£262200

Bentayga - 5141x1998mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6TT Hybrid (450) auto	78.5	5.5	124	50	£133100
4.0 V8TT (550) auto	24.4	4.4	265	50	£139600
6.0 W12TT (608) auto	21.6	4.1	296	50	£162700
6.0 W12TT (608) auto Speed	20.2	3.9	320	50	£185800

Continental - 4850x1954mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
4.0 V8TT (550) auto GT	N/A	3.9	N/A	50	£140300
6.0 W12TT (635) auto GT	20.8	3.6	308	50	£158820
4.0 V8TT (550) at GT Convertible	N/A	3.7	N/A	50	£177290
6.0 W12TT (635) at GT Convertible	20.2	3.8	317	50	£213385

BMW

Dealers: 192 / Warranty: 3 years/unlimited miles

i3 - 4006x1775mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
42.2kWh eDrive (170) auto i3	N/A	7.3	0	28	£35350
42.2kWh eDrive (184) auto i3s	N/A	6.9	0	29	£37840

1 Series - 4319x1799mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (140) 118i SE	47.1	8.5	122	20	£24430
1.5T (140) 118i Sport	47.1	8.5	122	20	£25430
1.5T (140) auto 118i SE	45.6	8.5	113	20	£25780
1.5T (140) auto 118i Sport	45.6	8.5	113	20	£26780
2.0T (306) auto xDrive M135i	36.2	4.8	154	36	£36430
1.5 (116) 116d SE	62.8	10.3	100	16	£25480
1.5 (116) 116d Sport	62.8	10.3	100	16	£26480
1.5 (116) auto 116d SE	61.4	10.1	100	16	£26830
1.5 (116) auto 116d Sport	61.4	10.1	100	16	£27830
2.0 (150) 118d SE	60.1	8.5	108	21	£26640
2.0 (150) 118d Sport	60.1	8.5	108	21	£27640
2.0 (150) auto 118d SE	57.6	8.4	109	21	£28240
2.0 (150) auto 118d Sport	57.6	8.4	109	21	£29240
2.0 (190) auto 120d xDrive Sport	53.3	7.0	117	26	£32470

M Sport: add £1800 to Sport

2 Series Gran Coupe - 45261800mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (140) 218i Sport	47.1	8.7	123	22	£25815
1.5T (140) auto 218i Sport	46.3	8.7	114	22	£27165
2.0T (306) auto xDrive M235i	37.2	4.9	153	34	£37255
2.0 (190) auto 220d Sport	56.5	7.5	110	28	£31355

M Sport: add £2500 to Sport

3 Series - 4709x1827mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (184) auto 320i SE	44.1	7.1	124	29	£32565
2.0T (184) auto 320i Sport	42.8	7.1	124	29	£33965
2.0T (184) auto 320i xDrive SE	42.2	7.6	134	28	£34155
2.0T (184) auto 320i xDrive Sport	40.9	7.6	134	28	£35555
2.0T (258) auto 330i Sport	41.5	5.8	134	32	£37785
3.0T (374) auto M340i xDrive	34.0	4.4	162	38	£48555
2.0T hybrid (292) auto 330e SE	201.8	5.9	37	33	£37875
2.0T hybrid (292) auto 330e Sport	201.8	5.9	37	33	£39275
2.0 (150) 318d SE	58.9	8.4	113	25	£32575
2.0 (150) 318d Sport	56.5	8.4	116	25	£33975
2.0 (150) auto 318d SE	55.4	8.3	109	25	£34125
2.0 (150) auto 318d Sport	53.3	8.3	112	25	£35525
2.0 (190) 320d SE	56.5	7.1	110	28	£33735
2.0 (190) 320d Sport	54.3	7.1	113	29	£35135
2.0 (190) auto 320d SE	55.4	6.8	115	28	£35425
2.0 (190) auto 320d Sport	53.3	6.8	118	29	£36825
2.0 (190) auto 320d xDrive SE	52.3	6.9	119	30	£36925
2.0 (190) auto 320d xDrive Sport	50.4	6.9	121	30	£38325
3.0 (265) auto 330d Sport	47.9	5.5	133	38	£40065
3.0 (265) auto 330d xDrive Sport	45.6	5.1	136	38	£41565

M Sport: add £1500 to Sport , 3 Series Touring: add £1500

4 Series Gran Coupe - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: 54th

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (184) 420i Sport	37.2	7.5	146	30	£34755
2.0T (184) auto 420i Sport	37.2	7.7	135	30	£36445
2.0T (184) auto 420i xDrive Sport	35.3	8.1	150	30	£38265
2.0T (252) auto 430i M Sport	37.2	5.9	136	34	£41305
3.0T (326) auto 440i M Sport	34.0	5.1	165	38	£47525
2.0 (190) auto 420d Sport	49.6	7.6	120	31	£39070
2.0 (190) auto 420d xDrive Sport	46.3	7.5	132	31	£40950
3.0 (258) auto 430d M Sport	41.5	5.6	144	39	£44680
3.0 (258) at 430d xDrive M Sport	39.2	5.3	158	39	£46505
3.0 (313) auto 435d xD M Sport	39.8	4.8	162	41	£50040

M Sport: add £1350 to Sport

5 Series - 4936x1868mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 21st

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 (184) auto 520i SE	41.5	7.8	129	30	£37640
2.0 (252) auto 530i SE	38.2	6.1	135	35	£42885
3.0 (340) auto 540i xDrive SE	33.2	4.7	167	39	£50350
4.4 V8TT (600) auto M5	24.1	3.4	241	49	£91600
4.4 V8TT (625) at M5 Competition	24.1	3.3	241	50	£98100
2.0T hybrid (292) auto 530e SE	201.8	6.1	36	36	£46820
2.0T hyb (292) at 530e xDrive SE	201.8	6.2	47	37	£48820
2.0 (190) auto 520d SE	52.3	7.3	119	30	£38710
2.0 (190) auto 520d xDrive SE	48.7	7.3	126	30	£40710
3.0 (265) auto 530d SE	45.6	5.7	138	41	£47300
3.0 (265) auto 530d xDrive SE	41.5	5.4	146	41	£49300

M Sport: add £3000-3300, 5 Series Touring: add £2220-£2500 (not 530e/M5)

6 Series Gran Turismo - 5091x1901mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 (258) auto 630i SE	34.9	6.3	148	41	£48055
3.0 (340) auto 640i xDrive SE	31.0	5.3	173	42	£55410
2.0 (190) auto 620d SE	46.3	7.9	127	40	£43910
2.0 (190) auto 620d xDrive SE	44.8	8.0	136	40	£46230
3.0 (265) auto 630d SE	43.5	6.1	139	43	£52360
3.0 (265) auto 630d xDrive SE	40.9	6.0	148	43	£54360

M Sport: add £3900-£3640

7 Series - 5120-5238x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0T (340) auto 740i	34.0	5.5	161	48	£71855
2.0T hybrid (326) auto 745e	141.2	5.2	48	50	£76935
2.0T hyb (326) auto 745Le xDrive	117.7	5.1	52	50	£83680
4.4 V8TT (530) auto 750i xDrive	26.4	4.0	217	50	£83995
6.6 V12TT (585) at M760Li xDrive	21.6	3.8	285	50	£139120
3.0 (265) auto 730d	44.1	6.1	138	49	£69565
3.0 (265) auto 730d xDrive	42.2	5.8	143	49	£72275
3.0 (320) auto 740d xDrive	41.5	5.3	148	50	£77345

xDrive: add £2640 to 730d, M Sport: add £4000, long wheelbase: add £4000

8 Series Gran Coupe - 4843x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0TT (340) auto 840i sDrive	33.2	5.2	168	44	£68755
4.4 V8TT (530) auto M850i xDrive	24.6	3.9	226	49	£95850
3.0 (320) auto 840d xDrive	39.2	5.1	160	47	£73005

2 Series Active Tourer - 4354x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (140) 218i SE	44.1	9.3	125	14	£25565
1.5T (140) 218i Sport	42.8	9.3	125	14	£26995
1.5T (140) auto 218i SE	42.2	9.3	117	14	£26915
1.5T (140) auto 218i Sport	40.9	9.3	117	14	£28345
2.0T (192) auto 220i SE	38.7	7.4	123	20	£29040
2.0T (192) auto 220i Sport	38.2	7.4	123	21	£30470
1.5T hybrid (224) at 225xe Sport	100.9	6.7	42	22	£35300
1.5 (116) 216d SE	58.9	11.1	104	11	£26490
1.5 (116) 216d Sport	57.6	11.1	104	12	£27920
1.5 (116) auto 216d SE	57.6	11.1	102	11	£27840
1.5 (116) auto 216d Sport	56.5	11.1	102	12	£29270
2.0 (150) 218d SE	55.4	9.0	114	15	£27785
2.0 (150) 218d Sport	54.3	9.0	114	16	£29215
2.0 (150) auto 218d SE	53.3	9.1	112	15	£30815
2.0 (150) auto 218d Sport	51.4	9.1	112	16	£29215
2.0 (190) auto 220d SE	53.3	7.6	112	21	£31065
2.0 (190) auto 220d Sport	52.3	7.6	112	21	£32495
2.0 (190) auto 220d xDrive SE	51.4	7.5	120	21	£32565
2.0 (190) auto 220d xDrive Sport	49.6	7.5	120	21	£33995

Auto: add £1350 to 218i/216d, add £1600 to 218d, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury

2 Series Gran Tourer - 4556x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (140) 218i SE	40.9	9.5	131	15	£27470
1.5T (140) 218i Sport	40.4	9.5	131	15	£28720
1.5T (140) auto 218i SE	39.8	9.8	123	15	£28820
1.5T (140) auto 218i Sport	39.2	9.8	123	15	£30070
2.0T (192) auto 220i Sport	36.2	7.8	129	21	£32195
1.5 (116) 216d SE	55.4	11.8	109	11	£28355
1.5 (116) 216d Sport	54.3	11.8	109	11	£29605
1.5 (116) auto 216d SE	55.4	11.8	107	11	£29705
1.5 (116) auto 216d Sport	54.3	11.8	107	11	£30995
2.0 (150) 218d SE	51.4	9.6	120	16	£29875
2.0 (150) 218d Sport	51.4	9.6	120	17	£30900
2.0 (150) auto 218d SE	49.6	9.6	117	16	£31475
2.0 (150) auto 218d Sport	49.6	9.6	117	17	£32500
2.0 (190) auto 220d Sport	49.6	8.2	118	20	£34180
2.0 (190) auto 220d xDrive Sport	47.1	8.0	129	21	£35680

Auto: add £1350 to 218i/216d, add £1600 to 218d, Sport: add £1430 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury

X1 - 4439x1821mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (140) sDrive18i SE	42.8	9.7	125	22	£28795
1.5T (140) sDrive18i Sport	42.8	9.7	125	22	£30545
1.5T (140) auto sDrive18i SE	42.2	9.7	122	22	£30145
1.5T (140) auto sDrive18i Sport	42.2	9.7	122	22	£31895
2.0T (192) auto sDrive20i SE	40.9	7.7	129	28	£31935
2.0T (192) auto sDrive20i Sport	40.9	7.7	129	28	£33685
2.0T (192) auto xDrive20i SE	38.7	7.4	143	29	£33475
2.0T (192) auto xDrive20i Sport	38.7	7.4	143	29	£35225
2.0 (150) sDrive18d SE	56.5	9.3	113	23	£30545
2.0 (150) sDrive18d Sport	56.5	9.3	113	23	£32295
2.0 (150) auto sDrive18d SE	53.3	9.4	114	23	£32145
2.0 (150) auto sDrive18d Sport	53.3	9.4	114	23	£33895
2.0 (150) xDrive18d SE	51.4	9.3	125	23	£32045
2.0 (150) xDrive18d Sport	51.4	9.3	125	23	£33795
2.0 (150) auto xDrive18d SE	50.4	9.4	122	23	£33645
2.0 (150) auto xDrive18d Sport	50.4	9.4	122	23	£35395
2.0 (190) auto xDrive20d SE	50.4	7.8	123	28	£34595
2.0 (190) auto xDrive20d Sport	49.6	7.8	123	29	£36345

Auto: add £1350 to 18i, add £1600 to 18d, xLine: add £1000 to Sport, M Sport: add £1800 to Sport

X2 - 4360x1824mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 (140) sDrive18i SE	42.8	9.6	125	22	£29725
1.5 (140) sDrive18i Sport	41.5	9.6	125	24	£30625
1.5 (140) auto sDrive18i SE	43.5	9.6	122	22	£31075
1.5 (140) auto sDrive18i Sport	41.5	9.6	122	24	£31975
2.0 (192) auto sDrive20i SE	40.4	7.7	128	29	£32935
2.0 (192) auto sDrive20i Sport	38.7	7.7	128	31	£33835
2.0 (192) auto xDrive20i SE	37.2	7.6	142	27	£34475
2.0 (192) auto xDrive20i Sport	36.2	7.6	142	29	£35375
2.0 (306) auto M35i	34.0	5.0	157	42	£44235
2.0 (150) sDrive18d SE	55.4	9.3	113	25	£31495
2.0 (150) sDrive18d Sport	52.3	9.3	113	27	£32395
2.0 (150) auto sDrive18d SE	52.3	9.3	114	25	£33095
2.0 (150) auto sDrive18d Sport	50.4	9.3	114	27	£33995
2.0 (150) xDrive18d SE	50.4	9.2	125	24	£32995
2.0 (150) xDrive18d Sport	48.7	9.2	125	27	£33895
2.0 (150) auto xDrive18d SE	49.6	9.4	121	24	£34595
2.0 (150) auto xDrive18d Sport	47.9	9.4	121	27	£35495
2.0 (190) auto xDrive20d SE	50.4	7.7	122	29	£35565
2.0 (190) auto xDrive20d Sport	47.9	7.7	122	31	£36465

M Sport: add £2000 to Sport, M Sport X: add £800 to M Sport

X3 - 4708x1881mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (184) auto xDrive20i SE	35.3	8.3	154	28	£40355
3.0T (354) auto xDrive M40i	26.9	4.8	206	40	£54295
3.0TT (510) at X3 M Competition	24.8	4.1	239	40	£77190
2.0 (190) auto xDrive20d SE	42.8	8.0	133	29	£41365
3.0 (265) auto xDrive30d SE	39.8	5.8	154	40	£47420
3.0 (326) auto xDrive M40d	36.7	4.9	167	43	£53870

xLine: add £900 to SE, M Sport: add £1600 to Sport

X4 - 4752x1918mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 (354) auto xDrive M40i	26.9	4.9	205	43	£57215
3.0TT (510) at X4 M Competition	24.8	4.1	239	46	£80110
2.0 (190) auto xDrive20d Sport	42.8	8.0	132	32	£44225
3.0 (265) auto xDrive30d Sport	40.4	5.8	154	41	£50150
3.0 (326) auto M40d	37.2	4.9	162	45	£56790

M Sport: add £2700 to Sport, M Sport X: add £1400 to M Sport

X5 - 4922x2004mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0T (340) auto xDrive40i xLine	28.0	5.5	183	46	£58620
3.0T hybrid (286) at xDrive45e xLi	235.4	5.6	39	48	£63165
4.4 V8TT (530) auto M50i	23.2	4.3	165	50	£74620
2.0 (265) auto xDrive30d xLine	37.2	6.5	159	45	£57640
3.0 (400) auto M50d	34.0	5.2	181	50	£72085

M Sport: add £3500 to xLine

X6 - 4935x2004mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0T (340) auto xDrive40i Sport	28.5	5.5	181	42	£60320
4.4 V8TT (530) auto M50i	23.5	4.3	237	50	£76870
2.0 (265) auto xDrive30d Sport	37.7	6.5	159	45	£59340
3.0 (400) auto M50d	34.4	5.2	181	50	£74335

M Sport: add £3050 to Sport

X7 - 5151x2000mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 (340) auto xDrive40i	24.8	6.1	199	50	£74315
4.4 V8TT (530) auto M50i	21.9	4.7	248	50	£90935
3.0 (265) auto xDrive30d	33.6	7.0	171	50	£72315
3.0 (400) auto M50d	31.4	5.4	186	50	£87400

M Sport: add £2500

2 Series Coupe - 4432x1774mm, **EURO-NCAP** N/A
DRIVER POWER POS: 50th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (136) 218i SE	38.2	8.8	140	20	£25765
1.5T (136) 218i Sport	38.2	8.8	140	20	£26765
1.5T (136) auto 218i SE	37.7	8.9	133	20	£27215
1.5T (136) auto 218i Sport	37.7	8.9	133	20	£28215
2.0T (184) auto 220i Sport	38.2	7.2	135	26	£31340
2.0T (252) auto 230i M Sport	36.7	5.6	135	27	£33840
3.0TT (340) auto M240i	32.5	4.6	167	39	£39960
3.0TT (410) M2 Competition	28.5	4.4	227	47	£51150
3.0TT (410) auto M2 Competition	29.1	4.2	209	47	£53260
2.0 (150) 218d SE	49.6	8.5	124	21	£27945
2.0 (150) 218d Sport	49.6	8.5	124	22	£28945
2.0 (150) auto 218d SE	51.4	8.3	119	21	£29395
2.0 (150) auto 218d Sport	51.4	8.3	119	22	£30395
2.0 (190) 220d Sport	49.6	7.2	127	27	£30715
2.0 (190) auto 220d Sport	50.4	7.1	121	27	£32315
2.0 (190) auto 220d xDrive Sport	46.3	7.0	135	27	£34135

M Sport: add £1600 to SE, Convertible: add £3200-£3515 (not xDrive/M2)

4 Series Coupe - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: 54th

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (184) 420i Sport	37.7	7.3	145	31	£34805
2.0T (184) auto 420i Sport	37.7	7.5	134	31	£36495
2.0T (184) auto 420i xDrive Sport	35.8	7.8	149	30	£38315
2.0T (252) auto 430i M Sport	37.2	5.8	136	34	£41285
3.0T (326) auto 440i M Sport	34.4	5.0	164	37	£47505
3.0TT (431) auto M4	27.7	4.3	227	42	£62300
3.0TT (450) auto M4 Competition	27.7	4.2	227	43	£65300
2.0 (190) 420d Sport	49.6	7.4	124	31	£37430
2.0 (190) auto 420d Sport	49.6	7.2	118	31	£39120
2.0 (190) auto 420d xDrive Sport	46.3	7.3	132	31	£40940
3.0 (258) auto 430d M Sport	42.2	5.5	145	40	£44730
3.0 (258) at 430d xDrive M Sport	39.2	5.2	159	40	£46555
3.0 (313) at 435d xDrive M Sport	40.4	4.7	163	41	£50060

M Sport: add £1350 to Sport, 4 Series Convertible: add £6380-£3420 (not 420i xDrive/420d xDrive/430d xDrive)

8 Series Coupe - 4843x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0TT (340) auto 840i sDrive	33.6	5.0	164	45	£71840
4.4 V8TT (530) auto M850i xDrive	25.2	3.7	224	50	£100220
3.0 (320) auto 840d xDrive	40.4	4.9	160	50	£76415

8 Series Convertible: add £7000

Z4 - 4324x1864mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (197) auto sDrive20i Sport	39.8	6.6	139	30	£37115
3.0T (258) auto sDrive30i Sport	38.7	5.4	139	33	£40815
3.0T (340) auto M40i	33.2	4.5	168	37	£49185

M Sport: add £1750 to Sport

i8 - 4689x1942mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TT/eDrive (275kW) at Coupe	128.4	4.4	42	50	£116455
1.5 TT/eDri (275kW) at Roadster	128.4	4.6	46	50	£128455

CATERHAM

Dealers: 5 / Warranty: N/A

Seven - 4376x1841mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.6 (135) 270	N/A	5.0	N/A	N/A	£26490
1.6 (152) 310	N/A	4.9	N/A	N/A	£27990
2.0 (180) 360	N/A	4.8	N/A	N/A	£29990
2.0 (210) 420	N/A	3.8	N/A	N/A	£32990
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£48890

Large chassis: add £2500, factory build: add £3395 (not 620)

CITROEN

Dealers: 196 / Warranty: 3 years/60000 miles

C1 - 3466x1884mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 59th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 VTi (72) Touch 3dr	57.3	12.6	85	7	£10520
1.0 VTi (72) Feel 3dr	57.3	12.6	85	8	£12370
1.0 VTi (72) Urban Ride 5dr	57.3	12.6	85	8	£13560
1.0 VTi (72) Origins 5dr	57.3	12.6	85	8	£14210
1.0 VTi (72) Airscape Feel 5dr	57.3	12.6	85	9	£13700
1.0 VTi (72) A'scape Urb Ride 5dr	57.3	12.6	85	11	£14490

5dr: add £400 (not Touch), Flair: add £790 to Feel

C3 - 3941x1728mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 72nd

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (83) Feel	51.3	13.2	96	11	£16200
1.2 PureTech (83) Origins	51.3	13.2	96	8	£17500
1.2 PureTech (83) Flair Plus	51.3	13.2	96	8	£17965
1.2 PureTech (110) Flair Plus	51.5	9.4	104	15	£19265
1.2 PureTech (110) auto Flair Plus	49.4	10.0	107	15	£20485
1.6 BlueHDi (100) Feel	67.0	10.2	85	19	£18580
1.6 BlueHDi (100) Flair Plus	67.0	10.2	85	16	£20345

C4 Cactus - 4157x1729mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 74th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (110) Flair	61.4	9.2	106	16	£21740
1.2 PureTech (130) auto Flair	55.4	9.9	109	21	£23540
1.5 BlueHDi (100) Flair	70.6	10.0	98	14	£22520
1.5 BlueHDi (120) auto Flair	70.6	8.7	103	21	£24085

Berlingo - 4403-4753x1844mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (110) Feel M	51.4	11.5	122	10	£20460
1.2 PureTech (110) Feel XL	42.0	N/A	125	10	£22460
1.5 BlueHDi (100) Feel M	51.6	12.3	106	11	£20720
1.5 BlueHDi (100) Feel XL	51.6	12.9	111	10	£22720
1.5 BlueHDi (130) Feel XL	50.1	10.7	115	13	£23720
1.5 BlueHDi (130) auto Feel M	50.3	11.0	112	14	£23240
1.5 BlueHDi (130) auto Feel XL	50.3	11.5	114	13	£25240

Flair: add £2250, Flair XTR: add £1800 to Flair

Grand C4 SpaceTourer - 4597x1826mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (130) Touch Plus	46.9	9.8	114	22	£26355
1.2 PureTech (130) Feel Plus	46.9	9.8	114	23	£28555
1.2 PureTech (130) auto Touch Plus	45.2	10.0	114	22	£27925
1.2 PureTech (130) auto Feel Plus	45.2	10.0	114	23	£30125
1.5 BlueHDi (130) Touch Plus	60.1	10.9	104	22	£27600
1.5 BlueHDi (130) Feel Plus	60.1	10.9	104	22	£29800
1.5 BlueHDi (130) auto Feel Plus	58.6	10.4	99	22	£31370
2.0 BlueHDi (160) auto Feel Plus	47.0	9.2	124	29	£32590

Flair Plus: add £2350 to Feel Plus

SpaceTourer - 4428-4597x1826mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 BlueHDi (120) Feel M	58.9	12.0	126	17	£35330
1.5 BlueHDi (120) Feel XL	58.9	12.0	127	17	£36170
2.0 BlueHDi (150) Feel M	51.4	11.0	144	20	£36540
2.0 BlueHDi (150) Feel XL	51.4	11.0	145	20	£37380
2.0 BlueHDi (180) EAT8 Flair M	47.1	11.0	143	22	£43940
2.0 BlueHDi (180) EAT8 Flair XL	46.3	11.0	146	24	£44780

Flair: add £6035 to Feel BlueHDi 150

C3 Aircross - 4154x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (110) Feel	51.5	10.1	109	16	£18515
1.2 PureTech (110) C-Series	51.5	10.1	109	17	£19550
1.2 PureTech (110) Flair	51.5	10.1	109	13	£20770
1.2 PureTech (130) auto Flair	47.3	9.2	114	17	£22370
1.6 BlueHDi (100) Feel	63.1	10.8	105	16	£19335
1.6 BlueHDi (100) Flair	63.1	10.8	105	14	£21590

C5 Aircross - 4500x1859mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (130) Feel	53.3	10.5	119	16	£24435
1.2 PureTech (130) Flair	53.3	10.5	119	17	£26735
1.6 PureTech PHEV (225) auto Flair	166.0	8.6	32	N/A	£35340
1.5 BlueHDi (130) Feel	68.9	10.4	108	17	£25315
1.5 BlueHDi (130) Flair	68.9	10.4	108	17	£27615
1.5 BlueHDi (130) auto Feel	56.3	11.8	105	17	£26915
1.5 BlueHDi (130) auto Flair	56.3	11.8	105	17	£29215
2.0 BlueHDi (180) auto Flair	58.9	8.6	124	25	£31095

Flair Plus: add £2200 to Flair

CUPRA

Dealers: 128 / Warranty: 3 years/60000 miles

Ateca - 4376x1841mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 TSI (300) DSG 4DRIVE	32.5	4.9	168	33	£37365

DACIA

Dealers: 127 / Warranty: 3 years/60000 miles

Sandero - 4057x1733mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 75th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 SCe (75) Access	48.7	14.2	129	3	£6995
1.0 SCe (75) Essential	48.7	14.2	130	4	£7995
1.0 SCe (75) Stepway Essential	46.3	15.2	137	6	£9195
0.9 TCe (90) Essential	47.0	11.1	134	9	£8695
0.9 TCe (90) Stepway Essential	47.1	12.4	141	8	£9895
0.9 TCe (90) Stepway SE Twenty	44.8	12.4	141	9	£11295
0.9 TCe Bi-Fuel (100) Essential	39.8	11.1	116	5	£9095
0.9 TCe Bi-Fuel (100) S'way Essnt'l	37.6	11.1	136	9	£10295

Comfort: add £1000 to Essential (not SCe Stepway)

Logan - 4450x1740mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 SCe (75) Access	49.6	14.7	129	2	£8495
1.0 SCe (75) Essential	48.7	14.7	134	2	£9495
0.9 TCe (90) Essential	47.1	11.1	130	8	£10195
0.9 TCe (90) Stepway Comfort	45.6	12.4	139	8	£12395
0.9 TCe Bi-Fuel (100) Essential	39.2	12.4	116	4	£10595
0.9 TCe Bi-Fuel (100) S'way C'fort	38.2	12.4	134	8	£12795
1.5 Blue dCi (95) Essential	64.2	11.8	115	9	£12095
1.5 Blu dCi (95) Stepway Comfort	60.1	13.0	124	11	£14295

Comfort: add £1000 to Essential, Stepway SE Twenty: add £400 to Stepway Comfort

Duster - 4316x1822mm, **EURO-NCAP** ★★★

DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TCe (100) Access 4x2	46.3	12.5	138	10	£10995
1.0 TCe (100) Essential 4x2	45.6	12.5	141	11	£12495
1.0 TCe (100) Comfort 4x2	45.6	12.5	141	11	£13995
1.0 TCe Bi-Fuel (100) Essential 4x2	35.3	12.5	129	11	£12895
1.0 TCe Bi-Fuel (100) Comfort 4x2	35.3	12.5	129	11	£14395
1.3 TCe (130) Comfort 4x2	42.8	11.1	149	14	£14995
1.3 TCe (150) Prestige 4x2	42.2	10.4	152	13	£16795
1.3 TCe (150) Prestige 4x4	39.2	10.6	162	13	£18795
1.5 Blue dCi (115) Comfort 4x2	57.7	10.5	128	14	£15995
1.5 Blue dCi (115) Comfort 4x4	51.4	12.1	145	15	£17995

Prestige: add £1300 to Comfort (not TCe 100), SE Twenty: add £650 to Comfort (not TCe 100)

DS

Dealers: 196 / Warranty: 3 years/60000 miles

DS 3 Crossback - 4118x1791mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (100) Elegance	52.0	10.9	105	14	£22120
1.2 P'Tech (100) Performance Line	52.0	10.9	105	15	£23520
1.2 PureTech (130) auto Elegance	47.1	9.2	109	19	£25120
1.2 P'Tech (130) at Perf Line	47.1	9.2	109	20	£26520
1.2 P'Tech (130) at Ultra Prestige	47.1	9.2	109	22	£31520
1.2 P'Tech (155) at Ultra Prestige	46.6	8.2	114	24	£33020
50kWh (136) at E-Tense Perf Line	N/A	8.7	0	N/A	£33990
1.5 BlueHDi (100) Elegance	62.7	11.4	97	16	£24250
1.5 B'HDi (100) Performance Line	62.7	11.4	97	16	£25650

Prestige: add £2000 to Performance Line, La Premiere: add £500 to Ultra Prestige (E-Tense only)

DS 7 Crossback - 4573x1895mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.2 P'Tech (130) Performance Line	46.0	10.2	120	21	£32125
1.6 PureTech (180) auto Perf Line	42.2	8.9	119	25	£35625
1.6 PureTech (225) auto Prestige	40.4	8.3	125	29	£41085
1.6 Hyb E-Tense (310) at Perf Line	235.4	5.9	33	37	£47725
1.5 B'HDi (130) Performance Line	54.1	10.8	102	22	£33305
1.5 BlueHDi (130) auto Perf Line	55.3	10.7	100	22	£34805
2.0 BlueHDi (180) auto Perf Line	48.2	9.4	113	29	£38185

Prestige: add £3000 to Performance Line (not PureTech 130, add £4000 to PureTech 180)

FERRARI

Dealers: 14 / Warranty: 3 years/unlimited miles

GTC4 - 4907x1953mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
3.9 V8TT (610) DCT Lusso T	24.8	3.5	265	50	£200235
6.3 V12 (690) DCT Lusso	18.8	3.4	350	50	£240272

Portofino - 4586x1938mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
3.9 V8TT (600) DCT Portofino	26.4	3.5	245	50	£166241

488 - 4568x1952mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
3.9 V8TT (670) DCT 488 GTB	24.8	3.0	260	50	£197488
3.9 V8TT (711) DCT 488 Pista	24.6	3.0	263	50	£253715
3.9 V8TT (670) DCT 488 Spider	24.8	3.0	260	50	£219344

812 - 4657x1971mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
6.5 V12 (800) DCT 812 Superfast	19.0	2.9	340	50	£263033

FIAT

Dealers: 96 / Warranty: 3 years/60000 miles

Panda - 3653x1643mm, **EURO-NCAP** Zero
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.2 (69) Pop	49.6	14.8	132	3	£10255
1.2 (69) Easy	49.6	14.8	133	4	£10855
1.2 (69) Lounge	48.7	14.8	125	3	£11555
1.2 (69) City Cross	42.8	14.8	150	6	£13655
1.0 FireFly Hybrid (70) City Cross	49.6	14.7	89	6	£13885
1.0 FireFly Hybrid (70) Launch Ed	49.6	14.7	89	6	£14385
0.9T TwinAir (85) 4x4	37.7	12.0	166	7	£15155
0.9T TwinAir (85) 4x4 Waze	38.2	12.0	165	7	£15865
0.9T TwinAir (90) 4x4 Cross	38.2	12.0	166	10	£16755

Trussardi: add £600 to City Cross

500 - 3546x1627mm, **EURO-NCAP** ★★★
DRIVER POWER POS: 65th

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 FireFly Hybrid (70) Pop	49.6	13.8	88	8	£12665
1.0 FireFly Hybrid (70) Lounge	49.6	13.8	88	N/A	£14395
1.0 FireFly Hybrid (70) Sport	49.6	13.8	88	8	£14565
1.0 FireFly Hybrid (70) Star	49.6	13.8	88	9	£15895
1.0 FireFly Hybrid (70) Launch Ed	49.6	13.8	88	9	£16795
0.9T TwinAir (85) Lounge	52.3	11.0	123	11	£15365
0.9T TwinAir (85) Sport	52.3	11.0	123	11	£15725
0.9T TwinAir (85) Star	50.4	11.0	125	11	£17075

500C: add £2650, Rockstar: add £170 to Star

500L - 4147x1784mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.4 (95) Urban	39.2	13.4	168	11	£17360
1.4 (95) City Cross	38.2	13.9	173	11	£18110
1.4 (95) Cross	37.7	13.9	174	10	£19210

Tipo - 4368x1792mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.4 (95) Easy	40.9	12.4	160	6	£15180
1.4 (95) Street	40.9	12.4	161	6	£15680
1.4 (95) Lounge	40.9	12.4	161	6	£17180
1.4 (95) S-Design	40.4	12.4	164	6	£18180
1.4 (95) Sport	40.4	12.4	164	6	£19455
1.4 T-Jet (120) Mirror	40.4	9.9	162	6	£17750
1.4 T-Jet (120) Lounge	40.4	9.9	162	6	£18500
1.4 T-Jet (120) S-Design	39.8	9.9	166	6	£19500
1.4 T-Jet (120) Sport	39.2	9.9	167	6	£20775
1.6 Multijet (120) Mirror	56.5	10.1	131	15	£20385
1.6 Multijet (120) Lounge	56.5	10.1	132	15	£21135

Mirror: add £1250 to Easy, Tipo Station Wagon: add £1000

500X - 4269x1796mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 71st

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T FireFly (120) Urban	43.5	10.9	148	8	£18810
1.0T FireFly (120) City Cross	43.5	10.9	148	10	£20010
1.0T FireFly (120) Sport	41.5	10.9	153	10	£22810
1.3T FireFly (150) auto Lounge	42.5	9.1	153	14	£22210
1.3T FireFly (150) auto City Cross	42.2	9.1	152	14	£22210
1.3T FireFly (150) auto Sport	40.9	9.1	157	14	£25010

Cross Plus: add £1800 to City Cross, Lounge: add £1200 to 1.0T Firefly (120) Urban

FORD

Dealers: 781 / Warranty: 3 years/60000 miles

Ka+ - 3929x1695mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.2 (70) Studio	48.7	14.6	117	1	£11300
1.2 (70) Zetec	48.7	14.6	117	2	£12300
1.2 (85) Zetec	47.9	13.5	114	5	£12600
1.2 (85) Active	43.5	13.5	129	5	£13450
1.5 TDCi (95) Zetec	60.1	11.4	99	5	£14180
1.5 TDCi (95) Active	56.5	11.4	108	5	£15050

Fiesta - 4021x1734mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.1 Ti-VCT (85) Trend 3dr	53.3	14.5	102	5	£16115
1.0T EcoBoost (95) Trend 3dr	55.4	13.8	94	5	£16595
1.0T EcoBoost (95) ST-Line Ed 3dr	55.4	10.6	94	10	£19045
1.0T E'Bst (100) at ST-Line Ed 3dr	42.8	12.4	125	10	£20745
1.0T E'Bst (100) at Vignale Ed 5dr	42.8	12.4	129	10	£23295
1.0T EcoBoost (125) ST-Line Ed 3dr	55.4	10.0	96	12	£19695
1.0T E'Boost (125) Vignale Ed 5dr	55.4	10.0	96	13	£22245
1.0T EcoBoost (140) ST-Line Ed 3dr	51.4	9.0	107	15	£20015
1.0T E'Boost (140) Vignale Ed 5dr	51.4	9.0	107	15	£22565
1.5T EcoBoost (200) ST-2 3dr	40.4	6.5	136	28	£21445
1.5T EcoBoost (200) ST Perf Ed 3dr	40.4	6.5	136	28	£26495
1.5 TDCi (85) Trend 3dr	65.7	12.4	92	5	£17695
1.5 TDCi (85) ST-Line Edition 3dr	65.7	12.4	93	14	£18965
1.5 TDCi (85) Vignale Edition 5dr	65.7	12.4	92	14	£22765

5dr: add £500 to Trend, add £450 to ST-Line/ST, ST-Line X: add £1750 to ST-Line, Titanium: add £230 to ST-Line 5dr (not EcoBoost 140), Titanium X: add £1400 to Titanium, ST-3: add £1750 to ST-2

Fiesta Active - 4021x1734mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T EcoBoost (95) Active Edition	55.4	12.7	94	10	£19685
1.0T EcoBoost (100) at Active Ed	42.8	10.6	134	10	£21425
1.0T EcoBoost (125) Active Edition	55.4	10.0	96	13	£20335
1.0T E'Boost (140) Active X Ed	51.4	9.0	111	13	£21945
1.5 TDCi (85) Active Edition	65.7	12.6	93	15	£20855

Active X: add £1270 to Active

Focus - 4378x1825mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T EcoBoost (100) Zetec	50.4	12.1	98	8	£20645
1.0T EcoBoost (125) Zetec	49.6	10.0	97	12	£21145
1.0T EcoBoost (125) Titanium	49.6	10.0	97	12	£22645
1.0T EcoBoost (125) auto Zetec	42.8	11.1	116	12	£22595
1.0T EcoBoost (125) at Titanium	42.8	11.1	116	12	£24095
1.5T EcoBoost (150) Titanium	46.3	8.8	112	16	£23645
1.5T EcoBoost (150) at Titanium	40.9	8.9	120	16	£25095
1.5T EcoBoost (182) ST-Line X	44.1	8.3	120	18	£26395
1.5T EcoBoost (182) Vignale	44.1	8.3	120	17	£27895
1.5T EcoBoost (182) auto ST-Line X	39.8	8.4	127	18	£27845
1.5T EcoBoost (182) auto Vignale	39.8	8.4	127	17	£29345
2.3T EcoBoost (280) ST	34.4	5.7	179	34	£32495
1.5 EcoBlue (95) Zetec	64.2	11.4	92	12	£21095
1.5 EcoBlue (120) Zetec	62.8	10.0	92	14	£21595
1.5 EcoBlue (120) Titanium	62.8	10.0	92	14	£23095
1.5 EcoBlue (120) auto Zetec	54.3	10.2	101	16	£23045
1.5 EcoBlue (120) auto Titanium	54.3	10.2	101	16	£24545
2.0 EcoBlue (150) Titanium	57.6	8.5	108	18	£24545
2.0 EcoBlue (150) auto Titanium	51.4	9.3	110	20	£25995
2.0 EcoBlue (190) ST	50.4	7.6	125	23	£29495

Estate: add £1200, Titanium X: add £1250 to Titanium, ST-Line: add £200-£300 to Titanium, ST-Line X: add £2300 to ST-Line (not EcoBoost 150), Vignale: add £4000 to Titanium (not EcoBoost 150)

Focus Active - 4378x1825mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T EcoBoost (125) Active	49.6	10.3	97	12	£22895
1.0T EcoBoost (125) auto Active	42.8	11.7	117	12	£24345
1.5T EcoBoost (150) Active	46.3	9.1	112	16	£23895
1.5T EcoBoost (150) auto Active	40.9	9.7	120	16	£25345
1.5T E'Boost (182) at Activ Vignale	40.9	9.7	122	16	£29745
1.5 EcoBlue (120) Active	62.8	10.8	92	14	£23345
1.5 EcoBlue (120) auto Active	54.3	10.7	101	14	£24795
2.0 EcoBlue (150) Active X	57.6	9.1	108	18	£27045
2.0 EcoBlue (150) auto Active X	51.4	9.3	110	20	£28495

Focus Active Estate: add £1200, Active X: add £2500 to Active, Active Vignale: add £1900 to Active X (not EcoBoost 150 auto)

Mondeo - 4869x1852mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 (187) Hybrid Zetec Edition 4dr	50.4	9.2	94	27	£26460
2.0 (187) Hybrid Titanium Ed 4dr	50.4	9.2	98	27	£28030
2.0 EcoBlue (150) Zetec Edition	56.5	9.7	116	23	£24450
2.0 EcoBlue (150) auto Zetec Ed	53.3	10.3	123	23	£26040
2.0 EcoBlue (190) at Titanium Ed	51.4	8.9	133	26	£28840
2.0 E'Blue (190) at ST-Line Ed AWD	47.9	9.1	135	27	£32260
2.0 EcoBlue (190) at Vignale AWD	47.9	9.1	135	29	£34560

ST-Line Edition: add £1100 to Titanium Edition, Vignale: add £5200 to Zetec Edition, Mondeo Estate: add £1490 to EcoBlue, add £1500 to Hybrid

S-MAX - 4796x1916mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 EcoBlue (150) Zetec	47.1	10.8	130	19	£30490
2.0 EcoBlue (150) auto Zetec	43.5	10.8	138	19	£32360
2.0 EcoBlue (190) auto ST-Line	43.5	9.5	134	23	£37510
2.0 EcoBlue (190) auto Vignale	43.5	9.5	134	25	£40660
2.0 EcoBlue (190) at ST-Line AWD	40.9	10.5	151	24	£39320
2.0 EcoBlue (190) at Vignale AWD	40.9	10.5	151	25	£42470

Titanium: add £2000 to Zetec

Galaxy - 4848x1916mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 EcoBlue (150) Zetec	46.3	10.9	132	19	£33210
2.0 EcoBlue (150) Titanium	46.3	10.9	132	20	£34910
2.0 EcoBlue (150) auto Zetec	43.5	10.9	138	19	£34860
2.0 EcoBlue (150) auto Titanium	43.5	10.9	138	20	£36410
2.0 EcoBlue (190) auto Titanium	43.5	9.6	134	23	£37360
2.0 E'Blue (190) at Titanium AWD	40.4	10.6	156	23	£39070

Tourneo Courier - 4157x1764mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TDCi (100) Zetec	52.3	13.4	112	14	£16130
1.5 TDCi (100) Titanium	52.3	13.4	112	16	£17810

Tourneo Connect - 4425-4825x1967mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5 EcoBlue (100) Zetec	49.6	13.4	118	14	£22330
1.5 EcoBlue (100) auto Zetec	45.6	15.0	127	14	£23350
1.5 EcoBlue (120) Zetec	51.4	12.7	118	14	£22380
1.5 EcoBlue (120) auto Zetec	44.1	13.3	130	14	£23580
1.5 EcoBlue (100) Zetec Grand	47.1	13.4	122	14	£23290
1.5 EcoBlue (100) at Zetec Grand	43.5	15.0	133	14	£25050
1.5 EcoBlue (120) Zetec Grand	48.7	12.7	122	14	£23760
1.5 EcoBlue (120) at Zetec Grand	42.8	13.3	135	14	£25280

Titanium: add £1040 to Zetec (not EcoBlue 100 auto/EcoBlue 100 Grand Tourneo)

Tourneo Custom - 4972-5339x1986mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T E'Boost PHEV (126) Titanium	91.1	N/A	70	N/A	£59535
2.0 EcoBlue (105) Zetec	42.2	N/A	164	12	£39959
2.0 EcoBlue (130) Zetec	40.9	N/A	164	12	£41039
2.0 EcoBlue (130) Titanium	40.9	N/A	164	16	£41765
2.0 EcoBlue (130) auto Zetec	39.8	N/A	174	12	£43204
2.0 EcoBlue (130) auto Titanium	39.8	N/A	174	14	£43930
2.0 EcoBlue (185) Titanium	40.9	N/A	162	14	£43751
2.0 EcoBlue (185) Sport	40.9	N/A	164	14	£46391
2.0 EcoBlue (185) auto Titanium	38.2	N/A	174	14	£46756
2.0 EcoBlue (185) auto Sport	38.2	N/A	174	14	£48436
2.0 E'Blue hybrid (130) auto Zetec	42.8	N/A	145	N/A	£41554
2.0 E'Blue hybrid (130) auto Titan	42.8	N/A	145	N/A	£42280
2.0 E'Blue hyb (185) auto Titan X	41.8	N/A	147	N/A	£46906

LWB: add £840 (not Sport auto), Titanium X: add £2640 to Titanium

EcoSport - 4096x1765mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T EcoBoost (100) Zetec	47.9	11.9	116	12	£18650
1.0T EcoBoost (125) Titanium	47.1	11.0	114	12	£20150
1.0T EcoBoost (140) ST-Line	47.1	10.2	113	16	£21850
1.5 EcoBlue (100) Zetec	57.6	13.6	104	12	£20150
1.5 EcoBlue (100) Titanium	53.3	13.6	104	14	£21000

ST-Line: add £800 to Titanium

Puma - 4186x1805mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T EcoBoost (125) Titanium	49.6	10.0	103	14	£20545
1.0T EcoBoost (125) ST-Line	49.6	10.0	103	14	£21495
1.0T E'Bst hybrid (125) Titanium	52.3	9.8	96	14	£20845
1.0T EcoBoost hybrid (125) ST-Line	52.3	9.8	96	15	£21795
1.0T E'Bst hybrid (155) Titanium	51.4	8.9	99	17	£21595
1.0T EcoBoost hybrid (155) ST-Line	51.4	8.9	99	17	£22545

ST-Line X: add £1100 to ST-Line

Kuga - 4629x1883mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5T EcoBoost (120) Zetec	42.2	11.6	128	10	£23995
1.5T EcoBoost (150) Zetec	42.8	9.7	126	14	£25645
1.5T EcoBoost (150) Titanium	42.8	9.7	129	14	£27245
2.5 PHEV (225) auto Titanium	201.8	9.2	26	19	£33095
1.5 EcoBlue (120) Zetec	39.2	11.7	109	12	£26395
1.5 EcoBlue (120) Titanium	39.2	11.7	111	12	£27995
1.5 EcoBlue (120) auto Zetec	37.2	12.0	117	11	£27895
1.5 EcoBlue (120) auto Titanium	37.7	12.0	119	12	£29495
2.0 EcoBlue mHEV (150) Zetec	37.7	9.6	111	16	£27445
2.0 EcoBlue mHEV (150) Titanium	38.7	9.6	113	17	£29045
2.0 E'Blue (190) at Titanium AWD	38.7	8.7	129	20	£33095

ST-Line: add £2100 to Titanium, ST-Line X: add £1300 to ST-Line, Vignale: add £4700 to Titanium (not 1.5 EcoBlue)

Edge - 4778x1928mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 EcoBlue (150) auto Titanium	42.2	11.2	153	26	£37020
2.0 EcoBlue (238) at ST-Line AWD	41.5	9.6	176	30	£43035
2.0 EcoBlue (238) at Vignale AWD	41.5	9.6	176	30	£46035

Ranger - 5282-5363x1815-1873mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 EcoBlue (170) Double Cab XL	40.9	11.3	179	N/A	£28625
2.0 EcoBlue (170) Double Cab XLT	40.9	11.3	179	N/A	£29765
2.0 EcoBlue (170) D Cab Limited	40.9	11.3	179	N/A	£34565
2.0 EcoBlue (170) auto DC Limited	37.7	11.4	197	N/A	£36305
2.0 EcoBlue (213) D Cab Limited	36.2	10.1	203	N/A	£35405
2.0 EcoBlue (213) auto DC Limited	36.7	9.0	201	N/A	£37145
2.0 EcoBlue (213) D Cab Wildtrak	36.2	10.1	203	N/A	£37145
2.0 E'Blue (213) auto DC Wildtrak	36.7	9.0	201	N/A	£38885
2.0 E'Blue (213) auto D Cab Raptor	31.7	10.0	233	N/A	£49325

Mustang - 4784x1916mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.3T EcoBoost (290) Fastback	31.7	5.8	204	42	£39395
2.3T EcoBoost (290) Convertible	30.7	6.0	209	42	£42895
5.0 V8 (450) GT Fastback	23.9	4.6	278	45	£43645
5.0 V8 (450) GT Convertible	23.3	4.8	284	45	£47145
5.0 V8 (450) auto GT Fastback	25.2	4.3	268	45	£45645
5.0 V8 (450) auto GT Convertible	24.4	4.5	273	45	£49145
5.0 V8 (459) Bullitt	23.9	4.6	287	46	£49045

55 Edition: add £2500 to GT

HONDA

Dealers: 196 / Warranty: 3 years/60000 miles

Jazz - 4028x1694mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 40th

	MPG	0-60mph	CO_2	Insurance group	List price
1.3 i-VTEC (102) S	48.7	11.2	117	13	£14760
1.3 i-VTEC (102) SE	48.7	11.3	117	13	£16260
1.3 i-VTEC (102) EX	47.9	11.5	119	13	£17760
1.3 i-VTEC (102) auto S	48.7	12.0	106	13	£15840
1.3 i-VTEC (102) auto SE	47.9	12.1	109	13	£17340
1.3 i-VTEC (102) auto EX	46.3	12.3	111	13	£18860

e - 3894x1752mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
35.5kWh (136) auto e	N/A	12.1	0	25	£26160
35.5kWh (136) auto e Advance	N/A	12.3	0	29	£28660

Civic - 4518x1799mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 9th

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T VTEC (126) S	49.6	10.4	110	15	£19305
1.0T VTEC (126) SE	47.9	10.8	110	15	£19405
1.0T VTEC (126) Sport Line	45.6	10.9	110	15	£22750
1.0T VTEC (126) SE 4dr	48.7	10.7	110	15	£19905
1.0T VTEC (126) auto S	47.1	10.2	107	15	£20705
1.0T VTEC (126) auto SE	44.8	10.6	107	15	£20805
1.0T VTEC (126) auto Sport Line	42.8	10.8	107	15	£24150
1.0T VTEC (126) auto SE 4dr	46.3	10.4	107	15	£21305
1.5T VTEC (182) Sport	46.3	8.2	128	22	£23250
1.5T VTEC (182) auto Sport	42.8	8.2	137	22	£24690
1.5T VTEC (182) auto Prestige	42.2	8.5	137	22	£28595
2.0T VTEC (320) Type R	33.2	5.8	178	40	£31550
1.6 i-DTEC (120) S	62.8	9.8	93	18	£20655
1.6 i-DTEC (120) SE	62.8	10.0	93	18	£20450
1.6 i-DTEC (120) SE 4dr	64.2	9.9	91	18	£21255
1.6 i-DTEC (120) auto S	55.4	10.2	109	18	£22325
1.6 i-DTEC (120) auto EX	53.3	10.9	109	19	£27130
1.6 i-DTEC (120) auto SE 4dr	55.4	10.7	108	18	£22925

SR: add £1845 to SE, EX: add £4705 to SE, Sport Plus: add £2865 to Sport, Type R GT: add £2000

HR-V - 4294x1772mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5 i-VTEC (130) S	42.8	10.2	130	19	£20440
1.5 i-VTEC (130) SE	42.2	10.4	132	20	£23395
1.5 i-VTEC (130) auto SE	41.5	10.9	122	20	£24205
1.5 i-VTEC (182) Sport	47.9	7.8	135	27	£27840
1.5 i-VTEC (182) auto Sport	47.1	7.8	137	27	£29090
1.6 i-DTEC (120) S	56.5	10.0	105	22	£21790
1.6 i-DTEC (120) SE	55.4	10.0	108	21	£24835

EX: add £2845 to SE

CR-V - 4600x1855mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5 VTEC (173) S	38.7	9.3	143	24	£26310
1.5 VTEC (173) SE	38.2	9.3	143	24	£28170
1.5 VTEC (173) SE AWD	36.2	9.8	151	24	£29590
1.5 VTEC (173) SR AWD	35.8	9.8	151	24	£32070
1.5 VTEC (193) auto SE AWD	32.5	10.0	162	24	£31590
1.5 VTEC (193) auto SR AWD	32.5	10.0	162	24	£34070
2.0 i-MMD (181) Hybrid auto S	40.9	8.8	120	22	£30130
2.0 i-MMD (181) Hybrid auto SE	40.9	8.8	120	22	£31990
2.0 i-MMD (181) Hyb at SE AWD	38.7	9.2	126	23	£33090

SR: add £2480 to SE, EX: add £5180 to SE (not Hybrid/7 seat models), 7 seats: add £1700 to 1.5 VTEC SE/SR

NSX - 4470x1940mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
3.5 V6TT (581) auto AWD NSX	28.2	3.3	228	N/A	£144870

HYUNDAI

Dealers: 173 / Warranty: 5 years/unlimited miles

i10 - 3670x1680mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 MPi (67) SE	56.5	14.6	N/A	7	£12495
1.0 MPi (67) SE Connect	56.5	14.6	101	8	£13495
1.0 MPi (67) auto SE Connect	54.3	17.3	101	6	£13995
1.2 MPi (84) SE Connect	55.4	12.6	105	11	£13995
1.2 MPi (84) auto SE Connect	52.3	15.8	103	7	£14495

Premium: add £1000 to SE

i20 - 4035x1734mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 63rd

	MPG	0-60mph	CO_2	Insurance group	List price
1.2 (75) S Connect	46.3	13.6	130	6	£14175
1.2 (84) SE	46.3	12.8	126	9	£15675
1.2 (84) Premium Nav	46.3	12.8	127	9	£16425
1.0 T-GDi (100) SE	47.9	10.8	114	13	£16575
1.0 T-GDi (100) Premium Nav	47.9	10.8	115	14	£17325
1.0 T-GDi (100) auto SE	49.6	11.4	114	13	£17825
1.0 T-GDi (100) auto Premium Nav	49.6	11.4	114	14	£18575
1.0 T-GDi (120) Premium SE Nav	46.3	10.2	118	15	£18825

Play: £1005 less than SE (not 1.0 T-GDi auto), Premium SE Nav: add £1050 to Premium Nav (not 1.0 T-GDi auto)

i30 - 4340x1795mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 T-GDi (120) S	48.7	11.1	123	8	£17355
1.0 T-GDi (120) SE	45.6	11.1	126	9	£19395
1.0 T-GDi (120) N Line	45.6	11.1	126	N/A	£20220
1.4 T-GDi (140) SE Nav	44.8	8.9	132	14	£20955
1.4 T-GDi (140) N Line	44.1	8.9	133	14	£21485
1.4 T-GDi (140) Premium	44.8	8.9	132	15	£22755
1.4 T-GDi (140) auto SE Nav	46.3	9.2	126	14	£21915
1.4 T-GDi (140) auto N Line	45.6	9.2	129	14	£22485
1.4 T-GDi (140) auto Premium	46.3	9.2	126	15	£23715
2.0 T-GDi (250) N	34.9	6.4	176	27	£25995
2.0 T-GDi (275) N Performance	34.0	6.1	178	28	£29495
1.6 CRDi (110) SE	58.9	11.0	110	11	£20605
1.6 CRDi (110) Premium	60.1	11.0	110	12	£23175
1.6 CRDi (110) auto SE Nav	60.1	11.2	107	11	£22335
1.6 CRDi (110) auto Premium	60.1	11.2	107	12	£24135

i30 Tourer: add £500, SE Nav: add £770 to SE, Premium SE: add £1300 to Premium, N Line+: add £2000 to N Line

i30 Fastback - 4340x1795mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 T-GDi (120) SE Nav	47.1	11.5	125	8	£20665
1.0 T-GDi (120) Premium	47.1	11.5	125	9	£22465
1.4 T-GDi (140) SE Nav	45.6	9.2	132	14	£21455
1.4 T-GDi (140) Premium	45.6	9.2	132	15	£23255
1.4 T-GDi (140) auto SE Nav	46.3	9.5	125	14	£22415
1.4 T-GDi (140) auto Premium	46.3	9.5	124	15	£24215
2.0 T-GDi (275) N Performance	34.0	6.1	178	29	£29995

N Line: add £55 to SE Nav, N Line+: add £2000 to N Line (not 1.0 T-GDi), Premium SE: add £1300 to Premium

Ioniq - 4470x1820mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.6 GDi Hyb (141) at SE Connect	62.8	10.8	83	11	£22795
1.6 GDi Hybrid (141) at Premium	62.8	10.8	83	11	£24695
1.6 GDi PHEV Hybrid (141) at Prem	256.8	10.6	26	12	£29950
38.3kWh (136) auto Premium	N/A	9.9	0	16	£32311

Premium SE: add £2300 to Hybrid, add £2000 to PHEV/EV

Kona - 4165x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 T-GDi (120) S	45.6	12.0	124	9	£17505

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 T-GDi (120) SE	44.1	12.0	127	9	£18805
1.0 T-GDi (120) Premium	40.9	12.0	127	10	£20105
1.6 GDi Hybrid (141) auto SE	56.5	11.2	90	13	£22495
1.6 GDi Hybrid (141) at Premium	52.3	11.6	101	13	£24295
1.6 T-GDi (177) auto 4WD Prem GT	34.0	7.9	158	19	£26830
64kWh (204) auto Premium	N/A	7.9	0	26	£38600

Play: add £1050 to S, Premium SE: add £2400 to Premium

Tucson - 4475x1850mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 23rd

	MPG	0-60mph	CO_2	Insurance group	List price
1.6 GDi (132) S Connect	35.3	11.5	152	13	£22310
1.6 GDi (132) SE Nav	34.9	11.5	156	13	£23810
1.6 T-GDi (177) SE Nav	35.3	9.2	168	20	£25720
1.6 T-GDi (177) auto SE Nav	36.2	8.9	152	20	£27010
1.6 CRDi (115) 48v SE Nav	51.4	11.2	114	13	£26700
1.6 CRDi (136) 48v DCT SE Nav	50.4	11.8	115	15	£28850
2.0 CRDi (185) 48v auto Prem 4WD	40.9	9.5	147	24	£33220

N Line: add £525 to SE Nav (not 1.6 GDi), Premium: add £2500 to SE Nav, Premium SE: add £2000 to Premium (not 1.6 GDi)

Nexo - 4670x1860mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
95kW FCV (120) auto Premium SE	N/A	N/A	0	39	£69495

Santa Fe - 4770x1890mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.2 CRDi (200) SE	42.8	9.4	156	36	£33450
2.2 CRDi (200) auto SE	40.9	9.3	161	36	£35450
2.2 CRDi (200) Premium	43.5	9.4	150	39	£37010
2.2 CRDi (200) auto Premium	42.2	9.3	155	40	£39020
2.2 CRDi (200) Premium 4WD	41.5	9.5	156	39	£38820
2.2 CRDi (200) auto Premium 4WD	39.8	9.4	159	40	£40820

Premium SE: add £2500 Premium auto

ISUZU

Dealers: 103 / Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.9D (164) Eiger Double Cab	40.4	12.7	183	39	£26438
1.9D (164) auto Eiger Double Cab	36.2	13.0	205	39	£27548
1.9D (164) Yukon Double Cab	40.4	12.7	183	39	£27548
1.9D (164) at Yukon Double Cab	36.2	13.0	205	40	£28748
1.9D (164) Utah Double Cab	40.4	12.7	183	40	£30788
1.9D (164) auto Utah Double Cab	36.2	13.0	205	40	£31988
1.9D (164) Blade Double Cab	40.4	12.7	183	40	£34508
1.9D (164) auto Blade Double Cab	36.2	13.0	205	40	£35708
1.9D (164) XTR Double Cab	40.4	12.7	183	40	£40736
1.9D (164) auto XTR Double Cab	36.2	13.0	205	40	£41936
1.9D (164) Arctic Trucks AT35	40.4	12.7	183	42	£46203

Arctic Trucks AT35 auto: same price as manual

JAGUAR

Dealers: 84 / Warranty: 3 years/unlimited miles

XE - 4678x1967mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0T P250 auto S	36.2	6.2	159	30	£33915
2.0T P300 auto AWD S	33.6	5.4	167	33	£39415
2.0T P250 auto SE	36.2	6.2	159	31	£35385
2.0T P300 auto AWD SE	33.6	5.4	167	33	£40885
2.0T P250 auto HSE	36.2	6.2	160	31	£38535
2.0T P300 auto AWD HSE	33.6	5.4	168	34	£44035
2.0 D180 auto S	50.7	7.6	130	27	£34555
2.0 D180 auto AWD S	46.4	7.8	138	28	£36415
2.0 D180 auto SE	50.7	7.6	130	28	£36025
2.0 D180 auto AWD SE	46.4	7.8	138	27	£37885
2.0 D180 auto HSE	50.7	7.6	132	28	£39215
2.0 D180 auto AWD HSE	46.4	7.8	142	29	£41035

R-Dynamic: add £1590

XF - 4954x1987mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (250) auto Prestige	34.4	6.4	166	32	£39465
2.0T (250) auto R-Sport	34.4	6.4	165	32	£41615
2.0T (300) auto AWD Prestige	32.6	5.6	171	35	£44890
2.0T (300) auto AWD R-Sport	32.6	5.6	171	35	£46240
2.0D (163) Prestige	50.4	9.3	124	25	£34950
2.0D (163) R-Sport	50.4	9.3	124	25	£36700
2.0D (163) auto Prestige	49.9	8.6	135	25	£36740
2.0D (163) auto R-Sport	49.9	8.6	135	25	£38490
2.0D (180) Prestige	50.9	8.7	131	27	£35490
2.0D (180) R-Sport	50.9	8.7	126	27	£37600
2.0D (180) auto Prestige	49.9	7.9	139	27	£37240
2.0D (180) auto R-Sport	49.9	7.9	135	27	£39390
2.0D (180) auto AWD Prestige	44.4	8.0	148	27	£39360
2.0D (180) auto AWD R-Sport	44.4	8.0	144	27	£41510
2.0D (240) auto AWD Prestige	42.7	6.5	155	33	£42685
2.0D (240) auto AWD R-Sport	42.7	6.5	151	34	£44835
3.0D V6 (300) auto Portfolio	43.2	6.0	157	41	£50535
3.0D V6 (300) auto S	43.2	6.0	157	42	£53035

Sportbrake: add £2440, Portfolio: add £2200 to R-Sport

XJ - 5122-5247x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
3.0D V6 (300) auto Luxury	37.9	5.9	184	50	£62360
3.0D V6 (300) auto XJ50	37.9	5.9	184	50	£74280
3.0D V6 (300) auto R-Sport	37.9	5.9	184	50	£74480
3.0D V6 (300) auto Luxury LWB	37.9	5.9	185	50	£65360
3.0D V6 (300) auto XJ50 LWB	37.9	5.9	185	50	£77280
3.0D V6 (300) auto Autobiog LWB	37.9	5.9	185	50	£83105

Premium Luxury: add £4000 to Luxury, Portfolio: add £10220 to Luxury

E-Pace - 4411x1984mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 P200 auto AWD	30.1	7.7	182	31	£33740
2.0 P200 auto AWD S	30.1	7.7	182	32	£39625
2.0 P200 auto AWD SE	30.1	7.7	182	32	£38930
2.0 P250 auto AWD	29.7	6.7	185	34	£35745
2.0 P250 auto AWD S	29.7	6.7	185	35	£38810
2.0 P250 auto AWD SE	29.7	6.7	185	35	£40930
2.0 P300 auto AWD SE	28.1	6.1	199	39	£45005
2.0 D150 FWD	42.6	9.5	143	24	£29080
2.0 D150 FWD S	42.6	9.5	143	26	£32140
2.0 D150 AWD	41.7	10.1	146	24	£30900
2.0 D150 AWD S	41.7	10.1	146	26	£33965
2.0 D150 auto AWD	39.4	9.9	158	24	£32895
2.0 D150 auto AWD S	39.4	9.9	158	26	£36050
2.0 D150 auto AWD SE	39.4	9.9	158	26	£38200
2.0 D180 AWD	41.1	9.4	149	29	£31650
2.0 D180 AWD S	41.1	9.4	149	29	£34715
2.0 D180 auto AWD	39.4	8.6	158	29	£33745

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 D180 auto AWD S	39.4	8.6	158	29	£36800
2.0 D180 auto AWD SE	39.4	8.6	158	29	£38920
2.0 D240 auto AWD S	36.9	6.8	182	35	£39625
2.0 D240 auto AWD SE	36.9	6.8	182	35	£41745

R-Dynamic: add £1550, HSE: add £2800 to SE

I-Pace - 4682x2011mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
90kWh (400) auto AWD EV400 S	N/A	4.5	0	49	£64495
90kWh (400) auto AWD EV400 SE	N/A	4.5	0	50	£69995
90kWh (400) auto AWD EV400 HSE	N/A	4.5	0	50	£74995

F-Pace - 4731x2070mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (250) 25t auto AWD Prestige	29.2	6.6	179	32	£44035
2.0T (300) 30t auto AWD Prestige	28.0	5.8	182	34	£46535
2.0T (300) auto AWD 300 Sport	28.0	5.8	182	34	£53980
5.0 V8 S/C (550) auto AWD SVR	22.1	4.1	272	48	£75335
2.0D (163) RWD Prestige	44.8	9.6	145	23	£36820
2.0D (180) 20d auto RWD Prestige	43.4	8.1	152	27	£39080
2.0D (180) 20d auto AWD Prestige	40.0	8.4	157	27	£41205
2.0D (240) 25d auto AWD Prestige	38.5	6.8	173	32	£44190
3.0D V6 (300) 30d at AWD P'folio	36.6	6.2	170	42	£52290
3.0D V6 (300) 30d at AWD 300 Spt	36.6	6.2	170	44	£54990
3.0 V6 (300) 30d auto AWD S	36.6	6.2	170	44	£54490

R-Sport: add £2305 to Prestige, Portfolio: add £2295 to R-Sport

F-Type - 4470x1923mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0T P300 auto	29.9	5.4	184	42	£54060
2.0T P300 auto R-Dynamic	29.9	5.4	184	42	£57060
5.0 V8 S/C P450 auto R-Dynamic	26.8	4.4	244	47	£69990
5.0 V8 S/C P450 at R-Dynam AWD	26.1	4.4	252	48	£74850
5.0 V8 S/C P575 auto R AWD	26.4	3.5	252	49	£97280

First Edition: add £6470 to R-Dynamic, Convertible: add £5480

JEEP

Dealers: 66 / Warranty: 5 years/75000 miles

Renegade - 4236x1805mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0T GSE (120) Longitude	41.5	11.2	130	10	£22405
1.3T GSE (150) auto Longitude	40.9	9.4	139	10	£24545
1.6 Multijet (120) Longitude	49.6	10.2	123	12	£23745
1.6 Multijet (120) auto Longitude	48.7	10.2	124	13	£25045
2.0 Multijet (140) Limited 4WD	40.4	10.2	154	14	£28865
2.0 M'jet (140) auto Limited 4WD	40.7	10.2	158	14	£30165
2.0 M'jet (170) at Trailhawk 4WD	37.7	8.9	166	15	£31230

Limited: add £3100 to Longitude

Compass - 4394x1874mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.4 MultiAir (140) Longitude	37.2	9.9	149	17	£26100
1.4 MultiAir (170) at 4WD Limited	31.4	9.5	190	21	£33700
1.6 Multijet (120) Longitude	45.6	11.0	134	17	£27100
2.0 Multijet (140) 4WD Longitude	40.4	10.1	159	18	£29900
2.0 Multijet (170) at 4WD Limited	40.9	9.5	155	23	£35700

Night Eagle: add £1500 to Longitude, Limited: add £3000 to Longitude, Trailhawk: add £1330 to Multijet 170 Limited

Wrangler - 4822x1943mm, **EURO-NCAP** ★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 GME (272) auto Sport 2dr	27.2	N/A	198	38	£39955
2.0 GME (272) auto Sahara 2dr	26.9	N/A	198	41	£44955
2.0 GME (272) auto Rubicon 2dr	25.7	N/A	211	40	£47955
2.0 GME (272) auto Sport 4dr	25.9	N/A	201	38	£41455
2.0 GME (272) auto Sahara 4dr	25.7	N/A	201	41	£46455
2.0 GME (272) auto Rubicon 4dr	25.7	N/A	213	41	£49455
2.2 Multijet (200) auto Sahara 2dr	30.7	N/A	188	39	£44420
2.2 M'jet (200) auto Rubicon 2dr	30.1	N/A	197	37	£47955
2.2 Multijet (200) auto Sahara 4dr	30.1	N/A	202	39	£46455
2.2 M'jet (200) auto Rubicon 4dr	29.4	N/A	201	38	£49455

Overland: add £2300 to Sahara

Grand Cherokee - 4822x1943mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
6.2 V8 S/C (710) auto Trackhawk	16.9	3.7	395	50	£89999
3.0 CRD V6 (250) auto Overland	28.8	8.2	208	43	£54350
3.0 CRD V6 (250) auto Summit	28.8	8.2	208	43	£56750

KIA

Dealers: 187 / Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, **EURO-NCAP** ★★★
DRIVER POWER POS: 66th

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 MPi (66) 1	50.4	13.8	128	4	£10195
1.0 MPi (66) 2	50.4	13.8	128	5	£11550
1.25 MPi (83) 2	49.6	11.6	129	8	£12050
1.25 MPi (83) 3	49.6	11.6	130	6	£13500
1.25 MPi (83) GT-Line	47.9	11.6	133	7	£13345
1.25 MPi (83) GT-Line S	47.9	11.6	134	7	£14745
1.25 MPi (83) auto 2	43.5	13.2	148	8	£12720
1.25 MPi (83) auto 3	43.5	13.2	148	6	£14170
1.25 MPi (83) auto X-Line	42.2	13.2	151	7	£14015
1.0 T-GDi (99) GT-Line	48.7	9.8	133	10	£13845
1.0 T-GDi (99) GT-Line S	48.7	9.8	133	10	£15245

X-Line/X-Line S: same price as 1.25 GT-Line/GT-Line S

Rio - 4065x1993mm, **EURO-NCAP** ★★★
DRIVER POWER POS: 36th

	MPG	0-60mph	CO_2	Insurance group	List price
1.25 MPi (83) 1	46.3	12.5	125	6	£12955
1.25 MPi (83) 2	51.4	12.5	126	4	£15155
1.4 MPi (98) 2	46.3	11.8	138	5	£15695
1.4 MPi (98) auto 2	42.8	12.5	151	5	£16315
1.0 T-GDi (99) 2	48.7	10.3	132	8	£15955
1.0 T-GDi (118) GT-Line	47.1	9.8	137	9	£16940
1.0 T-GDi (118) auto GT-Line	44.8	10.1	142	9	£17940

3: add £1700 to 2 (not 1.4 manual), GT-Line S: add £1495 to GT-Line manual

Ceed - 4310x1800mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 T-GDi (118) 2	50.4	10.9	127	8	£18850
1.0 T-GDi (118) 3	48.7	10.7	131	15	£21460
1.4 T-GDi (138) 3	46.3	8.6	140	14	£22260
1.4 T-GDi (138) auto 3	44.8	8.9	144	9	£23360
1.4 T-GDi (138) auto GT-Line S	43.5	8.9	148	15	£27890
1.6 T-GDi (201) GT	48.7	7.2	155	22	£25995
1.6 GDi Hyb (139) auto PHEV 3 SW	N/A	N/A	N/A	N/A	£29995

	MPG	0-60mph	CO_2	Insurance group	List price
1.6 CRDi (114) 2	58.9	10.6	126	11	£20100
1.6 CRDi (114) 3	58.9	10.5	126	14	£22710
1.6 CRDi (134) GT-Line	57.6	9.8	129	14	£23980
1.6 CRDi (134) auto GT-Line	57.6	10.5	129	12	£25080

GT-Line: add £830 to 3, Sportswagon: add £1000

ProCeed - 4605x1800mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.4 T-GDi (138) GT-Line	45.6	8.8	132	14	£24290
1.4 T-GDi (138) auto GT-Line	44.8	9.1	130	14	£25430
1.4 T-GDi (138) auto GT-Line S	42.8	9.1	133	15	£29090
1.6 T-GDi (201) auto GT	39.3	7.2	142	22	£28285
1.6 CRDi (134) GT-Line	56.5	10.0	111	18	£25140
1.6 CRDi (134) auto GT-Line	54.3	9.8	110	21	£26240

Optima Sportswagon - 4855x1860mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 T-GDi (235) auto GT	30.4	7.3	211	28	£33740
1.6 CRDi (134) 2	54.3	10.6	137	21	£23455
1.6 CRDi (134) 3	53.3	10.6	139	21	£25655
1.6 CRDi (134) auto 3	53.3	11.2	138	21	£27055
1.6 CRDi (134) at GT-Line S	52.3	11.4	142	20	£31755

Stinger - 4830x1870mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 T-GDi (242) auto GT-Line	29.4	5.8	217	34	£32475
3.3 T-GDi (361) auto GT S	27.7	4.7	233	41	£40575
2.2 CRDi (197) auto GT-Line	40.9	7.3	179	32	£34250

GT-Line S: add £3500 to GT-Line

Stonic - 4140x1760mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 T-GDi (118) 2	47.1	9.9	137	14	£17755
1.0 T-GDi (118) 3	47.1	9.9	137	11	£19285
1.0 T-GDi (118) auto 3	46.3	10.2	138	11	£20285
1.6 CRDi (108) 3	57.6	10.5	128	11	£19985

4: add £1600 to 3 (not CRDi)

XCeed - 4395x1826mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 T-GDi (118) 2	45.6	10.9	124	15	£20795
1.4 T-GDi (138) 3	42.8	9.1	142	16	£24095
1.4 T-GDi (138) auto 3	42.8	9.1	134	16	£25195
1.6 GDi Hybrid (139) auto PHEV 3	188.3	9.4	34	N/A	£30695
1.6 CRDi (114) 2	52.3	11.0	109	16	£22045

3: add £2500 to 2

Soul EV - 4195x1800mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
64kWh (201) First Edition	N/A	7.6	0	34	£33795

Niro - 4355x1805mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 2nd

	MPG	0-60mph	CO_2	Insurance group	List price
1.6 GDi Hybrid (139) auto 2	76.3	11.5	86	11	£24590
1.6 GDi Hybrid (139) auto 3	65.7	11.5	100	12	£26770
1.6 GDi Hybrid (139) auto 4	65.7	11.5	100	13	£29270
1.6 GDi Hybrid (139) auto PHEV 2	217.3	10.8	29	14	£30265
1.6 GDi Hybrid (139) auto PHEV 3	217.3	10.8	29	15	£31945
64kWh (201) First Edition e-Niro	N/A	7.5	0	28	£37995

Sportage - 4485x1855mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 17th

	MPG	0-60mph	CO_2	Insurance group	List price
1.6 GDi (130) 1	35.7	11.1	179	13	£20670
1.6 GDi (130) 2	34.9	11.1	183	13	£22770
1.6 GDi (130) Platinum Edition	34.9	11.1	184	14	£26195
1.6 T-GDi (174) GT-Line	34.9	8.9	184	21	£25885
1.6 T-GDi (174) AWD 2	32.1	9.2	199	20	£24770
1.6 T-GDi (174) auto AWD GT-Line	32.5	8.8	198	22	£28270
1.6 T-GDi (174) at AWD GT-Line S	32.1	8.8	201	20	£32120
1.6 CRDi (114) 48v 1	50.5	11.4	145	15	£22350
1.6 CRDi (134) 48v 2	47.1	10.8	158	18	£24750
1.6 CRDi (134) 48v GT-Line	45.6	10.8	162	19	£26750
1.6 CRDi (134) 48v auto 2	47.1	11.4	158	18	£26250
1.6 CRDi (134) 48v auto GT-Line	45.6	11.4	162	19	£28250
1.6 CRDi (134) 48v auto GT-Line S	44.8	11.4	153	21	£32120
1.6 CRDi (134) 48v at AWD GT-Line	43.5	11.6	169	20	£29770
2.0 CRDi (182) 48v at AWD GT-Line	42.2	9.2	176	24	£30360
2.0 CRDi (182) 48v at AWD GT-Li S	41.0	9.2	182	25	£35020

4: add £1750 to GT-Line

Sorento - 4800x1890mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 7th

	MPG	0-60mph	CO_2	Insurance group	List price
2.2 CRDi (197) KX-1	41.5	8.7	157	24	£30250
2.2 CRDi (197) KX-2	41.5	8.7	157	25	£33650
2.2 CRDi (197) auto KX-2	39.2	9.1	161	25	£35650
2.2 CRDi (197) auto GT-Line	38.7	9.1	161	26	£37450

KX-3: add £4000 to KX-2, GT-Line S: add £5500 to GT-Line

LAMBORGHINI

Dealers: 7 / Warranty: 3 years/unlimited miles

Urus - 5112x2016mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
4.0T V8 FSI (650) auto	23.0	3.6	279	50	£159925

Huracan - 4459x1924mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
5.2 V10 (580) auto LP580-2	23.7	3.4	278	50	£157590
5.2 V10 (610) auto LP610-4	22.6	3.2	290	50	£182910
5.2 V10 (610) at LP640-4 Perform'te	20.6	2.9	314	50	£210115

Spyder: add £15540 to LP580-2, add £18072 to LP610-4, add £9535 to Performante

Aventador - 4780x2030mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
6.5 V12 (700) auto LP700-4	17.7	2.9	370	50	£267050
6.5 V12 (750) auto LP750-4 SV	17.7	2.9	370	50	£322088

Roadster: add £28800

LAND ROVER

Dealers: 130 / Warranty: 3 years/unlimited miles

Discovery Sport - 4597x2069mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 24th

	MPG	0-60mph	CO_2	Insurance group	List price
2.0T P200 auto AWD 5+2st	30.8	8.6	179	31	£36775
2.0T P200 auto AWD S 5+2st	30.8	8.6	179	31	£39925
2.0T P200 auto AWD SE 5+2st	30.2	8.6	182	33	£42475
2.0T P250 auto AWD S 5+2st	30.5	7.1	182	37	£41375
2.0T P250 auto AWD SE 5+2st	29.9	7.1	185	39	£43925
2.0 D150 FWD 5st	47.8	10.5	140	26	£31575
2.0 D150 FWD S 5st	47.8	10.5	140	27	£34425
2.0 D150 FWD SE 5st	42.0	10.5	149	29	£36925
2.0 D180 auto AWD S 5+2st	40.4	9.4	150	31	£40325
2.0 D180 auto AWD SE 5+2st	39.6	9.4	155	33	£43175
2.0 D240 auto AWD S 5+2st	39.6	7.4	168	38	£42475
2.0 D240 auto AWD SE 5+2st	38.8	7.4	175	39	£45325

R Dynamic: add £1500 to S, SE, HSE, HSE: add £3150 to P250 SE, add £2850 to D180 SE, add £2150 to D240 SE, D150 AWD 5+2st: add £4850 to D150 FWD 5st

Defender - 5018x2008mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0T P300 auto 110	24.7	7.7	227	35	£48295
2.0T P300 auto 110 S	24.7	7.7	227	35	£51750
2.0T P400 auto 110 X	25.2	6.1	220	43	£78800
2.0 D200 auto 110	33.6	9.9	199	29	£45240
2.0 D200 auto 110 S	31.7	9.9	199	30	£48695
2.0 D240 auto 110 S	31.7	8.7	199	34	£51750
2.0 D240 auto 110 HSE	31.7	8.7	199	36	£60505
2.0 D240 auto 110 First Edition	31.7	8.7	199	36	£58860

SE: add £3930 to S, Defender 90: due mid-2020

Discovery - 4956x2073mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 Si4 (300) auto S	25.8	7.3	222	41	£47745
2.0 Si4 (300) auto SE	25.8	7.3	222	41	£54425
2.0 SD4 (240) auto S	33.6	8.3	197	33	£47980
2.0 SD4 (240) auto SE	33.6	8.3	197	37	£54660
3.0 SD6 (306) auto SE	31.6	7.0	202	40	£57360

HSE: add £8200 to SE trim, HSE Luxury: add £5200 to HSE

Range Rover Evoque - 4371x1996mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 42nd

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 P200 auto AWD	30.7	8.0	176	30	£35975
2.0 P200 auto AWD SE	30.7	8.0	176	32	£42625
2.0 P250 auto AWD	30.4	7.0	180	34	£37175
2.0 P250 auto AWD SE	30.4	7.0	180	36	£43375
2.0 P250 auto AWD First Edition	30.4	7.0	180	39	£50425
2.0 P300 auto AWD	30.3	6.3	186	37	£40375
2.0 P300 auto AWD SE	30.3	6.3	186	39	£46575
2.0 D150 FWD	44.9	9.9	143	26	£31295
2.0 D150 auto AWD	41.9	10.4	149	26	£35115
2.0 D150 auto AWD SE	41.9	10.4	149	28	£41765
2.0 D180 auto AWD	41.3	8.8	150	29	£35865
2.0 D180 auto AWD SE	41.3	8.8	150	31	£42515
2.0 D180 auto AWD First Edition	41.3	8.8	150	34	£49565
2.0 D240 auto AWD	40.4	7.2	163	35	£38625
2.0 D240 auto AWD SE	40.4	7.2	163	37	£44825

R-Dynamic: add £1500 to all models, S: add £2700-£3150 to Evoque, HSE: add £3000 to SE

Range Rover Velar - 4803x2041mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 P250 auto 4WD	30.5	6.7	183	41	£46355
2.0 P250 auto 4WD S	30.5	6.7	179	39	£51695
2.0 P300 auto 4WD	29.3	5.9	189	41	£48855
2.0 P300 auto 4WD S	29.3	5.9	185	42	£54195
5.0 V8 S/C P550 at SVAutobiog	23.0	4.3	270	50	£86685
2.0 D180 auto 4WD	42.1	8.5	152	31	£45260
2.0 D180 auto 4WD S	42.1	8.5	157	35	£50600
2.0 D240 auto 4WD	40.7	7.0	176	39	£48250
2.0 D240 auto 4WD S	40.7	7.0	171	39	£53590
3.0 D275 auto 4WD	37.8	6.7	178	44	£49850
3.0 D275 auto 4WD S	37.8	6.7	173	44	£55190
3.0 D300 auto 4WD	37.8	6.3	178	44	£51100
3.0 D300 auto 4WD S	37.8	6.3	173	44	£56440

R-Dynamic: add £2420 (not SVAutobiography), SE: add £2850 to S, HSE: add £5430 to SE

Range Rover Sport - 4879x2073mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 P300 auto HSE	26.1	7.0	217	44	£64725
3.0 P400 auto HSE	27.4	5.9	209	44	£70695
3.0 P400 auto HST	27.4	5.9	209	44	£81250
5.0 V8 S/C P525 at Autobiog Dyn	20.2	5.0	288	49	£92410
5.0 V8 S/C P575 auto SVR	18.9	4.3	290	50	£101810
2.0 P400e auto PHEV HSE	86.9	6.3	69	44	£72785
2.0 P400e at PHEV Autobiog Dyn	86.9	6.3	69	44	£86385
3.0 SDV6 (306) auto HSE	32.0	6.8	195	43	£68155
3.0 SDV6 (306) at Autobiog Dyn	31.8	6.8	200	43	£85955
4.4 SDV8 (339) at Autobiog Dyn	27.0	6.7	242	47	£92880

Dynamic: add £3000 to P400e HSE, £5300 to SDV6 HSE

Range Rover - 4999-5199x2073mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
5.0 V8 S/C (525) auto Autobiog	20.0	5.1	294	N/A	£110235
5.0 V8 S/C (565) auto SVAuto Dyn	18.9	5.1	298	N/A	£142285
2.0 P400e (404) PHEV auto Vogue	85.1	6.4	72	50	£89300
2.0 P400e (404) PHV at LWB SVAt	81.9	6.5	75	50	£168570
3.0 SDV6 (275) auto Vogue	31.5	7.4	199	42	£83655
4.4 SDV8 (339) auto Vogue	26.6	6.8	243	48	£89970
4.4 SDV8 (339) at LWB SVAutobio	26.2	7.0	247	N/A	£169355

Vogue SE: add £6500 to P400e Vogue, add £6600 to SDV6/SDV8 Vogue, Autobiography: add £19000 to SDV6/SDV8 Vogue, add £18900 to P400e Vogue, LWB: add £7200 to V8 S/C (525)/SDV8 Autobiography, add £7120 to P400e Autobiography, add £35450 to V8 S/C (565)

LEXUS

Dealers: 51 / Warranty: 3 years/60000 miles

CT - 4355x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 30th

	MPG	0-60mph	CO_2	Insurance group	List price
1.8 Hybrid (136) auto CT 200h	55.3	10.3	101	20	£26250
1.8 Hyb (136) at CT 200h F Sport	55.3	10.3	101	17	£28450
1.8 Hyb (136) at CT 200h Takumi	55.3	10.3	101	17	£33250

IS - 4680x1810mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 11th

	MPG	0-60mph	CO_2	Insurance group	List price
2.5 Hybrid (223) auto IS 300h	48.7	8.4	104	28	£33200
2.5 Hybrid (223) at IS 300h F Sport	48.7	8.4	109	28	£36900
2.5 Hybrid (223) at IS 300h Takumi	48.7	8.4	109	28	£42900

ES - 4975x1865mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.5 Hybrid (218) auto ES 300h	53.2	8.9	100	33	£35155
2.5 Hybrid (218) at ES 300h F Sport	53.2	8.9	103	34	£38155
2.5 Hybrid (218) at ES 300h Takumi	53.2	8.9	103	38	£45655

LS - 5235x1900mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.5 V6 Hyb (359) auto LS 500h	36.2	5.1	147	47	£74750
3.5 V6 Hyb (359) at LS 500h F Sport	35.7	5.1	147	50	£82150
3.5 V6 H (359) at LS 500h AWD T'mi	31.0	5.1	162	50	£100650

UX - 4495x1840mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 Hybrid (178) auto UX 250h	53.2	8.5	94	22	£29905
2.0 Hyb (178) at UX 250h E-Four	47.0	8.5	103	22	£36705
2.0 Hyb (178) at UX 250h F Sport	50.4	8.5	97	22	£33905

Takumi: add £5200 to F Sport, E-Four: add £4300 to F Sport, add £1250 to Takumi

NX - 4640x1845mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 6th

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.5 Hybrid (197) auto NX 300h	37.6	9.2	137	27	£36300
2.5 Hyb (197) at NX 300h F Sport	37.6	9.2	137	27	£42500
2.5 Hyb (197) at NX 300h Takumi	37.6	9.2	137	28	£46800

RX - 4890-5000x1895mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 5th

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.5 V6 Hybrid (313) auto RX 450h	35.7	7.7	134	41	£50905
3.5 V6 Hyb (313) at RX 450h F Sport	35.7	7.7	134	41	£55205
3.5 V6 Hy (313) at RX 450h Takumi	35.7	7.7	134	41	£61705
3.5 V6 Hy (313) at RX 450h L	34.4	8.0	138	41	£52195
3.5 V6 Hy (313) at RX 450h L T'kum	34.4	8.0	138	41	£62605

RC - 4704x1849mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.5 Hybrid (223) auto RC 300h	45.5	8.6	114	34	£40190
2.5 Hyb (223) at RC 300h F Sport	45.5	8.6	114	35	£43455
2.5 Hyb (223) at RC 300h Takumi	45.5	8.6	114	35	£46605
5.0 V8 (457) auto RC F	23.9	4.5	258	35	£62900

LC - 4770x1920mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.5 V6 Hybrid (359) auto LC 500h	34.8	4.7	150	47	£78150
5.0 V8 (464) auto LC 500	24.3	4.4	265	48	£78150

LOTUS

Dealers: 18 / Warranty: 3 years/36000 miles

Elise - 3824x1719mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.8 (217) Sport 220	36.7	4.2	174	48	£42175
1.8 (245) Cup 250	36.2	3.9	177	48	£50075

Exige - 4084x1802mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.5 V6 VVT-i S/C Sport 350	28.3	3.7	225	50	£62300
3.5 V6 VVT-i S/C Sport 410	27.7	3.3	230	50	£83135
3.5 V6 VVT-i S/C Cup 430	27.7	3.2	230	50	£103835

Evora - 4394x1972mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.5 V6 VVT-i S/C GT410 Sport	26.7	4.0	239	50	£89135

Auto: add £2000

McLAREN

Dealers: 7 / Warranty: 3 years

Sports Series - 4530-4604x1930mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.8 V8TT auto 540C	23.2	3.4	249	50	£137180
3.8 V8TT auto 570S	23.2	3.1	249	50	£150870
3.8 V8TT auto 570GT	23.2	3.4	249	50	£158870
3.8 V8TT auto 600LT	23.2	2.9	266	50	£187690

570S Spider: add £15750, 600LT Spider: add £16000

Super Series - 4543x2059mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
4.0 V8TT auto 720S	23.2	2.8	249	50	£216870
4.0 V8TT auto 720S Perf/Lux Eds	23.2	2.8	249	50	£226860

GT - 4683x2045mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
4.0 V8TT (620) auto GT	23.7	3.1	245	50	£164870

MASERATI

Dealers: 19 / Warranty: 3 years/unlimited miles

Ghibli - 4971x1948mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6TT (350) auto	24.9	5.5	248	N/A	£58700
3.0 V6TT (430) auto S	24.9	4.9	248	N/A	£70000
3.0 V6 (275) auto Diesel	35.7	6.3	184	N/A	£54800

GranLusso/GranSport: add £7500

Quattroporte - 5262x1948mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6TT (350) auto	24.9	5.5	254	N/A	£79600
3.0 V6TT (430) auto S	24.9	5.0	254	N/A	£88500
3.0 V6 (275) auto Diesel	35.7	6.4	191	N/A	£75700

GranLusso/GranSport: add £8500

Levante - 5003x1968mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6 (350) auto	22.4	6.0	268	N/A	£62900
3.0 V6 (430) auto S	22.4	5.2	273	N/A	£74000
3.8 V8 (530) auto GTS	21.4	4.3	308	N/A	£104900
3.8 V8 (580) auto Trofeo	21.4	4.1	308	N/A	£124900
3.0 V6 (275) auto Diesel	30.0	6.9	207	N/A	£59800

GranLusso/GranSport: add £5045 to S, add £6240 to Diesel

GranTurismo - 4881x1915mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
4.7 V8 (460) auto Sport	19.7	4.8	313	N/A	£94420
4.7 V8 (460) auto MC	19.7	4.7	313	N/A	£110055

GranCabrio: add £13515 to Sport, add £6465 to MC

MAZDA

Dealers: 154 / Warranty: 3 years/60000 miles

2 - 4070x1695mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 49th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 Skyactiv-G (75) SE-L	53.3	11.7	95	13	£15795
1.5 Skyactiv-G (90) SE-L Nav	53.3	9.7	95	15	£16795
1.5 Skyactiv-G (90) Sport Nav	53.3	9.7	94	15	£17495
1.5 Skyactiv-G (90) GT Sport Nav	53.3	9.7	94	16	£18295
1.5 Skyactiv-G (90) auto Sport Nav	47.9	12.0	118	15	£19595

3 - 4460x1795mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 Skyactiv-G (122) SE-L	45.6	10.4	117	15	£21795
2.0 Skyactiv-G (122) Sport Lux	45.6	10.4	119	16	£23995
2.0 Skyactiv-G (122) auto SE-L Lux	43.5	10.8	126	15	£24395
2.0 Skyactiv-G (122) at Sport Lux	43.5	10.8	128	22	£25495
2.0 Skyactiv-X (180) SE-L	51.4	8.2	100	21	£23275
2.0 Skyactiv-X (180) Sport Lux	51.4	8.2	103	22	£25575
2.0 Skyactiv-X (180) at Sport Lux	45.6	8.6	120	22	£27095
2.0 Skyac-X (180) GT Spt Tec AWD	45.6	8.5	109	23	£30475
2.0 Sky-X (180) at GT Spt Tec AWD	40.9	8.9	125	23	£31995

Saloon: same price (not Skyactiv G, no AWD), SE-L Lux: add £1100 to SE-L, GT Sport: add £1800 to Sport, GT Sport Tech: add £900 to GT Sport

6 - 4870x1840mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 35th

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 Skyactiv-G (145) SE-L Nav+	42.2	9.9	142	22	£24395
2.0 Skyactiv-G (145) at SE-L Nav+	40.3	10.9	141	22	£25995
2.0 Skyactiv-G (165) Sport Nav+	42.2	9.4	146	24	£27195
2.5 Skyac'-G (194) at GT Spt Nav+	38.2	8.1	153	29	£32095
2.2 Skyactiv-D (150) SE-L Nav+	55.4	9.1	117	25	£27395
2.2 Skyactiv-D (150) Sport Nav+	55.4	10.0	117	26	£29495
2.2 Skyactiv-D (150) at SE-L Nav+	47.9	10.6	133	25	£29295
2.2 Skyactiv-D (184) Sport Nav+	53.3	8.5	124	31	£30095
2.2 Skyactiv-D (184) at Sport Nav+	47.9	9.0	133	31	£31995

Tourer: add £900 (not 2.0 (145) auto), SE-L Lux: add £1400 to SE-L manual, GT Sport Nav+: add £2390 to 2.2D (184) Sport Nav+

CX-30 - 4395x1795mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 Skyactiv-G (122) SE-L	45.6	10.6	116	12	£22895
2.0 Skyactiv-G (122) Sport Lux	45.6	10.6	116	13	£25295
2.0 Skyactiv-G (122) auto SE-L	42.8	11.2	126	12	£24395
2.0 Skyactiv-G (122) at Sport Lux	42.8	11.2	126	13	£26795
2.0 Skyactiv-X (180) SE-L	47.9	8.5	105	18	£24375
2.0 Skyactiv-X (180) Sport Lux	47.9	8.5	105	19	£27075
2.0 Skyactiv-X (180) Spt Lux AWD	43.5	9.0	111	18	£29295
2.0 Skyactiv-X (180) auto SE-L	43.5	8.8	118	18	£25895
2.0 Skyactiv-X (180) at Sport Lux	43.5	8.8	118	18	£28595
2.0 Skyac-X (180) at Spt Lx AWD	40.4	9.2	128	18	£30795

Lux: add £1300 to SE-L, GT Sport: add £1800 to Sport Lux, GT Sport Tech: add £900 to GT Sport

CX-5 - 4550x1840mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 19th

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 Skyactiv-G (165) SE-L Nav+	38.2	10.3	146	15	£26400
2.0 Skyactiv-G (165) Sport Nav+	38.2	10.3	145	16	£29500
2.0 Skyactiv-G (165) at SE-L Nav+	36.7	9.8	150	15	£28000
2.0 Skyactiv-G (165) at Sport Nav+	36.7	9.8	150	16	£31100
2.2 Skyactiv-D (150) SE-L Nav+	47.9	9.9	130	19	£28100
2.2 Skyactiv-D (150) Sport Nav+	49.6	9.9	128	19	£30700
2.2 Skyactiv-D (150) at SE-L Nav+	43.5	10.7	143	19	£30010
2.2 Skyactiv-D (150) at Sport Nav+	43.5	10.7	143	19	£32610
2.2 Skyactiv-D (184) Spt Nv+ AWD	42.8	9.3	137	23	£33710
2.2 Skyac-D (184) at Spt Nv+ AWD	39.8	9.6	145	23	£35610

GT Sport Nav+: add £2400 to 2.0 (165) Sport Nav+, add £2970 to 2.2D (184) Sport Nav+

MX-5 - 3915x1735mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 13th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 Skyactiv-G (132) SE L	44.8	8.3	138	27	£23795
1.5 Skyactiv-G (132) SE-L Nav+	44.8	8.3	138	26	£26095
2.0 Skyactiv-G (184) Sport Tech	40.9	6.5	156	33	£28395
2.0 Skyac-G (184) at Sport Tech RF	37.2	7.9	157	28	£31895

GT Sport Tech: add £1500 to Sport Tech, MX-5 RF: add £1900

MERCEDES

Dealers: 147 / Warranty: 3 years/unlimited miles

A-Class - 4419x1796mm **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3T (136) A 180 SE	47.9	9.2	121	19	£23710
1.3T (136) A 180 Sport	47.9	9.2	121	20	£25210
1.3T (136) auto A 180 SE	47.9	8.8	121	19	£25310
1.3T (136) auto A 180 Sport	47.9	8.8	121	20	£26810
1.3T (163) A 200 Sport	47.9	8.2	122	23	£26760
1.3T (163) auto A 200 Sport	47.9	8.0	120	23	£28360
2.0T (227) auto A 250 AMG Line	41.5	6.2	139	29	£31400
1.3T Hyb (262) at A 250 e AMG Li	256.8	6.6	32	28	£32980
2.0T (306) auto AMG A 35 4MATIC	35.8	4.7	167	37	£38020
2.0T (421) at AMG A 45 S 4MATIC+	33.6	3.9	192	40	£50570
1.5 (116) A 180 d SE	62.8	10.6	106	17	£25060
1.5 (116) A 180 d Sport	62.8	10.6	106	18	£26560
1.5 (116) auto A 180 d SE	64.2	10.5	101	17	£26660
1.5 (116) auto A 180 d Sport	64.2	10.5	101	18	£28160
2.0 (150) auto A 200 d Sport	58.9	8.1	110	23	£29440
2.0 (190) auto A 220 d AMG Line	57.7	7.0	114	26	£32510

AMG Line: add £1200 to Sport

A-Class Saloon - 4549x1796mm **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3T (136) A 180 Sport	47.9	9.3	120	20	£25805
1.3T (136) auto A 180 Sport	47.9	8.9	120	20	£27405
1.3T (163) A 200 Sport	47.9	8.3	120	23	£27355
1.3T (163) auto A 200 Sport	47.9	8.1	119	23	£28955
2.0T (224) auto A 250 AMG Line	41.5	6.3	134	29	£30845
1.3T Hyb (262) at A 250 e AMG Li	256.8	6.7	31	28	£33575
2.0T (306) auto AMG A 35 4MATIC	36.7	4.8	164	37	£38615
1.5 (116) A 180 d Sport	62.8	10.7	105	18	£27155
1.5 (116) auto A 180 d Sport	64.2	10.6	100	18	£28735
2.0 (150) auto A 200 d Sport	58.9	8.2	108	23	£30035
2.0 (190) auto A 220 d AMG Line	57.7	7.1	109	26	£33085

AMG Line: add £1200 to Sport

B-Class - 4419x1796mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3T (136) auto B 180 Sport	45.6	9.0	125	22	£27610
1.3T (163) auto B 200 Sport	45.6	8.2	124	25	£29160
2.0T (224) at B 250 AMG Line Exec	39.8	6.4	137	31	£33700
1.5 (116) auto B 180 d Sport	60.1	10.7	101	19	£28960
2.0 (150) auto B 200 d Sport	56.5	8.3	112	25	£30260
2.0 (190) at B 220 d AMG Line Exec	55.4	7.2	112	29	£34810

AMG Line Executive: add £1200 to Sport

CLA-Class - 4695x1830mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3T (136) auto CLA 180 AMG Line	45.6	9.2	124	27	£31280
1.3T (163) auto CLA 200 AMG Line	45.6	8.4	123	29	£32830
2.0T (224) auto CLA 250 AMG Line	40.9	6.4	135	35	£34370
2.0T (306) at AMG CLA 35 4MATIC	35.8	4.9	164	42	£39970
2.0T (306) at AMG CLA 45 S 4MT+	32.8	4.0	189	45	£52045
2.1 (190) at CLA 220 d AMG Line	56.5	7.2	110	34	£35460

Shooting Brake: add £1000 (add £1425 to CLA 45 S)

C-Class - 4686-4756x1810-1839mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 27th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.6T (156) C 180 S	43.5	8.2	134	28	£29790
1.6T (156) C 180 SE	43.5	8.2	138	29	£31680
1.6T (156) auto C 180 SE	42.8	8.6	143	29	£TBC
1.5T (198) auto C 200 EQ SE	44.1	7.7	139	32	£34340
2.0 (258) auto C 300 AMG Line Ed	40.4	5.9	136	37	£40245
3.0 V6TT (390) at AMG C 43 4MAT	29.4	4.7	208	41	£50870
4.0 V8TT (510) auto AMG C 63 S	25.9	4.0	227	48	£76868
2.0 (194) auto C 220 d SE	55.4	6.9	121	34	£36810
2.0 (245) at C 300 d AMG Line Ed	49.6	5.9	129	40	£41010
2.0 (316) at C 300 de EQ Sport Ed	235.4	5.6	38	43	£43015

Sport Edition: add £1650 to SE, AMG Line Edition: add £1495 to C 180/C 200/C 220 d Sport Edition, Estate: add £1200

E-Class - 4940x1852mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (197) at E 200 AMG Line Ed	38.2	7.5	165	28	£41120
2.0T (320) auto E 300 e EQ SE	188.3	5.7	47	N/A	£47530
3.0T (367) at E 450 4MT AMG Li Ni	31.7	5.1	196	N/A	£57875
3.0T (435) auto AMG E 53 4MATIC	31.4	4.5	200	N/A	£64760
4.0 V8TT (612) at AMG E 63 S 4M+	23.7	3.4	245	47	£98050
2.0 (194) auto E 220 d SE	53.3	7.3	118	31	£38550
2.0 (245) at E 300 d AMG Line Ed	47.9	6.2	135	32	£43370
2.0 (306) auto E 300 de EQ SE	217.3	5.9	39	N/A	£47780
3.0 (286) at E 350 d AMG Line Ed	47.1	5.7	143	N/A	£52765
3.0 (340) at E 400 d 4MAT AMG Li	42.8	4.9	154	N/A	£60190
3.0 (340) at E 400 d 4MT All Terrain	38.7	5.4	168	N/A	£64950

AMG Line: add £2495 to SE, Estate: add £2000

CLS-Class - 4996x1896mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (313) auto CLS 350 AMG Line	37.2	6.0	163	N/A	£54690
3.0T (389) at CLS 450 4MT AMG Li	35.3	4.8	187	50	£64205
3.0T (435) at AMG CLS 53 4MAT+	31.0	4.5	202	50	£77935
2.0 (245) auto CLS 300 d AMG Line	46.3	6.4	142	N/A	£51415
3.0 (340) at CLS 400 d 4MT AMG Li	41.5	5.0	158	50	£67305

AMG GT 4-door Coupe - 5054x1953mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
4.0 V8TT (639) at GT 63 S 4MT+	22.1	3.2	257	50	£138305

S-Class - 5141-5462x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 (367) at S 450 L Grand Edition	36.2	5.1	171	49	£83150
3.0 (435) at S 500 L Grand Edition	36.2	4.8	171	50	£88400
3.0 (469) at S 560 e L Grand Ed	128.4	5.0	59	50	£97560
4.0 V8TT (612) auto AMG S 63 L	24.4	4.3	233	50	£129135
6.0 V12TT (630) at S 650 Maybach	20.0	4.7	320	50	£183245
3.0 (286) at S 350 d Grand Edition	44.1	6.0	160	47	£76190
3.0 (340) at S 400 d L Grand Ed	44.1	5.4	159	50	£82990

Long wheelbase: add £2800 to S 350 d

V-Class - 4895-5370x1928mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 (163) auto V 220 d Sport	N/A	11.0	158	N/A	£52210
2.0 (239) auto V 300 d Sport	N/A	7.8	157	N/A	£56160
2.0 (163) auto V 220 d Sport L	N/A	11.1	159	N/A	£55455
2.0 (239) auto V 300 d Sport L	N/A	7.9	157	N/A	£59405
2.0 (163) auto V 220 d Sport XL	N/A	11.2	159	N/A	£54145
2.0 (239) auto V 300 d Sport XL	N/A	7.9	158	N/A	£58095
2.0 (163) at V 220 d M Polo Horiz L	N/A	11.9	162	N/A	£55100
2.0 (239) at V 300 d M Polo Horiz L	N/A	8.3	161	N/A	£59380
2.0 (163) at V 220 d Marco Polo L	N/A	12.3	163	N/A	£60360
2.0 (239) at V 300 d Marco Polo L	N/A	8.6	162	N/A	£64640

AMG Line: add £2305, Exclusive: add £31960 to V 300 d Sport L

GLA-Class - 4417x1804mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.6T (122) GLA 180 Urban Edition	40.4	9.0	158	22	£26100
1.6T (122) auto GLA 180 Urban Ed	39.2	8.7	144	22	£27380
1.6T (156) GLA 200 Urban Edition	39.8	8.4	151	22	£27650
1.6T (156) auto GLA 200 Urban Ed	38.2	8.1	147	22	£28930
2.0T (211) at GLA 250 4MT AMG Li	35.8	6.6	169	28	£35910

AMG Line Edition: add £2520 to Urban Edition

GLB-Class - 4634x1834mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3T (163) auto GLB 200 Sport 7st	40.4	9.1	138	N/A	£34200
2.0 (150) at GLB 200 d AMG Li 7st	51.4	9.0	133	N/A	£28330
2.0 (150) at GLB 200 d 4M AMG Li 7st	49.6	9.3	145	N/A	£41400
2.0 (190) at GLB 220 d 4M AMG L 5s	48.7	7.6	146	N/A	£42200

AMG Line: add £1500 to Sport, 7 seats: add £750 to GLB 220 d

GLC-Class - 4655-4682x1890-1930mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (258) at GLC 300 4MAT Sport	34.4	6.2	166	N/A	£41910
2.0T Hyb (320) GLC 300 e 4MT AMG L	117.7	5.7	54	N/A	£49687
3.0 V6TT (390) at AMG GLC 43 4M	27.7	4.9	234	N/A	£50885
4.0 V8TT (476) at AMG GLC 63 4M	22.2	4.0	278	N/A	£75255
4.0 V8TT (510) at AMG GLC 63 S 4M	22.1	3.8	283	N/A	£86600
2.0 (194) at GLC 220 d 4MAT Sport	47.9	7.9	137	N/A	£40300
2.0 (245) at GLC 300 d 4MT AMG L P	44.1	6.5	157	N/A	£47925

AMG Line: add £1750 to Sport, GLC Coupe: add £2490-£3030 (not Sport trim)

EQC - 4762x1884mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
80kWh EQC 400 4MATIC Sport	N/A	5.1	N/A	50	£65720
80kWh EQC 400 4MAT AMG Line	N/A	5.1	N/A	50	£67715

GLE-Class - 4930x2018mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0T (367) at GLE 450 4M AMG Li P	33.2	5.7	194	47	£67020
3.0T (435) at AMG GLE 53 4MAT+	30.4	5.3	212	50	£74490
2.0 (245) at GLE 300 d 4M AMG Lin	46.3	7.2	162	44	£57015
2.0 (320) at GLE 350 de 4M AMG Li	256.8	6.8	29	47	£61360
3.0 (272) at GLE 350 d 4M AMG Lin	41.5	6.6	179	45	£61165
3.0 (330) at GLE 400 d 4M AMG L P+	39.2	5.7	189	48	£72435

7 seats: add £1995 to GLE 300 d

GLS-Class - 5213x2030mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 (330) a GLS 400 d 4MT AMG Li P	32.8	6.3	213	50	£75040

Premium Plus: add £8250, Premium Plus Executive: add £16500

G-Class - 4873x1984mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
4.0 V8TT (585) at AMG G 63 4MAT	18.8	4.5	299	50	£146450
3.0 (286) auto G 350 d 4MT AMG Li	25.9	7.4	252	N/A	£96180

X-Class - 5340x1920mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.3 (163) X 220 d 4MT Progressive	37.2	12.9	200	37	£35238
2.3 (190) X 250 d 4MT Progressive	35.8	11.8	200	38	£36114
2.3 (190) at X 250 d 4MT P'gressiv	35.8	11.8	207	39	£37722
2.3 (190) at X 250 d 4MT Element	35.8	11.8	207	39	£43998
3.0 V6 (258) at X 350 d 4MT Power	31.4	7.9	236	40	£47412

C-Class Coupe - 4696-4750x1810-1877mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.6T (156) C 180 AMG Line	42.8	8.5	134	N/A	£36415
1.6T (156) auto C 180 AMG Line	41.5	8.9	144	N/A	£TBC
1.5T (198) at C 200 EQ AMG Line	42.8	7.9	138	N/A	£39075
1.5T (198) a C 200 EQ 4MT AMG Li	40.4	8.4	151	N/A	£40995
2.0T (258) auto C 300 AMG Line	40.4	6.0	136	N/A	£41835
3.0 V6TT (390) at AMG C 43 4MAT	29.4	4.7	217	N/A	£53455
4.0 V8TT (510) at AMG C 63 S 4MT	25.5	3.9	230	N/A	£79158
2.0 (194) auto C 220 d AMG Line	54.3	7.0	117	N/A	£41545
2.0 (194) at C 220 d 4MT AMG Line	49.6	7.3	125	N/A	£43145
2.0 (245) auto C 300 d AMG Line	49.6	6.0	129	N/A	£42600
2.0 (245) at C 300 d 4MT AMG Line	48.7	6.0	137	N/A	£44240

C-Class Cabriolet: add £3819

E-Class Coupe - 4846x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (245) auto E 300 AMG Line	31.0	6.5	181	37	£44725
2.0T (299) at E 350 EQ AMG Line	37.2	5.9	164	N/A	£50610
3.0T (367) at E 450 AMG Li 4MAT	31.4	5.6	202	N/A	£58415
3.0T (435) at AMG GLE 53 4MAT+	31.4	4.4	202	N/A	£65260
2.0 (194) at E 220 d AMG Li Prem	52.3	7.4	132	34	£44260
2.0 (245) auto E 300 d AMG Line	47.9	6.3	N/A	N/A	£TBA
3.0 (340) at E 400 d AMG Li 4MAT	42.2	5.1	158	N/A	£TBA

E-Class Cabriolet: add £4495

S-Class Coupe - 5051x1913mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
4.0 V8TT (469) at S 560 Grand Ed	27.7	4.6	230	50	£113180
4.0 V8TT (612) auto AMG S 63	24.4	4.2	231	50	£131910

S-Class Cabriolet: add £11795 to S 560, £13095 to S 63

SL-Class - 4631x1877mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6TT (367) at SL 400 Grand Ed	29.7	4.9	197	50	£79965
4.7 V8 (455) auto SL 500 Grand Ed	27.4	4.3	230	50	£89200

AMG GT - 4544x1939mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
4.0 V8TT (476) at AMG GT Ed 476	23.5	4.0	261	50	£98930
4.0 V8TT (557) auto AMG GT C	22.1	3.7	284	50	£140775

AMG GT Roadster: add £11960 to GT C

MG

Dealers: 71 / Warranty: 7 years/80000 miles

MG3 - 4018x1729mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 (106) Explore	42.3	10.4	140	7	£9495
1.5 (106) Excite	42.3	10.4	140	7	£11395

Exclusive: add £1400 to Excite

ZS - 4314x1809mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 (106) Explore	47.1	10.4	129	11	£12495
1.5 (106) Excite	47.1	10.4	129	11	£14045
1.0T GDi (111) auto Excite	45.4	12.1	144	10	£16045
44.5 kWh (143) auto EV Excite	N/A	8.5	0	N/A	£21495

Exclusive: add £1750 to Excite

HS - 4574x1876mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 T-GDi (162) Explore	37.2	9.9	148	N/A	£17995
1.5 T-GDi (162) Excite	37.2	9.9	148	N/A	£20495
1.5 T-GDi (162) auto Excite	37.2	9.9	148	N/A	£21995

Exclusive: add £2500 to Excite

MINI

Dealers: 148 / Warranty: 3 years/unlimited miles

MINI - 3821-3982x1727mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 57th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (102) One	49.6	10.3	117	13	£16195
1.5T (102) auto One	47.9	10.3	111	13	£17595
1.5T (136) Cooper	48.7	8.0	117	20	£17635
1.5T (136) auto Cooper	48.7	8.0	111	20	£19035
2.0T (192) Cooper S	43.5	6.8	139	28	£20925
2.0T (192) auto Cooper S	44.8	6.7	120	28	£22285
2.0T (192) auto 60 Years Edition	44.1	6.7	122	28	£29995
2.0T (231) John Cooper Works	40.4	6.3	162	29	£25950

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (231) auto John Cooper Wrks	40.9	6.1	142	29	£27330
32.6kWh (184) auto Electric	N/A	7.3	0	N/A	£24400

MINI 5dr: add £700 to One/Cooper/Cooper S, Sport/Exclusive packs: add £2600 to Cooper/Cooper S

Clubman - 4253x1800mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (136) Cooper	44.1	9.2	127	20	£21950
1.5T (136) auto Cooper	42.8	9.2	120	20	£23550
2.0T (192) Cooper S	40.4	7.3	145	26	£24690
2.0T (192) auto Cooper S	42.2	7.2	125	26	£26250
2.0T (306) at John Cooper Works	34.9	4.9	161	40	£35360
2.0 (150) Cooper D	56.5	8.9	113	23	£24290
2.0 (150) auto Cooper D	54.3	8.6	111	23	£25890

Sport/Exclusive: add £2900 to Cooper/Cooper D/Cooper S

Convertible - 3821x1727mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (136) Cooper	45.6	8.8	121	21	£20085
1.5T (136) auto Cooper	44.8	8.7	116	21	£21485
2.0T (192) Cooper S	41.5	7.2	145	30	£24125
2.0T (192) auto Cooper S	43.5	7.1	123	30	£25485
2.0T (231) John Cooper Works	39.2	6.6	161	33	£29250
2.0T (231) auto John Cooper Wrks	39.2	6.5	142	33	£30630

Sport/Exclusive: add £2600 to Cooper/Cooper S

Countryman - 4299x1822mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T (136) Cooper	42.8	9.7	128	18	£23350
1.5T (136) auto Cooper	41.5	9.7	122	18	£24950
1.5T (136) Cooper ALL4	39.2	10.0	141	16	£25090
1.5T (136) auto Cooper ALL4	38.7	9.8	135	16	£26690
2.0T (192) Cooper S	40.4	7.6	111	25	£25590
2.0T (192) auto Cooper S	40.4	7.5	143	25	£27150
2.0T (192) auto Cooper S ALL4	37.2	7.2	130	23	£28890
2.0T (306) at John Cooper Works	34.4	5.1	156	38	£36660
1.5T (231) at Coopr S E PHEV ALL4	156.9	6.8	43	27	£31880
2.0 (150) Cooper D	56.5	9.1	111	21	£25390
2.0 (150) auto Cooper D	54.3	9.1	113	21	£26990
2.0 (150) Cooper D ALL4	50.4	9.0	129	21	£26990
2.0 (150) auto Cooper D ALL4	50.4	9.0	123	21	£28590

Sport/Exclusive: add £2900 (not JCW)

MITSUBISHI

Dealers: 125 / Warranty: 5 years/62500 miles

Mirage - 3845x1665mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 Mivec (80) Verve	56.5	12.6	113	17	£10550
1.2 Mivec (80) auto Design	50.4	13.5	127	16	£13315

Design: add £1945 to Verve, First Edition: add £1540 to Design

ASX - 4295x1770mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 Mivec (117) Dynamic	37.7	11.5	155	20	£20295
2.0 Mivec (117) auto Exceed AWD	37.7	11.5	155	20	£25945

Exceed: add £2800 to Dynamic

Eclipse Cross - 4405x1805mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5T Mivec (163) Verve	33.2	10.3	165	18	£22095
1.5T Mivec (163) Design SE	32.5	9.8	175	20	£22345
1.5T Mivec (163) auto Design SE	32.5	9.8	175	20	£23680
1.5T Mivec (163) at Dynamic AWD	32.5	9.8	175	20	£26845

Dynamic: add £1290 to Design SE, Exceed: add £2675 to Dynamic

Outlander - 4695x1810mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 (150) auto Design	32.5	13.2	171	22	£28085
2.4 Hybrid (221) auto PHEV Verve	139.7	10.5	40	25	£35455
2.4 Hybrid (221) at PHEV Design	139.7	10.5	40	25	£36455
2.4 Hybrid (221) at PHEV Dynamic	139.7	10.5	40	22	£38555

Exceed: add £2300 to Design (add £2400 to PHEV Dynamic)

L200 - 5305x1815mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.3 DI-D (150) 4Life Double Cab	32.1	N/A	231	N/A	£27195
2.3 DI-D (150) Warrior Double Cab	32.1	N/A	231	N/A	£31617
2.3 DI-D (150) Barbarian Dbl Cab	32.1	N/A	231	N/A	£35097
2.3 DI-D (150) auto Warrior DC	29.1	N/A	254	N/A	£33297
2.3 DI-D (150) auto Barbarian DC	29.1	N/A	254	N/A	£36777

Barbarian X: add £1800 to Barbarian auto

Shogun Sport - 4785x1815mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.4 DI-D (181) auto 3	32.8	11.0	227	43	£37840

Shogun Sport 4: add £2000 to 3

MORGAN

Dealers: 18 / Warranty: TBC

3 Wheeler - 3260-1738mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 (68) 3 Wheeler	34.9	7.0	187	N/A	£40074

Roadster - 3890-4010x1630-1756mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.6 (110) 4/4	44.1	8.0	143	N/A	£40206
2.0 (154) Plus 4	39.8	7.5	215	N/A	£44106
3.7 V6 (280) Roadster	27.4	5.5	250	N/A	£55074
3.0TT (335) auto Plus 6	38.2	4.2	170	N/A	£77995

NISSAN

Dealers: 221 / Warranty: 3 years/60000 miles

Micra - 3999x1743mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: 15th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 IG (71) Visia	46.3	16.4	121	1	£12875
1.0 IG (71) Acenta	46.3	16.4	121	1	£15095
0.9 IG-T (90) Visia+	47.1	12.1	118	3	£14715
0.9 IG-T (90) Acenta	47.1	12.1	118	3	£15985
0.9 IG-T (100) N-Sport	50.4	10.9	103	3	£17935
0.9 IG-T (100) auto Acenta	50.4	13.0	111	3	£17485
0.9 DIG-T (117) Acenta	47.9	9.9	114	3	£17305
1.5 dCi (90) Visia	52.3	11.9	107	8	£15300
1.5 dCi (90) Acenta	52.3	11.9	107	8	£17480

Visia+: add £950 to Visia, N-Sport: add £1700 to Acenta (117), N-Connecta: add £1315 to Acenta (not 1.0 IG), Tekna: add £2525 to Acenta (not 1.0 IG)

Juke - 4210x1800mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 DIG-T (117) Visia	47.9	10.4	112	13	£17395
1.0 DIG-T (117) Acenta	47.9	10.4	112	13	£18995
1.0 DIG-T (117) Tekna	46.3	10.4	118	14	£22495
1.0 DIG-T (117) Premiere Edition	46.3	10.4	118	14	£23995
1.0 DIG-T (117) auto Acenta	46.3	11.1	110	13	£20395
1.0 DIG-T (117) auto Tekna	44.8	10.4	116	14	£23895
1.0 DIG-T (117) auto Premiere Ed	44.8	10.4	116	14	£25395

N-Connecta: add £2000 to Acenta, Tekna+: add £1400 to Tekna

Leaf - 4490x1788mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 38th

Model	MPG	0-60mph	CO_2	Insurance group	List price
40 kWh (150) auto Acenta	N/A	7.9	0	21	£29845
62 kWh (217) auto e+ Tekna	N/A	7.3	0	21	£39395

N-Connecta: add £1300 to Acenta, Tekna: add £3000 to Acenta

e-NV200 Combi - 4560x1755mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
40 kWh (109) auto Visia	N/A	14.0	0	21	£32755

Acenta: add £2400 to Visia, Evalia: add £4200 to Visia, 7 seats: add £720 to all models

Qashqai - 4330x1780mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 22nd

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3 DiG-T (140) Visia	41.4	10.5	121	17	£21795
1.3 DiG-T (140) Acenta Premium	41.4	10.5	121	15	£23100
1.3 DiG-T (160) Acenta Premium	41.4	8.9	121	18	£24200
1.3 DiG-T (160) auto Acenta Prem	40.7	9.9	122	18	£25650
1.5 dCi (115) Visia	53.3	12.3	100	17	£21595
1.5 dCi (115) Acenta Premium	53.3	12.3	100	15	£24800
1.5 dCi (115) auto Acenta Prem	53.7	13.0	106	15	£26150
1.7 dCi (150) N-Connecta	49.6	9.5	127	18	£28000
1.7 dCi (150) N-Connecta 4WD	46.4	9.5	138	18	£29710
1.7 dCi (150) at N-Connecta 4WD	40.9	11.2	154	18	£31170

N-Connecta: add £1700 to Acenta Premium, Tekna: add £2300 to N-Connecta, Tekna+: add £1200 to Tekna

X-Trail - 4690x1820mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 60th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3 DiG-T (160) Acenta	33.2	11.5	150	20	£26590
1.7 dCi (150) Visia	42.2	11.0	137	18	£25795
1.7 dCi (150) Acenta	42.2	10.7	137	16	£27095
1.7 dCi (150) Acenta 4WD	40.4	10.7	151	23	£28995
1.7 dCi (150) auto Acenta	38.7	12.7	146	23	£28545
1.7 dCi (150) auto Acenta 4WD	36.2	12.7	159	23	£30445

Acenta Premium: add £1070 to Acenta, N-Connecta: add £1430 to Acenta Premium, Tekna: add £2100 to N-Connecta

Navara - 5330x1850mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.3 dCi (163) Visia Double Cab	31.8	12.5	234	36	£27600
2.3 dCi (163) Acenta Double Cab	31.8	12.5	234	36	£28740
2.3 dCi (190) N-Connecta DC	31.7	11.2	235	37	£32250
2.3 dCi (190) auto N-Connecta DC	29.6	11.2	252	37	£34170

Tekna: add £1980 to N-Connecta, N-Guard: add £3180 to N-Connecta

370Z - 4265x1845mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.7 V6 (328) 370Z	23.3	5.3	248	46	£29995
3.7 V6 (328) 370Z GT	23.3	5.3	248	46	£34995
3.7 V6 (328) auto 370Z GT	23.6	5.3	245	46	£36495
3.7 V6 (344) 370Z Nismo	23.2	5.2	248	44	£40495

50th Anniversary edition: add £4000 to GT

GT-R - 4710x1895mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.8 V6TT (570) auto Pure	20.2	2.7	316	50	£83995
3.8 V6TT (570) auto Recaro	20.2	2.7	316	50	£86995
3.8 V6TT (570) auto Prestige	20.2	2.7	316	50	£87995
3.8 V6TT (570) auto Track Edition	20.2	2.7	316	50	£99995
3.8 V6TT (600) auto Nismo	19.7	2.7	325	50	£174995

PEUGEOT

Dealers: 283 / Warranty: 3 years/60000 miles

108 - 3475x1615mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 (72) Active 3dr	58.9	13.8	85	8	£12265

5dr: add £400 to 3dr, Allure: add £1405 to Active, 108 Top!: add £1400 to 5dr models

208 - 4055x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (75) Active	53.6	14.9	94	12	£16250
1.2 PureTech (100) Active	53.0	9.9	97	19	£17350
1.2 PureTech (100) auto Active	50.3	10.8	99	19	£18750
1.2 PureTech (130) auto Allure	51.9	8.7	103	24	£21500
1.5 BlueHDi (100) Active	71.4	10.2	85	21	£18850
50kWh (136) Active	N/A	8.1	0	26	£25050
50kWh (136) GT	N/A	8.1	0	28	£29650

Allure: add £1500 to Active (not 1.2 PureTech 75), GT Line: add £1850 to Allure

308 - 4253x1804mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2T PureTech (110) Active	47.7	10.1	104	15	£21125
1.2T PureTech (130) Active	48.9	9.1	105	19	£21595
1.2T PureTech (130) auto Active	48.5	9.8	105	19	£23195
1.2T PureTech (130) Tech Edition	48.9	9.1	105	20	£24345
1.2T PureTech (130) auto Tech Ed	48.5	9.8	105	20	£25745
1.6 THP (225) auto GT	40.1	7.4	132	27	£29205
1.6 THP (260) GTi	37.8	6.0	148	36	£30745
1.5 BlueHDi (100) Active	63.8	11.5	97	17	£21675
1.5 BlueHDi (130) Active	62.7	9.8	92	22	£22595
1.5 BlueHDi (130) auto Active	62.1	9.4	102	22	£24195
1.5 BlueHDi (130) Tech Edition	62.7	9.8	92	23	£25345
1.5 BlueHDi (130) auto Tech Ed	62.1	9.4	93	23	£26745
2.0 BlueHDi (180) auto GT	49.4	8.2	116	29	£28835

308 SW: add £950 (not GTi), Allure: add £1300 to Active (not BlueHDi 100), GT Line: add £450 to Tech Edition

508 Fastback - 4750x1859mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.6 PureTech (180) auto Allure	44.0	7.9	114	28	£30680
1.6 PureTech (225) auto GT	42.2	7.3	119	34	£37005
1.6 Hybrid (225) auto Allure	235.4	8.3	131	31	£30330
1.6 Hybrid (225) auto GT	235.4	8.3	131	33	£40630
1.5 BlueHDi (130) Active	63.6	9.7	93	22	£26030
1.5 BlueHDi (130) Allure	63.6	9.7	93	22	£27330
1.5 BlueHDi (130) auto Active	62.0	10.0	92	22	£27630
1.5 BlueHDi (130) auto Allure	62.0	10.0	92	22	£28930
2.0 BlueHDi (160) auto Allure	52.9	8.4	110	29	£30330
2.0 BlueHDi (180) auto GT	50.3	8.3	109	32	£37230

GT Line: add £1750 to Allure, 508 SW: add £3800

Rifter - 4403x1878mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (110) Active	42.4	11.7	126	10	£21125
1.5 BlueHDi (100) Active	51.6	12.5	113	11	£21405
1.5 BlueHDi (130) Allure	50.1	10.4	115	14	£23725
1.5 BlueHDi (130) auto Allure	50.3	10.4	114	14	£25225

Rifter Long: add £1700, Allure: add £1050 to Active, GT Line: add £1650 to Allure

Traveller - 4959-5309x1920mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 BlueHDi (120) Active	47.1	12.0	126	17	£35385
1.5 BlueHDi (120) Business	47.1	12.0	126	17	£35015
2.0 BlueHDi (150) Active	41.9	10.3	144	21	£36875
2.0 BlueHDi (150) Business	41.9	10.3	144	21	£36505
2.0 BlueHDi (180) auto Active	40.6	8.8	143	24	£39240
2.0 BlueHDi (180) at Business VIP	40.6	8.8	149	27	£44930

Allure: add £6035 to Active (not 1.5 BlueHDi), long wheelbase: add £700 to Allure/Business VIP

2008 - 4300x1770mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (100) Active	52.0	10.9	105	N/A	£20150
1.2 PureTech (130) Allure	50.6	8.9	103	N/A	£23550
1.2 PureTech (130) GT Line	50.6	8.9	103	N/A	£26100
1.2 PureTech (130) auto Active	47.1	9.1	109	N/A	£22900
1.2 PureTech (130) auto GT Line	47.1	9.1	109	N/A	£27650
1.2 PureTech (155) auto GT	46.6	8.2	113	N/A	£31575
1.5 BlueHDi (100) Active	62.7	11.4	96	N/A	£21750
1.5 BlueHDi (100) GT Line	62.7	11.4	96	N/A	£26500
50kWh (136) Active	N/A	N/A	0	N/A	£31650
50kWh (136) GT Line	N/A	N/A	0	N/A	£35500
50kWh (136) GT	N/A	N/A	0	N/A	£37775

Allure: add £2200 to Active

3008 - 4365x1837mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 1st

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (130) Active	47.2	9.5	113	16	£25865
1.2 PureTech (130) auto Active	54.6	9.7	109	16	£27465
1.6 PureTech (180) auto GT Line	39.6	8.0	128	24	£32865
1.6 Hybrid (225) auto Allure	N/A	N/A	49	26	£36585
1.6 Hybrid (225) auto GT	N/A	N/A	49	28	£41735
1.6 Hybrid4 (300) auto GT	235.4	5.9	28	35	£46735
1.5 BlueHDi (130) Active	55.1	10.8	106	16	£27485
1.5 BlueHDi (130) auto Active	56.3	11.5	102	16	£29085
2.0 BlueHDi (180) auto Allure	47.3	9.0	121	23	£32685
2.0 BlueHDi (180) auto GT	47.3	9.0	121	24	£37365

Allure: add £1800 to Active, GT Line: add £1900 to Allure

5008 - 4641x1844mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 PureTech (130) Active	47.2	9.9	121	14	£27915
1.2 PureTech (130) auto Allure	54.6	10.2	121	14	£31415
1.6 PureTech (180) auto GT Line	39.6	8.3	131	24	£35015
1.5 BlueHDi (130) Active	55.1	11.1	109	15	£29535
1.5 BlueHDi (130) auto Active	56.3	11.8	107	15	£31155
2.0 BlueHDi (180) auto Allure	47.3	9.2	129	22	£34885
2.0 BlueHDi (180) auto GT	47.3	9.2	129	23	£39985

Allure: add £1800 to Active, GT Line: add £1900 to Allure (not 1.2 PureTech auto)

PORSCHE

Dealers: 36 / Warranty: 3 years/unlimited miles

Taycan - 4963x1966mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
79.2kWh (530) auto 4S	N/A	3.2	0	50	£83367
93.4kWh (680) auto Turbo	N/A	3.2	0	50	£115858
93.4kWh (761) auto Turbo S	N/A	2.8	0	50	£138826

Panamera - 5049x1937mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6 (330) auto 4	26.9	5.5	192	50	£72890
2.9 V6 (440) auto 4S	25.9	4.4	190	50	£92443
2.9 V6 (460) auto GTS	23.5	4.1	235	50	£107179
4.0 V8TT (550) auto Turbo	23.0	3.8	238	50	£117918
2.9 V6 (462) auto 4 E-Hybrid	85.6	4.6	60	50	£83718
4.0 V8 TT (680) at Turbo S E-Hyb	80.7	3.4	74	50	£140132

Executive: add £6622 to 4, £9972 to 4S, £5123 to E-Hybrid, £9405 to Turbo/Turbo S E Hybrid, Sport Turismo: add £2147 (add £3688 to Panamera 4S)

Macan - 4696x1923mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (245) auto	28.2	6.7	181	39	£46913
3.0 V6 (354) auto S	25.7	5.3	196	42	£49300
3.0 V6 (380) auto GTS	25.0	4.9	218	42	£58816
3.0 V6 (440) auto Turbo	24.8	4.5	224	N/A	£68530

Cayenne - 4918x1983mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6T (340) auto	24.1	6.2	207	44	£57195
2.9 V6TT (440) auto S	23.9	5.2	211	48	£69818
4.0 V8TT (550) auto Turbo	20.8	4.1	258	50	£101155
2.9 V6 (462) auto S E-Hybrid	72.4	5.0	70	50	£68358
4.0 V8 TT (680) at Turbo S E-Hyb	58.9	3.8	85	50	£123349

Cayenne Coupe - 4931x1983mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6T (340) auto	23.9	6.0	212	44	£62129
3.0 V6T (440) auto S	23.7	5.0	212	50	£73658
4.0 V8TT (550) auto Turbo	20.8	3.9	258	50	£104729
2.9 V6 (462) auto S E-Hybrid	70.6	5.1	72	50	£71424
4.0 V8 TT (680) at Turbo S E-Hyb	57.9	3.8	85	50	£125946

718 Boxster - 4379x1801mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (300) 718 Boxster	32.5	5.3	186	44	£46651
2.0T (300) auto 718 Boxster	33.2	4.9	180	44	£48651
2.0T (300) 718 Boxster T	32.5	5.3	187	44	£53916
2.0T (300) auto 718 Boxster T	32.8	4.9	181	44	£56219
2.5T (350) 718 Boxster S	29.1	4.9	210	46	£55607
2.5T (350) auto 718 Boxster S	30.7	4.4	194	46	£57607
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	246	N/A	£65949
4.0 (420) 718 Boxster Spyder	25.7	4.4	249	50	£73405

718 Cayman - 4379x1801mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0T (300) 718 Cayman	32.8	5.1	186	42	£44790
2.0T (300) auto 718 Cayman auto	33.2	4.9	180	42	£46790
2.0T (300) 718 Cayman T	32.5	5.1	186	42	£52055
2.0T (300) auto 718 Cayman T	32.8	4.9	180	42	£54358
2.5T (350) 718 Cayman S	29.1	4.6	210	44	£53746
2.5T (350) auto 718 Cayman S	31.0	4.4	193	44	£55746
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	246	N/A	£64088
4.0 (420) 718 Cayman GT4	25.7	4.4	249	47	£75348

911 - 4519x1852mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0TT (385) auto Carrera	28.5	4.2	206	50	£82793
3.0TT (385) auto Carrera 4	28.2	4.2	210	50	£88101
3.0TT (385) auto Carrera Cabrio	28.0	4.4	210	50	£92438
3.0TT (385) auto Carrera 4 Cabrio	27.7	4.4	211	50	£97746
3.0TT (450) auto Carrera S	28.5	3.7	205	50	£93110
3.0TT (450) auto Carrera 4S	27.2	3.6	206	50	£98418
3.0TT (450) auto Carrera S Cabrio	28.0	3.9	208	50	£102755
3.0TT (450) auto Carrera 4S Cabrio	26.6	3.8	207	50	£108063

RENAULT

Dealers: 158 / Warranty: 4 years/100000 miles

Twizy - 2338x1234mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
6.1kWh (17) auto Expression	N/A	N/A	0	10	£10990
6.1kWh (17) auto Dynamique	N/A	N/A	0	11	£11790

Zoe - 4084x1730mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
52kWh (107) auto Play	N/A	11.4	0	19	£28470
52kWh (107) auto Iconic	N/A	11.4	0	19	£29970
52kWh (134) auto Iconic	N/A	11.4	0	18	£30420
52kWh (134) auto GT Line	N/A	11.4	0	21	£31420

Clio - 4050x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 SCe (75) Play	52.3	16.4	121	3	£14695
1.0 TCe (100) Play	54.3	11.8	117	10	£15495
1.0 TCe (100) R.S. Line	54.3	11.8	118	10	£17995
1.0 TCe (100) auto Play	48.7	N/A	131	10	£17295
1.0 TCe (100) auto R.S. Line	47.8	N/A	133	10	£19395
1.3 TCe (130) auto R.S. Line	49.6	9.0	131	16	£20795
1.5 dCi (85) Play	67.3	14.7	109	10	£17295
1.5 dCi (85) R.S. Line	67.3	14.7	110	10	£19795

Iconic: add £1000 to Play, S Edition: add £2800 to Play

Megane - 4359x1814mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3 TCe (140) Play	46.3	9.5	137	18	£18295
1.3 TCe (140) auto Play	44.1	9.2	144	18	£19895
1.3 TCe (140) Iconic	46.3	9.5	140	18	£19295
1.3 TCe (140) auto Iconic	44.1	9.2	146	18	£20895
1.3 TCe (140) GT Line	46.3	9.5	150	19	£21095
1.3 TCe (140) auto GT Line	44.1	9.2	150	19	£22695
1.8 TCe (280) Renaultsport	35.8	5.8	178	35	£28295
1.8 TCe (280) auto Renaultsport	34.0	5.8	187	35	£29895
1.8 TCe (300) Renaultsport Trophy	34.4	5.8	185	37	£32295
1.8 TCe (300) at R'sport Trophy	33.6	5.8	190	37	£33895
1.8 TCe (300) R'sport Trophy-R	34.9	5.4	190	37	£51440
1.8 TCe (300) Trophy-R Carbon	34.9	5.4	190	N/A	£63440
1.8 TCe (300) Trophy-R N'ring	34.9	5.4	190	N/A	£72440
1.5 Blue dCi (115) Play	62.8	11.1	119	16	£19795
1.5 Blue dCi (115) auto Play	58.9	10.6	130	16	£21395
1.5 Blue dCi (115) Iconic	62.8	11.1	121	16	£20795
1.5 Blue dCi (115) auto Iconic	58.9	10.6	131	16	£22395
1.5 Blue dCi (115) GT Line	62.8	11.1	126	16	£22595
1.5 Blue dCi (115) auto GT Line	58.9	10.6	134	16	£24195

Megane Sports Tourer: add £1200 (not Renaultsport)

Grand Scenic - 4634x1866mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.3 TCe (140) Play	40.9	10.3	156	16	£24195
1.3 TCe (140) Iconic	40.9	10.3	156	15	£25495
1.3 TCe (140) Signature	40.9	10.3	156	17	£26995
1.3 TCe (140) auto Play	39.8	10.4	160	16	£25795
1.3 TCe (140) auto Iconic	39.8	10.4	160	15	£27095
1.3 TCe (140) auto Signature	39.8	10.4	160	17	£28595
1.7 Blue dCi (120) Play	51.4	12.1	145	14	£25995
1.7 Blue dCi (120) Iconic	51.4	12.1	146	14	£27295
1.7 Blue dCi (120) Signature	51.4	12.1	146	15	£28795
1.7 Blue dCi (120) auto Play	47.1	13.0	158	14	£27595
1.7 Blue dCi (120) auto Iconic	47.1	13.0	158	14	£28895
1.7 Blue dCi (120) auto Signature	47.1	13.0	158	15	£30395

Trafic Passenger - 4999-5399x1956mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.6 dCi (120) SL27 Business	40.4	12.6	166	N/A	£31401
1.6 dCi (120) LL29 Business	40.4	12.6	166	N/A	£32841
1.6 dCi (120) SL27 Sport Nav	40.4	12.6	166	N/A	£34641
1.6 dCi (120) LL29 Sport Nav	40.4	12.6	166	N/A	£36081

Captur - 4122x1778mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 70th

Model	MPG	0-60mph	CO_2	Insurance group	List price
0.9T TCe (90) Play	45.6	13.1	122	8	£15730
0.9T TCe (90) Iconic	45.6	13.1	122	9	£16930
1.3 TCe (130) Iconic	44.1	10.2	128	15	£18330
1.3 TCe (130) S Edition	44.1	10.2	128	16	£19630
1.3 TCe (150) auto Iconic	43.4	9.5	125	19	£20270
1.3 TCe (150) auto S Edition	43.4	9.5	125	20	£21570

GT Line: add £1800 to Iconic

Kadjar - 4489x1836mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 52nd

	MPG	0-60mph	CO_2	Insurance group	List price
1.3 TCe (140) Play	44.1	10.4	147	19	£21095
1.3 TCe (140) Iconic	44.1	10.4	150	19	£22895
1.3 TCe (140) auto Play	43.5	9.6	147	19	£22695
1.3 TCe (140) auto Iconic	43.5	9.6	152	19	£24495
1.3 TCe (160) Iconic	42.8	9.9	149	21	£23895
1.5 Blue dCi (115) Play	60.1	11.7	131	17	£22895
1.5 Blue dCi (115) Iconic	60.1	11.7	135	17	£24695
1.5 Blue dCi (115) auto Play	55.4	11.5	128	17	£24495
1.5 Blue dCi (115) auto Iconic	55.4	11.5	135	17	£26295
1.7 Blue dCi (150) GT Line	52.3	TBC	142	24	£29095
1.7 Blue dCi (150) GT Line 4x4	47.9	TBC	155	24	£31395

S Edition: add £1500 to Iconic, GT Line: add £3000 to Iconic

Koleos - 4672x1843mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 dCi (175) auto Iconic	46.3	10.2	143	20	£28495
2.0 dCi (175) auto Iconic 4WD	40.9	10.2	150	23	£31495

GT Line: add £2000 to Iconic

ROLLS-ROYCE

Dealers: 6 / Warranty: 4 years/unlimited miles

Cullinan - 5341x2164mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
6.75 V12 (571) auto	18.8	5.0	341	N/A	£256190

Ghost - 5399-5569x1948mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
6.6 V12 (571) auto	20.2	4.9	327	N/A	£235370
6.6 V12 (571) auto EWB	20.0	5.0	329	N/A	£267590

Phantom - 5762-5982x2018mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
6.75 V12 (563) auto	19.1	5.8	318	N/A	£364190
6.75 V12 (563) auto EWB	19.0	6.1	319	N/A	£436190

Wraith - 5269x1947mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
6.6 V12 (632) auto	20.2	4.6	327	N/A	£253430

Dawn - 5285x1947mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
6.6 V12 (571) auto	19.9	4.9	330	N/A	£266170

SEAT

Dealers: 128 / Warranty: 3 years/60000 miles

Mii - 3556x1645mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
36.8kWh (83) Mii electric	N/A	12.3	0	12	£22800

Ibiza - 4061x1693mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 MPI (80) SE	52.3	14.7	108	3	£15645
1.0 TSI (95) SE	51.4	10.9	104	8	£16135
1.0 TSI (95) FR	51.4	10.9	104	10	£17955
1.0 TSI (95) Xcellence	51.4	10.9	104	9	£18105
1.0 TSI (115) FR	48.7	9.3	107	13	£18545
1.0 TSI (115) Xcellence	48.7	9.3	107	14	£18535
1.0 TSI (115) auto FR	45.6	9.5	111	13	£19645
1.0 TSI (115) auto Xcellence	45.6	9.5	111	14	£19635
1.6 TDI (95) SE	61.4	11.3	98	11	£18960
1.6 TDI (95) FR	57.6	11.3	103	11	£20800
1.6 TDI (95) Xcellence	57.6	11.3	103	11	£20950

SE Technology: add £630 to SE, FR Sport: add £1120 to FR, Xcellence Lux: add £730 to Xcellence

Leon - 4282x1816mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 47th

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (115) SE	52.3	9.8	107	13	£18850
1.5 TSI Evo (130) SE	47.9	9.4	110	14	£19250
1.5 TSI Evo (130) FR	46.3	9.4	112	15	£22075
1.5 TSI Evo (130) Xcellence	45.6	9.4	112	16	£24765
1.5 TSI Evo (150) FR	47.9	8.2	112	19	£23590
1.5 TSI Evo (150) Xcellence	47.1	8.2	112	19	£25190
1.5 TSI Evo (150) auto FR	44.8	8.3	115	19	£24940
1.5 TSI Evo (150) auto Xcellence	44.1	8.3	115	19	£26540
2.0 TSI (290) Cupra	38.7	6.0	149	26	£29995
2.0 TSI (290) Cupra Lux	38.7	6.0	149	26	£31360
1.6 TDI (115) SE	57.6	9.8	109	12	£20060
2.0 TDI (150) SE	56.5	TBC	113	19	£21270
2.0 TDI (150) FR	55.4	TBC	115	21	£25205
2.0 TDI (150) Xcellence	54.3	TBC	115	21	£26805
2.0 TDI (150) auto SE	57.6	TBC	112	19	£22620
2.0 TDI (150) auto FR	56.5	TBC	115	20	£26555
2.0 TDI (150) auto Xcellence	55.4	TBC	115	21	£28155

SE Dynamic: add £785 to SE, FR Black Edition: add £1200 to FR, Xcellence Lux: add £825 to Xcellence, Leon ST estate: add £995

Alhambra - 4854x1904mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.4 TSI (150) SE	36.2	9.9	159	20	£31000
2.0 TDI (150) Ecomotive SE	44.1	10.3	135	20	£32715
2.0 TDI (150) auto SE	41.5	10.3	140	20	£34055
2.0 TDI (177) Xcellence	40.4	9.3	147	22	£38855

SE L: add £3060 to SE, Xcellence: add £610 to 2.0 TDI SE L

Arona - 4138x1780mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (95) SE	48.7	11.4	112	9	£17760
1.0 TSI (115) FR	47.9	9.8	110	12	£21000
1.0 TSI (115) Xcellence	47.9	9.8	110	12	£21790
1.0 TSI (115) auto SE	47.1	10.0	111	12	£19160
1.0 TSI (115) auto FR	46.3	10.0	111	12	£22100
1.0 TSI (115) auto Xcellence	47.1	10.0	111	12	£22810
1.5 TSI Evo (150) FR	48.7	8.2	110	18	£22370
1.6 TDI (95) SE	56.5	11.9	113	10	£19515
1.6 TDI (95) Xcellence	58.9	11.9	106	13	£23515
1.6 TDI (95) auto Xcellence	54.3	12.8	107	11	£24475
1.6 TDI (95) SE Technology Lux	56.5	11.9	114	12	£20990

SE Technology: add £925 to SE, FR Sport: add £1030 to FR, Xcellence Lux: add £1315 to Xcellence

Ateca - 4363x1841mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 37th

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (115) Ecomotive SE	43.5	10.7	117	10	£22725
1.5 TSI Evo (150) SE	44.1	8.5	121	16	£24435
1.5 TSI Evo (150) FR	42.8	8.5	126	18	£27145
1.5 TSI Evo (150) Xcellence	42.2	8.5	126	18	£27545
1.5 TSI Evo (150) auto SE	42.8	8.6	121	16	£25815
1.5 TSI Evo (150) auto FR	40.9	8.6	124	18	£28525
1.5 TSI Evo (150) auto Xcellence	40.9	8.6	124	18	£28855
2.0 TSI (190) auto 4Drive FR	33.6	7.1	156	23	£32260
2.0 TSI (190) at 4Drive Xcellence	33.6	7.1	156	23	£32510
1.6 TDI (115) SE	56.5	11.5	115	12	£24960
1.6 TDI (115) Xcellence	53.3	11.5	120	12	£28320
1.6 TDI (115) auto SE	50.4	11.5	128	11	£26340
1.6 TDI (115) auto Xcellence	49.6	11.5	128	12	£29700
2.0 TDI (150) SE	52.3	8.8	120	17	£26560
2.0 TDI (150) FR	50.4	8.8	124	18	£29390
2.0 TDI (150) Xcellence	49.6	8.8	124	19	£29720
2.0 TDI (150) auto SE	50.4	8.8	119	17	£27940
2.0 TDI (150) auto FR	48.7	8.8	123	18	£30770
2.0 TDI (150) auto Xcellence	47.9	8.8	123	19	£31100
2.0 TDI (150) auto 4Drive SE	44.1	8.8	145	17	£29550
2.0 TDI (150) auto 4Drive FR	43.5	8.8	145	18	£32380
2.0 TDI (150) at 4Drive Xcellence	43.5	8.8	145	18	£32710
2.0 TDI (190) auto 4Drive FR	40.9	7.6	140	23	£33480
2.0 TDI (190) at 4Drive Xcellence	40.9	7.6	140	23	£33800

SE Technology: add £1760 to SE, FR Sport: add £1385 to FR, Xcellence Lux: add £2540 to Xcellence

Tarraco - 4735x1839mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TSI Evo (150) SE	38.2	9.7	134	23	£28320
1.5 TSI Evo (150) Xcellence	37.7	9.7	137	23	£30410
1.5 TSI Evo (150) auto SE	39.2	9.5	133	19	£29900
1.5 TSI Evo (150) auto Xcellence	37.2	9.5	139	20	£31990
2.0 TSI Ev (190) at 4Driv Xcellence	31.0	8.0	166	29	£35485
2.0 TDI (150) SE	47.9	9.8	123	24	£30600
2.0 TDI (150) Xcellence	47.1	9.8	127	24	£32690
2.0 TDI (150) auto 4Drive SE	39.8	9.8	127	25	£33215
2.0 TDI (150) at 4Drive Xcellence	40.9	9.8	140	25	£35880
2.0 TDI (190) at 4Drive Xcellence	38.2	8.0	147	30	£37120

SE Tech: add £1010 to SE, Xcellence Lux: add £1725 to Xcellence

SKODA

Dealers: 135 / Warranty: 3 years/60000 miles

Citigo^e iV - 3597x1645mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
36.8kWh (83) SE	N/A	12.3	0	11	£20455
36.8kWh (83) SE L	N/A	12.3	0	11	£22815

Fabia - 3997x1732mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 55th

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 MPI (60) S	47.9	16.4	108	1	£12535
1.0 MPI (60) SE	47.9	16.4	108	1	£13825
1.0 TSI (95) S	52.3	10.7	103	8	£14145
1.0 TSI (95) SE	51.4	10.7	103	9	£15435
1.0 TSI (95) SE L	50.4	10.7	103	9	£16840
1.0 TSI (95) Monte Carlo	50.4	10.7	103	9	£17460
1.0 TSI (115) SE	50.4	9.7	107	11	£16085
1.0 TSI (115) SE L	49.6	9.7	107	12	£17490
1.0 TSI (115) Monte Carlo	49.6	9.7	107	12	£18125

Estate: add £1020 to S, add £1165 to SE, add £910 to SE L, add £885 to Monte Carlo, Colour Edition: add £2245 to S

Scala - 4362x1793mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (95) S	50.4	10.9	114	10	£16940
1.0 TSI (95) SE	50.4	10.9	114	10	£18130
1.0 TSI (115) S	50.4	9.8	111	13	£17740
1.0 TSI (115) SE	49.6	9.8	111	14	£18930
1.0 TSI (115) auto SE	47.1	9.9	115	14	£20200
1.5 TSI (150) SE	47.9	8.2	108	18	£20310
1.5 TSI (150) auto SE	45.6	8.3	115	18	£21600
1.6 TDI (115) SE	57.7	10.1	108	13	£20815
1.6 TDI (115) auto SE	54.3	10.1	108	13	£22085

SE L: add £1800 to SE, Monte Carlo: add £3525 to SE (1.0 TSI 115/1.5 TSI)

Octavia - 4670x1814mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 10th

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (115) SE Drive	50.4	9.9	111	15	£20310
1.5 TSI (150) SE Drive	51.4	8.7	111	20	£21565
1.5 TSI (150) SE L	50.4	8.7	111	18	£23140
1.5 TSI (150) auto SE Drive	46.3	8.7	115	20	£22815
1.5 TSI (150) auto SE L	46.3	8.7	115	18	£24390
2.0 TSI (190) auto 4x4 SE L Estate	35.3	6.8	150	21	£28285
2.0 TSI (245) auto vRS	37.7	6.7	142	29	£28765
1.6 TDI (115) SE Drive	56.5	10.3	109	15	£22345
1.6 TDI (115) SE L	55.4	10.3	109	13	£23920
2.0 TDI (150) SE L	55.4	10.4	111	19	£24680
2.0 TDI (150) auto SE L	54.3	8.9	110	18	£25890
2.0 TDI (184) auto 4x4 vRS	44.8	7.7	137	24	£29865

Octavia Estate: add £1200

Superb - 4856-4861x1864mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TSI (150) SE	43.5	9.0	120	17	£24475
1.5 TSI (150) SE L	42.8	9.0	120	21	£27725
1.5 TSI (150) auto SE	41.5	9.2	123	17	£25875
1.5 TSI (150) auto SE L	40.9	9.2	123	21	£29125
2.0 TSI (190) auto SE L	38.2	7.7	139	26	£30755
2.0 TSI (272) at 4x4 SportLine Plus	33.2	5.6	159	31	£38665
1.4 TSI iV Hybrid (218) at SE L	33.2	5.6	35	26	£34755
1.6 TDI (120) S	50.4	11.1	110	14	£25115
1.6 TDI (120) SE	49.6	11.1	110	14	£26490
2.0 TDI (150) S	55.4	9.1	103	18	£24365
2.0 TDI (150) SE	55.4	9.1	103	18	£25740
2.0 TDI (150) SE L	55.4	9.1	103	22	£28650
2.0 TDI (150) auto SE	54.3	8.3	103	18	£27140
2.0 TDI (150) auto SE L	53.3	9.1	103	22	£30390
2.0 TDI (190) auto SE L	48.7	8.3	117	26	£32480
2.0 TDI (190) auto 4x4 SE L	44.1	8.0	129	26	£34040

Estate: add £1320, SportLine Plus: add £3720 to SE L (not 1.5 TSI/2.0 TDI manual), Laurin & Klement: add £945 to SportLine Plus (not 1.5 TSI/ 2.0 TDI 150)

Kamiq - 4241x1793mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (95) S	49.6	11.1	116	8	£17700
1.0 TSI (95) SE	49.6	11.1	116	9	£19135
1.0 TSI (115) SE	47.9	9.9	116	11	£19935
1.0 TSI (115) auto SE	45.6	10.0	113	11	£21185
1.5 TSI (150) SE	47.1	8.3	113	17	£21315
1.5 TSI (150) auto SE	44.1	8.4	116	17	£22585
1.6 TDI (115) SE	56.5	10.2	112	11	£21835
1.6 TDI (115) auto SE	53.3	10.4	112	11	£23085

SE L: add £2045 to SE, Monte Carlo: add £3145 to SE (1.0 TSI 115/1.5 TSI)

Karoq - 4382x1841mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (115) SE	44.8	10.6	117	10	£22240
1.5 TSI (150) SE	44.8	8.9	118	14	£23590
1.5 TSI (150) auto SE	42.8	9.0	120	14	£24890
2.0 TSI (190) auto 4x4 SportLine	33.2	7.3	156	21	£32365
1.6 TDI (115) SE	49.6	11.0	118	10	£24495
1.6 TDI (115) auto SE	47.9	11.2	125	10	£25795
2.0 TDI (150) SE	52.3	9.0	120	16	£25555
2.0 TDI (150) auto 4x4 SE	43.5	9.2	142	14	£28775
2.0 TDI (150) auto 4x4 Scout	42.8	9.2	142	16	£33530
2.0 TDI (190) auto 4x4 SE L	41.5	7.4	138	21	£32245
2.0 TDI (190) auto 4x4 Scout	41.5	7.4	138	22	£34390

SE L: add £2370 to SE, SportLine: add £2010 to SE L 1.5 TSI and 2.0 TDI, Edition: add £920 to SportLine (not 2.0 TSI)

Kodiaq - 4697x1882mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TSI (150) SE 5st	39.2	9.8	131	15	£26140
1.5 TSI (150) auto SE 5st	39.2	9.8	129	16	£27400
2.0 TSI (190) auto 4x4 SE L 7st	32.5	7.7	159	24	£35145
2.0 TSI (190) auto 4x4 Scout 7st	32.1	7.7	159	25	£37350
2.0 TDI (150) auto SE 5st	47.9	9.8	126	17	£29445
2.0 TDI (150) 4x4 SE 5st	44.8	9.7	133	17	£30175
2.0 TDI (150) 4x4 Scout 7st	42.8	9.9	138	19	£36445
2.0 TDI (150) auto 4x4 SE 5st	44.1	9.8	144	17	£31475
2.0 TDI (150) auto 4x4 Scout 7st	42.2	10.0	138	19	£37745
2.0 TDI (190) auto 4x4 SE L 7st	40.4	8.6	145	23	£36400
2.0 TDI (190) auto 4x4 Scout 7st	39.8	8.6	145	23	£38605
2.0 BiTDI (239) auto 4x4 vRS 7st	35.3	7.0	164	29	£44065

7 seats: add £980 to SE, SE L: add £4050 to SE, Edition: add £2100 to SE L, Sportline: add £165 to Scout, L&K: add £2165 to Scout

SMART

Dealers: 48 / Warranty: 3 years/unlimited miles

EQ fortwo coupe - 2695x1663mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
17.6kWh (82) at passion a'vanced	N/A	11.6	0	N/A	£20350
17.6kWh (82) auto pulse premium	N/A	11.6	0	N/A	£21500
17.6kWh (82) at prime exclusive	N/A	11.6	0	N/A	£22650

fortwo cabrio: add £2420 (not passion advanced), edition one: add £1495 to prime exclusive

EQ forfour - 3495x1665mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
17.6kWh (82) at passion a'vanced	N/A	12.7	0	N/A	£20785
17.6kWh (82) auto pulse premium	N/A	12.7	0	N/A	£21935
17.6kWh (82) at prime exclusive	N/A	12.7	0	N/A	£23085

SSANGYONG

Dealers: 63 / Warranty: 7 years/150000 miles

Tivoli - 4195x1795mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.6 e-XGi (128) SE	44.1	12.0	149	16	£14495
1.6 e-XGi (128) EX	44.1	12.0	149	13	£15495
1.6 e-XGi (128) LE	39.2	11.0	167	13	£17745
1.6 e-XGi (128) auto Ultimate	39.2	11.0	167	13	£19995
1.6 e-XDi (115) ELX	65.7	12.0	113	15	£18495
1.6 e-XDi (115) auto Ultimate	47.9	12.0	123	15	£21495

ELX: add £1500 to EX, Ultimate: add £2000 to ELX, Tivoli XLV: add £750 to Ultimate models

Korando - 4410x1830mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.2d (178) 2WD SE	42.8	9.9	139	24	£18995
2.2d (178) 4WD ELX	48.7	9.9	152	25	£23995
2.2d (178) auto 4WD ELX	35.3	9.9	152	25	£25495

LE: add £2000 to SE

Rexton - 4850x1960mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.2D (180) EX	36.2	11.3	204	28	£29995
2.2D (180) auto Ultimate	34.0	11.9	218	32	£39495

Auto: add £2000, ELX: add £4500 to EX

Musso - 5095x1950mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.2 (178) 4WD EX	35.8	N/A	211	40	£26331
2.2 (178) auto 4WD Rhino	32.8	N/A	226	42	£35031

Auto: add £1250 to Rebel/Saracen, Rebel: add £2500 to EX, Saracen: add £5000 to EX

SUBARU

Dealers: 70 / Warranty: 5 years/100000 miles

Impreza - 4460x1775mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.6i (114) auto AWD SE	35.9	12.4	151	13	£26325

Levorg Sport Tourer - 4690x1780mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0i (150) auto AWD GT	32.6	8.9	167	24	£33995

XV - 4465x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.6i (114) auto AWD SE	35.3	13.9	157	15	£27995
2.0 e-Boxer (150) auto AWD SE	35.7	10.7	149	15	£30995

SE Premium: add £2000 to SE

Forester - 4595x1795mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	154	23	£35995

Premium: add £3000 to XE

Outback - 4820x1840mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.5i (175) auto AWD SE	33.0	10.2	166	19	£32995

Premium: add £3015 to SE

BRZ - 4240x1775mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
2.0 (200) SE Lux	33.3	7.6	196	31	£31995
2.0 (200) auto SE Lux	33.0	8.2	183	31	£32495

SUZUKI

Dealers: 149 / Warranty: 3 years/60000 miles

Swift - 3840x1735mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.2 Dualjet (91) SZ3	55.4	11.9	106	22	£13249
1.0 Boosterjet (113) SZ-T	51.4	10.6	110	25	£15049
1.0 Boosterjet (68) SHVS SZ5	51.8	10.6	98	27	£16749
1.0 Boosterjet (68) auto SZ5	46.9	10.0	121	27	£17899
1.2 (68) SHVS SZ5 4x4	49.7	11.9	101	27	£17599
1.4 Boosterjet (140) Sport	47.1	8.1	125	35	£19249

Ignis - 3700x1690mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.2 Dualjet (89) SZ3	60.1	12.2	107	9	£13249
1.2 Dualjet (89) SZ-T	60.1	12.2	107	9	£14749
1.2 Dualjet (89) SHVS SZ5	65.7	11.8	98	9	£15749
1.2 Dualjet (89) auto SZ-T	58.9	12.2	106	9	£15049
1.2 Dualjet (89) SHVS auto SZ5	58.9	11.8	109	9	£16549
1.2 Dualjet (89) SHVS SZ5 4x4	60.1	11.5	105	9	£16749

Jimny - 3480x1645mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.5 (111) SZ4 Allgrip	41.5	11.4	154	13	£16249
1.5 (111) SZ5 Allgrip	41.5	11.4	154	14	£18749
1.5 (111) auto SZ5 Allgrip	37.7	N/A	170	14	£19749

SX4 S-Cross - 4300x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 Boosterjet (113) SZ4	44.9	11.0	120	16	£18249
1.0 Boosterjet (113) SZ-T	44.9	11.0	120	21	£21499
1.0 Boosterjet (113) auto SZ-T	40.4	12.4	131	21	£22849
1.0 Boosterjet (113) SZ-T Allgrip	39.2	12.0	127	20	£23299
1.4 Boosterjet (142) SZ5 Allgrip	38.8	10.2	141	24	£25399
1.4 B'jet (142) auto SZ5 Allgrip	37.7	10.2	141	24	£27199

Vitara - 4175x1775mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 Boosterjet (111) SZ-T	45.9	11.5	121	13	£19849
1.0 Boosterjet (111) SZ-T Allgrip	39.4	12.0	129	13	£21349
1.0 Boosterjet (111) auto SZ-T	47.1	12.5	129	12	£20974
1.4 Boosterjet (140) SZ-T	43.6	9.5	131	17	£20689
1.4 Boosterjet (140) SZ5	43.6	9.5	131	19	£23349
1.4 Boosterjet (140) SZ5 Allgrip	37.7	10.2	139	19	£24849
1.4 Boosterjet (140) auto SZ-T	39.8	9.5	133	19	£21814
1.4 Boosterjet (140) auto SZ5	39.8	9.5	133	19	£24474
1.4 B'jet (140) auto SZ5 Allgrip	36.6	10.2	143	17	£25974

TESLA

Dealers: 17 / Warranty: 4 years/50000 miles

Model 3 - 4694x1849mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
75kWh (283) auto RWD	N/A	5.0	0	48	£42000
75kWh (412) at AWD Long Range	N/A	4.4	0	50	£50500
75kWh (473) at AWD Perf	N/A	3.2	0	50	£55500

Model S - 4970x1964mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
100kWh (417) auto AWD Long	N/A	3.8	0	50	£81200
100kWh (750) at AWD P'formance	N/A	2.6	0	50	£95800

Model X - 5037x2271mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
100kWh (417) auto AWD Long	N/A	4.7	0	50	£86200
100kWh (750) at AWD P'formance	N/A	2.9	0	50	£100400

TOYOTA

Dealers: 206 / Warranty: 5 years/100000 miles

Aygo - 3465x1615mm, **EURO-NCAP** ★★★
DRIVER POWER POS: 43rd

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 VVT-i (72) x 3dr	53.3	13.8	93	6	£9825
1.0 VVT-i (72) x-play 5dr	53.3	13.8	93	7	£11675
1.0 VVT-i (72) auto x-play 5dr	51.4	15.2	95	7	£12375
1.0 VVT-i (72) x-trend 5dr	53.3	13.8	93	7	£12840
1.0 VVT-i (72) auto x-trend 5dr	51.4	15.2	95	7	£13540
1.0 VVT-i (72) x-cite 5dr	53.3	13.8	93	7	£13105
1.0 VVT-i (72) auto x-cite 5dr	51.4	15.2	95	7	£13805

5dr: add £300, x-clusiv: add £920 to x-cite

Yaris - 3885x1695mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 58th

	MPG	0-60mph	CO_2	Insurance group	List price
1.0 VVT-i (72) Icon	49.9	15.3	107	3	£15375
1.5 VVT-i (111) Icon	48.0	11.0	116	9	£16175
1.5 VVT-i (111) auto Icon	48.1	11.2	112	9	£17175
1.5 VVT-i Hybrid (100) auto Icon	60.1	11.8	84	8	£18745
1.5 VVT-i Hybrid (100) at GR Sport	60.1	11.8	89	36	£20390
1.5 VVT-i Hybrid (100) auto Excel	60.1	11.8	91	8	£20650

Y-20: add £1650 to 1.5 Icon

Corolla - 4370x1790mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.8 VVT-i Hybrid (122) auto Icon	62.8	10.9	76	15	£24140
1.8 VVT-i Hybrid (122) auto Design	62.8	10.9	83	15	£26215
1.8 VVT-i Hybrid (122) at GR Sport	62.8	10.9	83	14	£28025
1.8 VVT-i Hybrid (122) auto Excel	62.8	10.9	83	15	£28230
2.0 VVT-i Hybrid (180) auto Design	54.3	7.9	89	21	£27940
2.0 VVT-i Hybrid (180) at GR Sport	54.3	7.9	89	20	£29750
2.0 VVT-i Hybrid (180) auto Excel	54.3	7.9	89	21	£29955

Icon Tech: add £1050 to Icon, Touring Sports estate: add £1270

Corolla saloon - 4370x1790mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

	MPG	0-60mph	CO_2	Insurance group	List price
1.8 VVT-i Hybrid (122) auto Icon	62.8	11.0	77	15	£24140
1.8 VVT-i Hybrid (122) auto Design	62.8	11.0	83	15	£26215

Icon Tech: add £1050 to Icon

Prius - 4540x1760mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 4th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.8 VVT-i Hybrid (122) auto Active	68.4	10.6	75	14	£24245
1.8 VVT-i Hyb (122) at Business Ed	68.4	10.6	75	14	£25185
1.8 VVT-i Hy (122) at Bus Ed+ AWD	59.6	10.6	85	14	£28970
1.8 VVT-i Hybrid (122) auto Excel	59.6	10.6	84	14	£28355
1.8 VVT-i Plugin (179) B'ness Ed+	235.0	11.1	29	21	£32125
1.8 VVT-i Plugin (179) Excel	235.0	11.1	29	23	£34095

Business Edition Plus: add £1800 to Business Edition

Mirai - 4890x1815mm **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
113kW (152) auto Hydrogen	N/A	9.6	0	N/A	£66000

Camry - 4890x1815mm **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.5 VVT-i Hybrid (215) auto Design	53.3	8.3	98	31	£29995
2.5 VVT-i Hybrid (215) auto Excel	53.3	8.3	101	32	£31295

Prius+ - 4615x1775mm **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.8 VVT-i Hybrid (136) auto Icon	68.4	10.6	106	11	£27835
1.8 VVT-i Hybrid (136) auto Excel	59.6	10.6	112	12	£30180

Proace Verso - 4609-5309x1920mm **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5D (120) Combi Medium	47.1	12.0	128	N/A	£28455
1.5D (120) Shuttle Medium	47.1	12.0	128	N/A	£31800
2.0D (150) Shuttle Medium	47.1	13.0	144	27	£33830
2.0D (150) Shuttle Long	41.9	13.0	145	26	£34315
2.0D (150) Family Compact	41.9	13.0	142	27	£35230
2.0D (150) Family Medium	41.9	13.0	144	27	£36800
2.0D (180) auto Family Compact	40.6	8.8	144	28	£37645
2.0D (180) auto Family Medium	40.6	8.8	144	27	£39215
2.0D (180) auto VIP Long	40.6	8.8	150	30	£47325

C-HR - 4360x1795mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 14th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.8 VVT-i Hybrid (122) auto Icon	58.9	11.0	86	15	£25625
1.8 VVT-i Hybrid (122) auto Design	58.9	11.0	86	15	£28005
2.0 VVT-i Hybrid (184) auto Design	54.3	8.2	92	23	£29645

Excel: add £2105 to Design, Dynamic: add £2245 to Design

RAV4 - 4600x1855mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.5 VVT-i Hyb (215) auto Icon FWD	50.4	8.4	102	25	£30635
2.5 VVT-i Hyb (215) at Design FWD	50.4	8.4	105	26	£32190
2.5 VVT-i Hyb (219) a Design AWD	48.7	8.1	101	28	£34430

Excel: add £2420 to Design, Dynamic: add £790 to Excel

Hilux - 5330x1855mm, **EURO-NCAP** ★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.4 D-4D (150) Double Cab Active	40.4	13.2	185	N/A	£27245
2.4 D-4D (150) auto Dbl Cab Icon	36.2	12.8	204	N/A	£32570
2.4 D-4D (150) Dbl Cab Invincible	40.4	13.2	178	N/A	£32385
2.4 D-4D (150) auto D Cab In'cible	36.2	12.8	189	N/A	£33885
2.4 D-4D (150) at DC In'cible AT35	36.2	12.8	189	N/A	£52821

Invincible X: add £3865 to Invincible

Land Cruiser - 4565-4840x1885mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.8 D-4D (179) Utility 5st 3dr	31.7	12.1	199	41	£35295
2.8 D-4D (179) Utility 5st 5dr	31.7	12.1	203	41	£36050
2.8 D-4D (179) auto Utility 7st 5dr	29.7	12.7	212	41	£37695
2.8 D-4D (179) auto Active 5st 3dr	29.7	12.7	201	41	£40240
2.8 D-4D (179) auto Active 5st 5dr	29.7	12.7	207	41	£40995
2.8 D-4D (179) auto Active 7st 5dr	29.7	12.7	207	41	£41600
2.8 D-4D (179) auto Icon 7st 5dr	29.7	12.7	207	40	£49845
2.8 D-4D (179) at Invincible 7st 5dr	29.7	12.7	207	41	£54645

GT86 - 4240x1775mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 (200) GT 86	33.2	7.6	196	34	£27830
2.0 (200) GT 86 Pro	33.2	7.6	196	34	£28980
2.0 (200) auto GT 86 Pro	32.9	8.2	183	34	£30320

Club Series Blue Edition: add £545 to Pro

GR Supra - 4379x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0T (340) GR Supra	34.5	4.3	170	N/A	£52695
3.0T (340) GR Supra Pro	34.5	4.3	170	N/A	£54000

VAUXHALL

Dealers: 338 / Warranty: 3 years/60000 miles

Corsa - 4060x1765mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 (75) SE	53.3	12.4	93	10	£15750
1.2 Turbo (100) SE	52.3	9.3	96	16	£16550
1.2 Turbo (100) SRi	52.3	9.3	96	17	£18700
1.2 Turbo (100) Elite Nav	52.3	9.3	96	17	£18990
1.2 Turbo (100) auto SE	48.7	10.2	99	16	£18280
1.2 Turbo (100) auto Elite Nav	48.7	10.2	99	17	£20720
1.2 Turbo (100) auto Ultimate Nav	48.7	10.2	99	17	£25990
1.5 Turbo D (102) SE	70.6	9.6	85	20	£17760
1.5 Turbo D (102) Elite Nav	70.6	9.6	85	18	£20200
50kWh (136) SE Nav	N/A	7.6	0	22	£30665
50kWh (136) Elite Nav	N/A	7.6	0	23	£33310

Premium: add £780 to SE, add £1240 to SRi, add £1360 to Elite Nav

Astra - 4370x1809mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 64th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 Turbo (110) SE	54.3	10.2	99	11	£18885
1.2 Turbo (110) SRi	54.3	10.2	99	11	£21895
1.2 Turbo (130) SE	54.3	9.9	99	10	£19185
1.2 Turbo (145) SRi	54.3	9.7	99	10	£22445
1.2 Turbo (145) Elite Nav	54.3	9.7	99	10	£23955
1.4 Turbo (145) auto SE	48.7	9.3	115	14	£20925
1.4 Turbo (145) auto SRi	48.7	9.3	115	14	£23935
1.4 Turbo (145) auto Elite Nav	48.7	9.3	115	14	£25445
1.5 Turbo D (105) SE	65.7	10.2	90	15	£19885
1.5 Turbo D (105) SRi	65.7	10.2	90	15	£22895
1.5 Turbo D (122) SE	64.2	9.7	92	18	£20330
1.5 Turbo D (122) SRi	64.2	9.7	92	18	£23340
1.5 Turbo D (122) Elite Nav	64.2	9.7	92	18	£24850
1.5 Turbo D (122) auto SE	50.4	10.2	109	22	£21965
1.5 Turbo D (122) auto SRi	50.4	10.2	109	22	£24980
1.5 Turbo D (122) auto Elite Nav	50.4	10.2	109	22	£26490

Business Edition Nav: add £700 to SE, SRi VX Line Nav: add £240 to Elite Nav, Ultimate Nav: add £2800 to Elite Nav, Astra Sports Tourer: add £1470 (selected models)

Insignia Grand Sport - 4897x1863mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 (140) Turbo Design	46.3	9.3	122	14	£20045
1.5 (165) Turbo Design	46.3	8.4	122	16	£20345
1.5 (165) Turbo SRi	46.3	8.4	122	17	£22815
1.5 (165) Turbo auto Design	42.2	8.8	123	16	£21985
1.5 (165) Turbo auto SRi	42.2	8.8	123	17	£24455
1.6 (110) Turbo D Design	57.7	11.1	106	13	£20445
1.6 (110) Turbo D SRi	57.7	11.1	106	14	£22915
1.6 (136) Turbo D Design	57.7	9.9	106	15	£21745
1.6 (136) Turbo D SRi	57.7	9.9	106	16	£24215
1.6 (136) Turbo D auto Design	51.4	10.2	121	15	£22945
1.6 (136) Turbo D auto SRi	51.4	10.2	121	16	£25415
2.0 (170) Turbo D SRi	50.4	8.4	137	20	£25935
2.0 (170) Turbo D auto SRi	46.3	8.4	145	20	£27635
2.0 (210) BiTurb D at 4x4 Elite Nav	40.9	7.4	176	27	£35460
2.0 (210) BiTurbo D auto 4x4 GSi	37.7	7.4	187	28	£42520

Tech Line: add £590 to SRi, SRi VX-Line: add £2010 to SRi, Elite Nav: add £3820 to SRi

Combo Life - 4403-4753x1921mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2T (110) Turbo Energy	42.4	11.9	122	8	£22540
1.2T (130) Turbo auto Energy	N/A	N/A	119	11	£24840
1.5 (100) Turbo D Design	50.8	12.7	107	9	£21340
1.5 (100) Turbo D Energy	50.8	12.7	107	9	£22740
1.5 (130) Turbo D Energy	50.9	10.6	111	12	£23880
1.5 (130) Turbo D auto Energy	50.7	11.4	106	12	£25340

Elite: add £1050 to Energy (selected models) XL: add £900-£1000 to selected models, 7-seats: add £500 (selected models)

Vivaro Life - 4956-5306x1920mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 (100) Turbo D Edition M	46.2	17.1	131	N/A	£28610
1.5 (120) Turbo D Edition L	47.1	14.3	128	N/A	£30595
2.0 (150) Turbo D Elite M	41.9	12.0	149	N/A	£42105
2.0 (150) Turbo D Elite L	41.9	12.0	152	N/A	£43410
2.0 (180) Turbo D auto Elite M	40.5	10.4	151	N/A	£42760
2.0 (180) Turbo D auto Elite L	40.5	10.4	151	N/A	£43740

Crossland X - 4212x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 (83) Griffin	47.1	13.6	106	8	£18535
1.2 (83) Business Edition Nav	47.1	13.6	106	8	£18845
1.2 (110) Turbo Griffin	47.1	10.2	109	13	£19625
1.2 (110) Turbo Business Ed Nav	47.1	10.2	109	14	£19935
1.2 (130) Turbo Business Ed Nav	47.9	9.3	108	18	£20685
1.2 (130) Turbo auto Griffin	44.1	9.5	113	17	£21435
1.2 (130) Turbo at Business Ed Nav	44.1	9.5	113	18	£21995
1.5 (102) Turbo D Griffin	61.4	11.0	106	14	£20405
1.5 (102) Turbo D Business Ed Nav	61.4	11.0	106	14	£20715
1.5 (120) Turbo D auto Griffin	55.4	10.8	103	14	£22345
1.5 (120) Turbo D at Business Ed N	55.4	10.8	103	14	£22655

SRi Nav: add £1150 to Griffin, Elite: add £750 to Business Edition Nav, Elite Nav: add £1800 to Business Edition Nav

Grandland X - 4477x1856mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.2 (130) Turbo Business Ed Nav	43.5	9.5	115	12	£23915
1.2 (130) Turbo SE Premium	43.5	9.5	115	15	£26340
1.2 (130) Turbo at Business Ed Nav	40.9	9.8	112	12	£25735
1.2 (130) Turbo auto SE Premium	40.9	9.8	112	14	£28160
1.6 Hybrid (225) auto Business Ed	192.0	8.6	35	23	£32390
1.6 Hybrid4 (300) at Business Ed	204.0	5.9	34	29	£36790
1.6 Hybrid4 (300) auto Ultimate	204.0	5.9	34	32	£46650
1.5 (130) Turbo D Business Ed Nav	55.4	10.2	108	18	£25475
1.5 (130) Turbo D SE Premium	55.4	10.2	108	15	£27910
1.5 (130) Turbo D at Bus Ed Nav	54.3	9.9	108	21	£27275
1.5 (130) Turbo D at SE Premium	54.3	9.9	108	22	£29710

Griffin: add £1830 to SE Premium, Elite Nav: add £2325 to SE Premium, Elite Nav Premium: add £570 to Elite Nav, Hybrid SE Nav: add £4310 to Hybrid Business Ed, Hybrid SRi Nav: add £6110 to Hybrid Business Ed, Hybrid4 SRi Nav: add £4710 to Hybrid4 Business Ed, Hybrid4 Elite Nav: add £6610 to Hybrid4 Business Ed

VOLKSWAGEN

Dealers: 223 / Warranty: 3 years/60000 miles

up! - 3600x1641mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 (60) up! 3dr	52.3	14.9	100	2	£12440
1.0 (60) up! beats 3dr	51.4	14.9	100	3	£13490
1.0 (60) R-Line 3dr	51.4	14.9	101	4	£14280
1.0 TSI (115) GTI 3dr	51.4	8.8	110	14	£15895
32.3kWh (82) e-up! 5dr	N/A	11.9	0	N/A	£23195

5dr: add £400 to 3dr, White/Black Edition: add £685 to up!

Polo - 4053x1751mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 (80) S	51.4	15.4	106	1	£15390
1.0 (80) Match	51.4	15.4	106	1	£16465
1.0 TSI (95) Match	50.4	10.8	105	8	£17180
1.0 TSI (95) auto Match	45.6	10.8	108	8	£18530
1.0 TSI (115) SEL	49.6	9.5	107	11	£19060
1.0 TSI (115) auto SEL	45.6	9.5	108	11	£20410
2.0 TSI (200) auto GTI	39.8	6.7	138	26	£22005
1.6 TDI (95) SEL	55.4	11.2	97	9	£20415

beats: add £1060 to Match, R-Line: add £1900 to 1.0 TSI (95) Match/add £750 to 1.0 TSI (115) SEL, GTI+: add £1500 to GTI

Golf - 4284x1789mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TSI (130) Life	52.3	9.2	122	N/A	£23875
1.5 TSI (130) Style	51.4	9.2	124	N/A	£25470
1.5 TSI (150) Life	51.4	8.5	125	N/A	£24475
1.5 TSI (150) Style	49.6	8.5	128	N/A	£26090
2.0 TDI (115) Life	67.3	10.2	110	N/A	£24875
2.0 TDI (115) Style	65.7	10.2	113	N/A	£26470
2.0 TDI (150) auto Style	62.8	8.8	117	N/A	£29170

Golf SV - 4351x1807mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (115) S	48.7	10.5	114	N/A	£22260
1.5 TSI (130) Match	49.6	9.6	116	16	£24630
1.5 TSI (150) auto Match	43.5	8.8	120	19	£26955
1.6 TDI (115) S	54.3	11.1	113	12	£24380
1.6 TDI (115) Match	55.4	11.1	113	13	£25165
2.0 TDI (150) auto Match	52.3	9.3	120	18	£27980

GT: add £1850 to Match

Passat - 4873x1832mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TSI (150) SE	45.6	8.7	122	20	£25580
1.5 TSI (150) auto SE	42.8	8.7	121	20	£27180
2.0 TSI (190) auto SEL	37.2	7.5	143	25	£30480
1.4 TSI (218) PHEV auto GTE	217.3	7.4	34	26	£36600
1.6 TDI (120) auto SE	49.6	11.3	109	15	£27840
2.0 TDI (150) SE	57.6	8.9	105	21	£27540
2.0 TDI (150) auto SE	55.4	8.9	106	21	£29140
2.0 TDI (190) auto SEL	49.6	7.9	117	25	£32480
2.0 TDI (190) at 4MOTION R-Line	45.6	7.7	129	26	£37560
2.0 BiTDI (240) at 4MOTION R-Line	38.2	6.4	151	32	£40655
2.0 TDI (190) at 4MOTION Alltrack	39.2	8.0	133	25	£39255

Estate: add £1855, SEL: add £1800 to SE, R-Line: add £2800 to SEL (not 1.6 TDI), GTE Advance: add £2550 to GTE

Arteon - 4862x1871mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 TSI (190) auto SE	36.2	7.7	144	26	£33205
2.0 TSI (190) auto Elegance	36.2	7.7	144	26	£35205
2.0 TSI (272) auto 4MOT Elegance	34.0	TBA	159	31	£40475
2.0 TDI (150) SE	52.3	9.4	112	21	£33105
2.0 TDI (150) auto SE	50.4	9.1	118	21	£34505
2.0 TDI (150) Elegance	52.3	9.4	112	N/A	£35105
2.0 TDI (150) auto Elegance	50.4	9.1	118	N/A	£36505
2.0 TDI (190) auto Elegance	48.7	8.0	121	25	£37895
2.0 TDI (190) auto 4MOT Elegance	44.8	7.8	130	27	£39425
2.0 BiTDI (240) auto 4MT Elegance	37.7	6.5	155	32	£41390

R-Line: add £785 to Elegance

Touran - 4527x1829mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TSI (150) SE	39.8	8.9	138	17	£28230
1.5 TSI (150) auto SE	40.4	8.9	126	17	£29490
2.0 TDI (115) auto S	48.7	11.4	127	N/A	£28475
2.0 TDI (115) auto SE	47.9	11.4	127	N/A	£30150
2.0 TDI (150) SE	47.9	9.3	126	17	£30385
2.0 TDI (150) auto SE	46.3	9.3	129	17	£31685

SE Family: add £1165 to SE, SEL: add £1595 to SE, R-Line: add £2445 to SE

Sharan - 4854x1904mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.4 TSI (150) S	36.2	9.9	159	19	£30495
1.4 TSI (150) auto SE Nav	33.2	9.9	161	19	£34815
2.0 TDI (150) S	44.8	10.3	135	19	£33065
2.0 TDI (150) auto S	42.2	10.3	140	19	£34485
2.0 TDI (177) auto SE Nav	40.4	9.3	147	23	£38500

SE Nav: add £3205 to S, SEL: add £3245 to SE Nav (2.0 TDI only)

T6 Transporter - 4904-5304x1904mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 TDI (102) Shuttle S	42.2	16.2	175	N/A	£34989
2.0 TDI (150) auto Shuttle S	42.2	12.4	174	N/A	£39387
2.0 TDI (102) Shuttle SE	42.2	16.2	175	N/A	£37179
2.0 TDI (150) auto Shuttle SE	42.2	12.4	174	N/A	£41577
2.0 TDI (199) auto Shuttle SE	40.9	9.3	179	N/A	£44409
2.0 TDI (150) auto Caravelle SE	42.2	13.0	175	25	£47565
2.0 TDI (199) auto C'velle SE LWB	39.8	9.9	186	33	£50391
2.0 TDI (150) auto Caravelle Exec	42.8	13.0	171	26	£49281
2.0 TDI (199) auto Caravelle Exec	40.4	9.9	185	34	£52107
2.0 TDI (199) at 4MOT C'velle Ex	34.0	10.1	217	35	£55684
2.0 TDI (150) at California Beach	41.5	14.5	178	25	£48063
2.0 TDI (150) auto Cali Ocean	40.9	14.5	179	29	£58515
2.0 TDI (199) auto Cali Ocean	38.7	11.0	191	36	£61882
2.0 TDI (199) auto 4MOT Cali Oc'n	33.2	11.1	221	37	£64942

LWB: add £960 to Shuttle, add £2298 to Caravelle (not Executive)

T-Cross - 4235x1782mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (95) S	47.9	11.5	116	8	£17395
1.0 TSI (95) SE	47.1	11.5	116	8	£19245
1.0 TSI (115) SE	47.1	10.2	116	10	£19995
1.0 TSI (115) auto SE	44.8	10.2	114	10	£21495
1.5 TSI (150) auto SEL	44.1	8.5	118	N/A	£24910
1.6 TDI (95) SE	54.3	10.2	110	8	£21955
1.6 TDI (95) auto SE	51.4	10.2	110	8	£23455

SEL: add £2105 to SE (not 1.0 TSI 95), R-Line: add £1900 to SEL

T-Roc - 4234x1819mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (115) S	47.9	10.1	123	11	£20490
1.5 TSI (150) SE	44.8	8.4	123	16	£24080
1.5 TSI (150) auto SE	42.2	8.4	124	16	£25580
2.0 TSI (190) auto 4MOTION SEL	34.4	7.2	155	23	£33485
2.0 TSI (300) auto 4MOTION R	32.5	4.8	176	34	£38450
1.6 TDI (115) S	53.3	10.9	115	17	£23035
2.0 TDI (150) SE	52.3	8.8	123	17	£26465
2.0 TDI (150) auto SE	51.4	8.8	123	17	£27965

SE: add £1665 to S, Design: add £700 to SE, SEL: add £2320 to SE, R-Line: add £1925 to SEL (not 1.0 TSI)

T-Roc Cabriolet - 4268x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.0 TSI (115) Design	44.9	11.7	142	N/A	£26750
1.5 TSI (150) Design	44.0	9.6	146	N/A	£28525
1.5 TSI (150) auto Design	41.7	9.6	154	N/A	£30025

R-Line: add £3395 to 1.5 TSI Design

Tiguan - 4486x1839mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 29th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TSI (130) S	42.2	10.2	N/A	11	£25010
1.5 TSI (150) S	41.5	9.3	131	14	£25750
1.5 TSI (150) auto Match	38.7	9.2	134	15	£30150
2.0 TSI (190) auto 4MOTION SEL	31.4	7.5	161	21	£35055
2.0 TSI (230) auto 4MOTION SEL	30.1	6.3	175	36	£36860
2.0 TDI (150) S	49.6	9.3	125	15	£28305
2.0 TDI (150) auto Match	46.3	9.3	131	16	£32985
2.0 TDI (150) 4MOTION S	44.1	9.4	145	15	£30225
2.0 TDI (150) auto 4MOTION S	41.5	9.4	140	15	£31825
2.0 TDI (190) at 4MOTION Match	39.8	7.9	147	20	£36065
2.0 BiTDI (240) auto 4MOTION SEL	35.3	6.2	162	26	£39745

Match: add £2760 to S, SEL: add £1505 to Match, R-Line Tech: add £2515 to SEL

Tiguan Allspace - 4701x1839mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 29th

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 TSI (150) Match	38.7	10.0	137	17	£31175
1.5 TSI (150) auto Match	37.2	9.5	139	17	£32775
2.0 TSI (190) auto 4MOTION SEL	30.7	7.8	165	22	£37190
2.0 TDI (150) Match	46.3	9.7	129	17	£33690
2.0 TDI (150) auto Match	44.1	9.7	135	17	£35610
2.0 TDI (150) at 4MOTION Match	39.2	9.8	146	27	£37210
2.0 TDI (190) at 4MOTION Match	38.7	8.2	147	22	£38690
2.0 BiTDI (240) auto 4MOTION SEL	34.9	6.8	167	29	£42370

SEL: add £1505 to Match, R-Line Tech: add £2315 to SEL

Amarok - 5254x1954mm, **EURO-NCAP** ★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6 TDI (204) at 4MTN Trndline	34.9	9.1	212	41	£35403
3.0 V6 TDI (204) at 4MTN Highline	34.9	9.1	212	41	£40299
3.0 V6 TDI (258) at 4MTN Highline	33.6	7.4	220	46	£44655

Black Edition: add £2586 to Highline

Touareg - 5008x1984mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
3.0 V6 TSI (340) auto 4MOT SEL	26.6	5.9	205	41	£53255
3.0 V6 TDI (231) auto 4MOT SE	34.4	7.5	173	36	£45445
3.0 V6 TDI (231) auto 4MOT SEL	34.4	7.5	173	38	£49645
3.0 V6 TDI (286) auto 4MOT SE	34.4	6.1	173	40	£48045
3.0 V6 TDI (286) auto 4MOT SEL	34.4	6.1	173	41	£52245

SEL Tech: add £1350 to SEL, R-Line: add £3500 to SEL, R-Line Tech: add £3100 to R-Line, Black Edition: add £2500 to R-Line Tech

VOLVO

Dealers: 117 / Warranty: 3 years/60000 miles

S60 - 4761x1916mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 T5 (250) auto R-Design Plus	39.8	6.5	152	N/A	£38285
2.0 T8 (390) at AWD R-Design Plus	176.5	4.6	42	N/A	£49805
2.0 T8 (405) at AWD Polestar Eng	104.5	4.4	48	N/A	£56105

Inscription Plus: add £900 to T5

V60 - 4761x1916mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 T4 (190) auto Momentum Plus	38.7	6.7	157	31	£35035
2.0 T5 (250) auto Momentum Plus	38.7	6.7	157	31	£37035
2.0 T5 (250) at Cross C'try AWD	35.8	6.8	164	31	£40285
2.0 T8 (390) auto R-Design Plus	166.1	4.9	42	N/A	£50905
2.0 T8 (405) auto Polestar Eng'd	104.5	4.6	48	N/A	£57205
2.0 D3 (150) Momentum Plus	55.4	9.9	119	24	£34665
2.0 D3 (150) auto Momentum Plus	51.4	9.9	123	24	£36215
2.0 D4 (190) Momentum Plus	55.4	7.9	119	30	£35665
2.0 D4 (190) auto Momentum Plus	52.3	7.9	123	30	£37215
2.0 D4 (190) at Cross C'try AWD	47.9	8.2	135	30	£40785

R-Design Plus: add £2500 to T5, add £3000 to D3/D4, Inscription Plus: add £3000 to T5, add £3500 to D3/D4

S90 - 4963x1895mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 T4 (190) auto Momentum Plus	37.7	8.7	155	27	£37835
2.0 T5 (250) auto R-Design Plus	37.7	6.8	154	27	£44285
2.0 T8 (390) at AWD R-Design Plus	117.7	5.1	40	42	£57655
2.0 D4 (190) auto Momentum Plus	50.4	8.2	121	27	£38465
2.0 D5 (235) at AWD R-Design Plus	43.5	7.0	142	33	£47735

R-Design Plus: add £2500 to T4, add £3000 to D4, Inscription Plus: add £3250 to T4, add £3750 to D4, add £750 to T5/T8/D5

V90 - 4936x1895mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 T4 (190) auto Momentum Plus	37.7	8.9	158	27	£39835
2.0 T5 (250) auto R-Design Plus	37.7	7.0	157	27	£46285
2.0 T5 (250) at Cross C'try + AWD	32.5	7.4	172	40	£48660
2.0 T6 (310) at R-Design Plus AWD	32.5	6.3	179	40	£52310
2.0 T6 (310) at Cross C'try + AWD	32.5	6.3	183	40	£52660
2.0 T8 (390) at AWD R-Design Plus	117.7	5.3	49	42	£59655
2.0 D4 (190) auto Momentum Plus	50.4	8.5	129	27	£40465
2.0 D4 (190) at Cross C'try + AWD	50.4	8.8	139	28	£46485
2.0 D5 (235) at R-Design Plus AWD	43.5	7.2	146	33	£49235
2.0 D5 (235) at Cross C'try + AWD	43.5	7.5	148	34	£50610

R-Design: add £2500 to T4, add £3000 to D4, Inscription: add £3250 to T4, add £3750 to D4, add £750 to T5/T8/D5

XC40 - 4425x1910mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
1.5 T2 (129) Momentum Core	41.5	10.9	144	28	£24985
1.5 T3 (163) Momentum	41.5	9.3	142	28	£28965
1.5 T3 (163) auto Momentum	39.2	9.6	147	28	£30515
2.0 T4 (190) auto Momentum	36.7	8.4	154	28	£31835
2.0 T4 (190) at Momentum AWD	35.3	8.5	161	28	£33235
2.0 T5 (247) auto R-Design AWD	34.0	6.5	164	29	£36585
2.0 T5 Twin Eng (262) at R-Design	141.1	7.3	38	32	£40905
2.0 D3 (150) Momentum	51.4	9.9	127	29	£30765
2.0 D3 (150) auto Momentum	47.1	10.2	131	29	£32635
2.0 D3 (150) at Momentum AWD	44.8	10.4	141	29	£34035
2.0 D4 (190) auto R-Design AWD	44.1	7.9	131	29	£36735

R-Design: add £1850 to Momentum, Inscription: add £2500 to Momentum, add £650 to R-Design

XC60 - 4688x1999mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 B5 (P) (250) auto Momentum	38.6	6.8	149	34	£38915
2.0 B5 (P) (250) at M'tum AWD	36.2	6.8	160	34	£40935
2.0 T8 (390) auto R-Design AWD	122.8	5.5	47	41	£55005
2.0 D4 (190) at Momentum FWD	47.9	8.8	129	31	£38915
2.0 B4 (D) (190) at M'tum AWD	46.3	8.4	142	31	£40935
2.0 B5 (D) (235) at R-Design AWD	46.3	7.2	142	35	£46185

R-Design: add £2715 to B5 (P), add £2400 to D4/B4 (D), Inscription: add £4715 to B5 (P), add £2000 to T8/B5 (D), add £4400 to D4/B4 (D)

XC90 - 4950x2008mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

Model	MPG	0-60mph	CO_2	Insurance group	List price
2.0 B5 (P) (250) at M'tum AWD	33.6	7.9	165	38	£52760
2.0 T6 (310) auto R-Design AWD	28.8	6.5	187	40	£59385
2.0 T8 (390) auto R-Design AWD	113.0	5.8	50	44	£66645
2.0 B5 (D) (235) at M'tum AWD	44.1	7.8	154	37	£53635

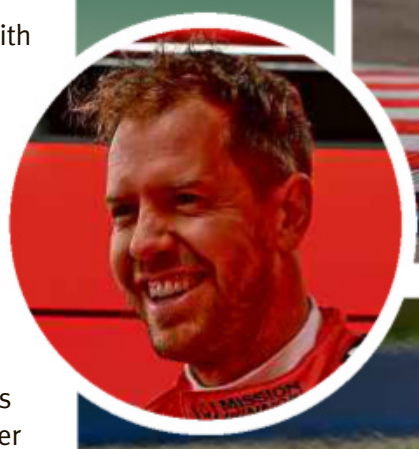
R-Design: add £3300 to Momentum, Inscription: add £400 to R-Design, Pro: add £2800 to Momentum, add £4250 to R-Design, add £4900 to Inscription

Mercedes fast but fragile in test

- **Reliability issues hit Mercs**
- **Racing Point shows pace**

Stephen Errity
Stephen_Errity@dennis.co.uk

TESTING TIME
Hamilton is worried about reliability, Vettel was fastest on second day, while the Racing Points look strong



AE MERCEDES was once again quickest as the second three-day pre-season F1 test wrapped up at the Circuit de Catalunya in Barcelona on Friday. The fastest time of the week came from Valtteri Bottas, who went round in 1:16.196, just short of the 1:15.732 benchmark he set during the previous week's test session.

The chasing pack weren't far behind,with Red Bull, Renault, Racing Point, Ferrari and McLaren drivers all within 0.6 seconds of Bottas's week-two effort as the flag dropped on Friday evening.

Week two had opened with Alfa Romeo reserve driver Robert Kubica going fastest on Wednesday, before Ferrari's Sebastian Vettel went round the circuit in 1:16.841 on Thursday.

Despite Mercedes' speed, some chinks appeared in the Silver Arrows' armour over the course of the two three-day tests, in the form of electrical and engine issues that forced it to stop running early on two days.

Reigning champion Lewis Hamilton told the press late in the second week that he was concerned about the problems, which are said to be the result of efforts to further boost the performance of the Merc's engine.

"Normally we end testing with much more confidence in our reliability, so it hasn't been perfect for us at all"

"Normally we end pre-season testing with much more confidence in the reliability, so it's not been perfect for us," Hamilton said.

"It's definitely not an easy or relaxed scenario for us. But I have every confidence in the guys at the factory to analyse and do the best they can in the next two weeks."

Racing Point's Sergio Perez and Lance Stroll were third-fastest on Wednesday and Thursday respectively, bolstering claims from tech boss Andy Green that the squad could threaten for podiums and outperform Ferrari in the first few races of the season.

"We're just trying to get the best we can out of the package we've got," said Green. "It's very promising, that's for sure."

Toyota Supra to race in British GT

STALWART British Touring Cars entrant Speedworks Motorsport is to campaign a new Toyota Supra GT4 in the British GT sportscar championship this year.

Drivers James Kell and Sam Smelt will share the wheel of the 430bhp coupé, taking on a grid of rival GT4 machinery from Aston Martin, Ford, McLaren and others.

Speedworks team principal Christian Dick said: "In Sam and James, we have a young, dynamic line-up that offers us a fantastic opportunity to work with two talented up-and-coming drivers and to assist in the development of their careers."

The first meeting takes place over the Easter weekend, with a pair of one-hour races set for Easter Monday on 13 April.

Elsewhere, Speedworks will continue to operate the official Toyota UK-backed Corolla entry in British Touring Cars.

BTCC team Speedworks will run a single Supra

"Drivers James Kell and Sam Smelt will share the wheel of the 430bhp Supra, taking on a grid of GT4 rivals"

DTM test is moved due to coronavirus

GERMANY'S DTM touring car championship has moved its pre-season testing session from Monza in Italy to Hockenheim in Germany, because of ongoing measures to combat the spread of the Covid-19 coronavirus illness in northern Italy.

Having originally been scheduled to take place over three days from 16-18 March, it'll now run for four days from 16-19 March at the German GP venue.

Try 6 issues

of THE WEEK for free

It can be difficult keeping up with the key news stories and their background. Let *The Week* give you clarity on the issues that matter. *The Week* curates over 200 sources so you can be informed, not influenced on the past seven days.

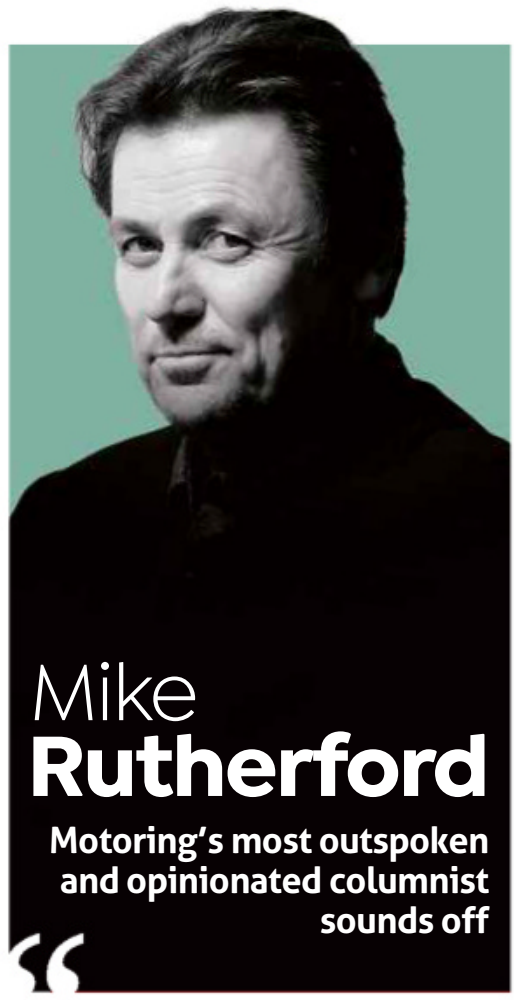
Order online at theweek.co.uk/offer

or call 0330 333 9494

Offer code
P20DFAE

BACK CHAT

Join the debate now at **autoexpress.co.uk/opinion**



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

I NEVER thought I'd witness the day a British government announced tentative plans to ban/prevent/prohibit consumers from buying new petrol, diesel or hybrid cars and light commercial vehicles.

But it's happened. Our leaders have expressed a willingness (not a commitment or a guarantee) to soon make such factory-fresh vehicles illegal.

With that in mind, 33 Horseferry Road is a place you need to know about and connect with. Why? Because the friendly folks at No. 33 (a 10-minute walk from Parliament) are employed by OLEV – the Office for Low Emission Vehicles – part of the Government's Department for Transport *and* Department for Business, Energy and Industrial Strategy.

With OLEV saying that it's "consulting on ending the sale of new petrol, diesel and hybrid cars and vans by 2035 or earlier if faster transition appears feasible", I don't exaggerate when I say this is the biggest, most important car and van-related consultation ever.

> "The Government is seeking the public's views on ending the sale of new hybrid, petrol or diesel cars and vans"

Nothing has been finalised yet. Anything and everything remains up for discussion. Only after weighing all the evidence from the public and industry will Government decide if – or more likely, when – new internal combustion-engined cars will be declared as illegal as Class A drugs.

Don't believe those headlines you've read about the ban being triggered in 2035. It might, it might not. This isn't yet a done deal, and you still have time to influence it. The date will not be decided on by the ruling politicians and the relevant departments until the evidence from the public has been properly and thoroughly seen, heard, and weighed up. This is where you, the car or van driver or passenger, come in. The DVLA says that at the end of 2019, around 41 million people in the UK had full driving licences. About 99.9 per cent of those use vehicles with combustion engines.

If the majority of these people contact OLEV with their views and advice on the potentially imminent outlawing of factory-fresh petrol, diesel and hybrid cars and vans, our tens of millions of opinions, suggestions, polite arguments and protests – whether for or against ICE vehicles – have to, and will be, listened to.

Let's have a sensible, adult debate. Let's, via OLEV, make our feelings politely known to the decision-makers in Parliament. And let's not waste this rare and golden opportunity to have our say on the future (if there is one) for petrol, diesel, and hybrid vehicles.

The Government and its agents promise to "welcome the public's views" on this topic. So please accept that invitation to have your voice heard, by E-mailing communications@olev.gov.uk, or sending a letter and/or petition to Consultation Response, Office for Low Emission Vehicles, Zones 3/29-33, 33 Horseferry Road, London DW1P 4DR.

OLEV warns the process closes at 11.45pm on 29 May 2020, but I have a different warning: that you have to step up and speak up on this massively important matter. Or, you can just sit back and say nothing – before watching petrols, diesels and hybrids first culled, then cruelly killed off to make way for their pure-electric and hydrogen successors.

Do you agree with Mike?

Have your say at facebook.com/autoexpress @The_Rutherford

next week

TESTED

New Captur faces up to its rivals

Renault's fresh small SUV clashes with Peugeot and Ford challengers

DRIVEN

XC40 Recharge

Our first test of Volvo's new plug-in hybrid family SUV on British roads

PREVIEW

Formula 1 2020 season preview

Will this be the year when Lewis Hamilton wins his seventh F1 title?

News **Product tests**
Drives **Features & Sport**

on sale
Wednesday 11 March

DESIGNED IN BRITAIN

Don't get **caught out** the **morning after**

One in five drink drive prosecutions happen the morning after†, many unaware they still have alcohol left in their system after a few drinks the night before. AlcoSense quickly and accurately shows your blood alcohol level, so you know when you're clear.

The Telegraph

"a fresh level of accuracy in consumer breath testing"B

elite3

£69.99

- Successor to the multi award-winning AlocSense Elite 1 and 2
- Premium semi-conductor sensor
- Reads up to twice English limit
- Don't drive alert when close to English, Irish or Scottish drink drive limit
- Accurate to +/-0.20‰BAC

excel

£119.99

- Uses a 64mm² version of exactly the same fuel cell sensor used in several Police breathalysers
- Adjustable don't drive alert to any limit world-wide
- Full colour screen and easy to use interface
- Multi award-winning

Auto Express Best Buy 2018 · evo Product Test Winner AlcoSense Excel · German Design Award Winner

Next day delivery available online, or buy in-store

halfords amazon

alcosense ALCOHOL BREATHALYSER

Order securely at **alcosense.co.uk** or call **0800 195 0088**

†: Source: DfT Road Accident Data 2015, B: Review of the AlcoSense Pro, 24/12/15. Intellectual Property: www.alcosense.co.uk/ip. © AlcoSense Laboratories, part of Now Group UK Ltd, Unit 3 MEC, Cordwallis Street, Maidenhead SL6 7BE