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INSIDE



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Online this week



Automeia

All new Golf GTI revealed

THE Geneva Motor Show is around the corner, but it seems Volkswagen can't wait for the big reveal as it pulls the covers off its hot Golf GTI model now. The car has been spied testing (above) and it looks like all the usual hallmarks will apply – including sporty styling, big wheels and beefy brakes. We'll have all the details on www.autoexpress.co.uk from 26 February.

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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.

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We're at a turning point for high-performance cars



AE IF you want an example of how hard car makers have to work to please performance-car enthusiasts while still hitting ever-tightening targets on average CO₂ emissions, turn to page eight. Here is the new car from Cupra – the supposed performance and premium division of SEAT – and while it's on offer with up to 306bhp, it's also available as a plug-in hybrid.

History tells us that where one VW Group brand goes, the rest follow. And sure enough, we already know that Skoda is planning to expand the vRS line-up of its new Octavia to include a plug-in hybrid alongside the petrol and diesel editions. The new VW Golf GTI will still be a regular turbocharged petrol car when we see it next week – but in the medium term? It's hard to imagine that the 'hot' GTE hybrid model won't become the de facto 'mainstream' fast Golf over the next few years.

It seems, in fact, that we could be heading for a split in the hot hatch market in the next 24 months, as car companies take differing approaches to fulfilling the demand for this type of car. For some, like Cupra and Skoda, electrification is one way around the problem.

Others, like Mercedes or Honda, are still focused on pure-petrol performance but by gum, you'll have to pay for it. The AMG A45 S tested this week (page 28) has a list price of £56k. And Honda hasn't even dared to give us a figure yet for the extra-hardcore Civic Type R outlined on page 10. I suppose we should be grateful that consumers are being given the choice – for now, at least.

If all this talk of plug-in performance cars and pure-electric saloons seems a bit high-end, we hope that our used-car special will be a useful counterpoint. We've rounded up some of the best-selling cars in Britain and looked back through their various generations to come up with a stellar list of second-hand buys, starting at just

£250. It's a handy reminder that in the current market, great cars can still be perfectly affordable.



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- **Cupra Leon range will include plug-in hybrid for first time**
- **Hatch offers up to 296bhp, with 306bhp and 4WD in estate**



Alex Ingram

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AE SEAT's performance arm, Cupra, has revealed its version of the latest Leon, and there's a significant twist.

It will be available in both hatchback and estate forms, and will produce as much as 306bhp, but the new hot hatch will also be offered with a plug-in hybrid powertrain.

Designed, engineered and built at the new purpose-built Cupra facility in Martorell, near Barcelona, Spain, the Cupra Leon will face rivals like the Hyundai i30N and Ford Focus ST. It'll also need to fend off other competition from within the Volkswagen Group; both the Skoda Octavia vRS and VW Golf GTI will make their debuts soon.

From the outside, the Cupra Leon sports a more menacing look than its SEAT relative – and not just because of the two unique matte paint finishes available. The front bumper has a large open air dam, plus the new copper-coloured logo on the nose. Depending on the model, there's a choice of 18 or 19-inch alloy wheels finished in silver, black, or a mix of copper and black.

On both the five-door hatchback and estate, the rear is defined by the Leon's distinctive full-width light bar, while below it sits a new bumper with a pair of copper-trimmed tailpipes either side of a deep rear diffuser. The changes, according to Cupra, also boost aerodynamic performance; this Leon is eight per cent more aerodynamically efficient than the previous version.

Inside, the copper theme continues, with highlights on the seat stitching – there are two types of sports seats to choose from – air vent surrounds, and the steering wheel. The wheel itself is similar in design to the SEAT Leon's, but gains two new switches. One is a starter button, while the other adjusts between the four drive modes: Comfort, Sport, Cupra, and Individual.

The 12.3-inch digital instrument panel gets a new 'Sport' menu view, which places the rev counter prominently to the centre of the driver's view, while showing power, torque G-force and turbo boost readouts.

Every engine in the Cupra Leon range features some degree of forced induction, and one also gets hybrid tech. The Cupra Leon PHEV mates a 1.4-litre turbocharged petrol engine to an electric motor and a 13kWh battery, which is enough to produce 242bhp but also deliver 37 miles of electric range and CO₂ emissions below 50g/km.

Turbocharged petrol units make up the rest of the range. The Volkswagen Group's tried-and-tested 2.0-litre turbo is offered with 242bhp and 370Nm torque, or 296bhp and 400Nm. All three powertrain options on the hatchback use front-wheel drive, with an electronic limited-slip differential and a dual-clutch automatic gearbox.

However, a more potent version with four-wheel drive is reserved for the estate. Here,

the 2.0-litre unit makes 306bhp, enabling this version to sprint from 0-62mph in 4.8 seconds and on to a 155mph top speed.

To keep the power in check, Cupra has given the Leon's chassis a more sporting set-up than its SEAT counterpart. The ride height is 25mm lower at the front and 20mm lower at the rear, while an adaptive damping system is able to adjust its rate of response based on the driving mode.

Cupra claims the electric power steering system on the Leon is its "most progressive yet". Meanwhile, the Brembo front brake discs measure 370mm, and are gripped by copper-coloured calipers.

A comprehensive list of equipment available in the Cupra Leon includes full-LED lighting (including ambient lights inside), keyless entry, and a 10-inch touchscreen infotainment system with 3D navigation, gesture control and both Apple CarPlay and Android Auto connectivity.

The safety tech on the car is equally exhaustive. A predictive active cruise control system uses a mix of GPS data and info from a front-mounted camera to proactively adjust to changing speed limits and road layouts. Blind-spot detection, traffic-jam assist and a semi-autonomous lane-keeping systems are also available.

Prices for the new hot hatch have still to be confirmed, but buyers can already pre-order a car on the Cupra website.



● **OFFICIAL**

CUPRA LEON Plug-in

REVEALED Spanish hot hatch offers up to 306bhp, an estate and, for the first time

"Every engine in the Cupra Leon range features some form of forced induction"



**OPINION****James Brodie**
Deputy News Editor, Auto Express

THE new Leon marks not one, but two important milestones for Cupra.

Look beyond the hybrid power headlines, and this newcomer means that the Cupra sub-brand has finally been totally unified, following a confusing period when the existence of the Cupra Ateca clashed with the previous Leon Cupra, which was sitting awkwardly in SEAT's regular line-up.

From this point, every hot SEAT will simply be a Cupra, with a Cupra badge and no branding whatsoever from its parent company. A loss for the mothership? Absolutely. But to judge from this new Leon, it means those responsible for Cupra cars can be more flamboyant and expressive.

"From this point, every hot SEAT will just be a Cupra, with no SEAT branding"

WAGON

Most powerful engine, with 306bhp, and 4WD are available only in estate bodystyle

Leon hybrid theory put to test

, a plug-in version

INTERIOR

Dash includes several unique touches, such as a Sport view for the driver's display and copper details





CIVIC TYPE R Special edition loses weight to turn up the heat

- **Range expands to include sensible and extreme variants**
- **Tweaked styling and suspension, but engine is unchanged**



Alex Ingram

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AE HONDA has bolstered the Civic Type R line-up for 2020, not just with a facelifted model, but with two brand-new variants.

Earlier in the year, an updated version of the Type R GT was revealed with tweaked styling, a retrimmed interior, revised suspension and damping, plus a new laptime logging function. This car is now joined by a more subtle variant, plus a stripped-back, lightweight, limited-edition special.

The yellow Civic above is the Type R Limited Edition. Only 100 are coming to Europe – 20 for the UK – and you can think of it as Honda's answer to the Renault Mégane R.S. Trophy-R – the car that stole the Type R's Nürburgring front-wheel-drive lap record.

Power and torque remain at 316bhp and 400Nm for the 2.0-litre turbo VTEC engine, but the air-conditioning, infotainment system and some sound deadening have been removed. Lighter, 20-inch BBS wheels wrapped in Michelin Pilot Sport Cup 2 tyres are added, and overall the car is 47kg lighter than the standard Civic Type R GT. Its Sunlight

Yellow paint is exclusive to this model, and is a nod to the likes of the first Civic and Integra Type Rs.

If you're not a fan of the Type R's extrovert styling, a subtle Sport Line version (right) is now available. The most significant change is at the back, where the huge rear wing is swapped for a lip spoiler. The red strip around the lower edge of the bumpers and side sills is now finished in dark grey, which is matched by the 19-inch wheels. Inside, red seats are swapped out for black items, which feature contrasting red stitching.

Not only does it look more subtle, it's also set to be more refined. Honda has added extra soundproofing under the boot and in the tailgate, while the carpets are thicker than in other versions. Plus Michelin Pilot Sport 4 S tyres are fitted, which should result in a slightly more forgiving ride.

New Type R sales are expected to begin in the second half of 2020. Prices have to be confirmed, although the Type R, GT and Sport Line will be priced within reach of each other without a drastic change to the existing car's basic price tag of £31,870. There's no word yet on prices for the Limited Edition.

● OFFICIAL



REVISIONS

Sport Line version (above) loses the big rear wing and red highlights, and replaces the standard car's red seats with black ones



"Only 100 Type R Limited Editions are coming to Europe, with 20 of them earmarked for the UK"

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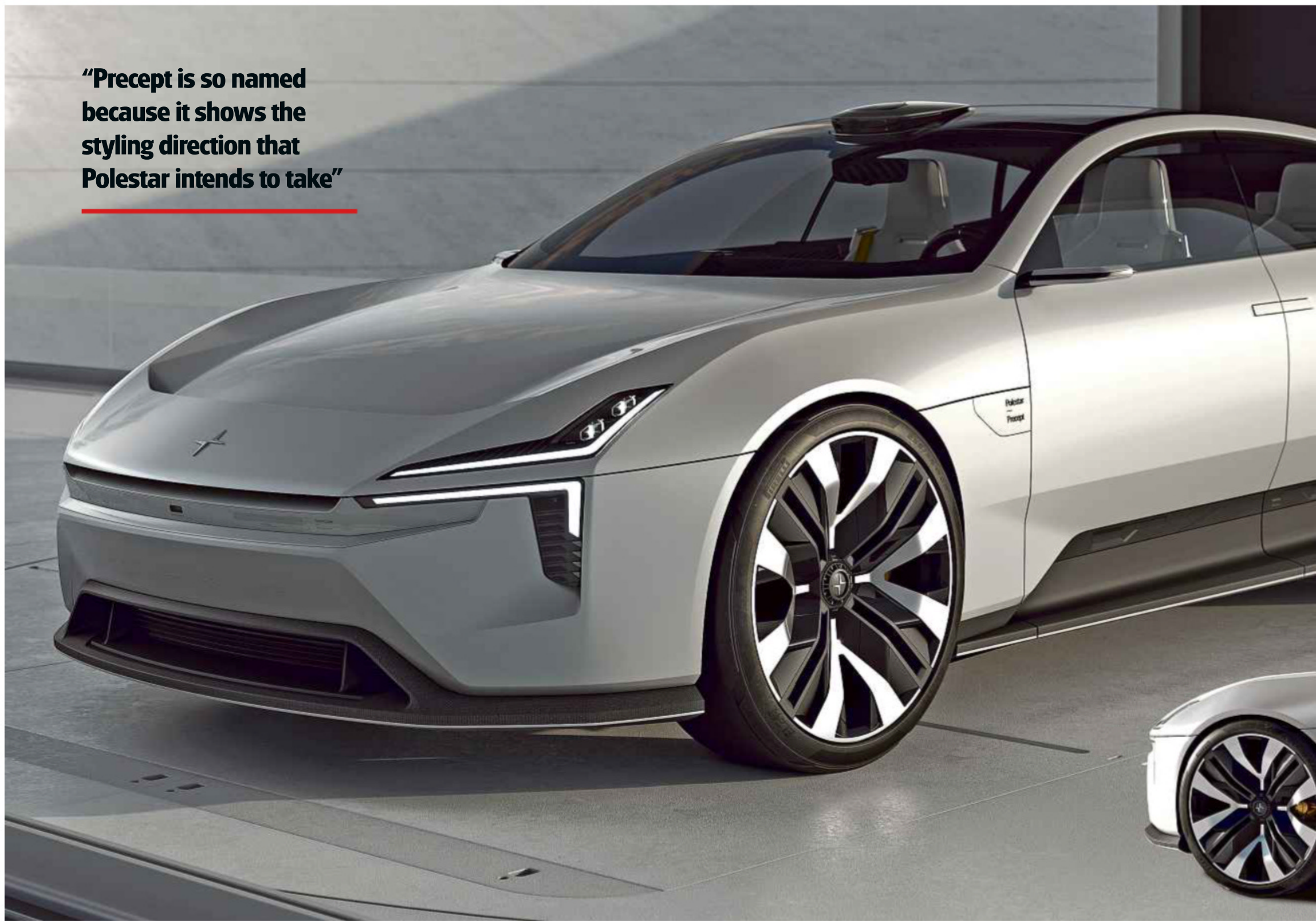
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“Precept is so named because it shows the styling direction that Polestar intends to take”



Precept concept launches



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AE THIS is the Polestar Precept, a new concept from the Swedish brand that is likely to preview a new production model that will arrive within the next four years.

Described by Polestar as a “four-door grand tourer” – but featuring a shape that takes aim squarely at the Tesla Model 3 and Model S – the Precept is so named because it shows the styling direction that Polestar intends to take as it moves away from its initial models, the 1 and 2. Those cars are based on concepts from Polestar’s fellow Geely-owned brand Volvo.

No technical information has been released apart from confirmation of an all-electric powertrain and a wheelbase – 3.1 metres – that’s closer to that of the longer Mercedes S-Class limo than either of Tesla’s offerings. It’s all but certain that the car is sitting on SPA2, the forthcoming new

- **Concept previews new EV**
- **Design and tech showcase**

generation of the Volvo-developed large-vehicle platform. And judging by the front and rear overhangs, it’s likely to be around 4.7 metres long overall.

The styling looks to be enough of an evolution of what we’ve seen so far from Polestar to give the brand its own identity. At the front end, there’s a split headlight treatment and what Polestar is calling the SmartZone – a transparent panel positioned where the front air intake would normally be, that includes sensors and a high-definition camera that play roles in the car’s autonomous and safety systems. Above the SmartZone, there’s an integrated front wing which accelerates air over the bonnet, improving aerodynamic efficiency.

The flanks have subtle but clean surfacing, and a ‘step’ in the lower section that’s designed to mask the thicker floor

● **OFFICIAL**

VISION

Lack of rear window is mitigated by the addition of a wide-angle camera that relays images to the cabin





SENSOR
Pod on top of windscreen (above) houses sensors for autonomous driving tech

Vast panoramic roof and minimalist four-seat cabin give the Precept a spacious feel

new era for Polestar EVs



required to house the Precept's battery pack. The charging point appears to be integrated into the area just ahead of the driver's door.

The rear features a full-width tail-light treatment that extends into vertical 'aero wings'; these work in conjunction with a deeply scalloped tailgate panel and a rear diffuser to reduce the visual mass of the car.

The Precept has rear-hinged back doors, and this has allowed the B-pillar to be removed, improving access to the cabin.

The interior shows further differentiation from the Volvo-sourced treatments in the Polestar 1 and 2. Sitting at the heart of the dashboard is a 15-inch portrait-layout

"The four-seat cabin makes use of sustainable materials, including flax-based composites"

display that uses a new Android-based operating system that has been developed in conjunction with Google. The fascia is almost as minimalist and uncluttered as in the Tesla Model 3, although Polestar has added a 12.5-inch digital instrument panel behind the steering wheel.

In addition, it has replaced the rear-view mirror with a digital display that relays images captured on a wide-angle camera mounted at the rear of the vehicle. This is needed because the Precept lacks a conventional rear window; Polestar says it has used this design to fit wider-angle hinges on the tailgate to improve access.

The four-seat cabin makes extensive use of sustainable materials, including flax-based composites for the interior panels and seat backs that are 50 per cent lighter than conventional items.

The car's seat fabrics are 3D-knitted from recycled PET plastic bottles, the bolsters and headrests are made from recycled cork

vinyl and the floor carpets are produced from reclaimed fishing nets.

There's no word on battery size or performance, beyond what Polestar calls a "large battery pack". But the car does feature a Lidar sensor mounted at the top of the windscreen, and Polestar refers to "a next step towards increased driving assistance" – a suggestion that it could be being lined up to offer Level 4 autonomous driving capability.

This feature is also likely to frame the launch date of the car, though, because Lidar sensors of this size aren't expected to reach even premium production cars until at least the start of 2023.

The Precept will make its public debut at the Geneva Motor Show. There's no word yet on production plans, but Auto Express understands that while the car is unlikely to appear as the Polestar 3 (that model is expected to be an SUV), it could well make production by the middle of the decade.

Elegant new saloon joins

- **Flagship model revealed**
- **Hybrid drive from launch**



James Brodie

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AE THIS is the DS 9, a new range-topping saloon from PSA Group's premium arm, designed to rival the likes of the Mercedes E-Class and Jaguar XF.

It expands the DS line-up to three cars, sitting above the DS 3 and 7 Crossback SUVs, and is the company's long-promised halo model. It'll be heading to the Geneva Motor Show in March, and will go on sale here later in 2020.

It sits on PSA's EMP2 platform for larger vehicles, which is shared with the DS 7 Crossback and the Peugeot 508. However, the new DS 9 occupies a larger segment than its Peugeot relation. At 4,930mm long and 1,850mm wide, it slots into the full-size executive car market, and is the largest saloon PSA makes.

There is a fastback element to the car in profile, but it's more of a traditional three-box saloon than the 508. The front end takes inspiration from the brand's latest launches, with a large, diamond-mesh, chrome-effect grille flanked by chrome headlight detailing, vertical LED running lights and DS Active LED Vision headlights. A chrome strip runs down the centre of the bonnet to the windscreen, signifying the model's flagship status.

The sides of the DS 9 are a mixture of smooth surfacing and strong lines; the sharp shoulder crease contrasts with flush door handles. At the back, the compact rear

"The DS 9 expands the line-up to three cars, and is the company's long-promised halo model"

● OFFICIAL

end features trademark 3D diamond-pattern LED tail-lights – another DS trademark – more chrome detailing, a smooth rear bumper, and a nod to the original 1955 DS in the form of the indicators, which are mounted high on the car's C-pillars.

The dashboard and interior are heavily based on the DS 7 Crossback's, with the only real obvious differences being the door panels, interior vents and a storage space beneath the standard central infotainment display. As on other DS models, buyers will have several interior 'inspiration' themes to choose from, each introducing different leathers, materials and interior colours. DS promises plenty of room in the back thanks to the car's 2.9-metre wheelbase. The rear seats can be optioned with heating, cooling and massaging functions, too.

DS Active Scan suspension, which uses a camera to read the road ahead and adjusts the damping accordingly, is available. Every version of the DS 9 uses an eight-speed automatic gearbox while the engine line-up is heavily hybridised.

The launch DS 9 is a plug-in hybrid with a 1.6-litre petrol engine and electric motor combining to produce 222bhp and capable of 31 miles on battery power. A 246bhp version of this engine follows, as does a range-topping four-wheel-drive E-Tense version with 355bhp. A 222bhp front-wheel-drive petrol model with no hybrid assistance comes later. It will be the entry-level model and is expected to kick off the range from around £32,000.



Flowing lines define DS 9's shape, while high-set rear indicators are a nod to classic DS



...While mid-sized SUV arrives later this year

THE DS 9 isn't the only new metal we can expect from DS this year. Our spy photographers have caught the company's next SUV testing, and it will be revealed towards the end of 2020 – probably at the Paris Motor Show in October.

It will slot into the company's line-up between the DS 3 and DS 7 Crossbacks, and could take on either the DS 4 or DS 5 Crossback nameplate. That would make it a rival for cars such as the Audi Q3, BMW X1 and Jaguar E-Pace.

Compared with the DS 3 Crossback, the new model has a sleeker roofline, with a small glass that gives it a coupé-like profile. While the test car is heavily disguised, distinctive DS styling cues are visible. These include active LED headlights, while at the rear the

● SPIED



"The new SUV has a sleek roofline and small glass area that give it a coupé-like profile"

tail-lights, also LEDs, feature the brand's trademark diamond-effect pattern.

This car is likely to be based on the same EMP2 platform as the new DS 9 (above), and it's also likely to spawn a compact hatchback to rival the VW Golf. However, EMP2 can only support plug-in hybrid



Automecia

DETAILS Heavy camouflage hides most design touches, but lights are DS trademarks

power, so a fully electric version, as with the DS 3 Crossback, won't be possible.

The arrival of the DS 9 and the new SUV this year is part of the company's aim to have six different cars on sale by 2023. And by 2025, every car the brand sells will be electrified in some form.

premium DS range



OPULENT
DS 9 offers
a luxury finish
inside and
plenty of tech



news in brief



Geneva debut for Toyota's small SUV

TOYOTA has confirmed its new small supermini-SUV will be unveiled at the 2020 Geneva Motor Show. The car will rival the latest Nissan Juke and new Renault Captur (driven on page 26).

Teased in an official image showing its rear lights (above), the unnamed model will use the GA-B platform that underpins the forthcoming Yaris. Toyota has confirmed the car will have intelligent four-wheel drive and a hybrid powertrain.

Mixed benefits for ride-hailing service

A NEW study has found that the launch of Uber is associated with a nine per cent fall in road accident injuries, although the opposite is true in London, where a rise in sprains and bruises correlates with the rollout of the ride-hailing firm.

The University of Oxford study says reduced injuries may be down to drinkers having access to the service, while London's rising rates could be caused by more vehicles being on the road as people use Uber instead of public transport.

Hybrid hypercar will rev up with 1,233bhp

CALIFORNIAN start-up Czinger has revealed the 21C (below) – a 3D-printed hybrid hypercar with a one-plus-one seat layout. Heading to the Geneva Motor Show, the 21C uses a 2.9-litre twin-turbo V8 in tandem with two electric motors.

Czinger claims 1,233bhp and 1,233kg for a 1:1 power-to-weight ratio, a redline of 11,000rpm, 0-62mph in 1.9 seconds and a top speed of 268mph. Czinger will make 80 examples, each one with a seven-figure price tag.



New AMG model gets the
same running gear as
the A45 hot hatch

● **OFFICIAL**

Hardcore AMG-tuned GLA 45 wings in

MERCEDES has released the first details on its latest small performance model: the AMG-badged GLA 45 S.

The rapid A-Class crossover gets the same 415bhp 2.0-litre four-cylinder turbocharged engine as the A45 S. It also gets the same eight-speed dual-clutch automatic gearbox and 4MATIC four-wheel

drive, with torque control across the rear axle to help with cornering and acceleration. The car can crack 0-62mph in 4.4 seconds – half a second slower than the A45 S.

Styling upgrades include LED headlights, flared front wheelarches, 19-inch alloy wheels and a rear diffuser, while the large rear wing will be optional. The cabin gets

a Nappa-leather steering wheel and yellow contrast stitching on the seats.

UK sales should start in April, although first deliveries won't be until late summer. The car will continue to be pitched slightly above the equivalent A-Class – so expect prices to start at around £52,000.

PAGE 28: AMG A45 S driven in the UK

Restructure sees GM kill

- Australian marque is no more
- Ends 164 years in business



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AE AUSTRALIA'S best-known car manufacturer Holden is to be axed by owner General Motors. It has decided to wind down all of Holden's operations in Australia and New Zealand by 2021.

The move brings an end to a brand whose history stretches back 164 years. Originally founded as a saddle company, Holden has been manufacturing cars since 1908. It has been part of GM since 1931.

Holden enjoyed spells as Australia's best-selling brand, and played its part in a tribal rivalry with Ford that mirrored the split between Vauxhall and Ford customers in the United Kingdom. Down Under the battle lines were drawn in motorsport, especially in the country's most famous race, at the Mount Panorama circuit in Bathurst. Holdens also made it to the UK, in the shape of flagship Vauxhalls such as the Monaro and VXR8.

However, away from the race track, sales of conventional Holdens have fallen sharply down the charts over the past two decades. The figures in 2019 were around a quarter

of what they were at the turn of the century, and car-manufacturing ceased in Australia in 2017. That left a model line-up based on imported, rebadged vehicles from other GM brands, including Vauxhall.

Ditching Holden is part of a wider restructuring at General Motors. The company is investing more heavily in China and the US, and right-hand-drive markets such as Australia and the UK are no longer part of the company's plans. To that end, GM has also pulled Chevrolet from the Thai market, and the company's plant there will be sold to Chinese firm Great Wall. GM offloaded its European division, including Vauxhall, to Groupe PSA in 2017.

GM's International Operations Senior Vice President Julian Blissett said: "We regret that we could not prioritise the investment required for Holden to be successful for the long term in Australia and New Zealand, over all other considerations we have globally."

The move was significant enough in Australia to warrant a comment from the country's Prime Minister, Scott Morrison, who said: "I am disappointed, but not surprised. But I am angry, like I think many Australians would be."

● AXED



The Golf Now loaded with extras

The Golf just got even better. With LED headlights, heated front seats and 2Zone Climatronic air conditioning as standard. And during our Golf Event we'll give you an additional £500 customer saving and 0% APR, available when purchased with Solutions PCP.* **14th – 29th February.**



*At the end of the agreement there are three options: i) pay the optional final payment and own the vehicle; ii) return the vehicle: subject to excess mileage and fair wear and tear, charges may apply; or iii) replace: part exchange. Excludes Golf 8, Golf Estate and Golf SV models. Stock vehicles only, whilst stocks last. Retail orders only. Orders placed by 29th February 2020 and delivered by 31st March 2020. £500 customer saving available in conjunction only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. The range of figures stated covers the entire Volkswagen Golf model range including all-electric, hybrid and petrol/diesel vehicles. All-electric 12/19. Figures quoted are for a range of configurations and are subject to change due to ongoing approvals/changes. Please consult your retailer for further information.

off Holden



HISTORY

Holden was famous for fast V8 saloons such as the HSV GTS (left), but sales have stalled in recent years

HOLDEN'S GREATEST V8 HITS

Four of the brand's best Aussie bruisers



Monaro GTS 327 (1968)
Slotting a US-sourced 5.4-litre V8 into the first generation of the Monaro gave Holden its first true performance car. Importantly for brand devotees, it also brought the company its first win in the Bathurst 500 race.



Commodore SS HDT Group A SV (1988)
HOLDEN was desperate to beat Ford in touring cars, so it made this special with the help of the UK's Tom Walkinshaw Racing. It was the first Commodore of its generation to have fuel injection.



Commodore GTS-R (1996)
MOTORSPORT knowledge influenced the mid-nineties fast Commodore again, as Holden's engineers bored out the standard 5.0-litre V8 engine to 5.7 litres and fitted carbon-fibre elements to help trim a few grammes off at the scales.



Monaro CV8 (2001)
THE rebirth of the Monaro name on a two-door coupé was hugely significant for Holden fans. The brawny V8 two-door had a waiting list at launch – but Holden did manage to ship a few to the UK, where they were badged as Vauxhalls.



the vehicle. With Solutions Personal Contract Plan. 18s+. Subject to availability and status. T&Cs apply. Indemnities may be required. Freepost Volkswagen Financial Services. Offer available between 14th – 29th February 2020, with any other offer. Finance offer not available in conjunction with any other finance offer. Offer may be varied or withdrawn at any time. Accurate at time of publication (02/2020). Figures shown are for comparability purposes; (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent vehicles are zero emissions while driving. Hybrid vehicle figures were obtained using a combination of battery power and fuel. For more information, please see www.volkswagen.co.uk/owners/wltp or consult your retailer. Data correct at

Official fuel consumption figures for the Golf model range in mpg (litres/100km): combined 0 (0.0) – 141.2 (2); combined CO₂ emissions 0 – 164g/km.

It's all change for the i30's mid-life facelift

● Hatch's refresh ushers in new looks, tech and engine revamps



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AE HYUNDAI has given the i30 a mid-life facelift, to keep its family hatch in the fight alongside the new Volkswagen Golf.

The exterior has been updated subtly, but N-Line cars (pictured) now really stand out compared with the standard line-up. The front and rear bumpers are more aggressively sculpted, there's a new wider grille, and the fresh LED headlights have a new daytime running signature.

Elsewhere the rest of the range gets a different shape for the grille and extra chrome trim. Around the back, the only real change is the new LED tail-lights. Fresh 17 and 18-inch wheels arrive, too, while there are also three new paint finishes.

The engine line-up has been overhauled. The old 1.4-litre unit has been significantly re-engineered into a new 108bhp 1.5-litre. A turbo version of the same engine gets 158bhp, 20bhp more than the old 1.4 turbo. The 1.5 turbo car also benefits from a 48-volt mild-hybrid system, which uses energy recovered during deceleration to enable quicker stop/start and engine-off coasting.

This tech is also available on the 118bhp 1.0-litre turbo petrol model and on a 134bhp 1.6-litre turbodiesel. The final powerplant option is a non-hybrid 1.6-litre diesel with 113bhp. All engines are available with a

● OFFICIAL



N-Line versions get a more aggressive look, and new LED lights front and rear

"The exterior has been updated subtly, but N-Line cars now really stand out compared with the standard line-up"

new six-speed manual gearbox or a seven-speed automatic, except the base petrol.

A clearer new 10.25-inch touchscreen is fitted, with customisable shortcut tiles on the home screen. Apple CarPlay and Android Auto are standard, and later in 2020, they will be able to connect to your phone wirelessly.

Ahead of the driver is a new instrument panel. The seven-inch digital display has speedo and trip functions, while its graphics

change based on the driving mode chosen. It's surrounded by traditional analogue dials.

As for other tech, Lane Following Assist and adaptive cruise control combine to enable semi-autonomous driving on some road types, while blind-spot collision warning can alert other vehicles and swerve to prevent an accident. A rear collision-avoidance system can brake the car while reversing if it detects something unseen by the driver.



CHANGES

Fresh alloy wheels are fitted, while there is mild-hybrid tech on some of the revamped engines



VW fires up 456bhp Touareg R

VOLKSWAGEN has introduced the most powerful version yet of its largest SUV: the Touareg R. Its plug-in hybrid powertrain has 456bhp and 700Nm, yet it can also return CO₂ emissions of around 44g/km.

Those figures are made possible by a petrol/electric set-up largely carried over from the Bentley Bentayga Hybrid. That means a 335bhp 3.0-litre V6 turbo petrol engine paired with a 134bhp electric motor to deliver permanent four-wheel drive on both petrol and electric drive.

The Touareg R stands out from the rest of the range thanks to its unique alloy wheels

"Its 456bhp, 700Nm and CO₂ emissions of 44g/km are possible thanks to a powertrain from Bentley Bentayga"

measuring between 20 and 22 inches in diameter. It can also be finished in Lapiz blue paint, a signature of the brand's R models, while the Touareg is the first hot VW in Europe to feature the new 'R' logo.

Inside, the hot SUV gets a new sports steering wheel and unique upholstery. The 'Innovision' in-car tech, which comprises a 15-inch touchscreen and 12-inch digital driver's display, is standard, as is a semi-autonomous driving function.

Prices should be confirmed closer to the new car's on-sale date, which is expected to be in the fourth quarter of 2020.



● OFFICIAL



STYLING

Touareg R is finished in Lapiz blue paint and comes with a set of unique alloys



"The seven-inch digital display's graphics change based on the driving mode"



Cabin gets larger touchscreen and fresh digital panel in the dials

TEASER

STRIKE A LIGHT

VW's sketch shows the new Golf GTI will have an LED strip running across the front of the hot hatch



And teases front of next-gen Golf GTI

THE Mk8 Volkswagen Golf GTI is on the way, and this is our first official glimpse at the new version of the brand's iconic hot hatch, which will be VW's Geneva Motor Show star.

Alongside this sketch of the front end, which shows a new full-width illuminated

LED strip running beneath the classic red GTI stripe and a honeycomb lower grille, Volkswagen has confirmed some of the technical details behind the newcomer.

It will remain turbocharged, with no mention of any electrified assistance just

yet. The cabin will be totally digitalised with standard digital instruments, and new-generation adaptive chassis control has been introduced, while the GTI gets VW's latest Travel Assist system, allowing driving assistance at speeds of up to 130mph.

NEWS



This week's new videos

Two great videos online



First look at Hyundai's new i20



AS well as a new i30 (left) Hyundai has also revealed a fresh i20 with cutting-edge tech, and it could shake up the supermini market. We'll find out in the coming months whether the brand has a Clio-beater on its hands, but as Alex Ingram found when he saw the car, the early signs are very good indeed.

youtube.com/Autoexpress



PEUGEOT e-208 The new e-208 has much to prove. It's the first household-name model with pure-electric power, and the first to challenge established alternatives like the Renault Zoe and Nissan Leaf. Vicky Parrott finds out what it's like to drive on UK roads.

youtube.com/drivingelectric

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



ON THE ROAD
Defender 90 is priced from £40,290 and on sale now



OFFICIAL

Land Rover puts £40k price tag on the three-door Defender 90

OFFICIAL Lighter, shorter version of reborn SUV will undercut five-door model by nearly £5,000



John McIlroy

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AE LAND Rover has named its price for the three-door '90' version of the new Defender – and has started taking orders, too.

It's been confirmed that the new model will cost from £40,290 in the UK. That gives the reborn Land Rover's range an entry point almost £5,000 less than when the car went on sale in five-door 110 form in September.

That figure gets you a basic Defender 90 equipped with the same 197bhp D200 diesel engine that features in the lowliest 110. But the three-door is slightly lighter, so the entry-level 90 manages 0-60mph in 9.6 seconds (0.3 seconds faster than the longer 110). And while the cars have the same NEDC-equivalent CO₂ emissions figure of 199g/km, the 90 scores marginally better on the tougher WLTP test, so it should be slightly more economical in the real world.

The 90's engine range also includes the D240 (a 237bhp diesel) and a pair of petrols, the 296bhp P300 and the 395bhp six-cylinder P400. The last of those engines, which is fitted with mild-hybrid technology, is comfortably the fastest Defender 90, with a 0-60mph time of 5.7 seconds. All cars feature an automatic transmission.

Land Rover believes the 90 could be a popular choice with urban buyers as an alternative to regular premium SUVs. The 90 loses the 110's seven-seat capability, but it



will be offered with the option of a third seat up front, allowing five or six seats. With a spare wheel in place, it's 4,583mm long – so slightly shorter than Land Rover's own Discovery Sport, and only 20mm longer than the (five-seat) Audi Q3.

As with the larger 110, the 90 is being offered with a series of packs, badged

“Land Rover believes the 90 could be a popular choice with urban buyers”

Explorer, Adventure, Country and Urban. These focus on everything from more extreme off-road ruggedness and protection, to styling and extras.

Land Rover says 1.21 million vehicles have been specced on the Defender's configurator since last September. Within that number, more than half of prospective buyers have chosen one of the Accessory Packs and the most popular addition, the Urban Pack, has featured in 35 per cent of configurations, the manufacturer claims.

A plug-in hybrid version of the Defender is expected to arrive before the end of this year, and Land Rover will also make both the 90 and 110 models available as work-focused commercial editions within the same timeframe.

JLR's case plan to beat coronavirus

JAGUAR Land Rover has been flying parts out of China in suitcases due to the coronavirus outbreak, chief executive Ralf Speth has admitted.

JLR, like many car manufacturers, is struggling with parts-supply issues as the virus closes down factories and makes transporting goods from Asia to its UK plants difficult. Staff have been packing suitcases with parts and checking them in as luggage on flights back to the UK, while new cars are being delivered to customers with one key instead of two.

“We have flown parts in suitcases from China to the UK just to make sure that we have got the right parts,” Speth said at the unveiling of JLR's autonomous Project Vector Concept (right). He added: “Every car only gets, at the moment, one key fob, just to make sure we can produce.”

“New cars are being delivered to buyers with one key instead of two”

Project Vector showcases JLR's vision for flexible mobility car



THIS is Project Vector, a new mobility concept from Jaguar Land Rover that will go into on-road trials within the next 18 months, the manufacturer claims.

Developed at the National Automotive Innovation Centre in Coventry, Project Vector sits on a new chassis that JLR is calling 'autonomy ready'. Yet the concept shown in the initial images has a steering wheel. It's just over four metres long and has a battery size ranging from 60kWh to 90kWh, enough for a range of between 155 miles and 186 miles.

All of the vehicle's battery and electric drivetrain parts are packaged into a flat floor, allowing a wide range of cabin layouts that could suit private use, public transport or even commercial services such as last-mile deliveries.

JLR says it plans to collaborate with Coventry City Council and the West Midlands authorities to create a mobility service, starting in late 2021. It says the scheme will act as "a living laboratory for future mobility on the streets of Coventry". But in its initial phase, the Project Vector vehicles will be driven by a human instead of operating autonomously. The initial focus of the project is likely to stick to routes in and around the campus of Warwick University, where the Innovation Centre is based.



CONCEPT
Project Vector has seating configurations that can be changed depending on how the vehicle is used



"The flat floor allows a range of cabin layouts that could suit private use, public transport or commercial services"



Inbox Your views

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HOT TOPIC Toyota GR Corolla

FROM: Mitchell Jackson LAUNCHING in 2023? Surely it needs to be now? The game will have changed by then. Sure, it will be a fun car, but I can't see it competing in the top tier. We're spoilt for choice for hot hatches and this Corolla's pitching for mediocrity.

FROM: Hebegebe CONSIDERING Honda and Hyundai have produced the best hot hatches recently with the i30 N and Civic Type R, I wouldn't be surprised if another Asian firm knocks things out of the park with a top-notch affordable performance car. VW be warned!

Toyota's plans to launch a hot GR version of the Corolla has got you talking



Join the debate at www.autoexpress.co.uk

■ "It's not all about power. If this is brilliant to drive, who cares if it doesn't have 400bhp?"
Thomas Young

■ "Looks nice enough, but I hope it doesn't have loads of driver aids getting in the way."
Stephen Hawkins

■ "Make it a three-door and I might consider it; a hot hatch needs to look sportier than this."
Thomas Heald

I want answers on the big EV questions

FROM: John Morely WHILE I care about the environment, if I go into a dealer to ask about electric cars, I want reassurance on practicalities like charging points and battery range. It's here we need more innovation and ideas to make EV ownership more feasible for everyone.

Lane discipline would boost M-way capacity

FROM: Laurie Stanton SMART motorways, which have been the subject of much criticism recently, are supposed to be a cheap way of expanding motorway capacity. An even cheaper way of doing so would be if everyone kept to the left-hand lane except when overtaking!

Firms should warm to heated screens

FROM: Des Heathcote I AGREE with Andrew Dunn (Issue 1,612). Heated windscreens should be an essential piece of kit on all vehicles. They're great for de-misting, and I would argue being able to see where you're going is by far the most important safety feature of them all!

Cold truth about EV range in the winter

FROM: Mick Yates GARY Scales (Issue 1,612) makes a very valid point about EV range in the cold. We charge our EV from a 7.2kW wallbox and the range has been down by about 30 miles in the last few weeks. Consumers have to consider the effect of cold weather on range, and so should WLTP testers.

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

DRIVING THE BEST OF BOND

Aston Martins are as associated with 007 as a vodka martini; we leapt at the chance to drive the perfect cocktail of cars from the latest film



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AE WHEN Aston Martin calls, you pick up the phone. And when Aston Martin calls offering the chance to drive a selection of cars from the forthcoming James Bond film, you don't so much clear your diary as carpet bomb it.

Now in his 67th year on the page and 58th on the screen, Bond has been portrayed by six actors over the course of the film franchise, but his association with Aston Martin has been more faithful. Aside from the odd flirtation with Lotus, BMW and Bentley – and glossing over author Ian Fleming's intention that Bond be a Bentley Boy – Aston Martin is as intrinsic to 007 as olives are to Martinis. The latest movie, *No Time to Die*, is in cinemas on 3 April and is the 25th time Bond has graced the silver screen, and it's the 13th film in which Aston Martins have featured in the long-running series.

So strong is the relationship between Aston and Eon Productions, the firm behind the Bond films, that there have never been more Astons at Bond's disposal than there are in 007's latest escapade. And to celebrate this, Aston Martin invited us to its Stowe complex at the Silverstone Circuit to sample *No Time to Die*'s cars, laying on a 1964 DB5, a 1984 V8 Vantage, and a modern DBS Superleggera.

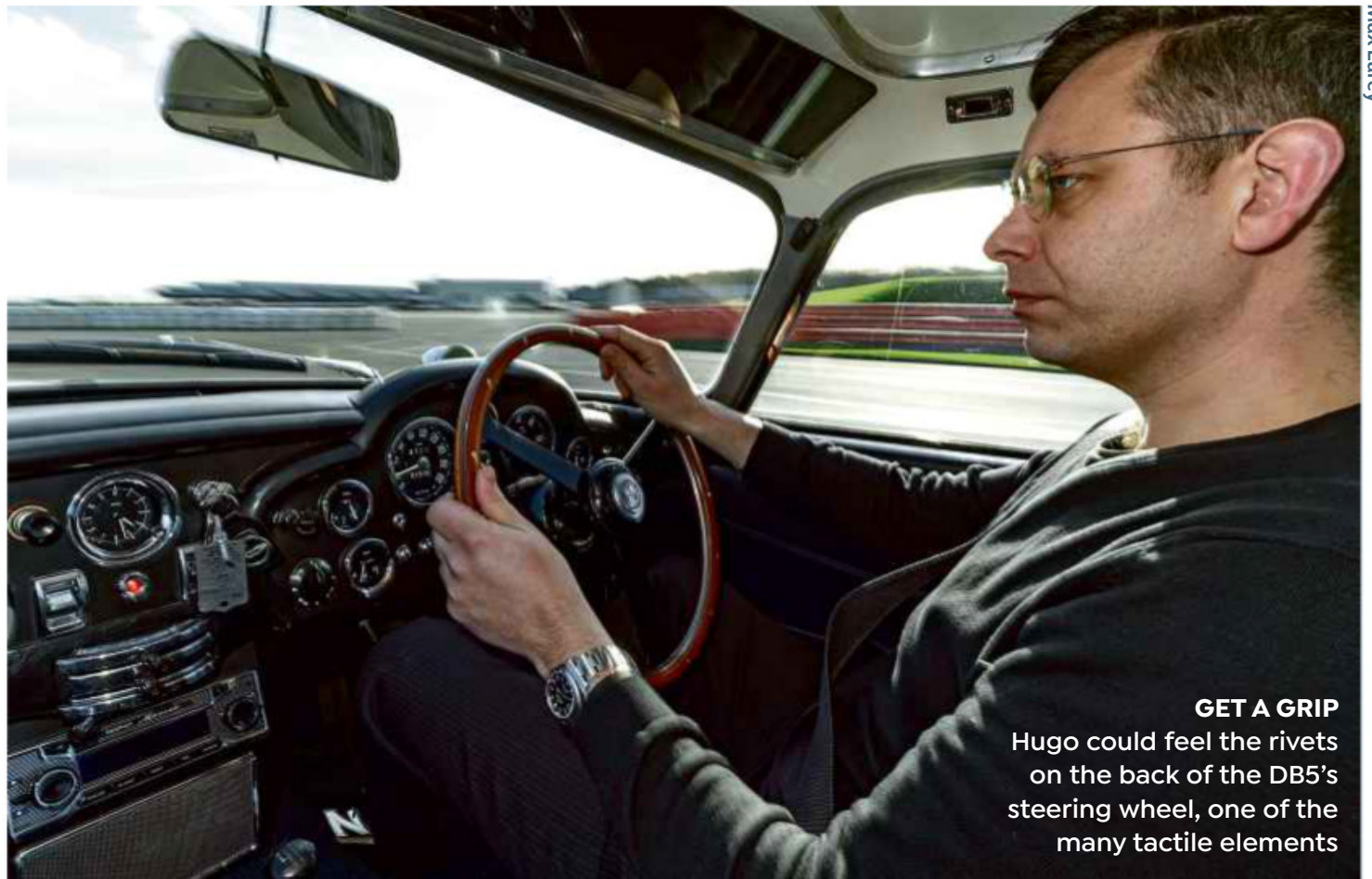
Aston Martin has been at Stowe since 2018 and has a private circuit and pit garages, as well as access to Silverstone's wider facilities, making it the perfect location for developing and fine-tuning its supercars and GTs.

But as impressive as Stowe may be, it pales into insignificance the moment I walk into the pit garage and catch sight of not one, but two DB5s. Even after all these years, it's a breathtaking design that says "James Bond" as much as any '00' moniker ever could. One of these cars is no real DB5, however, but a custom-built stunt car – one of eight made for *No Time to Die*. We'll come back to this stunt car – and my dramatic display of incompetence in it – later, but let's start with the real deal, because Aston is giving me a genuine DB5 to try first.

1964 Aston DB5

FIRST driven (and crashed) by Sean Connery in 1964's *Goldfinger* and now in Daniel Craig's hands in *No Time to Die*, the DB5 will forever be *the* definitive Bond car, and it's a machine that exceeds all expectations.

The cabin is opulent even after all these years, with the sense of occasion more to do with the quality of the engineering than any cinematic association. It also sounds splendid. The 4.0-litre straight-six motor catches easily on a gentle prod of the throttle, with a potentially refined engine



Max Earey

GET A GRIP
Hugo could feel the rivets on the back of the DB5's steering wheel, one of the many tactile elements



"First driven by Sean Connery, the DB5 will forever be the definitive Bond car, and it's a machine that exceeds all expectations"

note. The clutch is as light as a modern supermini's, to the point where I query this and am informed that, yes, this is how DB5s came out of the factory. The long-throw gearbox slots positively into first and we're off, gripping the skinny wooden steering wheel carefully, surprised at feeling the smoothed metal rivets on the rear of the rim.

With 282bhp on tap there's enough power by today's standards, while the heavy-yet-fluid steering and effective brakes inspire confidence. The springing is softer than it would be in a modern GT, but mechanical sympathy and the DB5's £1million price tag put me off throwing it around too exuberantly. The engine is the star of the show, though. Above 3,000rpm it takes on an urgent, harmonic character, with a refined yet pronounced metallic bark like nothing I've heard before. The long-travel accelerator provides the perfect accompaniment to this experience; it's beautifully judged in terms of weight, offering genuine progression and texture. The DB5 has an analogue nature, to the extent it reminds me of playing a musical instrument as much as it does driving a car.

There was always the fear at the back of my mind that the DB5 would be a hard act to follow and, jumping into the later V8 Vantage, this proves to be the case.

INSIDE BOND'S GARAGE



PRECIOUS METAL

Latest Bond film has four Astons, the most of any film in the 007 franchise. Left to right: DBS Superleggera, V8 Vantage, Valhalla, DB5



FUN TO DRIVE
DBS Superleggera has a playful character, despite its 5.2-litre V12 engine putting out 715bhp



1984 V8 Vantage

THE Vantage is two cylinders, 1.3 litres and around 100bhp up on the DB5, but it doesn't feel much quicker, partly because it's also 300kg heavier. And while the Tadek Marek-designed V8 still sounds the business, it lacks the complex notes of the DB5's six-pot. It doesn't help that the seating position is high and the top of my head brushes the headliner, and while the gearbox has a shorter throw than the DB5's, it feels less mechanical; its dogleg configuration, usually the preserve of track-focused cars, seems out of place in a GT, too.

There are definitely plus points; the Vantage looks as menacingly muscular today as it did in 1984, and the cabin has a period charm that appeals to someone of my age. But there's no escaping the fact it feels like (and is) a car that was developed by a maker who was tight on funds at the time.

Only 20 years or so separate the DB5 and the V8 Vantage and, while the DB5 is the better car, both are brawny grand tourers with characters not a million miles apart. But with close to four decades between the V8 Vantage and the DBS Superleggera, no such clear parallels are present.

2019 DBS Superleggera

AS with its predecessors, the Superleggera could cover vast distances without breaking a sweat. But its engine is more than twice as powerful as the V8 Vantage's, and its cabin is light years ahead in terms of fit and finish.

Even Aston's maligned integration of the Mercedes infotainment screen feels far less of an issue in person than it does in pictures, because the comprehensive opulence of the Superleggera's interior is so overpowering – even the

headliner is quilted leather. As well as its luxury and achingly beautiful looks, its ability to put its power down impresses. With 715bhp and 900Nm of torque, the 5.2-litre twin turbo V12 is actually slightly limited in first and second gear, so while it's seriously rapid from standstill, it only really gets into its stride in third gear when the turbos kick in.

Acceleration in most cars tails off as you reach higher speeds but the Superleggera seems to gain velocity exponentially, getting faster, with more ferocity, the quicker you go. Stowe's tight circuit hardly gives it the open running it cries out for, but I still see 108mph on the straight. Yet despite this bewildering power, the model has a playfulness about it. In Sport Plus mode I get a little wiggle from the tail when pushing out of a corner, the electronic safety nets allowing a frisson of excitement before reining things in.

DB5 stunt car

I WAS warned that the stunt DB5 has no traction control, ABS or other similar safety tech as I climbed into it from the Superleggera, but I'd just come from a 715bhp monster – surely this 300bhp pussycat must be relatively tame?

I should have figured when I climbed over the rollcage, put on the four-point harness and felt the unsilenced engine buzz through the seat that this car meant business; I should have twigged from the ferocity with which it accelerated, and the raw noise that accompanied this, that it deserved respect. And I ought to have recognised the willingness of its rear end to push out wasn't an encouragement for me to press on, but a warning from a car that was about to strike.

And strike it did. In a tight corner on my second lap I deliberately put more power through the rear wheels than



Bond movie trickery is all up to scratch

THE drama of walking into Aston Martin's Stowe pit garage and seeing two DB5s was tempered by realising one had great gashes running down its nearside flank. Close inspection revealed some movie magic at play: these battle scars were stickers, applied to a stunt DB5 to achieve precisely the effect they had on me.

Built on a custom spaceframe chassis and powered a 300bhp six-cylinder naturally aspirated engine, eight stunt DB5s were made for *No Time to Die*. Aston has full computer-aided design (CAD) data for the DB5, so their carbon-fibre bodies are as faithful as faithful can be. Two real DB5s are used for close-up and interior shots in the film, but these are too precious to be used for chases, so the stunt cars take their place.



GLIMPSE OF THE FUTURE
Aston Martin Valhalla makes an appearance in latest Bond, despite not being due to launch until 2022



"I'd just come from a 715bhp monster – surely this 300bhp pussycat must be relatively tame?"



LICENCE TO THRILL
V8 Vantage certainly looks the part;
stunt DB5's hydraulic handbrake
(below, right) is perfect for film skids



the tyres could cope with, fully expecting to catch the back end as it stepped out. This was not to be: the rear snapped right, I overcorrected; it snapped left; I overcorrected again. Then I was spinning around on myself, before heading backwards in a straight line across the track's grass. I regained orientation in time to brake before I rear-ended the tyre wall, plus was able to restart the car and drive back to the pits; and hey, it wasn't a real DB5. But be in no doubt: this was a car that left me shaken, as well as stirred.

Aston's engineers couldn't have been nicer (after, understandably, they checked the car over and found no damage). "That's what this car is designed for," one of them said. Another commiserated by telling me that out of the eight stunt cars this one had the least-forgiving rear differential, and was his least favourite. Never underestimate how welcome such words are if you see someone run out of talent on a track.



2022 Valhalla

BUT enough wound licking, back to Bond. Spin or no spin, one car we would certainly not be able to drive was the Valhalla that was on display at Stowe. Not due for release until 2022, this mid-engined Aston looks like nothing the firm has made before, and the producers of No Time to Die couldn't resist getting it in the film. It moved under its own steam at Stowe, but with a non-production engine; as great as it looks in pictures, this is a car in its development stages that was here for show, not go.

It's still a bit of a mystery who will drive the Valhalla in the film, but we know from the trailer that Bond drives the V8 Vantage and DB5, while a fellow '00' agent, played by Lashana Lynch, can be seen in the DBS Superleggera. Drawing analogies between the evolution of Aston Martin and that of James Bond might seem trite, but it's interesting that while 007 gets the heritage cars, the faster, newer Superleggera is in the hands of a female, black secret agent.

With Daniel Craig firm that No Time to Die will be his last Bond, is this a sign that the next 007 will represent a sea change in casting and modernisation? Only time will tell, but this much is certain: James Bond and Aston Martin are among the most enduring, successful British exports ever, worth as much as £20billion between them. With legacies that have become so intertwined, whichever way they turn next, you can be assured that all eyes will follow.

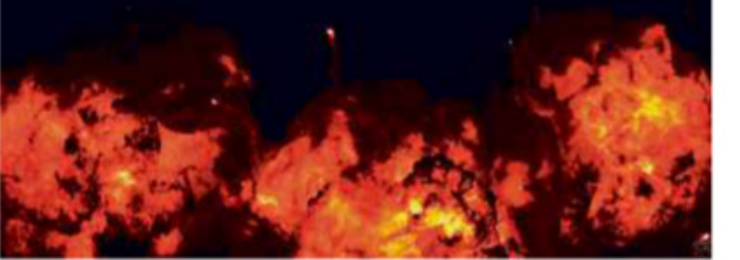


Stunt driver Higgins makes his mark on set

THE stunt DB5s are special cars, and getting the most out of them requires a special driver. With 30 years of rallying experience and three previous Bond films under his belt, stunt driver Mark Higgins (above) was something of a shoe-in for No Time to Die.

Mark's first outing as a movie stunt driver was in 2008's Quantum of Solace, and he's been in every 007 since. "You make sure you're free for Bond," he says. Mark has worked closely with Daniel Craig, who he says is a decent enough driver. "But I leave the acting to him, and he leaves the driving to me."

Highlights of Mark's time as a 007 driver include "going through the Vatican sideways at 90mph for Spectre", while No Time to Die saw the crew apply Coca-Cola to the cobbled streets of Matera, Italy, to boost grip when filming chases. "This doesn't work in the rain, though, and if you put too much down the surface actually gives too much grip," he said.





Renault Captur

Running costs

47.1mpg (official)

£56 fill-up



FIRST UK DRIVE Second-generation small SUV is a seriously tempting package



Joe Holding

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AE MOST of us remember 2012 for the London Olympics, but at Renault there's a different memory: the launch of the original Captur. It was the company's first small SUV and a model that has gone on to sell 1.5 million examples worldwide. The time has come for a new one, though, and now we've tried it on British roads.

The new Captur sits on the same CMF-B platform as the latest Clio and it's 110mm longer, 19mm wider and 17mm taller than the original model. A wider grille and LED lights front and rear help it to cut a more impressive figure on the road.

Basing it on the new Clio has transformed the driving experience, too. The steering is precise and gives you the confidence to place the car accurately on a narrow road, while the soft suspension makes the Captur much more relaxed than many of its rivals. There's a fair amount of body lean, but any

roll is well damped, and the pay-off is a comfortable ride, even on rougher surfaces.

Inside, the influence of the new Clio is inescapable, but this is no bad thing; the use of soft-touch plastics throughout the interior makes the Captur a class-leader in this regard. Build quality feels strong, too.

The new platform and bigger dimensions have brought gains in passenger space and practicality. Rear legroom has improved, Renault says, and boot space has swelled to 536 litres. There's a caveat, though: the rear bench now slides back and forth, and that headline figure assumes you've pushed the seats so far forward they are virtually unusable. Shove the bench right back and you're looking at 422 litres of volume.

Base-spec cars come equipped with automatic wipers and climate control, while

lane-keep assist, lane-departure warning, traffic-sign recognition, active emergency braking and cruise control are thrown in, too.

A 4.2-inch digital display within the instrument cluster is teamed with a seven-inch colour touchscreen, and navigation is provided on all but entry-level Play models. The graphics are sharp enough and the screen responsive, but the set-up is not as intuitive as systems in VW Group rivals. So it's good news that Apple CarPlay and Android Auto connectivity is also standard.

The Captur's biggest failing? That'd be the 1.0-litre petrol engine tested in this TCe 100 model. The 99bhp unit can only muster 160Nm of torque, and it's every bit as pedestrian as the 13.3-second 0-62mph figure suggests. The saving grace is that the claimed fuel economy

DASHBOARD

Cabin is largely similar to the Clio's but it's well built with lots of decent-quality materials

“Soft suspension makes the Captur much more relaxed than many of its rivals”



30 RANGE ROVER P400
Luxury 4x4 now comes with six-cylinder petrol power and hybrid tech

31 BMW M235i
We try the new four-door Gran Coupé in flagship xDrive guise

32 PEUGEOT e-208
Battery-powered supermini is part of a new wave of small EVs



NEED TO KNOW

Captur's design is an evolution of the original, but the car is bigger in every dimension



Essentials

Renault Captur TCe 100 Iconic

Price: £20,560

Engine: 1.0-litre 3cyl petrol

Power/torque: 99bhp/160Nm

Transmission: Five-speed manual front-wheel drive

0-62mph: 13.3 seconds

Top speed: 107mph

Economy: 47.1mpg

CO₂: 116g/km

ONSALE Now



EQUIPMENT All models get 17-inch alloy wheels as standard, plus full-LED headlights and a suite of safety kit. Iconic trim adds rear parking sensors, two-tone paint and seven-inch touchscreen infotainment with sat-nav



INTERIOR Back seats now slide back and forth by 16 centimetres to create more legroom or boot capacity. Passenger space is good, while the flashes of colour on the seats and door cards help to give the cabin a lift



PRACTICALITY Boot space ranges from 536 litres with the seats fully forward to 422 litres when they're moved back. The rear seat has a 60:40 split, and there's 1,275 litres of space when both sides are folded down



of 47.1mpg looked easily achievable on our drive through the Cotswolds.

On the motorway, the Captur needs to be revved hard in low gears to pick up speed, although the five-speed manual in our car felt nice and slick. We've also sampled the 1.3-litre TCe 130, and while its automatic gearbox is sluggish as you pull away from junctions and roundabouts, the additional power makes the car much more capable.

The Captur has the ingredients to be a sales success, and Renault's competitive finance will put it at the front of buyers' minds. Monthly repayments of £249 over a 49-month term follow a deposit of £289 on Iconic TCe 100 cars, putting it in the same ballpark as the SEAT Arona, Skoda Kamiq and Citroen C3 Aircross. Factor in Renault's five-year, 100,000-mile warranty, and you've got a really strong offer on the table.

For those after even lower running costs, a plug-in hybrid variant arrives in July. In what will be a first for the class, its 9.8kWh battery could offer up to 30 miles of range.



Verdict

NEVER before have there been so many great small crossovers to choose from, but the new Renault Captur is right up there with the very best. Yes, some rivals stand out as being more practical or better to drive, but few offerings in this class set such a high bar across so many key areas for customers. A great finance package is the clincher, and the arrival of a plug-in hybrid version this summer will add another talent to its already-extensive list.

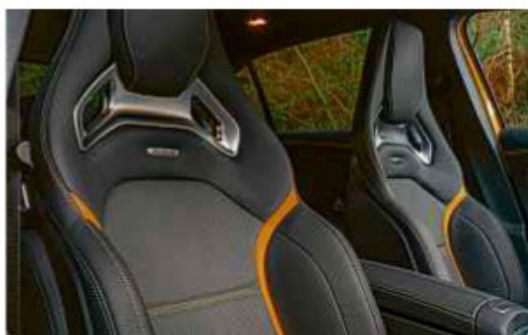


Essentials

Mercedes-AMG A 45 S 4MATIC+ Plus DCT

Price:	£56,570
Engine:	2.0-litre 4cyl turbo petrol
Power/torque:	415bhp/500Nm
Transmission:	Eight-speed dual-clutch auto, four-wheel drive
0-62mph:	3.9 seconds
Top speed:	168mph
Economy:	33.6mpg
CO₂:	192g/km

ONSALE Now



CABIN Figure-hugging front sports seats keep you in place when pressing on. There's also room for three people in the back, which makes the A 45 S perfect for those wanting a hot hatch that's also practical for carrying passengers



CONTROLS Switches on the left of the steering column allow you to alter settings, such as turning off the electronic stability control. A button on the right-hand side lets the driver put the car into different driving modes



Performance

0-62mph/top speed
3.9 seconds/155mph



Running costs

33.6mpg (official)
£64 fill-up



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AE WE were mightily impressed by Mercedes-AMG's second crack at an ultra-hot A-Class when we tried the A 45 S in Spain last summer. And now, at last, we've had a chance to see whether these good impressions still apply on British roads.

It's worth a quick recap on the stats, since figures like this tend to focus the mind. The A 45 S gets an all-new 2.0-litre four-cylinder turbocharged engine, because it had to; AMG discovered early on that there was no way it could get any more out of the motor in the last A 45. Starting from scratch allowed the engineers in Affalterbach to boost both power and torque, to the point where this new model has 415bhp and 500Nm.

A four-wheel-drive system helps it sprint from 0-62mph in 3.9 seconds, so this family hatchback is quicker off the line than the AMG GT sports car. Ultimately the two-seater has longer legs, but the A 45 S's top speed is still a jaw-dropping 168mph.

Does the newcomer feel as fast as its numbers suggest? Yes. Even on greasy, slightly frosty British roads, the 4MATIC+ system's ability to transfer up to 50 per cent of the power to the rear axle means that the A 45 S scrabbles for only the most fleeting moment before catapulting you forwards.

The engine – the world's most powerful four-cylinder production motor – is once

again the star of the show. It has great wallops of torque low down – you're never in any doubt that it's turbocharged – and yet it also loves to be revved. You'll find yourself flicking the eight-speed dual-clutch automatic gearbox into manual mode and pushing the motor way beyond where it actually needs to be, because the acceleration refuses to fall away.

And because it also sounds so good; seriously, AMG should be consulting on how racing and rallying engines can make more attractive noises, because the A 45 S's unit has a far more appealing note than most competition motors.

Of course, the United Kingdom – and its roads specifically – present a unique challenge to extreme performance cars developed for the autobahns of Germany and the super-smooth asphalt of race tracks. We have bumps, potholes, ripples and cat's eyes that can tear an ultra-stiff set-up to shreds in a matter of minutes, at everything from 20mph upwards.

In the past, this was where the old A 45 fell flat. But the good news is that while the A 45 S is not entirely perfect, it represents a quantum leap over that car. The new transmission system can throw power not

Mercedes-AMG

FIRST UK DRIVE Does red-hot hatchback make

only from front to rear but also across the rear axle, left to right. This makes the new offering so much more capable on precisely the sort of twisty British road where it's likely to be deployed.

The steering isn't brimming with feel, and we'd like a bit more heft in the system (along the lines of a Focus ST's set-up, or even the Honda Civic Type R's) but it's accurate enough to allow you to point this responsive chassis in the right direction. The suspension represents a big gain over the A 45's; if anything, it's more sure-footed at speed and yet, around town, this is a hot hatch you could live with every day – firm, certainly, but more compliant than a Mégane R.S. Trophy, for example.

So is there a catch at all? The price has to go down as a potential snag. The

“This family hatchback is quicker off the line than AMG's current GT sports car”





“It’s simply one of the most complete performance cars on the market today”

AMG A 45 S

Take the grade on British tarmac?



ON THE ROAD

Four-wheel-drive and the world’s most powerful four-cylinder production engine help to propel the A 45 S from 0-62mph in 3.9 seconds

list price of the regular A 45 S now is £50,570 – and the car you see here, the Plus variant, adds a roof spoiler, front bumper aero ‘blades’ and extra cabin kit but costs from £56,670. That is well over £20k north of what Honda will charge you for a Civic Type R GT.

And yet the A 45 S still comes so darn close to managing a five-star verdict, because it feels so much more premium than any other notable hot hatch rival. The cabin is beautifully appointed, and the step up in materials and finishes over the Civic’s is so great that the Mercedes might as well be made from captured UFO technology.

At which point you realise that for many people, the A 45 S won’t be a £50k or even a £60k hot hatch. It’s simply one of the most complete premium performance cars on the market today, and one that can probably be attained on a PCP deal for £500 per month or less. And if it’s big enough for your needs, then we can think of, well, at least 415 reasons why it’ll be worth every penny.



Verdict

MERCEDES’ latest rapid A-Class hatchback is a belter, with a chassis that now feels much more in tune with the power and performance coming out of AMG’s four-cylinder engine. It doesn’t steer quite as sweetly as a Civic Type R, and it comes with an eye-watering price tag, but there’s still huge appeal here. The forthcoming next-generation Audi RS 3 will have to be pretty special to beat the A 45 S in the premium hot hatch stakes.





SPLENDOUR
Range Rover gives commanding driving position in lavish surroundings



Range Rover P400

Performance
0-60mph/top speed
5.9 seconds/140mph



Running costs
25.1mpg (official)
£130 fill-up



FIRST DRIVE Mild-hybrid tech follows plug-in hybrid into Range Rover line-up



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AE THE Range Rover's position as the luxury SUV of choice has been coming under growing threat – not just from rivals but also increasingly pertinent questions around the environmental impact of using a car like this when something smaller and more eco-friendly might suffice.

Range Rover's answer has been to improve its flagship's efficiency, and offer greener models. A P400e-badged plug-in has joined the line-up and so has the P400 we're looking at here, a mild-hybrid version with a new turbocharged and supercharged straight-six Ingenium petrol engine.

Priced from £90,010, the P400 can't match the 75mpg-plus fuel economy the plug-in model returns, but its 25.1mpg is almost identical to the figure claimed for the Range Rover's SDV8 diesel variant.

That's despite this new 3.0-litre unit, with 48-volt mild-hybrid tech, kicking out 395bhp and spiriting the SUV to 60mph in 5.9sec.

On the road, the new engine is no less impressive. It uses an electric supercharger to boost its power output and response at low engine speeds, all but eliminating any lag before the twin-scroll turbocharger gets into its stride. The 48V mild-hybrid system stores power reclaimed under braking to charge a battery that then allows the electric

motor to give a handy boost of torque to assist the engine when required.

The maximum 550Nm torque output is well down on the 740Nm that you get in the brawny SDV8 diesel but in the P400 it's all available right the way from 2,000 to 5,000rpm. The petrol engine feels strong through the gears as a result, and when you ask it for a burst of acceleration it's usually eager to deliver. Refinement is also strong, with little engine noise at cruising speeds.

The motor's inherent smoothness and flexibility suit the Range Rover's distinctive character. This is not an SUV that tries to be sporty in any serious way and is instead focused on delivering a cushy ride and sky-high levels of comfort.

If there is a drawback, it's that the eight-speed gearbox is often slow to get its act together in automatic mode, and selecting the Sport setting does little to address this. You can hurry things along by using the wheel-mounted paddle-shifters but these feel plasticky to the touch and work with an unsatisfactory click.

It's far better to enjoy this leather-lined haven with its commanding view of the road, and simply float the Range Rover from point to point in a more relaxed fashion.

The latest models also get Android Auto and Apple CarPlay as standard, together with an impressive Meridian stereo system and the usual arsenal of off-road driver aids.



NEED TO KNOW

Straight-six engine in P400 combines mild-hybrid tech with supercharger and turbocharger for sharper response

Essentials

Range Rover P400 Vogue

Price:	£90,010
Engine:	3.0-litre 6cyl petrol
Power/torque:	395bhp/550Nm
Transmission:	Eight-speed automatic, four-wheel drive
0-60mph:	5.9 seconds
Top speed:	140mph
Economy:	25.1mpg (WLTP)
CO₂:	212g/km

ONSALE Now



EQUIPMENT Buyers of the new P400 version have Vogue, Vogue SE and Autobiography trim levels to choose from, and all of them have a suitably impressive specification



PRACTICALITY You'll find exactly the same 900-litre boot capacity in the new P400 as you will in other models in the Range Rover line-up, as well as the car's familiar split tailgate

Verdict

THE Range Rover still feels a class apart from its rivals, and the new P400 mild-hybrid petrol engine is another useful mid-range option. The 3.0-litre motor gels very well with this lavish SUV's relentlessly cossetting character. Even 395bhp can't produce a sporty drive in the Range Rover but, as any fan will tell you, that's not the point.



BMW M235i XDrive

FIRST DRIVE New four-door coupé gets the M-car treatment



NEED TO KNOW

New M235i Gran Coupé is based on M135i hatch, but its set-up is a little softer



Steve Sutcliffe

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AE THE four-door coupé is a weird kind of animal. But it's a new-ish kind of design, invented by Mercedes with the original CLS in 2004 and now copied increasingly by the rest of the industry. Here's the latest from BMW, the all-new £37,255 BMW M235i xDrive Gran Coupé.

It's powered by the same potent but uninspiring 2.0-litre four-cylinder turbo engine as the M135i, and uses a slightly softer version of that car's four-wheel-drive chassis. The M235i GC might be an odd-looking car on the eye – but on paper it's a lot harder to argue against.

It gets lots of kit as standard and has 302bhp and 450Nm of torque, so it can hit 62mph from rest in just 4.9sec. Yet it can also do a respectable 42mpg.

Its packaging is different to, rather than improving on, the 1 Series on which it's based. The rear seats are just about big enough for a six-foot-tall passenger to sit behind a similar driver, even if headroom isn't especially generous. The boot is a lot bigger than the 1 Series' when the



rear seats are in place, although it lacks the flexibility of the M135i's hatchback layout.

On the move the M235i is a strange mix. Its performance is strong going on excellent, and there's not much to complain about with the steering, the chassis responses, the grip or the car's composure. Here the M235i ticks all the right boxes, and then some.

But the engine has no aural character, and the chassis feels strangely blunt for a car with the letter M at the start of its name, even in its sportiest setting. So it's hard not to be a touch disappointed by the M235i, despite its fundamentally fine capabilities.

Ultimately the M235i GC feels as if it's trying to be something it isn't. It doesn't deserve to have the M badge, so the 220d GC feels like a more rounded car overall.

“The chassis feels strangely blunt for a car with the letter M at the beginning of its name”

Essentials

BMW M235i xDrive Gran Coupé

Price:	£37,255
Engine:	2.0-litre 4cyl turbo
Power/torque:	302bhp/450Nm
Transmission:	Eight-speed automatic, four-wheel drive
0-62mph:	4.9 seconds
Top speed:	155mph
Economy:	42.1mpg
CO₂:	153g/km

ONSALE Now



EQUIPMENT Plenty of tech comes fitted as standard to M235i, including TFT instruments, Apple CarPlay, full climate control and a 10.25-inch touchscreen in the centre of the dash



PRACTICALITY Outright capacity of the boot exceeds the 1 Series' but the M235i's saloon layout isn't as good at swallowing tall items as the Gran Coupé's hatchback stablemate

Verdict

ON paper the M235i xDrive is a quick and economical car, more spacious than you might think, and well equipped. But in reality, it is not the most convincing car ever to wear the magic M badge. Some will like it but we're not so sure. A 220d Gran Coupé is a better car overall, and is more suited to the Gran Coupé formula.





Vicky Parrott

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AE THE Peugeot e-208 is one of the most significant cars of the moment – not just to its French maker but also to car-buyers. Being superminis, the e-208 and its sibling, Vauxhall's e-Corsa, could intrude into the awareness of the general motoring masses more than any other electric car yet.

So it's good news indeed that the e-208 is set to give the electric car a good rep. We were worried about ride comfort after trying the car in Portugal last autumn, but since then the engineers have taken a spanner to the suspension for some final tweaks.

It's worked wonders, because the e-208 now feels composed, even on 17-inch alloys over very scruffy British rural roads. Sure, it's a little restless over coarse surfaces and high-frequency undulations, but it's still pliant enough to keep anyone happy.

The car has got some zing in the corners, too. The small steering wheel and quick steering response make it feel nimble, and there's loads of grip to play with so you can hustle the e-208 if you really want to.

You'll need to take it easy if you want to eke out the range, though. An official figure of 217 miles is promising, but in real-world use on a British winter's day we saw a rather underwhelming 140 miles – albeit including some motorways. We'd expect this to rise to about 180 miles in warmer weather, and it'll be better when restricted to town driving.

If you need to charge up on the go, a peak charging speed of 100kW means the e-208 can gain 100 miles of range in around 20 minutes from a CCS charger. But most UK motorway chargers can only deliver 50kW, so it will take more like 45 minutes to do so.

The majority of owners will do all their routine charging at home, where a 7kW wallbox will fully charge the 50kWh battery in less than eight hours, at a cost of around £7.

The interior is both a selling point and a potential deal-breaker. With dense-feeling, tactile materials, metal-effect buttons, a 7.0-inch touchscreen and even (on all but the entry-level car) a holographic 3D-effect driver's readout, it feels hi-tech and classy.

What is frustrating is that you may have to adopt an unnatural driving position in



Tweaks to suspension since we first drove the car have put paid to our worries over ride comfort

Peugeot e-208

FIRST UK DRIVE How does electric 'mini shape up in Britain?

order to see the speedo over the steering wheel; and while the dash looks great, it's not the most logically laid out. Niggling irritations like having to leave your nav screen to adjust the climate-control temperature frustrate, and it's not obvious what the 'piano buttons' actually do.

Even so, there's lots of equipment, with Apple CarPlay and Android Auto standard on every e-208, as well as auto lights, air-

con, rear parking sensors and cruise control. However, we'd avoid the basic Active trim because it misses out on the climate control, rear electric windows, heated folding mirrors, leatherette upholstery and wireless phone charging that are fitted to our pick of the range – Allure – as standard.

Space in the rear seats of the five-door e-208 is good enough to make this a decent option as a school-run car, and the boot is fine for a light buggy, although the shortage of proper cable storage is annoying. You'll probably give up on folding the chunky cable into its small case within a few days, and end up with the entire boot floor being taken up with a five-metre Type 2 cable.

Yet even with these irritations, at £26,250 or around £300 per month (after the government grant) for the version of the e-208 Allure that we'd go for, it's a good price for such a classy-feeling electric car.

While the longer range of the Renault Zoe or the roomier interior of the similarly priced MG ZS EV may sway some buyers, the Peugeot's high-quality finish, fun drive and general 'want-one' factor could well see it become king of the affordable EVs.

DASHBOARD High-quality materials, centrally mounted touchscreen and metal-effect buttons combine with tactile materials to give the e-208's cabin a hi-tech and classy feel

NEED TO KNOW

It will take owners around eight hours to fully charge the e-208 from a 7kW wallbox, but with 100kW charging, adding 100 miles range takes about 20 minutes



“The e-208 feels composed even over scruffy rural roads, and it has some zing in the corners”



Electric motor

Power/range
134bhp/217 miles



Performance

0-62mph/top speed
8.1 seconds/93mph



Essentials

Peugeot e-208 GT

Price:	£29,250 (after govt. grant)
Engine:	Single electric motor, 50kWh battery
Power/torque:	134bhp/300Nm
Transmission:	Single-speed automatic, front-wheel drive
0-62mph:	8.1 seconds
Top speed:	93mph
Range:	217 miles
CO₂:	0g/km

ONSALE Now



TECHNOLOGY Every version of the e-208 has a seven-inch touchscreen, plus Apple CarPlay and Android Auto, and all but the most basic models come with a 3D-effect driver's display



PRACTICALITY Rear seats have enough space for a couple of kids, and the boot capacity is decent, but it's a shame that there's no compartment for storing the car's charging cables



Verdict

AS one of the first 'mainstream' small electric cars with a recognised badge, the Peugeot e-208 feels like a rather more fun and grown-up proposition than a Renault Zoe. Its nicely finished cabin and decent finance options should make it a tempting option as well. A more natural driving position and better real-world range would improve things further, mind.



Coming soon



RIVIAN R1S 2021

Start-up brand Rivian has already impressed both investors and potential buyers alike with its new electric SUV. But there's no word on pricing yet.

SMALL CARS

Audi A1 Citycarver	late 2019
Fiat 500 EV	2020
Honda e	late 2019
Honda Jazz	early 2020
Hyundai i10	early 2020
Hyundai i20	2020
MINI Electric	2020
MINI hatch	2022
Peugeot e-208	2020
Peugeot 208	late 2019
Renault Clio	autumn 2019
SEAT Mii electric	late 2019
Skoda Citigo E	2019
Toyota Yaris	late 2020
Vauxhall Corsa	early 2020
Vauxhall Corsa-e	late 2019
Volkswagen e-up!	2020
Volkswagen ID. supermini	2023

FAMILY CARS

Audi A3	late 2019
Audi A3 Cityhopper	2022
Audi e-tron hatch	2021
BMW 2 Series Gran Coupé	2020
BMW i1	2021
BMW i4	2021
Citroen C4	late 2019
Citroen C4 EV	2020
Citroen flagship saloon	2021
Dacia EV	2020
Honda Clarity	2022
Kia Stonic hybrid	late 2019
Lexus EV	2020
Mercedes C-Class	2021
Mercedes E-Class facelift	mid 2019
Mercedes EQA	late 2020
Mercedes EQB	2021
Mercedes EQV	late 2019
Polestar 1	late 2019
SEAT el-Born	2020
SEAT Leon	late 2019
Skoda Octavia	autumn 2019
Skoda Superb iv	early 2020
Tesla Golf rival	2023
Toyota EV	2021
Volkswagen Arteon sh. brake	late 2019
Volkswagen Golf Mk8	late 2019
Volkswagen ID.3	autumn 2019
Volkswagen ID. Microbus	2022
Volvo V40	2020

SPORTS CARS

Alfa Romeo GTV	2020
Alfa Romeo 8C	2020
Aston Martin Rapide E	late 2019
Aston Martin Valkyrie	late 2019
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 SF90 Stradale	mid 2020
Ford Mustang hybrid	2020
Genesis Mint	2021
Gordon Murray T.50	early 2022
Hyundai i20 N	2020
Jaguar F-Type	2020
Lexus LC F	late 2019
Lotus Evija	2021
Maserati Alfieri	2020
McLaren EV	2023
McLaren GT Superlight	2020
McLaren Speedtail	late 2019
Mercedes-AMG A 45	autumn 2019
Mercedes-AMG One	2020
Mercedes SL	2022
MG E-motion	2021
MINI GP	late 2019

Nissan Leaf Nismo

Polestar 2	2020
Renault Zoe RS	2021
Tesla Roadster	2020
Toyota GR Sport hypercar	2020
TVR Griffith	late 2019
Volkswagen ID. Scirocco	2020

SUVs

Alfa Romeo Tonale	2020
Alfa Romeo large SUV	2020
Aston Martin DBX	late 2019
Audi e-tron S	2020
Audi e-tron Sportback	2020
Audi Q4 e-tron	2020
Audi Q5 facelift	2020
Audi RS Q3	2020
Audi RS Q8	late 2019
BMW i Hydrogen Next	2025
BMW iNext	2021
BMW iX3	2020
BMW X6	late 2019
Byton M-Byte	2021
Citroen C5 Aircross PHEV	late 2019
Cupra Formentor	2020
Cupra Tavascan	2021
DS 3 Crossback E-Tense	late 2019
Ford Puma SUV	late 2019
Ford Kuga	2020
Hyundai 45	2021
Hyundai Kona N	2020
Hyundai Tucson N	2021
Jeep baby SUV	2020
Jeep Cherokee	2020
Jeep Grand Wagoneer	2020
Jeep Renegade EV	2021
Kia Habaniro	2021
Kia Soul EV	late 2019
Land Rover Defender	2020
Maserati small SUV	2020
Mercedes GLA	2020
Mercedes GLB	late 2019
Mercedes GLC PHEV	late 2019
Mercedes-Maybach GLS	2020
MINI small SUV	2021
Mitsubishi Outlander PHEV	2021
Nissan Qashqai	2020
Peugeot e-208	mid 2020
Peugeot 2008	late 2019
Peugeot 4008	2020
Range Rover	2022
Rivian R1S	2021
Skoda Vision E	2020
SsangYong XAV	2020
Tesla Model Y	2020
Toyota RAV4 PHEV	2020
Vauxhall Mokka X	late 2020
Vauxhall Mokka X EV	late 2020
Volkswagen ID.2	2025
Volkswagen ID.4	2020
Volkswagen Tiguan R	late 2019
Volkswagen T-Roc R	mid 2019
Volvo XC40 EV	2020

PICK-UPS

Jeep Gladiator	2020
Tesla Pick-up	2020

CABRIOLETS

Aston Martin Vantage Volante	2020
BMW 4 Series Convertible	2020
Chevrolet Corvette convertible	2020
Maserati Alfieri Cabrio	2020
Volkswagen T-Roc Cabriolet	late 2019

LUXURY CARS

Lexus LFC	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



Your ultimate guide to buying and owning an electric car

EVERY STAR NEEDS ITS EXTRAS.



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Features include Front Camera System, Power Tailgate, Keyless Entry and Start, Satellite Navigation, 18-inch Diamond Cut Alloy Wheels, Ergonomic Front Seats, and much more.



VAUXHALL

Fuel economy[#] and CO₂^{*} results for the Grandland X range: Combined mpg (l/100km): 40.4 (7.0) – 54.3 (5.2). CO₂ emissions: 115 – 108g/km.

Model shown: Grandland X Griffin in White Jade. Limited stock availability. Colours and model variants for Griffin edition subject to availability. Please check with your Vauxhall Retailer. [#]Fuel consumption figures are determined according to the WLTP test cycle. ^{*}CO₂ emissions figures are determined according to the WLTP test cycle however, a Government formula is then applied to translate these figures back to what they would have been under the outgoing NEDC test cycle, which WLTP replaces. The correct tax treatment is then applied. Figures are intended for comparability purposes only. The fuel consumption you achieve under real life driving conditions and CO₂ produced will depend upon a number of factors, including the accessories fitted after registration, variations in driving styles, weather conditions and vehicle load. Only compare fuel consumption and CO₂ with other vehicles tested using the same technical procedures. For more information contact your local Vauxhall Retailer. Correct at time of going to print.



DEALS • BUYING ADVICE • CHECKLIST • DRIVER POWER VIEWS



BEST SELLERS

15 ULTIMATE USED BUYER'S GUIDES

Britain's used car market is booming. We take you through 15 best buys for a variety of budgets





BEST SELLERS ULTIMATE BUYER'S GUIDES



Stuart Milne

Stuart_Milne@dennis.co.uk

AE BRITAIN'S used car market is in rude health. While economic turmoil is impacting new car sales, there were 7.8 million used car transactions last year, just a fraction of a per cent down on the year before. A quick look at the Auto Trader website shows there are more than 450,000 second-hand cars you could buy today, with thousands more on Facebook Marketplace, Gumtree, eBay and others. The choice is almost limitless.

But how can you be sure that you're buying the right car at the right price – and one that has an honest history? Over the next 30 pages, we've produced buyer's guides for some of Britain's most popular used cars. And because buyers' budgets vary enormously, we've dug deeper than just the most recent models. So you'll find tips on what to look for, how to spot faults and what you can expect the ownership experience to be like, with information from owners and experts.

With so much choice available from dealers and private sellers, and even from auctions, how you buy is as important as what you buy. Read on for our essential advice...

“More than 7.8 million used cars were bought and sold in Britain last year”



HOW TO BUY YOUR USED CAR

There's lots to consider when buying a car, but do your homework and you'll get a top deal

TOP TIPS TO HELP YOU GET THE MOST FOR YOUR MONEY

Doing the sums

AS with any big purchase, you need to work out what you can afford – and that goes well beyond the screen price. Unlike a new car, many used cars will be sold without a warranty, so if something does go wrong, you'll be footing the bill. The paradox is that older cars cost less, but typically need more upkeep, so an aftermarket car warranty is worth investigating. Beyond that, you'll have the same worries as any car buyer: insurance, fuel, road tax and servicing.

It's worth thinking about how you're going to pay for the car. While 90 per cent of new cars are bought on finance, many more used cars are cash purchases, reflecting how little they can cost. For most this is the best approach, but it's worth exploring personal loans if you're buying privately, or finance packages from a dealer if you're not. Remember that monthly payments on a hire purchase agreement can look a lot higher than those on a new-car PCP deal, but at the end of it, the car will be yours; PCP buyers hand theirs back.

“Older cars are cheaper to buy, but require more upkeep, so a used warranty is worth investigating”

Where to buy

THERE'S never been more choice for the used-car buyer. There are traditional dealers – both independent and manufacturer franchises – private sellers, auctions, and you can even buy used cars online. The route you choose will depend largely on how much you've got to spend, and how much confidence you have to negotiate a good deal and spot a lemon.

Franchised dealers represent arguably the most hassle-free route. The cars are usually 'approved', so have to meet minimum standards, meaning you can expect them to have an honest past, genuine mileage and a full service history. Predictably, you'll pay for all this peace of mind.

Independent dealers have the same legal responsibilities to sell a safe car that is accurately described but without the huge costs of fancy showrooms, so they're often far cheaper. However, if you have a problem down the line, the amount of assistance you'll receive can vary wildly.

Private sales are the preferred route for many, particularly if you have the confidence to carry out a few basic checks. On the one hand, prices can be very low, and you can often gauge the quality of the car from the person standing in front of you selling it; but on the other, you have precious little comeback if something goes wrong. The same is true if you're buying from auction, with the added complication

that you won't be able to take a test drive before purchase, and it's easy to get carried away when bidding.

A relatively new phenomenon is online sales, where you can log on, do the deal through the website or on the phone, and have the car delivered to your door. It's fast and easy, and you can even arrange finance and a part-exchange. The downsides are that you won't be able to take a pre-purchase test drive (although most have a no-quibble returns policy) and there's little, if any, margin for negotiation.



BUYACAR Sister site to Auto Express offers deals on used cars, and it has provided all the finance quotes in our rundown

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
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fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

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

“If you only follow one piece of advice, make sure you get a vehicle history check”



The haggle

WITH the exception of online sales, most vendors expect you to haggle. How far you go depends on how confident you are and how much the car costs.

It's reasonable to start the bidding at £1,000 or so below a £15,000 asking price, but £100 off a £1,000 car might be much harder. Use any damage, impending maintenance or a short MoT as leverage, and don't forget that requesting something as simple as a full tank of fuel or, if you're buying from a dealer, a free service or set of floor mats, can get you closer to that deal.

Part exchange

IF you're buying from a dealer or an online retailer, you'll likely be able to use your existing car as part of the deal. You're unlikely to get as much for it as you would by selling privately, but it's a very convenient way of shifting your old motor.

It's worth spending some time sprucing the car up because this could increase its value, but be wary of spending a fortune, because you might not see the returns. Some dealers may overvalue your part-ex to offset a higher screen price, others may do the opposite. Many deals have been lost because dealers low-ball the part-exchange, but it's the cost-to-change figure – the total you'll pay to trade from one car to another – that's all-important.



GET ONLINE

Paying for a vehicle history check (left) could save you thousands, while free online MoT checker (right) is a useful tool



The checks

IF you only follow one piece of advice, get a vehicle history check. They're easy to do online and will reveal essential details, such as whether the car has been reported stolen, is subject to outstanding finance or has been written-off.

Beyond that, it's a good idea to check the mileage history using the government's free MoT checker at gov.uk/check-mot-history. It'll show the mileage increasing at each test, and you'll get a feel for recurring problems or poor maintenance.

Once you get to the car, take a look at the general condition, because any faults are an opportunity to

haggle. Check for rust, dents, scrapes and signs of poor repair, such as poorly matching paint or misaligned panels. Climb inside and see if the general condition matches the mileage; a tired car could have worn upholstery, steering wheel and gearknob. Ensure that everything works, inside and out.

Check the condition of the tyres; ideally they should all match and you'll want to see at least 3mm of tread, with even wear and no obvious signs of damage – and don't forget the spare wheel. While you're there, lift up the boot carpet because any hidden paint overspray, rippling or filler is a telltale sign of previous crash damage.

Once you're happy, start the car – ideally from cold. The engine should start quickly with no knocks, screeches or

bangs, and while a little steam is common, any white, blue or black smoke could point to something serious. Only then venture out on a test drive – ensuring that you're properly insured to do so. Cars should drive smoothly, and the steering, brakes and gearbox should all be effective and operate quietly and as expected. If anything is amiss, it'll be you footing the bill in the future. Test the car on a variety of roads and use every gear, including reverse. Check automatic gearboxes shift smoothly, and manual cars have plenty of clutch-pedal travel.

If anything doesn't look, sound or smell right, then don't be afraid to walk away. With nearly eight million used cars bought and sold each year, there are plenty more out there.

VAUXHALL CORSA

FROM £600 Supermini is a staple of the British highway that offers cheap motoring

AE IT'S more than a quarter of a century since the Vauxhall Corsa arrived to replace the Nova supermini. In the years since, it's battled with the Ford Fiesta for sales and become one of the most popular cars on Britain's roads in the process.

Affordable prices and a huge dealer network have certainly helped, as well as the fact that there's a version on offer for almost any buyer – from ultra-efficient small diesels to a VXR hot hatch capable of more than 140mph. Almost everyone has owned, been a passenger in or even learnt to drive in a Corsa.

Mass production also means that the Corsa is a staple of the used car market, providing buyers with a wide range of trims, engines, ages and colours without having to travel more than a few miles down the road to find one. Big sales numbers have also contributed to heavy depreciation, though, so used models can be great value for money.

History

WHEN it launched in 2000, the Corsa Mk2 evolved the smooth curves of the original. It was a smash hit, and topped the sales charts from 2002 to 2005.

The Corsa Mk3 arrived in 2006 in distinct three and five-door body styles with a huge range of petrol and diesel engines. A facelift in 2011 upgraded the interior, but it still lagged behind the VW Polo for quality. Trims have included Club, Life, Expression, S, SE, SXi, SRi, Excite and Design over the years. SRi is a sportier theme, while Design versions tend to have more kit.

The Mk4 was a thorough overhaul, improving the Corsa's handling, engines and technology. It also offered some of the most spacious back seats in the class.

Which one?

THE 1.4-litre petrol is a decent engine, proving powerful but cheap to run. We'd avoid basic trims like Club – with so many Corsas available, finding a five door in SE, SRi or Excite guise should be easy.

Verdict

THE Corsa is really affordable to buy and own, and there's a huge pool to choose from. It's a practical small hatch, but spartan basic trims are best avoided.



CHECKLIST



● **Clutch** The Corsa Mk3 is prone to a juddering clutch, which can be tricky to resolve, even if it's replaced.



Hugo Griffiths
Consumer editor

DRIVER POWER

www.autoexpress.co.uk/driverpower

OUR VIEW

THE Corsa Mk4 came 92nd out of 100 cars in our 2019 Driver Power survey. It fared worst in the infotainment category, but you weren't too polite about its practicality or interior, either. At least you said it's pretty cheap to run and looks reasonably stylish.

YOUR VIEW

"THE heated windscreen is a great feature, and there's more rear legroom than I found in other superminis. But the speedometer and air-conditioning stopped working in my Corsa, and it took a combined total of 12 visits to the garage to get these two problems fully resolved."

CORSA Mk3 (2006-2014) From £1,200

DURING its time in showrooms, the Corsa Mk3 was consistently one of the UK's top-five best-selling cars, and was popular with everyone from downsizers to young drivers and hire car fleets.

Wide availability, cheap maintenance and a huge range of engines and trims aided its success, but can also make picking a Corsa a bit of a minefield. The best way of avoiding confusion is to pick a mid-range petrol engine, the best trim in your budget and ensure the car has been well maintained. With so many Corsas out there, you can afford to be choosy.

The interior design isn't very inspiring, with circular vents, an orange LCD trip computer in its own binnacle above the centre stack and some hard and scratchy plastics. A facelift in 2009 improved things, and Design trim is appealing thanks to its 16-inch alloys, electric windows and air-con. It's also important to check for Isofix child-seat mounts if you plan on transporting a young child, because not every Corsa Mk3 has them.

OUR PICK

Vauxhall Corsa 1.4 SE



BODY STYLES The three-door and five-door versions of the Corsa Mk3 had distinctly different shapes, with the former offering sporty looks and less space

FOR

So many Corsas were sold that it means there's an abundance of second hand choice. Once you've sourced one, you'll find it easy to drive and cheap to own and maintain.

AGAINST

Rear visibility could be better, especially in the three-door. While the Vauxhall is decently refined, it's not as good to drive as a Fiesta. Diesel is only really useful for motorway driving.

VAUXHALL CORSA Mk4 (2014-19) From £5,500

Deal information from
buyacar.co.uk

VAUXHALL CORSA DEAL

1.4 75 Energy 5dr,
68-plate, 2018, 4,436 miles

List price: £9,299

Deposit: £923

Monthly payments: £152

Number of payments: 47 months APR: 8.9%

Optional final payment: £3,161

Total to pay: £11,228



INTERIOR

There was a step up in cabin quality with the Corsa Mk4, and higher spec models are well equipped

DESPITE its 'all-new' billing, this was a heavily modified update of the venerable third-generation Corsa and the last version designed before Vauxhall came under ownership of the PSA Group.

It's easy to drive and interior quality was improved, along with technology. Most notably a seven-inch touchscreen brought the dashboard up to date, while a heated windscreen was also added to rival the Fiesta's Quickclear screen and help out on frosty mornings.

The Corsa has never been as sharp as the Ford, with slightly vague steering, but the Mk4 came closer than ever and also does a good job of soaking up

bumps. A confusing array of engines was originally offered, but this was whittled down to just a 1.4-litre with 74 or 89bhp, after the 1.4-litre turbo and 1.3-litre diesel versions were discontinued. The VXR hot hatch was replaced with the GSi, which is capable of 0-62mph in 8.9 seconds.

As with older Corsas, we'd avoid basic trims such as Life and Sting, because SRI and Excite versions offer much more for the money and are easy to find good deals on. While residual values aren't a Corsa trademark, they'll do better here too.

OUR PICK

Vauxhall Corsa 1.4i 75PS Active

● **Air-con** Check it works as expected – if not, the pipes may have split, leaking fluid and causing it to break.

● **Recalls** The Corsa Mk4 has been subject to a number of recalls for potential steering, airbag and handbrake issues.

● **Cambelt** The Mk2's belt must be changed every 40,000 miles, with potentially catastrophic results if ignored.



Expert's verdict

Sean Carson
Chief reviewer

CORSA Mk2 (2000-2006) From £600

EVEN when new, the Mk2 Corsa was small for its class, and it's far smaller than the versions that replaced it. If you're tall you'll fit behind the wheel, but there won't be much space behind you.

Given this, its boot isn't a bad size, but there's a huge lip if you fold the back seats down. Thinner door pillars – especially at either side of the windscreen – mean visibility is excellent, and the Corsa is easy to park even without any parking sensors.

Power steering makes the Corsa's wheel easy to twirl in town, but soft suspension means body roll will be alarming if you're used to newer machinery. There's also not much in the way of sound deadening, so interior noise can be tiring at higher speeds.

Petrol engines range from 1.0 to 1.8 litres, with the 1.2-litre being a sweet spot that can return more than 40mpg. 1.3-litre CDTi diesels were also offered, but only make sense if you cover lots of motorway miles.

OUR PICK

Vauxhall Corsa 1.2 Design



SIZE There were three- and five-door versions of the Corsa Mk2, but neither body style is particularly spacious. Expect cheap running costs, though

FOR

The Corsa Mk2 has great visibility and light power steering, making it easy to manoeuvre in town. Parts and repairs should be cheap, too.

AGAINST

A cramped interior won't suit taller passengers, and the Mk2 feels very dated to drive, with plenty of lean in the corners.

THE Corsa is a British staple like fish and chips, but like the takeaway, the Corsa needs some extra trimmings to avoid being rather bland. Versions such as SRI, Design and Excite do the trick by adding features that make them better to own and easier to sell on.

Engine choice is confusing, with lots of units in various sizes offering similar power, so stick with petrols in the 90bhp ballpark. The 1.6-litre turbo VXR is fast, but insurance is steep.

COMMON FAULTS

RADIATORS are poor quality and don't seem to last long, so check for leaks. Interior trim is also a weak spot, with plastics becoming brittle. Corsas aren't always very well looked after, so overdue service items can spell trouble. Parts and labour are cheap, though.

“Higher trims add features that make them easier to sell on”

FORD FIESTA

From £500 With thousands sold every year, Ford's supermini offers lots of used choice

AE FROM its launch in 1976 until the present day, the Ford Fiesta supermini has rarely been knocked off the top spot of the UK new car sales charts.

It's easy to see why – the small Ford has always been stylish, great to drive, affordable to run and safe. It's become an icon in a car-obsessed country, and virtually everyone has a memory of their first time driving or being driven in a Fiesta.

This popularity and long lifespan means that there's a Fiesta available for everyone, from a latest generation ST hot hatch packed with tech, to a Mk7 that's an ideal runabout that still cuts a dash.

History

THE Fiesta has always been offered in three- or five-door body styles, allowing buyers to pick between sportier looks or practicality. Small petrol engines have dominated sales, first in 1.25 and 1.4-litre sizes, and in 2013 with the 1.0-litre EcoBoost. This three-cylinder turbo is so compact it could

sit on an A4 sheet of paper, yet it still packs an impressive punch.

Small diesel engines make sense for motorway drivers, while hot S1600, Zetec S and ST versions have peppy petrol engines and even sharper handling.

Which one?

THERE'S no terrible engine, but we'd recommend the 1.0-litre EcoBoost for most drivers, or a TDCi diesel if you plan on covering serious motorway miles.

Even Style+ trims get a heated windscreen and air-con, while Zetec adds alloy wheels and extra tech. Titanium brings big-car features such as cruise control – ideal if you spend lots of time driving.

The Toyota Yaris has a better reliability record, while the Skoda Fabia offers more space. The Vauxhall Corsa and Renault Clio are also plentiful, but none of these rivals is as much fun as the Fiesta to drive.

Verdict

THE Ford Fiesta has been the car that all others must beat for many years, and it has won our supermini of the year title more than five times. It's also won the best used supermini title, too, which proves just how much we love it as a second-hand buy.



CHECKLIST



● **Doors** Seals on the Mk7 can come loose, resulting in wind noise and water ingress. A dab of glue can help.

Hugo Griffiths
Consumer editor

**DRIVER
POWER**

www.autoexpress.co.uk/driverpower

OUR VIEW

THE Fiesta is the UK's best-selling car, but this popularity isn't reflected by our survey. The latest car came 83rd in last year's poll, with a disappointing set of scores across the board – although you said its steering is responsive, and smartphone connectivity is strong.

YOUR VIEW

"THE 1.0-litre petrol engine is powerful and pretty economical, while the ride quality is impressive and the gearbox accurate. It's a great car to drive – although the boot could do with being a bit bigger, and the infotainment system has frozen a couple of times."

FIESTA Mk7 (2008-2017) From £1,500

THE Mk7 Fiesta was one of Britain's favourite cars, with over one million sold. This means it's one of the easiest cars to find second-hand, with virtually unlimited choice of specification. What really sells the Mk7, though, are its stylish looks and great handling, the latter of which still puts most new cars to shame.

Get behind the wheel and its sharp steering and eager responses will put a smile on your face. There's enough room for four adults at a push, while the boot is big enough for shopping and medium-sized suitcases. For most families the practical five-door is the best body style.

With so many examples out there, you can afford to be picky – some Fiestas will have been treated far more carefully than others. Avoid ex-fleet and hire cars and seek out family-owned versions instead.

The 1.25-litre petrol is our favourite engine, while Zetec trims offer the best blend of style and equipment. Titanium adds cruise and climate control if you're happy to pay a little extra.

OUR PICK

Ford Fiesta 1.25 Titanium 5dr



FACELIFT From 2013 the Fiesta was given a new look, with a posh chrome grille and revised interior. The 1.0-litre EcoBoost debuted at the same time

FOR

The Mk7 is stylish and fun to drive, has a good safety record and should be cheap to run. There's a huge selection, so you can find exactly the engine and trim you want.

AGAINST

There are some scratchy interior plastics and the dashboard feels somewhat dated with its button-heavy layout. Avoid poorly treated fleet cars and Fiestas with parking dings.

FORD FIESTA Mk8 (2017-present) From £7,750

Deal information from
buyacar.co.uk

FORD FIESTA DEAL

1.0 EcoBoost Zetec 3dr,
67-plate, 2017, 30,037 miles

List price: £9,044

Deposit: £897

Monthly payments: £151

Number of payments: 47 months APR: 8.9%

Optional final payment: £2,902

Total to pay: £10,896



INTERIOR

Large touchscreen and improved materials mean the current Fiesta feels classy

WHILE the Fiesta Mk8 was only launched in 2017, it's already possible to pick up a great nearly-new deal. It offers great value because despite its supermini size, it's more comfortable and refined than ever, while its handling will still put a smile on your face.

It's longer and wider than before, so the Fiesta has more interior room, and quality has improved, too, with more soft-touch materials. A tablet-style touchscreen also adds to the feel of modernity inside.

1.1 Ti-VCT or 1.0 EcoBoost petrol engines are available with between 69 and 138bhp, along with a single TDCi diesel that's only sold in small numbers, so this could prove harder to find. Trim levels are Style, with

alloys and air-con, Zetec, which gets a heated windscreen, DAB radio and 6.5-inch touchscreen infotainment, while ST-Line adds sporty looks, and Titanium brings more toys. Top-spec Vignale trim adds quilted leather and a panoramic sunroof, but it's pricey, and we'd only recommend it if you can find the right deal.

B&O Play and X packs are worth seeking out to improve the stereo and kit count. Unlike most rivals, a three-door Fiesta is still available, but we'd stick with five doors for the extra practicality.

OUR PICK

Ford Fiesta 1.0 EcoBoost 100PS Zetec 5dr

● **Steering** Fiesta racks and track rod ends can wear quickly, so check for noises as you go from lock-to-lock.

● **Wheels** Alloys on the Mk7 can buckle if they hit a severe hole. This usually results in a vibration through the wheel.

● **Electronics** If airbag or engine lights stay lit on a Fiesta Mk6 walk away: repairs can be expensive.

FIESTA Mk6 (2002-2008) From £500

FORD'S designers have a habit of mixing up the Fiesta's design for each generation, and when the Mk6 arrived in 2002 it ushered in a much boxier shape.

It was the first all-new Fiesta since 1989, and while it initially came with an ageing 1.3-litre petrol engine, a new 1.25-litre 16-valve motor soon followed, giving the car a much zestier feel. In 2004 the much-rumoured ST version arrived with a 2.0-litre engine from the Mondeo and around 150bhp, together with deeply impressive handling.

A mid-life facelift in 2006 gave the interior and exterior a nip and tuck, most easily spotted by clear headlights with an indicator in a bubble at the top.

The Mk6 should feel sharp to drive, so listen out for whines from the steering, plus suspension creaks and groans. Similarly, every gear and reverse should engage smoothly. Petrol engines are far more common, but the 1.4-litre diesel can be a good buy, managing more than 60mpg and not costing much to tax.

OUR PICK

Ford Fiesta 1.25 Zetec 5dr



REVOLUTION 2002 model was all-new and featured Ford's latest design and tech. Today it's a cheap set of wheels, but not without its gremlins

FOR

The Fiesta Mk6 is a sensible small car that's also enjoyable to drive. Its ubiquity means parts and repairs are among the cheapest for any car and there are lots available.

AGAINST

Poor refinement and brittle plastics mean the Mk6 shows its age more than rivals like the VW Polo. Suspension is prone to wear and the three-door isn't as practical.



Expert's verdict

Sean Carson
Chief reviewer

THE Fiesta has proved quite reliable and, because it's so popular, most foibles that crop up are well known by garages. It's early days for the Mk8, but there are no signs it has any major issues. Stick with a five-door, and the Fiesta is a practical supermini, although its boot has never been class-leading. The interior improved considerably with the move from Mk6 to Mk7 and the Mk8 is better still, with a touchscreen that owners report is a breeze to use.

COMMON FAULTS

ISSUES for the Mk7 include problems with its steering rack and front suspension, which can wear quickly. It's also important to check for signs of damp caused by leaky door seals, as well as dashboard warning lights. Buckled alloys and blocked washer jets should also be on your checklist.

"The Fiesta is popular, so most of its foibles are already known"

VOLKSWAGEN POLO

FROM £1,000 Mature hatch offers VW's build quality and plush cabins in supermini form

AE BUYERS after a grown-up supermini, will usually plump for a Volkswagen Polo. Ever since it arrived in 1974, it's been the solid and dependable choice.

Doors that shut with a thunk and simple but attractive cabins are Polo hallmarks, along with confidence-inspiring handling that prioritises comfort over outright poise.

Seen by many people as the 'baby Golf', the fifth-generation car became noticeably better to drive, offered generous kit and had some excellent engines. It's also aged very well, making it an excellent used bargain.

History

WHEN it arrived in 2002 the Mk4 Polo wasn't the most exciting supermini to drive, but it boasted VW's typically excellent build quality and a plush interior. It didn't have huge amounts of kit, either, but the cabin materials and design were significantly ahead of key rivals the Ford Fiesta and Vauxhall Corsa.

That trend continued in the Mk5 and Mk6 Polos, which got bigger with each successive

generation, bringing more passenger and luggage space. Over the years engines have included 1.2 and 1.4-litre petrols, plus 1.6 and 1.9 TDI diesels, while the GTI hot hatchback featured potent turbo engines. There has also been a quirky, ultra-efficient 1.2 TDI, but this option is an acquired taste.

Which one?

TSI and TDI badges are the ones to seek out, as they indicate that a turbo is fitted for extra power and driveability. Earlier versions were available in three or five-door bodystyles, but we'd stick with the latter. SE spec is a good starting point, because S trims are very basic, usually having steel wheels and no air-con. BlueMotion versions return better fuel economy and often cost less to tax.

The Ford Fiesta and Vauxhall Corsa are cheaper and can be better to drive, but haven't aged as well as the VW. The DS 3 is stylish, but there's no five-door version, while the MINI is appealingly sharp to drive and look at but is less practical than the Polo.

Verdict

DESERVINGLY named 2010 World Car of the Year, the Polo has a big-car feel on the road and in the cabin. Subtle design changes have staved off the ageing process, so a well looked after example is still desirable.

VOLKSWAGEN POLO DEAL

1.0 TSI 95 SE, 18-plate, 2018, 14,268 miles

List price: £9,044

Deposit: £1,172

Monthly payments: £172

Number of payments: 47 months APR: 7.9%

Optional final payment: £4,850

Total to pay: £14,106



CHECKLIST

● **Filters** Diesel exhaust filters can get clogged up on runarounds, so a petrol is better if you only do short journeys.

Hugo Griffiths
Consumer editor

DRIVER POWER

www.autoexpress.co.uk/driverpower

OUR VIEW

OWNERS of the latest Polo reported in our Driver Power 2019 new car survey that their cars have high-quality cabins and are quiet, while fuel economy and visibility were praised. Finishing 84th out of 100 meant there were negatives, chief among which were poor reliability, lifeless steering and a notchy gearbox.

YOUR VIEW

"THE interior is made from high-quality materials in most places, but the door cards are cheap and plasticky, and the driver's seat has too hard a back. But it's a quiet car that returns 52mpg in real-world driving, and it has the best infotainment system I've ever used."

POLO Mk5 (2009-2017) From £3,000

THE Mk5 Polo appealed to buyers looking for something classy and mature, but who didn't need a car as big or as expensive to run as a Golf or Audi A3.

While the Fiesta has keen handling and the Corsa is noted for its value, the Polo's strong points are its excellent ride comfort, decent refinement and ease of use. It also performed well in Euro NCAP crash tests.

A three-door was available, but the five-door is more common and makes far more sense for anyone likely to carry passengers or kids. The 280-litre boot is a reasonable size, but there's quite a big hump with the seats folded down.

A mid-life facelift in 2014 added a colour touchscreen to give the Polo a more modern feel, and makes it easier to connect your smartphone. Trim levels have included S, S A/C, SE, BlueMotion, GT and Match, along with the GTI hot hatch. Match replaced SE towards the end of the Mk5's run and has extra kit, although SE remains a great choice.

OUR PICK

Volkswagen Polo 5dr 1.4 SEL



CLASSY Despite its age, the fifth-generation Polo is still a good-looking hatchback that offers a great blend of practicality, refinement and comfort

FOR

The Mk5 Polo has aged well, while it's comfortable and affordable to fuel and insure. A tidy example still looks classy today and should hold on to its value well.

AGAINST

If you're a keen driver then the Ford Fiesta is more rewarding to drive, and you'll need to spend more money to get a well-equipped Polo of a similar age and mileage.

VOLKSWAGEN POLO Mk6 (2017-present) From £10,950

Deal information from
buyacar.co.uk



INTERIOR
Cabin quality and technology was upgraded for the current Polo, while beats trim gets splashes of colour inside to go with the car's more powerful audio system

LAUNCHED in 2017, the current Polo is more like a scaled-down Golf than ever. Interior quality and tech made a big leap, along with size, so buyers now have a level of space and comfort that is virtually indistinguishable from a family hatchback.

The Polo only comes as a five-door now, and it can be considered alongside a MINI or Audi, although it's a more sensible choice thanks to its big boot. Every version has a big touchscreen, Apple CarPlay and Android Auto, alloys and all-round electric windows; the 10.5-inch Active Info digital dials were unique in this class at launch.

The 1.0 TSI three-cylinder petrol engine comes with 94 or 113bhp, but there's also

an entry-level 79bhp petrol and a 1.6 TDI diesel with 94bhp. The 2.0-litre turbo petrol from the Golf GTI even makes its way into the Polo GTI, albeit with a lower 197bhp output. Most versions come with a manual gearbox as standard, but a DSG automatic transmission is available, too.

Trim levels available are S, SE, beats, SEL and R-Line, with gradually increasing equipment levels and a sporty bodykit for the R-Line model. Paying tribute to the headphone brand, beats cars get better speakers and a youthful colour scheme.

OUR PICK

Volkswagen Polo 1.0 TSI 95 SE

● **Locks** Central locking issues can crop up, so check every door unlocks and opens as expected. Repairs can be costly.

● **Airbag** A switchable passenger airbag isn't fitted to every Polo; check this if you need to put a child seat in the front.

● **Brakes** Discs can wear prematurely; check for pitting and any juddering when the pedal is applied.



Expert's verdict

Sean Carson
Chief reviewer

POLO Mk4 (2002-2009) From £1,000

LIKE a recipe passed down through the generations, the current Polo's basics can be traced back to the Mk4. It's similar in feel to the Golf of the same era, with smooth suspension and a long-distance cruising ability that's rare in superminis.

A wide range of engines was offered, with small petrols offering low insurance, and larger petrols and torquey diesels suiting the Polo's grown-up feel. The 1.4 and 1.9-litre TDI diesels are a bit rattly but are responsive, and the 1.9 makes whizzing up hills and along motorways a breeze. A 1.8-litre GTI with 150bhp and DSG auto is also available, but finding an unmodified example can be difficult.

The sturdy cabin has blue instrument lighting that adds some character, and better, more supportive seats than most superminis. A facelift in 2005 added circular tail-lights and door mirror indicator repeaters. Trim levels include E, S, SE and Sport, while the chunky Polo Dune introduced in 2006 was well ahead of the current SUV-inspired styling craze.

OUR PICK

Volkswagen Polo 1.4 petrol or 1.9 TDI Match



CRUISER Higher-capacity petrol and diesel engines make Mk4 a good choice for motorway driving. Door mirror indicator repeaters were part of 2005 facelift

FOR

The Mk4 Polo appeals to anyone looking to 'downsize' without feeling like they're back in a learner car. A sturdy feel and mod-cons permeate the Polo ownership experience.

AGAINST

With every example now more than a decade old, buyers will need to weed out Polos with signs of bodywork damage and rust; this is more important than mileage.

THE Polo has a reputation for being tough, and it pulls off that neat trick of feeling bigger than rivals from behind the wheel. It can be pricey, but you'll get more of your money back when it's time to sell thanks to top residuals. There's decent space but beware low-spec S trims, because buyers want kit.

COMMON FAULTS

CHECK for dash warning lights and that the engine and airbag lights go out; avoid a diesel if you only do short trips. Don't be afraid of a high mileage: cars that have been left sitting can have more issues. Ensure doors unlock swiftly and actually open, because locking motors can wear out. Brake discs can wear quickly, so check if they're corroded or sound noisy. Ensure timing chains and belts have been changed on schedule.

"The Polo feels bigger than rivals from behind the wheel"

MINI

FROM £500 Retro-styled hatch is great to drive, but you need to choose carefully

AE FOUR decades after the original Mini arrived, BMW introduced an all-new model that tapped into the retro-styled car craze and started a sales extravaganza. This was a MINI for a new millennium, and BMW managed to capture the magic of the old car, with all versions offering agile handling, especially the fast Cooper-branded variants.

In the UK the Oxford-built MINI hatchback has been a top seller, and virtually no two cars are identical thanks to the sheer number of personalisation options and packs.

History

UNTIL the Mk3 arrived in 2014 the MINI hatchback was offered only as a three-door, prioritising style, compact dimensions and agile handling over practicality. Since the Mk1 arrived in 2001, 'go-kart' handling has been a byword for how the MINI drives.

The Mk2 was launched in 2006 and stuck with the Mk1's formula, offering 1.6-litre petrol and diesel engines, before a lower-powered 1.4-litre petrol arrived in One and

First guises to appeal to young drivers and buyers on a budget. Hot John Cooper Works and now-legendary 218bhp JCW GP models kept enthusiasts' attention.

The Mk3 grew in size and ushered in a new generation of three-cylinder 1.5-litre petrol and diesel Cooper and Cooper D engines, while a 2.0-litre four-cylinder appeared in the Cooper S and JCW.

Which one?

IF you can stretch to the Mk3, the 1.5-litre petrol Cooper is a real gem. Its willing three-cylinder turbo suits the MINI's character perfectly, and the car dives into corners. One trim is basic, so Cooper is a better starting point, but you'll need to check whether basics such as air-con are fitted. From 2017 a seven-speed auto was offered, but we think a manual box suits the MINI better.

Alternatives include the Audi A1, which is classy but not as fun, while the Fiat 500 and DS 3 have style, but don't feel as special.

Verdict

WE'VE heaped awards on the MINI, including our Car of the Year accolade in 2014, and it's been our Best Premium Small Car on several occasions. Its blend of retro looks, low running costs, a fun character and great handling makes it unique.



CHECKLIST



● **Gearbox** It's reported that Mk3 MINIs can jump out of gear, so check for this. Adjusting the gear linkage can help.

Hugo Griffiths
Consumer editor



www.autoexpress.co.uk/driverpower

OUR VIEW

ANOTHER big seller with disappointing scores in our new-car survey, the Mk3 MINI's 91st-place finish was down to a number of factors, but poor practicality and a second-from-bottom score for ride quality were among the negatives. Still, you like how this icon looks and drives.

YOUR VIEW

"THE nav is poor at finding destinations, and Bluetooth phone calls don't always come through, while the infotainment system isn't very user-friendly. But it's nimble and swift, with an impressive gearbox, while the brakes are effective as well. Servicing and insurance are more affordable than expected, too."

MINI Mk2 (2006-2013) From £850

STYLING for the MINI has evolved gently over the years, to the extent that some buyers may struggle to tell a Mk3 and Mk2 hatchback apart. Every version has that unmistakable wheel-at-each-corner stance, black window pillars, frameless door glass and contrasting roof.

If anything, the Mk2 feels more like a go-kart than the Mk3. It's smaller and a little less refined, but that makes it a bit more exciting on the right road. Space is tight, though, so if you often carry passengers it's best to look elsewhere. The boot is small, too, at only 160 litres.

There are so many trim and engine combinations it can be overwhelming, but stick with a petrol 1.6 Cooper or more powerful Cooper S and you shouldn't be disappointed. Then choose a well maintained car with decent kit, but avoid paying over the odds for lavish specs or special editions if you don't need to.

The Mk2 MINI has a so-so reputation for reliability, so a multi-point inspection is a good idea to detect possible issues.

OUR PICK

MINI Cooper



FUN FACTOR The MINI Mk2 is nimble and the Cooper S – identified by the fake air intake on the bonnet – makes the most of this with its extra power

FOR

The MINI Mk2 looks great inside and out, and it's a riot to drive. Technology aside, it's aged gracefully, so you won't feel like you're driving an old banger.

AGAINST

It might sound obvious but this version of the MINI is rather cramped, for both rear passengers and luggage, with a tiny 160-litre boot that's smaller than most city cars'.

MINI Mk3 (2014-present) From £7,500

MINI DEAL

1.5 Cooper,
17-plate, 2017, 10,740 miles

List price: £12,502

Deposit: £1,243

Monthly payments: £188

Number of payments: 47 months APR: 7.9%

Optional final payment: £4,837

Total to pay: £14,916



INTERIOR

Circular design motif has been a common sight throughout the MINI's time on sale, and build quality is good

THERE are some great deals on the latest MINI, which was launched in 2014. And whichever one you pick, it still looks fresh.

The cabin is unlike that of any other supermini, with a low-slung driving position, circular facia and pods behind the steering wheel. You can get very comfortable, too, thanks to plenty of seat and wheel adjustment.

Despite the Mk3 being the biggest MINI yet, interior space is still a weak point with only two rear seats and not much legroom. The 211-litre boot expands to 731 litres with the back seats down.

Petrol engines include a 102bhp 1.2-litre in the One, a 136bhp 1.5 in

the Cooper and a 192bhp 2.0 in the Cooper S. A 1.5-litre diesel with 95bhp or 116bhp was offered in the One D and Cooper D respectively, with the hot 170bhp diesel Cooper SD and 228bhp petrol John Cooper Works arriving later in 2014.

Trim levels matched the engines until a 2018 facelift introduced a new system. Now, buyers pick an engine and then add Classic, Sport or Exclusive trims.

We think the Cooper and Cooper S suit the MINI best, with stylish looks, decent kit and, above all, a fun driving experience.

OUR PICK

MINI Cooper

● **Battery** Failed earthing straps on Mk2 MINIs can cause electrical issues, so ensure everything works okay.

● **Vibration** Dual-mass flywheel on diesel MINIs can fail and is costly to sort. Check for a vibration under the car.

● **Bluetooth** Smartphones can have issues with Bluetooth, in which case a software update may be needed.



Expert's verdict

Sean Carson
Chief reviewer

THE MINI has a unique character and is great fun to drive. Its engines are peppy yet fuel economy is excellent. However, MINIs tend to be spartan as standard, and you're at the mercy of the first owner's upgrades and options. Luckily, there's no shortage of used MINIs to choose from; just be patient to find the right car for you.

COMMON FAULTS

THE gearbox and cooling system can be weak spots and are costly to fix, so a thorough inspection is essential. Parts prices are reasonable, with front brake pads £80 from a dealer, while two wipers will set you back only £35. Do compare prices, though; MINI can charge £100 for a door-mirror glass, while aftermarket ones are a fraction of the cost.

"MINI Mk3's engines are peppy yet fuel economy is excellent"

MINI Mk1 (2001-2006) From £500

BMW caused a sensation when it launched the MINI hatchback in 2001, and the finished product managed to fulfil all the hype. Buyers fell for its styling and superb handling, even if the engines in the One (90bhp) and Cooper (116bhp) have unremarkable Chrysler origins.

A supercharger makes the 170bhp Cooper S a true hot hatch, with a whine under acceleration that is exciting and unique in the class. A 1.4-litre diesel was also offered, adding stratospheric economy figures to the MINI's repertoire.

The interior is cramped but feels special, with materials not usually seen in a small car, and the retro theme is epitomised by its central speedometer, which harks back to the original Mini.

With prices so reasonable, we'd avoid the One and head straight for a Cooper or Cooper S. Everything should feel tight, so any play in the steering, clunks from the suspension or baulking gears mean work and new parts will be required. These need to be factored into your budget.

OUR PICK

MINI Cooper S



ORIGINATOR Mk1 set the template for MINI design and personalisation, but poor interior space means it's almost worth thinking of as a two-seater

FOR

The MINI Mk1's small size and direct handling arguably make it the purest version to drive, and it's possible to pick one up for well under £1,000.

AGAINST

As these are now around 15 years old, only well kept MINIs with a long list of receipts and MoT passes should be considered to avoid pricey repairs.

FORD FOCUS

FROM £250 Evergreen family hatchback is still beating the competition 22 years on

AE THE Focus caused a sensation when it arrived in 1998, sweeping aside the sixth-generation Escort with a clean-sheet design. Ford and Vauxhall dominated sales in the UK, and the blue oval's latest family car was like nothing the public had seen before thanks to its radical 'New Edge' styling.

The Focus also set a handling benchmark thanks to its Control Blade independent rear suspension. This set a precedent still evident today, with every Focus since engineered and marketed as a better driver's car than its rivals.

Subsequent generations have grown in size and weight and been filled to the brim with technology and safety devices, but a sporting feel is still baked into the Focus DNA.

History

THE Focus has been offered as a three or five-door hatchback and an estate, although the awkward looking saloon and CC hard-top convertible are both best forgotten about.

Small, efficient petrol engines have rubbed shoulders with 2.0-litre units that

perform better on the motorway but are thirsty. Turbos became common for petrols only in the Mk3, but these boosted efficiency without sacrificing performance.

A rich history of performance versions includes the Mk1 ST170 and legendary RS, plus the Mk2 and Mk3 ST and RS. All are fast, with agile handling and unwavering grip.

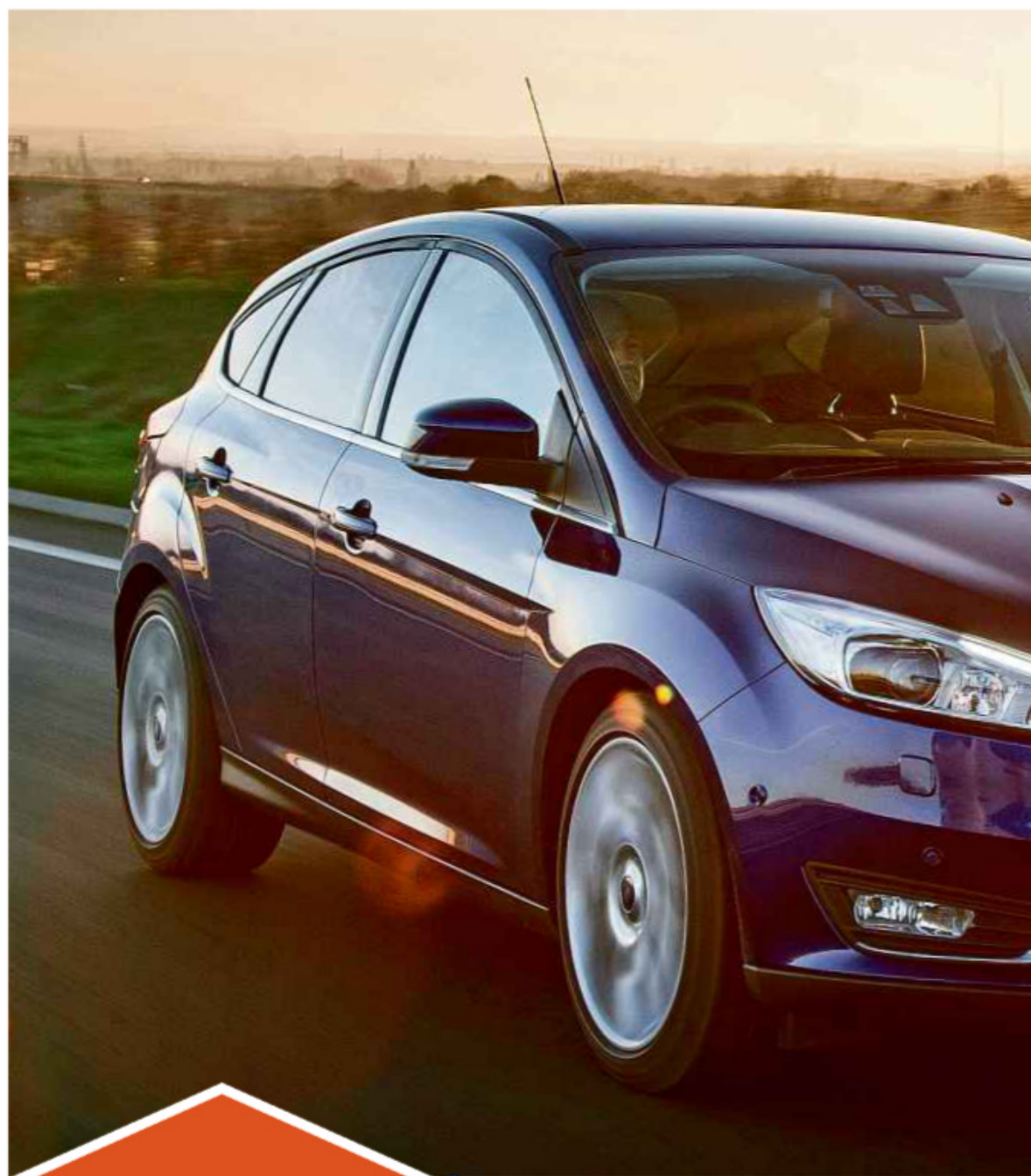
Which one?

IF you're after a Mk1 or Mk2, the 1.6 and 1.8-litre petrols are sprightly, reasonably cheap to run and easier to repair than TDCi diesels. In the Mk3 they were replaced by the 1.0-litre EcoBoost from 2012, which offers better economy. Most buyers will be content with the Zetec, which has been the long-standing mid-range trim, while Titanium (or Ghia for the Mk1) adds kit such as climate control, auto lights and an upgraded stereo.

Competitors that are worth considering include the good-value Vauxhall Astra (p48), stylish SEAT Leon and the Honda Civic with its surprisingly large boot.

Verdict

AS an all-round used buy, the Ford Focus is very hard to beat. There's plenty of choice nationwide, it's cheap to run and maintain, and even older examples still outshine many new cars from behind the wheel.



CHECKLIST



● **Cooling** Use of a lot of coolant is usually due to a leaking thermostat housing. Replacement is not too costly.



Hugo Griffiths
Consumer editor



www.autoexpress.co.uk/driverpower

OUR VIEW

TURNING to our used car survey shows the previous-generation Focus in an unflattering light – 98th out of 100 is a poor show, however you spin it. Quality and reliability were among the low-lights, but at least you said it's pretty good to drive, and not too costly to run.

YOUR VIEW

"THE Focus is a good car overall, and starts on the button every time, while the satellite navigation is impressive and the heating and air-conditioning systems work well. I did have the clutch pack replaced after 20,000 miles, although this was done under warranty."

FOCUS Mk2 (2004-2011) From £500

THE Focus Mk2 isn't as radical as the smaller, agenda-setting original. It is more family friendly, though, and went on to become another top seller. With even more assured handling it doesn't sacrifice driving fun, either.

Cabin quality and refinement improved, and along with plentiful seat adjustment for the driver, there's also more rear space. The boot area can measure up to 385 litres, yet this decreases to around 300 litres with a spare wheel on board.

The 1.6-litre TDCi diesels offer great economy, but petrols from 1.4 to 2.0 litres give plenty of choice. We'd avoid the smallest and largest units, because they're gutless and thirsty respectively, yet no engine is terrible. Town drivers should stick with a petrol because they're simpler to maintain. Diesels can cause issues if only driven on short hops.

Introduced in 2005, the 221bhp 2.5-litre ST is fast, with a characterful five-cylinder burble. But it's thirsty by today's standards and road tax is expensive.

OUR PICK

Ford Focus 1.6 Titanium 5dr



HANDLING Focus has always led its rivals for on-road behaviour. This, teamed with a variety of peppy engines, put the Focus at the head of its class

FOR

The Ford Focus Mk2 is good to drive, and prices reflect the fact that there are so many available on the used market. Keeping it on the road should cost very little.

AGAINST

With most Focus Mk2 models now over a decade old, finding a clean, well maintained example is crucial to ensuring you won't face costly repairs and maintenance.

FORD FOCUS Mk3 (2011-2018) From £5,850

FORD FOCUS DEAL

1.0 EcoBoost Zetec Edition,
68-plate, 2018, 30,156 miles

List price: £12,399

Deposit: £1,233

Monthly payments: £192

Number of payments: 47 months APR: 7.9%

Optional final payment: £4,488

Total to pay: £14,746



INTERIOR

Focus Mk3 offers a good driving position and plenty of gadgets on the dashboard to keep front occupants happy

THE third-generation Focus brought a more arresting design, with its polarising jutting bumper. A major facelift in 2014 incorporated a more prominent grille.

There's an excellent driving position and plenty of gadgets, but rear legroom is tight and the 316-litre boot is rather small. A thorough mid-life overhaul saw the button-heavy centre console replaced by a more modern dash and infotainment. This uses Ford's SYNC software, offering good smartphone connectivity, and owners have told us it's easy to use.

The award-winning 99bhp or 123bhp 1.0-litre EcoBoost three-cylinder turbo replaced older petrols, while ST and RS

hot hatches top the range with 247 and 350bhp respectively. The initial 1.6-litre diesel made way for a 1.5 TDCi with 118bhp, 74mpg and free road tax for pre-2017 cars. A PowerShift auto was available, but pricey gearbox servicing and reliability issues mean we'd stick with the manual.

Studio and Edge are basic, while Zetec adds alloys and a heated windscreen and Titanium features climate control, auto lights and wipers, and enhanced infotainment. ST-Line has a sporty look based on the ST hot hatch, but without the running costs.

OUR PICK

Ford Focus 1.0 EcoBoost Zetec

● **Stop-start** Erratic behaviour usually indicates that the Focus Mk3's battery is nearing the end of its life.

● **Leakages** Check for water in the boot of Mk2 Focus Estates, caused by poor seals around the tailgate hinges.

● **Diesels** If Mk2s lose power, a cracked intercooler pipe or throttle butterfly valve issue are often to blame.

FOCUS Mk1 (1998-2004) From £250

ONCE voted by Auto Express readers as the most important car of the past 25 years, the Mk1 Focus is truly legendary. To say it simply replaced the Escort would be an understatement; it ushered in a new generation of modern-era hatches.

Its cabin still looks interesting today, even if its LCD digital clock and smooth plastics are dead giveaways that it harks back to a different era. Innovations include its Quickclear heated windscreen, capable of defrosting a layer of ice in under a minute: that's still a selling point on Ford models in 2020.

The Mk1 comes with numerous petrol engines, but the peppy 1.6 and 1.8-litre stand out, while TDCi diesels can make long-distance sense. A sporty 2.0-litre petrol ST170 is a fine warm hatch, while the hardcore 212bhp Focus RS is a rally car for the road. Trim levels are different to modern Fords, with CL, LX, Zetec and Ghia along with numerous special editions such as Edge, Flight, Black, Elle and Chic – all with their own extra kit.

OUR PICK

Ford Focus 1.8 Ghia 5dr



TRAILBLAZER Mk1 model set a whole new standard for family hatchbacks when it replaced the Ford Escort in 1998. Buy wisely, however

FOR

For less than the cost of an annual railcard you can own a slice of motoring history – one of the most stylish and finest-handling hatchbacks ever conceived.

AGAINST

Many Focus Mk1s will sadly have been neglected or crashed, so only cherished examples with a well documented history make sense as a used buy.



Expert's verdict

Sean Carson
Chief reviewer

THE family hatch class is hard fought, so the Focus faces stiff competition from the VW Golf, Vauxhall Astra and Peugeot 308. Yet this has only made it better; it's fun to drive, comfortable and great value. Its popularity also means it depreciates fairly quickly, so used buyers can pick up newer, fancier versions than they may have expected.

COMMON FAULTS

FIRST-generation cars are getting on now, so inspect for rust, while diesels tend to suffer more issues than petrols and there have been auto box faults. Focus parts are reasonably priced, with a set of front brake pads costing around £60 and a set of front wipers £30. Where a timing belt is fitted, this typically needs changing only every 10 years or 100,000-150,500 miles, at £400.

“The Focus is fun to drive, comfortable and great value”

VAUXHALL ASTRA

FROM £600 Steep depreciation means the Astra offers a lot of car for a used budget

AE THE Vauxhall Astra, Ford Focus and Volkswagen Golf have ruled the hatchback class for two decades. In that time, value for money, a huge dealer network and elaborate marketing campaigns have made the Astra a household name.

Its immense popularity means prices have been driven down, and the Astra is one of the biggest second-hand bargains around. Previous-generation Mk6 Astras are readily available for less than the cost of a deposit on a new car, while even the latest version can now be had for city car prices.

History

ACROSS the generations, the Astra has been available as a three and five-door hatch, a coupé, a practical estate and as a folding hard-top convertible. All have their own merits, with the three-door Astra Sport Hatch and later GTC models being particularly attractive, if not as well-suited to family life.

A baffling array of engines and trims have been offered over the years, but the 1.6-litre

petrol and 1.7-litre diesel engines were stalwarts of the Mk5 and Mk6 Astra, while SRi trim has always added a sporting flavour, with nicer wheels and handling upgrades.

All-new underpinnings revitalised the Astra in Mk7 form, to the extent it clinched the 2015 European Car of the Year Award. Handling improved and turbocharging became prevalent, with the 1.4-litre up to 124bhp.

Which one?

THE Mk5 three-door Sport Hatch is handsome and the 1.6-litre petrol is sprightly and easy to maintain. Step up to a Mk6 and the 1.6-litre 'whisper' diesel is economical, while the twin-turbo 2.0-litre diesel is surprisingly potent. A 1.4-litre turbo petrol makes the most sense in the Mk7, offering reasonable power and running costs. Trim levels can be confusing, but SE is a good starting point, while SRi is sporty and Elite is luxurious.

Alternatives include the Focus and Golf, while the SEAT Leon has a bit more flair and the Kia Cee'd is a reliable choice.

Verdict

TWO negatives of the new Astra – namely sharp depreciation and their sheer numbers – work in favour of the second-hand shopper. There are few such talented cars available for bargain-basement prices.



CHECKLIST



Cabin Interior trim can be patchy for the Mk6 – squeaks and rattles are not uncommon and can be tricky to resolve.

Hugo Griffiths
Consumer editor

DRIVER POWER

www.autoexpress.co.uk/driverpower

OUR VIEW

THE current Astra is a mainstay of the UK's roads, but owners could be happier with the car. While its smartphone connectivity cuts the mustard and the engines are quiet, uncomfortable front seats, so-so handling and middling reliability were among the criticisms.

YOUR VIEW

"It's pretty fast and handles nicely, while the brakes are impressive and the ride quality feels well judged. My Astra's infotainment screen had to be replaced under warranty, though, and it seems to me that dealer servicing is a little on the expensive side."

ASTRA Mk6 (2009-2015) From £2,000

WHEN the sixth Astra arrived in 2009, its sleek styling was well received and testers praised its refinement, build quality and decent handling.

Its interior was also a big step up, with more upmarket materials and sporty looking instruments housed in individual cowls. Room is adequate for four adults, the 351-litre boot compares reasonably well with rivals and a 'FlexFloor' system added a height-adjustable boot floor. It's a shame there isn't more interior storage.

Normally aspirated petrols and the 1.3 CDTi diesel are breathless, but the 1.6 CDTi and turbo petrol engines improve the driving experience. A twin-turbo 2.0 BiCDTi was also available, offering hot hatch-rivalling performance combined with 55mpg fuel economy.

Entry-level versions get air-con and electric front windows, while Exclusiv adds cruise control and SE versions get alloys. Elite is appealing with its leather trim and climate control, while SRi versions have firmer suspension.

OUR PICK

Vauxhall Astra 1.6 CDTi SRi



ELEGANT Curvy bodywork helps the Astra Mk6 to stand out, and the five-door was joined by an estate and the sportier Astra GTC three-door

FOR

The Mk6 was a big advance over the Mk5, with more modern looks, improved engines and a more comfortable interior. The 1.6 CDTi is very cheap to run.

AGAINST

Build quality is only so-so, with reports of poorly finished interior trim causing annoying rattles. Front suspension wears out, knocking over bumps and requiring replacement.

VAUXHALL ASTRA Mk7 (2015-present) From £7,000

Deal information from
buyacar.co.uk

VAUXHALL ASTRA DEAL

1.2 Turbo 145 5dr,
69-plate, 2019, 10 miles

List price: £16,290

Deposit: £1,622

Monthly payments: £258

Number of payments: 47 months APR: 7.9%

Optional final payment: £5,610

Total to pay: £19,357



INTERIOR

All cars come with a touchscreen, and sat-nav is standard on 'Nav' badged trims. Build quality and comfort are both excellent

NEW from the ground up, the Mk7 Astra is the best version so far. It's fun to drive, pleasant inside and more efficient, which helps it to compete with tough rivals.

Vauxhall decluttered the dashboard, replacing many buttons with a touchscreen boasting Apple CarPlay and Android Auto compatibility. Room in the back is generous, and the 370-litre boot is competitive.

As we've come to expect from Vauxhall, trim levels are confusing, with Design, Tech Line, Energy, SRi and Elite, along with 'Nav' versions denoting built-in navigation. Happily even the standard car is reasonably equipped, with Bluetooth, cruise control and a touchscreen display. Not all engines

are available in all trims, but they comprise petrols ranging from a 1.4-litre with 99bhp to a 1.6-litre turbo with 197bhp. The 1.6-litre diesel has between 109bhp to 158bhp; the latter is the most economical, with official figures of more than 70mpg, while even the 1.4-litre petrols are quoted at around 50mpg.

A facelift in 2019 saw petrol engines switched for 1.2-litre and 1.4-litre units with 109bhp, 128bhp and 143bhp, while a new 1.5-litre diesel got 104bhp or 120bhp. Trim levels were also renamed.

OUR PICK

Vauxhall Astra 1.2 Turbo SRi Nav

● **Suspension** Ball joints can wear, so listen for knocking as you drive over bumps. Replacements are cheap.

● **Electrics** A parking brake fault can cause the cruise control to disengage and the brake lights to flicker on the Mk6.

● **Lights** Replacing headlight bulbs can be tricky because of poor access, especially on the Astra Mk6.



Expert's verdict

Sean Carson
Chief reviewer

ASTRA Mk5 (2004-2010) From £600

THE fifth-generation Astra came as a five-door hatchback, as well as an attractive three-door Sport Hatch and a roomy estate. As was the trend at the time, a convertible with a folding hard-top roof called the TwinTop also arrived on the scene in 2006.

The Astra's interior was neat but today looks rather dated, with little of the equipment now commonplace in new superminis. It's also noticeably smaller than the Mk6 Astra inside, so adults may find the rear seats a squeeze.

A wide range of engines were offered to suit every buyer. The 1.4 and 1.6-litre petrol engines should both return more than 40mpg, but the 1.8 only manages an official 38mpg, so bear this in mind. Vauxhall offered 1.3, 1.7 and 1.9-litre diesels, with the middle version the best buy, especially in ecoFlex trim. Keen drivers are catered for with 196bhp turbo petrol and 237bhp VXR hot hatch. The latter has a host of chassis upgrades to make the most of the extra power.

OUR PICK

Vauxhall Astra 1.6i Elite



DYNAMIC Sharp-looking Astra Sport Hatch offers reasonable handling in standard guise, while VXR hot hatch adds power to the mix

FOR

Even a small budget can bag you a range-topping Mk5 Astra, so you'll want to find a pristine example with a thorough history and desirable engine.

AGAINST

The Mk5 Astra's interior is now rather long in the tooth, so technology is basic and the built-in navigation is woefully dated. The 1.9 CDTi diesel can be temperamental.

THE Vauxhall Astra has rarely received as much praise as its rivals, but it's a fantastic second-hand proposition. Stiff depreciation means you'll often get more Astra for your money than you would for a similarly-priced used Golf.

Pick your engine and trim level carefully, because this will affect your ownership experience. Take a test drive to ensure the performance and kit meet your expectations – there are plenty of Astras available, so don't worry about walking away if they don't.

COMMON FAULTS

DIESELS tend to be more complex and costly to repair, and Astras can also suffer electrical issues, so it's important to check everything works. Suspension components can wear out, which is indicated by knocking sounds while driving over bumps.

"You'll often get more Astra than Golf for the same money"

VOLKSWAGEN GOLF GTI

FROM £2,000 First and best hot hatch only improves with age as the decades go by

AE IN 1975, six enthusiastic Volkswagen employees worked afterhours to shoehorn a larger engine into their Golf family car. A year later the GTI was launched and the hot hatch was born. When right-hand-drive examples arrived in 1979, UK sales grew stronger and the GTI cult grew.

Customers loved the Mk1 GTI's blend of usable performance, sharp handling and classy looks. Here was a car that was great to drive, but also spacious enough for trips away and comfortable enough to take your nan to the shops.

History

IT'S not been without its missteps, though. The Mk3 and Mk4 were too heavy, and the GTI badge became more of a trim level than a performance model. Yet the Mk5 resurrected its status. It has a talented chassis with independent rear suspension and a potent 197bhp 2.0-litre turbo engine.

The Mk6 refined this pedigree, with a near-identical chassis, three- or five-door

body styles and manual or DSG automatic boxes, but improved quality and slightly lower running costs. In 2011 the Edition 35 arrived, with 232bhp, a bodykit and unique wheels, making it highly sought after today.

In 2012 it was time for another all-new GTI, and the Mk7 arrived to carry the baton. Slightly larger, but with scalpel-sharp looks, it kept the 2.0-litre turbo and front-wheel-drive layout, and remained the most well rounded hot hatch on sale.

Which one?

Mk5 and Mk6 GTIs are now temptingly cheap, but finding a good one is becoming more difficult. Many have huge mileages and dodgy mods, and alloys can corrode, but there are a few pristine examples. The Mk7 is now old enough that early cars are affordable, too, and it's generally reliable. Performance Pack cars are more desirable, with 227bhp instead of 217bhp, better brakes and an electronic limited-slip diff.

Rivals such as the Mégane Renaultsport are faster but not as comfortable, yet the Ford Focus ST is worth a good look.

Verdict

FOR the keen driver who has to balance their love for cars with the daily grind, the GTI is an incredibly polished all-rounder.



CHECKLIST



● Gearbox Check DSG autos change swiftly. If not, servicing may have been neglected; repairs are expensive.

Hugo Griffiths
Consumer editor



www.autoexpress.co.uk/driverpower

OUR VIEW

THE GTI didn't get its own entry in our 2019 survey, yet the standard Golf's 41st place was decent, and many of its marks will apply to all versions. Owners praise the high-quality cabin, fine tech and fun handling, although they report that servicing could be cheaper.

YOUR VIEW

"MY GTI has great performance and looks good. It grips the road well while the sports seats grip me, plus it has excellent brakes and is a fantastic, usable hot hatch. The touchscreen can be a little unresponsive and I'm only getting mid-20s mpg, but I didn't expect much more from such a quick car."

GOLF GTI Mk6 (2008-2012) From £6,000

THE Mk6 subtly evolved the looks of the previous car, with neat spoilers, iconic red pinstripe around a honeycomb grille, dual exhausts and lashings of GTI badges. It's most distinctive in Candy White paint, and while the three-door is arguably more attractive, the five-door is more popular and quicker to sell on.

Interior quality took a step up over the Mk5's, with more premium materials along with trademark tartan cloth seats. The engine sounds a bit better too, although this is down to a 'sound generator' that beams some of the exhaust note into the car. For the first time in the UK the GTI also came as a drop-top, but the chassis bracing used in the switch added a lot of weight.

Engine power from the 2.0-litre TSI petrol increased by 11bhp to 208bhp, but it's the spread of power from just over idle to the red line that impresses most. CO₂ emissions were also cut slightly for a handy tax saving, and fuel economy rose to 38mpg.

OUR PICK

VW Golf GTI manual 5dr



PERFORMANCE The GTI's 2.0 TSI engine was boosted by 11bhp over the Mk5 to 208bhp. Mk6 delivers a delicious spread of power up through the rev range

FOR

Cabin quality is a slight improvement on that of the Mk5, it's slightly quicker and it sounds better. There are some great bargains to be had, because the Mk6 is often overlooked.

AGAINST

The idea of a convertible GTI might be appealing, but as the drop-top model tips the scales at more than 1,500kg, the driving experience is a little blunted. Avoid it.

VOLKSWAGEN GOLF GTI Mk7 (2012-2019) From £15,000

Deal information from

buyacar.co.uk

VOLKSWAGEN GOLF GTI DEAL

2.0 TSI 245 Performance DSG 5dr, 68-plate, 2018, 20,130 miles

List price: £23,299

Deposit: £2,323

Monthly payments: £344

Number of payments: 47 months APR: 7.9%

Optional final payment: £9,435

Total to pay: £27,927



INTERIOR

Flat-bottomed steering wheel and tartan seat trim are GTI trademarks

IT was all change for the Mk7 GTI, with VW's new MQB platform and an updated 2.0-litre TSI petrol engine now offering 217bhp. This was looking a bit weedy next to rivals, but a Performance Pack elevated power by 10bhp and fitted larger brakes, along with a clever front differential.

A six-speed manual was standard, with an optional six-speed DSG auto and paddle shifters. The 0-62mph sprint takes 6.5 seconds, and the GTI feels fast in any gear. Its doors shut with a thud, and the tartan seats, flat-bottomed wheel and dimpled gearlever are GTI trademarks.

Materials are excellent and the layout is logical, and with only a handful of options

available, picking one comes down to your budget. A full service history (even from an independent specialist) is a must.

There are faster Mk7s – most notably the GTI Clubsport that arrived in 2016 with 261bhp and downforce-generating spoilers. An even more potent Clubsport S with 306bhp became the most extreme GTI yet – but the UK got only 150. Following a facelift in 2017, the GTI Performance became standard and a TCR (Touring Car Racing) was introduced, with 286bhp, tweaked suspension and standard DSG.

OUR PICK

VW Golf GTI DSG Performance Pack 5dr

● **Engine** 2.0-litre turbo can rattle at start-up. If this persists, it could spell trouble with the cam-driven fuel pump.

● **Maintenance** Check for signs of neglect such as budget tyres, patchy service history and badly kerbed wheels.

● **Exterior** Jutting chin spoilers are easily damaged, and thieves target bodykits, causing damage.



Expert's verdict

Sean Carson
Chief reviewer

GOLF GTI Mk5 (2003-2008) From £2,000

VW let the GTI ethos slip for the Mk4, even attaching the hallowed badge to a normally aspirated 113bhp 2.0-litre. It didn't repeat that mistake with the Mk5, though, and the GTI became a proper performance version once again.

The torsion-beam rear axle was traded for a fully independent set-up, improving handling and ride, and the 2.0-litre turbo got 197bhp and a meaty mid-range. The option of a DSG auto caused a stir, too, offering lightning-fast changes akin to a WRC rally car's.

It struck a great balance for owners, too, with a pliant ride and subtle styling upgrades that didn't shout 'boy racer'. The five-door is genuinely practical, with enough space for adults in the back and a generous luggage area.

A cared-for five-door manual will give the most hassle-free experience, with less risk of the big bills that can arise from a faulty DSG. These need servicing, and it's important to check first whether auto changes are fast and responsive.

OUR PICK

VW Golf GTI Edition 30 manual 5dr



ON THE ROAD Fully independent rear-end set-up improved handling and made for a more pliant ride to complement 197bhp 2.0-litre turbo engine

FOR

The GTI returned to form with a talented chassis and powerful engine. We think the Mk5 GTI's design has aged well, too. Clean examples still look great.

AGAINST

The three-door was popular, but its long doors make getting in the back tricky. They can also be difficult to open in tight parking spaces or garages.

THIS motoring icon has sold more than two million. The first hot hatch, its blend of impressive performance in a family shopper has spawned many rivals – few of which have come close to offering its breadth of abilities. It's as comfortable on the motorway as it is exciting along a B-road. Mk5 or Mk7, the GTI recipe has stayed the same, but now it has a sharper design, more tech and improved safety.

COMMON FAULTS

THE GTI is generally reliable, but a good service history is important – especially for DSG autos, because neglect can lead to costly issues. If you're unsure, it's best to stick with a manual. The fuel-injection system can fail, usually given away by a rattle or ticking sound from under the bonnet, and alloys are prone to corrosion.

"Blends impressive performance in a family shopper"

MERCEDES A-CLASS

FROM £600 Smallest model went from unconventional roots to a desirable hatch

AE WHEN the Mercedes A-Class arrived in 1998 it was unique, looking like a cross between an MPV and a hatchback, and with a 'sandwich' floor design. It offered the same space as a C-Class, while its engine was designed to slide under the cabin in a smash.

The Mk2 followed the same innovative formula, but it wasn't without issues. It was costly to build, and its polarising looks meant sales floundered. For the Mk3, Mercedes switched to a more conventional hatch look, taking on the Audi A3 and BMW 1 Series. With its sporty, low-slung design and an upmarket cabin, it was far more successful.

History

THE A-Class got off to a rocky start, with tyre and suspension changes drafted in after a Scandinavian slalom test caused a rollover. When it arrived (with standard-fit stability control) it was a five-door only, with 1.4 and 1.6-litre petrol engines and a 1.7 diesel, in Classic, Avantgarde and Elegance trims. A five-speed manual or 'clutchless' automated

manual were offered. The 2004 Mk2 came as a three- as well as a five-door, with more exciting engines including a 193bhp petrol motor for keen drivers. A facelift in 2008 modernised the headlights and bumpers, and brought in more efficient engines.

Despite Mercedes' best efforts, the A-Class remained a niche proposition until 2013's Mk3. The most affordable car with a three-pointed star was now desirable and sporty, and buyers loved it. Engines soon spanned from the A 180 1.6-litre petrol to the potent 360bhp A 45 AMG hot hatch.

Which one?

THE Mk1 and Mk2 can be great used buys but are getting old. Mk3s are now flooding the market, so there's plenty of choice. The refined petrols are ideal in town, and the diesel performs well on the motorway. SE rides better due to smaller wheels, while Sport offers a good compromise against the firmer AMG Sport – which does look great.

With the 1 Series and A3 as close rivals, choice largely comes down to taste. The VW Golf offers a similar experience for less cash.

Verdict

AFTER Mercedes persevered with its innovative but awkward-looking A-Class, the slick-looking Mk3 has won over buyers.



CHECKLIST

● **Rattles** Early Mk3 cars' front seatbelt height adjusters can rattle. These were redesigned for later cars.

Hugo Griffiths
Consumer editor

**DRIVER
POWER**

www.autoexpress.co.uk/driverpower

OUR VIEW

THE third-generation A-Class didn't feature in this year's new-car survey, but it finished 72nd in our used results. Neat styling, a nicely designed, high-quality interior and a strong sat-nav are among the positives, but you say this premium model brings premium servicing costs.

YOUR VIEW

"IT'S impressively quick, yet this doesn't come at the expense of fuel economy, and the cabin is excellent and made from high-quality materials. The handling is a little vague, though, so while there's plenty of grip it doesn't inspire confidence. Servicing is really expensive, but road tax is cheap."

A-CLASS Mk2 (2004–2012) From £800

THE second A-Class marked a big boost in quality over the original, with better interior materials bringing the sturdy feel Mercedes buyers expected.

It also drove like its big brothers, with fairly relaxed suspension and steering, quiet engines and a focus on comfort over fun. There's just enough room for five people inside, while neat features include a variable-height boot floor and a front passenger seat that can fold for long items. The boot is 435 litres in size – more than that period's Nissan Qashqai.

Engines include a 93bhp 1.5-litre petrol A 160 and an 81bhp A 160 CDI diesel. The A 180 petrol and A 180 CDI are quicker, but still some way off the class leaders. It's also best to be relaxed in corners and enjoy the high-set view.

Trim levels are simple, with Classic and Avantgarde, the former getting plastic wheel trims, Bluetooth and air-con. Upgrading adds 16-inch alloys, plus auto headlights and wipers. Leather trim and xenon lights were tempting options.

OUR PICK

Mercedes A 180 CDI Avantgarde



ON THE ROAD Relaxed suspension and steering, quiet engines and a focus on comfort over fun all helped give A-Class the feel of its bigger stablemates

FOR

In the right colour and spec the A-Class can look classy, inside and out. Its interior is spacious, and there's a surprisingly big boot together with flexible seating.

AGAINST

Keen drivers should look elsewhere. The chassis is set up for comfort rather than thrilling handling, and most engines offer somewhat lacklustre acceleration.

MERCEDES A-CLASS Mk3 (2013-2018) From £10,000

Deal information from
buyacar.co.uk

MERCEDES A-CLASS DEAL

A 180 d SE 5dr,
17-plate, 2017, 9,050 miles

List price: £14,998

Deposit: £1,482

Monthly payments: £199

Number of payments: 47 months APR: 7.9%

Optional final payment: £7,155

Total to pay: £17,992



INTERIOR

Turbine air vents, a chunky leather wheel and alloy pedals look great, but 'floating' screen seems odd

AS sales waned against those of the A3 and 1 Series, Mercedes had to act. It started from scratch, and the result was a more conventional but more appealing, lower and longer A-Class, with one of the more attractive interiors of any hatchback.

Turbine-style air vents, a chunky leather steering wheel and alloy pedals all add to it, although the 'floating' infotainment screen seems an afterthought. Rear space is also rather tight, but the boot is decent.

The popular A 180 d diesel officially returns 80mpg, and the A 200 d and A 220 d are also economical and punchy. The A 160 petrol can top 50mpg, but even the Golf GTI-rivalling A 250 can manage

40mpg. SE trim gets 16-inch wheels and comfort suspension, a seven-inch screen, reversing camera and cruise control. Sport adds bigger alloy wheels, a larger screen and climate control, while AMG Line brings a bodykit, sports seats, LED lights and stiffer suspension.

Not wanting to be one-upped by the Audi RS3 and BMW M135i, Mercedes released the four-wheel-drive A 45 AMG. It boasted an incredible 360bhp from what was then the world's most powerful four-cylinder production engine.

OUR PICK

Mercedes A 180 d SE

● **Sat-nav** This can be added to a Mk3 by slotting an SD card into the screen – but these cost a few hundred pounds.

● **Tyres** Some Mk3s have run-flats, others conventional tyres. If you swap, you will need to inform your insurer.

● **Rust** Mk2s can suffer from rusty door bottoms and tailgates. Check for poor repairs and bubbling paint.



Expert's verdict

Sean Carson
Chief reviewer

A-CLASS Mk1 (1998-2004) From £600

MERCEDES' first-ever small car didn't play it safe. The revolutionary 'sandwich' floor places mechanical necessities low down and moves occupants higher up, boosting space in the process. In a collision, the engine and gearbox are designed to slide under the passenger compartment to improve safety.

Good ideas, but the resultant upright stance looks frumpy, and the handling didn't win over new-car buyers. Safety concerns over stability in high-speed direction changes also hurt customer confidence, despite Mercedes revising the suspension and making ESP standard.

Petrol engines include a 1.4, 1.6, 1.9 and 2.1-litre, while a 1.7 diesel is also available. Classic, Avantgarde and Elegance feature alloys and air-con. A long options list means cars may come with unexpected items such as bright leather trim and different stereos. An update in 2001 brought better trim and seats, while the upgraded CDI diesels could return nearly 60mpg.

OUR PICK

Mercedes A 160 Elegance



STYLING Mk1's innovative 'sandwich' floor resulted in a frumpy upright stance. This also affected handling, with some last-minute safety changes required

FOR

For those in the know, the Mk1 A-Class's innovative design makes it a sure-fire future classic. It also feels very airy in the cabin and offers a great view out.

AGAINST

You won't be buying this car for the way it drives, because it has a rather fidgety ride and unimpressive performance. The Mk1 is also getting on a bit now.

THE first A-Class was a clever design, with mechanicals beneath the floor – a layout we're now seeing in EVs. For its size it was very roomy, but buyers didn't like its MPV-style looks and it was costly to build; Mercedes reportedly lost £1,200 on every one it sold.

The Mk3 couldn't be more different. It has a smarter hatch layout, and the more conventional chassis and better engines improve its drive.

COMMON FAULTS

RUST is an issue for early cars, and even if it's sorted under warranty it can arise again. In the Mk3, rattling cabin trim can be tricky to resolve. Ensure all recall work has been carried out. Merc parts can be costly, especially items such as door-mirror glass. Aftermarket items are available, though, and a search online can net big savings.

"Mk3 has a smarter hatchback layout and is better to drive"

AUDI A3

FROM £500 Upmarket hatch offers executive motoring in a compact package

AE FOLLOWING its launch in 1996, the Audi A3 was the first upmarket small car to prove a sales success. It showed that buyers were prepared to pay more for a hatch with a premium badge and interior.

Over three generations the A3 has continued to offer the same recipe: take Volkswagen Golf underpinnings and add the same nose as bigger Audis, a top-notch interior and desirable kit. Of course, the arrival of the BMW 1 Series and Mercedes A-Class means the A3 faces stiff competition.

History

LAUNCHING in 1996, the A3 Mk1 was the grown-up hatch for the upwardly mobile, but today you can bag one for far less than the price of a new city car. Well maintained examples still cut a dash, and S3 quattro models with more than 200bhp are fun if you can find one in original condition.

Diesels have always been an A3 staple, too, with the punchy but rattly 1.9 TDI making way for a smoother 140bhp-plus 2.0 TDI. The

Mk2 from 2003 brought more purposeful looks and was better to drive, with engines ranging from a 1.6 FSI to the 3.2 V6 also found in the Golf R32.

The third-generation car gently evolved the A3's looks, most noticeably with a new grille, slim headlights and door-mounted mirrors, while the engine range was modernised with smaller turbo petrols and diesels for lower fuel and tax bills.

Trim levels have been consistent, with SE offering cruise control and air-con, while Sport fits bigger wheels and hugging seats, and S line cuts a dash with sharp bodykits.

Which one?

THREE-doors are out of favour with buyers, so stick with a five-door 2.0 TDI if you're a high-miler. A petrol 1.4 TFSI makes a better runaround. Trim is a matter of taste, but be warned that S line cars can have a firm ride.

Alternatives include the 1 Series, which is more exciting to drive but has a cramped interior. The A-Class is stylish and offers a similarly desirable badge.

Verdict

It's no surprise the Audi A3 has been a hit; it blends a practical size with big-car quality and features, a mixture of body styles and a broad range of engines.



CHECKLIST



● **Infotainment** It looks neat, but the pop-up MMI screen can creak, requiring lubrication or replacement parts.



Hugo Griffiths
Consumer editor

DRIVER POWER

www.autoexpress.co.uk/driverpower

OUR VIEW

A NEW A3 will be with us soon, and Audi will be hoping this improves on the current car's 69th position in our 2019 survey. High servicing costs, a tight boot and limited rear legroom drag down the scores, but you love the cabin styling and the way the model is put together.

YOUR VIEW

"I EXPECTED my Cabriolet's rear seats to be tight, but it could do with another three inches of legroom. The gearbox can be reluctant to engage reverse, too. But I'm amazed by how quiet the car is, the sat-nav is impressive and the front seats are adjustable and comfortable. It feels high quality inside, too."

A3 Mk2 (2003-2013) From £1,000

WHILE the A3 Mk1 showed the posh small-car formula could be a hit, it was the Mk2 launched in 2003 that cemented the Audi's status. A more impressive design, improved engines and a range of body styles won over customers in their droves.

Based on the same underpinnings as the Golf Mk5, the A3 provides a solid driving experience that prioritises grip and motorway cruising over the playful antics of the rear-wheel-drive 1 Series. The five-door offers more space than the BMW, with a 350-litre boot stretching to 1,080 litres with the seats down.

There's a broad engine range, from a 1.6 petrol and 2.0 TDI to a warbling 2.5-litre turbo in the bombastic RS3. Quattro 4WD is desirable but also uses more fuel, so most buyers should stick with front-wheel drive and a petrol turbo.

SE trim is a great all-rounder, with the basics covered and comfort suspension. S line looks great, but its stiff suspension and large alloys aren't for everyone.

OUR PICK

Audi A3 Sportback 1.4 TFSI SE



PERFORMANCE Golf underpinnings help give A3 Mk2 a solid driving experience, with good grip in corners and comfortable motorway cruising

FOR

A timeless design inside and out, while advanced engines mean the A3 Mk2 still satisfies today. Turbocharged S3 and RS 3 models offer sports car-like acceleration.

AGAINST

While the A3 feels well built, there have been reliability issues with the diesel engines. Check servicing records and take a potential purchase for a thorough test drive.

AUDI A3 Mk3 (2013-PRESENT) From £6,500

Deal information from
buyacar.co.uk

AUDI A3 SPORTBACK DEAL

30 TDI SE Technik,
19-plate, 2019, 3,874 miles

List price: £17,290

Deposit: £1,722

Monthly payments: £246

Number of payments: 47 months APR: 7.9%

Optional final payment: £7,489

Total to pay: £20,772



INTERIOR

Cabin quality is as you'd expect from Audi, with a fairly sombre design but high-spec materials

RATHER like the Volkswagen Golf on which it's based, the A3's styling evolved very gently for the third-generation model. Buyers didn't flinch, instead lapping up the more contemporary looks and improved technology.

Interior quality is first rate, with excellent materials but also a fairly sombre design. Neat turbine-style air vents and a pop-up infotainment screen add to the interest. If you often carry passengers the Sportback is the one to pick, with five doors and extra room in the rear. Boot space of 365 litres is competitive for the class.

Petrol engines are badged TFSI and range from 1.2 to 2.0 litres in size, while

1.6 and 2.0-litre TDI diesels offer strong economy – but some have been involved in the 'dieselgate' scandal. A facelift in 2016 brought the option of Virtual Cockpit digital dashboard dials, introduced a three-cylinder 1.0-litre TFSI petrol engine, new paint colours and LED headlights.

Sport trims get neat 17-inch alloy wheels, heavily bolstered seats and lowered suspension, but S line cars are even more desirable thanks to part-leather upholstery, a bodykit and xenon headlights.

OUR PICK

Audi A3 Sportback 1.6 TDI S line

● **Leaks** A3 Mk3 owners report leaking water pumps, with signs being lower coolant levels and under-car puddles.

● **Steering** Early Mk2s are prone to rack failure, with repairs costing around £1,000. Later cars are more durable.

● **Doors** If door sensor microswitches fail on the A3 Mk2, owners can be locked out of the car.

A3 Mk1 (1996-2003) From £500

BACK in the nineties, if you wanted a car from a premium marque your only option was a large executive saloon. That's until the Audi A3 arrived, making desirable badges and luxury features more attainable and cheaper to run.

Early cars were three-door only, with a more practical five-door arriving in 1999. The range also expanded to satisfy keen drivers, with the four-wheel-drive S3 quattro boasting well over 200bhp, thanks to a turbocharged 1.8-litre petrol engine shared with the TT Coupé.

The A3 is based on the same platform as the Golf Mk4, SEAT Leon Mk1 and Skoda Octavia Mk1, so parts are widely available at reasonable prices. Engines include a pedestrian 1.6-litre petrol with 100bhp, a 1.8 with up to 150bhp and a 1.9 TDI diesel with 90bhp, 110bhp or 130bhp. While the A3 clearly wouldn't stack up in modern testing, it was quite safe in its day, coming top of its class in crash tests. Common issues include failed ignition coil packs for the 1.8T.

OUR PICK

Audi A3 1.9 TDI 130 5dr



UPMARKET First A3 gave buyers a new option; a desirable badge and luxury features in a more attainable and cheaper-to-run package than usual exec saloons

FOR

Early examples are now more than 20 years old, but if they're well looked after these cars should become modern classics – especially S3 quattro versions.

AGAINST

Under its posh bodywork you can find plenty of Volkswagen Golf Mk4 components, so the A3 also suffers most of the same reliability issues.



Expert's verdict

Sean Carson
Chief reviewer

A HUGE engine range, impressive cabin quality and appealing trims have all helped the A3 rule the premium hatch class. It costs more than a Ford Focus or VW Golf, but superb residuals mean you also get extra money back when the time comes to sell.

Its classy cabin appeals to anyone who wants an executive ownership experience without a big car and steep running costs. The Sportback is the best all-rounder, with space for families and a decent boot. Advanced turbo petrol and diesel engines provide plenty of low-down grunt, helping give the A3 its easy-to-drive demeanour.

COMMON FAULTS

The A3 is generally reliable, but issues with the fuel system, notchy six-speed manuals, leaking radiators and pop-up sat-nav screen have been reported.

"Petrol and diesel turbos provide plenty of low-down grunt"

NISSAN QASHQAI

FROM £1,500 The original and still the best? Family crossover trend-setter still impresses

AE THERE had been plenty of small SUVs before the Qashqai arrived in 2006, but Nissan's innovative design sparked the crossover trend. Here was a road-biased, mainly front-wheel-drive model with the chunky looks and raised ride height of a 4x4, but the running costs of a family hatch.

Nissan even bowed out of the hatchback class altogether, replacing its Almera and Primera models with the Qashqai. The SUV flew out of showrooms; nearly 100,000 were sold in the first year across Europe alone. Now more than a decade old, early Qashqais are a great second-hand buy.

History

IT'S hard to remember a pre-crossover time. The Qashqai proved the advantages of extra ride height, including excellent speed-bump manoeuvrability and improved visibility. Its cabin was well designed, and the Mk1's 1.6-litre petrol and 1.5 diesel could return more than 40mpg and 50mpg respectively. Trims were Visia, Acenta and Tekna, and in 2008 a

Qashqai+2 was launched, to give more space and a pair of seats in the boot. An n-tec trim and fresh diesels arrived in short order, before an all-new Mk2 came along in 2014 with sharper looks and a new interior.

Engines and trims were similar, but a 1.2 DIG-T turbo petrol replaced the ageing 1.6. All Mk2s get climate control and a colour touchscreen, while Acenta adds 17-inch wheels and a rear camera.

Which one?

THERE isn't a Qashqai to avoid, but the Mk2 looks more contemporary, and the 2018 facelift even more so. Petrols are ideal for town work, yet the 1.2-litre can struggle on motorways – facelifted cars get a better 1.3-litre unit. Four-wheel drive can be useful for towing, otherwise most Qashqais are front-wheel drive, which helps to save fuel.

There's no shortage of rivals, from the great-value Kia Sportage to the practical and fun Skoda Yeti and sharp-handling Ford Kuga.

Verdict

WITH 2.5 million examples sold, the Qashqai is a regular fixture in the top 10 best-sellers list. It's good to drive, has a pleasant interior and its engines keep a lid on running costs. However, reliability isn't as strong as we'd have expected from Nissan.



CHECKLIST

Sensors Rain can get inside the Qashqai Mk2's parking sensors, making them go off randomly or just stop working.

Hugo Griffiths
Consumer editor

DRIVER POWER

www.autoexpress.co.uk/driverpower

OUR VIEW

THE previous-generation Qashqai didn't appear in Driver Power 2019, but the current car did. It came 49th out of 100 in our new-car poll. Owners like the front-seat comfort and spacious rears, while the infotainment was also praised. Reliability, however, was not a strong suit.

YOUR VIEW

"THE steering is light and the brakes effective, but the 1.2-litre petrol engine is a little small given the size of the car, while the gearbox can be reluctant to engage. I'd also like more space, in both the cabin and boot. But the front seats are comfortable, I rate the sat-nav and the panoramic sunroof is great."

QASHQAI Mk1 FACELIFT (2010-2013) From £2,750

THE success of the original Qashqai was staggering, with Nissan's Sunderland plant producing over half a million in the first few years. Facelifts are normally designed to reignite customer interest, but here it was necessary to stave off the car's growing number of rivals.

A more aggressive nose and LED rear lights kept it looking fresh. There was a new look for the instruments, too. Buyers also had the option of the standard or slightly stretched +2 seven-seat model.

Entry-level Visia kicks off the range, followed by Acenta, n-tec and Tekna. N-tec adds tech including nav, Bluetooth and a reversing camera, along with a desirable glass roof and 18-inch alloys. Tekna is the top trim, bringing Nissan's Around View Monitor that provides a bird's-eye view to make parking easier.

The facelift also ushered in a 1.5 dCi Pure Drive that offered 129g/km CO₂ emissions for a low road tax bill. A 1.6 dCi replaced the old 2.0 diesel, proving quieter, smoother and more economical.

OUR PICK

Nissan Qashqai 1.5 dCi n-tec



REVAMP Facelifted Qashqai Mk1 brought updates to appeal to even more motorists in the face of an onslaught from copycat crossover rivals

FOR

The facelifted Qashqai gained a new look that's dated well and appears more contemporary than the original. It can also be cheaper to run, thanks to new engines.

AGAINST

The original's underpinnings remained the same, so the same issues with tight rear legroom and a fairly small boot are unresolved. It has some of the same reliability issues, too.

NISSAN QASHQAI Mk2 (2014-2016) From £7,000

Deal information from
buyacar.co.uk

NISSAN QASHQAI DEAL

1.2 DIG-T Acenta,
66-plate, 2016, 18,234 miles

List price: £10,995

Deposit: £1,092

Monthly payments: £152

Number of payments: 47 months APR: 8.9%

Optional final payment: £5,085

Total to pay: £13,510



INTERIOR

Plenty of space in Nissan's front cabin, even if tall rear passengers find legroom a little tight

EVEN Nissan must have been bowled over by the success of the original Qashqai, so the stakes were high when the Mk2 arrived in 2014. The brand got it right, improving the model in every area, and giving it more modern, mature looks with a nose inspired by the seven-seat X-Trail.

Clever dampers ensure a smooth ride, and body control is also pretty good, given the car's height. The steering weight can be adjusted, but feels rather vague next to the Ford Kuga and Mazda CX-5. There was no replacement for the +2 (go for the X-Trail instead), but the standard Qashqai offers enough room for families, even if rear legroom is a bit tight for tall

passengers. There's a great view out, thanks to an expansive panoramic glass roof, but the boot isn't huge. It measures 430 litres, which is over 150 litres smaller than the Honda CR-V's.

Engines at launch consisted of 1.2 and 1.6-litre turbo petrols and 1.5 or 1.6 diesels. No matter which fuel you choose, we prefer the smaller engines thanks to their better value and efficiency. A CVT Xtronic auto was also made available for the 1.2 and 1.6 dCi diesel, but most UK Qashqai buyers preferred the manual.

OUR PICK

Nissan Qashqai 1.2 DIG-T Acenta

● **Seatbelts** Look for damaged Mk2 rear seats, caused by trapped belt buckles when the chairs are folded.

● **Suspension** Rear rattles are common in the Mk1, and the shocks can fail. Replacing them isn't too costly.

● **Keys** Failed Mk1 ignition barrels can trap the key; turning the engine off is impossible. Repairs can cost £500.



Expert's verdict

Sean Carson
Chief reviewer

QASHQAI Mk1 (2006-2010) From £1,500

ITS rounded bodywork may look slightly dated now, but when the Qashqai arrived it was a sensation. Most SUVs up until 2006 had rugged ladder-frame chassis with boxy bodywork on top. The Nissan was designed just like a Golf or Focus, with a stiff monocoque, small engines and optional 4WD intended only for light forays on to slippery surfaces.

Handling trounces that of a traditional 4x4, while extra ground clearance soaks up rough roads better than a low-slung hatch. On the downside, don't expect much more space than in a hatchback.

The Qashqai Mk1 had 1.6 or 2.0-litre petrol engines and a Renault-sourced 1.5 dCi and a 2.0 dCi. No turbos mean the petrols feel a bit wheezy, yet they're simple and reliable. The 2.0 engines came with optional four-wheel drive, but unless you're a regular tower, avoid it in favour of cheaper running costs. At this age, even the top Tekna is affordable; we'd choose it over Visia and Acenta, and enjoy its glass roof and heated seats.

OUR PICK

Nissan Qashqai 1.6 petrol Tekna



SENSATION Qashqai Mk1 mixed the best attributes of SUVs and hatches. It caused something of a revolution and proved to be a huge success for Nissan

FOR

The original crossover offers even better value now than when new. An abundance of choice means prices are attractive, even for top-spec versions with a full service history.

AGAINST

The Qashqai Mk1's curvy design hasn't dated quite as well as the facelift. Early cars may have been poorly maintained, or repaired with cheap aftermarket parts.

THE Qashqai reset the family-car mould, kicking off the crossover craze that's seen hatch, saloon and estate buyers switch to SUVs in their droves. Its looks, space and boot appealed, and there was nothing off-putting about its running costs or unashamedly road-biased manners. Most examples sold had fuel-saving front-wheel drive.

The Mk2 tidied up the design and updated the cabin, while a huge number of rivals were quickly designed to replicate the Qashqai's success.

COMMON FAULTS

THE Nissan hasn't proven especially reliable and it ranked bottom of Driver Power 2016 for build quality. Parts are reasonably priced, with front brake pads coming in at around £70 and a set of front brake discs costing £140. A replacement door mirror glass is £68.

"Qashqai reset family-car mould, kicking off crossover craze"

KIA SPORTAGE

FROM £1,900 A seven-year factory warranty is a stand-out feature for this well priced SUV

AE THE Kia Sportage has evolved into a top family SUV, offering great value, impressive build quality and decent engines. Now in its fourth generation, it continues Kia's tradition of offering generous kit and space at reasonable prices.

A seven-year warranty is a real boon for used buyers, too, being transferable between owners; purchase a three-year-old Sportage today and you could easily be covered until you buy your next car. Not that much seems to go wrong, though, while servicing is affordable as well.

History

WHEN the Sportage Mk2 hit showrooms it looked fairly dowdy, and its 2.0 and 2.7-litre petrol engines are pretty thirsty. Look past this, though, and you'll find a capable tow car, off-roader and family wagon all in one. As a result, the Sportage has proved popular.

An all-new design really put the Kia on the map from 2010. Not only did it look great, the mostly front-wheel-drive Mk3

was more economical and competitively priced, with a more grown-up interior.

Engines were 1.6 or 2.0-litre petrols and 1.7 or 2.0 CRDi diesels, with 4WD and auto boxes available with the range-toppers. Trims were named 1, 2, 3 and 4, while a KX prefix signifies 4WD. The Mk4 was a mild evolution over the Mk3, and it arrived in 2015.

Alternatives include the Ford Kuga, which is better to drive but has a shorter warranty, while the Nissan Qashqai is widely available. The Mazda CX-5 is a good if pricey option.

Which one?

PETROL Mk2s are robust so should provide years of service, while the diesel is ideal for towing. The third-generation car is stylish and well equipped in every trim, with the 1.7 CRDi diesel offering the best blend of low running costs and performance.

If your budget can stretch to the latest Sportage, its larger size makes it ideal for family holidays. Even 1 trims get alloy wheels and a reversing camera, but 2 adds desirable kit such as heated seats, while the GT-Line has more youthful looks.

Verdict

THE Sportage's image has come on in leaps and bounds. Not only is it now a top-selling new family SUV, it's also a superb used buy.



CHECKLIST

● **Seats** Sportage Mk3 seats can tear easily at the front and sides, where the inner frame chafes the material.

Hugo Griffiths
Consumer editor



www.autoexpress.co.uk/driverpower

OUR VIEW

A **STRONG** performance saw the current Sportage finish 13th overall in our latest poll, with top-10 marks for its cabin, infotainment and practicality. Disappointing marks for its fuel economy, acceleration and gearboxes shouldn't be ignored, though.

YOUR VIEW

"IT'S quiet, well finished and looks great, while there's masses of room inside and the infotainment system is feature rich and easy to use. Equipment levels are also generous, and the car has been very reliable. It could do with more poke, though. My old Sportage felt faster."

SPORTAGE Mk3 (2010-2015) From £6,000

THE third-generation Sportage was virtually unrecognisable from the car it replaced. In one swoop the model was transformed from a fairly mundane 4x4 into a stylish compact SUV that appealed directly to hatchback and estate buyers looking for a high-riding model.

It sold like hot cakes as a result, despite being only so-so to drive. As with some rivals its steering is fairly vague, but body lean is kept in check and comfort is a highlight. There's plenty of space and the boot is larger than a family hatchback's, at 564 litres. The cabin is smart if somewhat unexciting.

Kia's seven-year warranty is good news, because any issues should have been fixed at a main dealer. Sportage owners generally look after their cars, so abused examples are fairly rare – although look out for cars that have been used for towing. Popular mid-trim diesel 1.7 CRDi models are our top pick, and versions with leather seats and a glass roof are especially desirable.

OUR PICK

Kia Sportage 1.7 CRDi 2 manual



STYLING All-new Mk3 took Sportage to another design level and opened up its customer base. The drive isn't great, but it is very comfortable on the road

FOR

Great looks and all-round family practicality make the Kia a solid choice, backed up by a long factory warranty. Affordable maintenance and efficient engines keep a lid on costs.

AGAINST

The Sportage isn't the fastest or most agile compact SUV, so it won't necessarily appeal to keen drivers. Top 2.0-litre versions are a bit thirsty – even in diesel guise.

KIA SPORTAGE Mk4 (2015-PRESENT) From £9,500

KIA SPORTAGE DEAL

1.6 CRDi ISG 2, 68-plate,
2018, 14,602 miles

Cash price: £17,595 Deposit: £1,752

Monthly payment: £258

Number of payments: 47 months APR: 7.9%

Optional final payment: £7,202

Total to pay: £21,080



INTERIOR

Cabin feels more upmarket than before, with stitched-effect soft-touch trim. GT-Line gets sports seats, too

KIA'S Sportage grew considerably for its fourth generation making it even more practical for families, with plenty of headroom front and back, and a big boot.

The model's design didn't suffer, either, with a crossover-style nose boasting high-placed headlights and a prominent set of low-down daytime running lights that help it stand out from the crowd. Its interior feels more upmarket, too, thanks to stitched-effect soft-touch trim adorning the cabin.

Engines are two 1.6-litre petrols producing 130bhp and 174bhp, or a 1.6-litre diesel serving up 114bhp or

134bhp. The latter replaces the old 1.7, and it's smoother and quieter, while a 2.0 diesel sits at the top of the range and has mild hybrid tech to improve efficiency.

Trim levels are called 1, 2, 4, GT-Line and GT-Line S, and even 1 has 16-inch alloy wheels, a reversing camera and seven-inch touchscreen. Trim 2 is a great all-rounder, with 17-inch rims, sat-nav, heated front seats and more safety kit, while the GT-Line versions get a sports bodykit and more racy seats.

OUR PICK

Kia Sportage 1.6 CRDi 2 manual

● **Engine** Lost power on the 1.7 CRDi diesel can often be solved by topping up low coolant or fitting a new fuel filter.

● **Damage** Sportage owners may tow and head off-road, so check for signs of excessive wear and suspension damage.

● **Wheels** Kia's alloy rims can be prone to unsightly corrosion. This may be covered under warranty.



Expert's verdict

Sean Carson
Chief reviewer

SPORTAGE Mk2 (2004-2010) From £1,900

THE Sportage Mk2 could be one of the used-car market's best-kept secrets, because beneath its plain-Jane 4x4 bodywork lurks a capable family SUV, tow car and off-roader.

Every version comes with part-time 4WD that can power all four wheels when engaged. Early cars had a 2.0 or 2.7-litre petrol V6, but a 111bhp 2.0-litre diesel arrived soon after. Towards the end of 2007 a more powerful 138bhp diesel was introduced. Both this and the petrol were offered with two-wheel drive and an auto. A facelift in 2008 ushered in new lights, a cleaner bumper design and more kit, including a better stereo.

The most desirable Mk2s are facelifted cars sold from mid-2008, with improvements extending to the driving experience. Petrol Sportages tend to have fewer issues so could be a wiser bet, but diesels are cheaper to run and better for towing. Every trim gets air-conditioning, yet XS adds cruise control and heated front seats.

OUR PICK

Kia Sportage 2.0 petrol XS 4WD



ON THE ROAD All models were offered with part-time four-wheel drive. Post-2008 facelift cars had an improved driving experience as well as a cleaner face

FOR

What it lacks in style, the Mk2 Sportage makes up for in rugged ability. It's a competent tow car, and selectable 4WD means it can conquer tough terrain.

AGAINST

The Sportage is an old-school SUV in the way it both looks and drives. It feels tall, with plenty of body lean if you push it too hard, and it has quite thirsty engines.

THE Sportage is generously equipped, practical and affordable. The Mk3 was a game-changer for the model, and is sought after by buyers looking for a comfortable, capable and reliable SUV.

Its unique looks make it stand out from the crowd, while plentiful space means there's enough room for adults and luggage. Even entry-level trim offers plenty of gadgets, and efficient engines reduce costs.

COMMON FAULTS

THERE are few issues, but reported faults include the differential, steering and suspension for the second-generation Sportage. Parts such as front brake pads are reasonably priced, costing around £75 from a Kia dealership, while front discs are just over £150 a pair. Replacement door-mirror glass should be less than £60.

"Sought after Mk3 was a game-changer for the Sportage"

FORD KUGA

FROM £4,000 Compact SUV was a big hit at launch, and it still makes sense today

AE IT was a case of third time lucky for Ford when it entered the SUV race with the Kuga in 2008. Neither the Explorer nor Maverick that came before it really took off, but the new model was an instant hit.

Based on the top-selling Focus Mk2, and with cutting-edge looks, the Kuga appealed to a new wave of compact SUV buyers as the class took off. This is a high-riding model that looks good, has a decent boot and handles better than a traditional 4x4. Crucially for its sales success, it also costs hardly any more to maintain than the average family car, and can return well over 45mpg in diesel form.

History

THE launch car had intelligent four-wheel drive, but front-wheel drive soon followed, and a 134bhp 2.0 TDCi diesel also helped bring down costs. You can even get the Kuga with a 197bhp version of the Focus ST's 2.5 five-cylinder turbo, but this is rather thirsty.

Arriving in 2012, the Mk2 looks more chiselled, but the recipe is the same. Petrol

engines are a more sensible 1.6-litre with 148bhp or 177bhp, while Ford's 2.0 TDCi diesel was a popular choice.

The most common trim levels are Zetec, Titanium and Titanium X, and every Kuga comes with alloy wheels, air-con and a heated windscreen. Titanium adds luxuries such as heated seats, and a touchscreen infotainment system in later versions.

Which one?

PETROL engines have never felt quite as well suited to the Kuga as the torquey 2.0 TDCi, but later EcoBoost petrols are perky enough. If you plan on towing, four-wheel drive can be beneficial, but otherwise we'd steer clear as it bumps up running costs and there's more to go wrong.

Alternatives to the Kuga include the sharp-handling Mazda CX-5, although this tends to be more expensive and less well equipped. The Volkswagen Tiguan has classy looks, and there are plenty of Nissan Qashqais to choose from.

Verdict

WITH prices spanning from £4,000 to around £35,000, there should be a Kuga in the budget of every buyer. This funky Ford offers car-like handling, fashionable looks and plenty of gadgets.



CHECKLIST



● **Boot** A knocking sound probably means the striker plate for the tailgate-locking mechanism needs greasing.

Hugo Griffiths
Consumer editor



www.autoexpress.co.uk/driverpower

OUR VIEW

FORD'S perennially popular Kuga has just been replaced, but the previous model notched up a mid-table 44th in our new-car survey. Quiet engines, versatile seating and a strong stereo are positives, but fuel economy – plus exterior fit and finish – could be better.

YOUR VIEW

“For a diesel it's very quiet, and with 168bhp it also picks up speed pretty well. But I've never seen better than 33mpg, however carefully I drive. Still, it's a great-looking car with a good amount of space inside, while the brakes are sharp and the ride is comfortable over rough surfaces.”

KUGA Mk2 (2012-2016) From £7,800

WHEN it arrived in 2012, the Kuga Mk2 took on a less curvy, more sharp-edged appearance, in keeping with design trends. Most attributes remained pretty similar, though, with best-in-class handling and decent space for families.

The interior doesn't look particularly modern, but it's simply laid out and there are plenty of gadgets. Space is a useful step up over that of a Focus or VW Golf-sized hatch, yet the Kuga's 463-litre boot is fairly small for the class.

Ford's 2.0 TDCi is a safe bet, but the 1.6-litre petrol with 148bhp or 177bhp is worth considering if you drive shorter distances. From late 2014 a more refined and frugal 1.5 EcoBoost replaced this. Four-wheel drive is fairly common, yet we'd stick with front-wheel drive unless you really need extra traction.

While Zetec trim is generous, a well priced Titanium is hard to ignore, with better infotainment, parking sensors and folding mirrors. Titanium X adds a panoramic sunroof and leather trim.

OUR PICK

Ford Kuga 2.0 TDCi Titanium



STYLING Mk2's more sharp-edged front end was in keeping with contemporary design trends, and a broad selection of standard-fit gadgets pleased consumers

FOR

The Mk2 Kuga doesn't feel much like an SUV to drive; it's more like a large hatchback. There are plenty of gadgets, and four-wheel drive if you need it.

AGAINST

The Ford's interior isn't particularly inspiring, with a lot of hard plastics and a dated design. Its luggage area isn't as big as in most competitors, nor is it as flexible.

FORD KUGA Mk2 FACELIFT (2017-2019) From £10,500

Deal information from

buyacar.co.uk

FORD KUGA DEAL

1.5 TDCi ST-Line X,
68-plate, 2018, 7,789 miles

List price: £19,300

Deposit: £1,922

Monthly payments: £277

Number of payments: 47 months APR: 7.9%

Optional final payment: £8,232

Total to pay: £23,173



INTERIOR

Apple CarPlay and Android Auto compatibility was among the features added for the 2017 facelift

IN 2017 Ford gave the Kuga a facelift to keep it on pace with the onslaught of new rival compact SUVs. Not much changed under the skin, but a fresh, decluttered look was achieved by fitting new bumpers and making changes to the grille, and lights that borrowed cues from the larger Edge.

Ford couldn't fully address the interior – which is a bit dated – but there's no arguing with the overall kit count. Even Zetec versions get 17-inch alloy wheels, cruise control and sports seats, while Titanium adds a black grille, dual-zone climate control and Ford's SYNC3 infotainment system. The facelift also brought handy Apple CarPlay and Android

Auto compatibility, while ST-Line trim introduced a sporty look.

The Kuga isn't quite as big as a Honda CR-V inside, and headroom can be an issue if a panoramic sunroof is fitted. The middle back seat is a squeeze, but the backrest can recline to boost comfort. Meanwhile, the 456-litre boot is on the small side: it's 97 litres less than a CX-5's.

Downsized 1.5-litre petrols and diesels keep a cap on running costs, while the 178bhp 2.0-litre diesel is a good motorway or towing car if you accept the bigger bills.

OUR PICK

Ford Kuga 1.5 TDCi ST-Line 2WD

● **Autos** PowerShift boxes require an oil and filter service every three years, adding £200 to the cost of maintenance.

● **Tail-lights** Mk1 lights can be poorly sealed, allowing condensation to form inside. Replacements are costly.

● **Seals** Window and door seals can squeak, but applying a rubber treatment should quieten things down.

KUGA Mk1 (2008-2012) From £4,000

WHILE some details such as its headlights give the game away, a lot of the Mk1's design cues wouldn't seem out of place on an SUV launched today; its metal-effect skid plates, chunky arches and door-mounted mirrors still look fresh.

The same can't quite be said for the interior. A large steering wheel boss shows how far airbag tech has come, and there are swathes of silver-painted plastic trim. There are fairly cheap-looking materials elsewhere, too, but the gauge bezels look rather sporty as does the high-set gearlever located a short stretch from the steering wheel.

Most buyers chose the 2.0 TDCi diesel with 134bhp and front-wheel drive, because the 2.5-litre petrol and range-topping 163bhp diesel with standard four-wheel drive are quite pricey to run by compact SUV standards.

Zetecs have alloys, air-conditioning, keyless go and an aux connection, while Titanium adds desirable cruise control, as well as auto lights and wipers.

OUR PICK

Ford Kuga 2.0 TDCi Zetec



ON THE ROAD 134bhp 2.0 TDCi diesel with front-wheel drive is more efficient to run than the 2.5-litre petrol or a four-wheel-drive diesel range-topper

FOR

The Mk1 Kuga still looks good today, and it's fun to drive. Its 2.0 TDCi engine is well suited to towing, and high-spec four-wheel drive examples are common.

AGAINST

Compared with newer compact SUVs, early versions of the Kuga have fairly thirsty engines – especially the turbocharged 2.5-litre five-cylinder.



Expert's verdict

Sean Carson
Chief reviewer

THE Kuga has one of the class's better reliability records, and a broad choice makes it possible to find a reasonably priced example. Passengers have enough room, yet the boot isn't as big as many rivals'. Even on later models, the cabin had a dated design and some cheap-looking plastics. Infotainment is better in the facelifted Mk2, but not as sleek as some.

COMMON FAULTS

ELECTRICAL, brake and clutch issues can be Kuga weak spots. Some parts can be pricey, with a set of front brake pads at £90 and front discs at £160. At least a broken door-mirror glass is a cheap fix, costing only £30. Some Kugas have a cambelt, but this needs replacing only every 10 years or 100,000 miles depending on the model, at a cost of £350-£400.

"Ford Kuga has one of the class's better reliability records"

SKODA OCTAVIA

FROM £500 VW quality for less money; what's not to love about this family car?

AE IT'S the car that put modern-day Skoda on the map, and the Octavia is a spacious, reliable family model that punches above its weight. Whether it's the hatch or estate, it beats class rivals for practicality.

Skoda's stroke of genius was fitting stretched bodywork to Golf underpinnings, allowing the brand to offer more for less. To make the sums work, interior design had to be slightly pared back, but materials still felt robust, and newer versions are hardly basic.

More than two decades on there's now an Octavia for every budget, whether it be a sensible and economical estate or a hot vRS performance model. The latter has proven remarkably popular, accounting for around one in five of all Octavia sales.

History

FIVE years after Skoda became part of the Volkswagen Group the first Octavia was launched, staking the brand's market position of offering affordable, practical cars. It had a simple design and reasonably

basic features, but a facelift in 2000 added more potent engines and extra kit.

Later Mk2s look more modern and the popularity of the vRS took off, helped by a potent new diesel in 2006. GreenLine diesels are the cheapest to run, yet regular 2.0-litre TDIs are almost as frugal, and better to drive.

The Mk3 got a more chiseled design, but it was the cabin that changed the most. Fit and finish became almost indistinguishable from the Golf's, while advanced engines and more space mean the Octavia continues to feel like a motoring bargain.

Which one?

THE Octavia arguably makes even more sense as an estate, offered across all three generations. Early petrols aren't great, but the Mk2's 1.4 TSI is economical and smooth. Diesels made up the bulk of new sales, and both 1.9 and 2.0 TDIs can return over 50mpg.

Larger cars such as the Vauxhall Insignia and Ford Mondeo offer similar space, while the Mazda 6 is stylish and sharp to drive.

Verdict

IT'S no wonder the Octavia is a hit for used buyers. Its reliability and cheap running costs are exactly what most people look for. The Skoda has a great reputation and consistently ranks highly in Driver Power.



CHECKLIST

Radio Some Mk3 owners complain of a poor DAB signal, especially with the estate model, due to its aerial design.



Hugo Griffiths
Consumer editor



www.autoexpress.co.uk/driverpower

OUR VIEW

A BIG-seller with an impressive Driver Power score, the Octavia's 28th place in our 2019 poll was boosted by top-notch marks for its practicality and space, as well as a user-friendly cabin, quick engines and responsive brakes. A smoother ride wouldn't go amiss, though.

YOUR VIEW

"MY estate's boot is huge. The only downside is having to reach inside to drop the seats. I'd like a CD player, too. But other than that, I'm totally satisfied. I've never had a more powerful car, and coupled with the DSG gearbox it's impressively quick. It's not let me down over 15,000 miles, either."

OCTAVIA Mk2 (2004-2012) From £950

LAUNCHED eight years after the first Octavia, the Mk2 certainly looks more modern, with swept-back headlights and a more sophisticated design. An estate soon followed, along with a 4WD version.

Golf Mk5 underpinnings make the Mk2 better to drive, with boosted suspension that's supple over rough tarmac. Its 560-litre boot ensures it punches well above its category, with more room than a Mercedes E-Class.

Of the varied engine range the 1.4 and 1.6-litre FSI petrols can struggle out of town, while turbo petrols offer much more pace. Early 1.9 TDI diesels were replaced by a 2.0 TDI available with a slick DSG auto. A 2009 facelift updated those looks again, and a new 1.4-litre petrol TSI is a good diesel alternative.

Entry versions are basic, so start with Ambiente or SE trim. Elegance is even better thanks to parking sensors and cruise control. Along with more power, the vRS gets beefed-up looks and mechanicals, along with unique wheels.

OUR PICK

Skoda Octavia 2.0 TDI vRS



ON THE ROAD Thanks to its Golf Mk5 underpinnings, the Mk2 Octavia is better to drive than its predecessor. The 2009 facelift (above) wasn't entirely successful

FOR

The Octavia recipe only got better from 2009, the point at which more advanced engines arrived and a makeover improved the model's interior design.

AGAINST

The FSI petrol and 1.9 TDI diesel engines that were fitted in early examples now feel a little noisy, while the Classic and S entry-level trims are quite basic.

SKODA OCTAVIA Mk3 (2012-PRESENT) From £4,500

Deal information from
buyacar.co.uk

SKODA OCTAVIA DEAL

1.4 TSI SEL Hatchback,
17-plate, 2017, 26,665 miles

List price: £12,295

Deposit: £1,222

Monthly payments: £181

Number of payments: 47 months APR: 7.9%

Optional final payment: £4,960

Total to pay: £14,688



INTERIOR

Boosted cabin quality includes excellent fit and finish, more soft-touch materials and plenty of clever features

BUYERS are migrating to SUVs, but the Octavia Mk3 has impressed enough to keep selling strongly. There's nothing exceptional about its exterior design, yet interior quality has taken a step up, and it's still at the top of its class for practicality.

Inside, this is a Passat-sized car for Golf money, and the arrival of the cheaper Rapid pushed the Octavia further upmarket. Fit and finish are excellent, and there are more soft-touch materials. Rear legroom is still excellent, while there's a huge, 590-litre boot and plenty of clever features, such as a phone holder and hidden umbrella.

Petrol engines include a 1.2 TSI and 1.4 TSI along with 1.6 and 2.0 TDI diesels,

while the vRS is powered by 2.0-litre engines. The latter also came with optional four-wheel drive from 2016. S, SE and Elegance trims were offered initially, while SEL and a range-topping Laurin & Klement arrived later, and a facelift in 2017 added a split headlight design.

Smaller petrols can be picked up cheaply and work well in most scenarios, so unless you tow or spend a lot of time on the motorway, they're a good bet. The DSG automatic is also popular, with little effect on running costs over the manual.

OUR PICK

Skoda Octavia 1.4 TSI SEL

● **Leaks** If a Mk2 is left to stand outside, water can gather inside the front doors. This can leak into the footwells.

● **Exhaust** Hot, acrid smell after turning off the engine? The diesel particulate filter may be burning off deposits.

● **Lights** Mk2 and Mk3 headlamps aren't especially bright, leading owners to upgrade them with H7 or H15 bulbs.

OCTAVIA Mk1 (1996-2004) From £500

WITH a small slatted grille, square headlights and traditional 'three-box' shape, the Mk1 now looks rather dated. 'Pure' might be a kinder term, because there are no frills or trinkets to distract from the singular goal of offering the space of a large car at a budget price.

Its cabin is conservative, too, but sturdy materials and a simple layout mean it's aged well. Kit amounts to a sunroof on earlier cars, climate control post-1999 and a single-slot CD. A 2000 facelift brought Classic, Ambiente, Elegance and Laurin & Klement trim (replacing LXi, GLXi and SLX), while the flagship 1.8-litre turbo vRS hatch arrived in 2001. It was later joined by a quirky 150bhp four-wheel drive model.

Top-spec versions such as the vRS, Elegance or Laurin & Klement diesels and the 4x4 make the best buys. These models are not only the most fun to drive, but aren't likely to depreciate any further and may have been better looked after by former owners.

OUR PICK

Skoda Octavia 1.8T vRS



STYLING No-frills exterior design reflected Skoda's goal of offering the space of a large car at a budget price – although it does look rather dated today

FOR

The lack of frills when new means the Mk1 is reassuringly simple, with far less to go wrong than in newer machinery. Later turbocharged engines are very tough.

AGAINST

Early petrol non-turbos lack power, and basic entry-level trims make do with steel wheels and no air-conditioning. The design is now rather dated, inside and out.



Expert's verdict

Sean Carson
Chief reviewer

THIS is a great family car due to its class-leading space and fine running costs. Mid-level trims and above have reasonable kit, while mid and top versions aren't as expensive as you might expect. The excellent Mk3 has been on sale since 2012, so even that's within easy reach.

Its posher cabin feels brilliantly screwed together, with heaps of seat adjustment. Up to 1,740 litres of load space make the estate a real SUV alternative. It's decent to drive, too.

COMMON FAULTS

ELECTRICAL issues are most prevalent, while gearbox issues aren't unknown. A proper inspection is worthwhile, particularly with older cars. Skoda is a value brand, but dealer prices aren't much different to those of VW. A set of front brake pads is around £90.

"Great family car due to class-leading space and fine running costs"

BMW 3 SERIES

FROM £800 Upmarket executive saloon has consistently been the keen driver's choice

AE THE BMW 3 Series has never been the cheapest model on sale, but if you want a car with a great image and top driving experience, it could fit the bill perfectly.

First launched in 1975, the 3 Series is the performance benchmark for compact executive cars, famous for its potent engines and balanced rear-wheel-drive chassis.

Such a revered badge means a used 3 Series costs more than an equivalent VW Passat or Ford Mondeo, but you'll also get more back when it comes time to sell on. Plus owners will tell you that 'The Ultimate Driving Machine' is worth the extra money thanks to its engineering and build quality.

History

LAUNCHED in 1997, the fourth-generation 3 Series (known by its E46 model code) is popular with enthusiasts, thanks to its pure design, relative simplicity and high quality.

It's best known for its smooth six-cylinder petrol engines, including the 3.2-litre M3 with 343bhp. The 360bhp CSL is even more

sought after, thanks to its extra power and track-focused factory modifications.

The subsequent E90 and F30 models have become bigger and more complex, with smaller, turbocharged engines, but handling and performance have remained first-rate. Comfort, efficiency and technology have also shot up with each new model, while passenger and boot space have improved.

Which one?

BMW'S engines are all excellent, and choosing more power doesn't necessarily bring crippling running costs if you're easy with the throttle. SE trims are a sensible choice, with air-con and plenty of safety kit, but buyers love M Sport versions, owing to their aggressive bodykits and extra kit.

Its closest rival is the Mercedes C-Class, which matches it for image, has superb interiors but isn't quite as fun. It's a similar story for the Audi A4, which favours front- and four-wheel drive. That's advantageous in poor weather, but less involving.

Verdict

IN 2014 the 3 Series took our Best Compact Executive Car award for the sixth time thanks to its kerb appeal, driving dynamics, low running costs and decent practicality. The latest version took the same award in 2019.



CHECKLIST



Mileage The F30's digital odometer can be 'clocked', so check the advertised mileage and MoT history match.

Hugo Griffiths
Consumer editor



www.autoexpress.co.uk/driverpower

OUR VIEW

COMING 95th in our used-car results shows the previous 3 Series in an unflattering light, but sifting through the scores reveals well rated handling, stereos and tech. But reliability is a bugbear, servicing costs are high, and the front seats are reportedly uncomfortable.

YOUR VIEW

"CONSIDERING the power on offer from my car, fuel economy is pretty decent, and it's a great car to drive, with really sporty handling. But my car had to have a completely new engine due to the crankshaft moving about. I like the styling of the 3 Series, but not its reliability."

3 SERIES Mk5 (E90, 2004-2013) From £1,000

IT doesn't sound very exciting, but the fifth BMW 3 Series (the E90) was more sensible than the car before it. Its rear seats are more usable and its engines are a lot more economical, boosting appeal for company car drivers and families.

Thanks to this, used examples still feel contemporary, especially versions like the 320d with its potent 184bhp diesel engine and low CO₂ emissions. It's worth avoiding low-mileage diesels that have been used as runarounds, though, because the diesel particulate filter can block if it's not given a longer run, resulting in a major expense.

M Sport models are popular, but big alloy wheels and stiff suspension means they can feel firm, and replacement tyres can be expensive. SE versions are a better bet if you don't mind more sedate looks, with a more comfortable ride and cheaper rubber. If you fancy a bargain sports saloon, the turbocharged 335i served up 302bhp, making it feel even faster than the previous M3 in normal driving.

OUR PICK

BMW 320d M Sport saloon



UPMARKET E90-generation 3 Series moved the game on, and its striking look has aged well. Diesel models offer a great mix of performance and economy

FOR

The E90 3 Series grew in size, so it's more comfortable for passengers and has a bigger boot, but neither of these things made it dull to drive.

AGAINST

Some owners aren't a fan of the run-flat tyres which BMW fitted to the 3 Series. They give a firm ride and tend to be more expensive to replace than conventional rubber.

3 SERIES Mk6 (F30, 2012-2019) From £6,000

Deal information from
buyacar.co.uk

BMW 3 SERIES DEAL

320d M Sport saloon manual,
17-plate, 2017, 24,463 miles

List price: £16,533

Deposit: £1,646

Monthly payments: £232

Number of payments: 47 months APR: 7.9%

Optional final payment: £7,331

Total to pay: £19,881



INTERIOR

Most cars come with sat-nav infotainment, which includes BMW's excellent iDrive controller and a set of shortcut buttons

LAUNCHED in 2012, the Mk6 'F30' 3 Series gave the compact executive saloon a major overhaul without upsetting loyal fans.

A growth spurt means you can ask important passengers to sit in the back without embarrassment, and clever suspension improves the ride quality without ruining the handling. Ergonomics are excellent, and boot space stands at a decent 480 litres in the saloon, and 495 litres in the Touring estate.

Models include 316i, 320i, 328i and 335i petrols, and 316d, 318d, 320d and 330d diesels. But these badges no longer correspond to engine size, and most use 2.0-litre four-cylinder units in different

states of tune. The 320d and 320i represent the sweet spots in the range, and while the 330e plug-in hybrid is still a bit pricey, it will appeal if you want to slash your running costs without sacrificing performance.

Every 3 Series gets alloys and climate control, while SE trim adds parking sensors and auto lights. Sport gives the F30 a more dynamic appearance, while M Sport ups the ante with bigger wheels, a bodykit and firmer suspension. A facelift in 2015 tweaked the exterior and interior designs, while new LED headlights boosted visibility.

OUR PICK

BMW 320d M Sport saloon

● **Seats** Front seat frames can wear, causing squeaks from the inner workings. Replacement seats are costly.

● **Diesels** 2.0-litre diesels in the E46 and E90 can have a timing chain issue, so check for a rattle.

● **Suspension** Front knocks are reasonably cheap to sort, but clunks from the rear can be expensive to repair.



Expert's verdict

Sean Carson
Chief reviewer

3 SERIES Mk4 (E46, 1997-2006) From £800

COMPARED with the latest 3 Series, the fourth-generation 'E46' looks small and lithe. This has some advantages – purists love the way this generation floods the senses with feedback on a winding road – but it's also quite a bit more basic.

Offered as a four-door saloon, two-door coupé and a convertible, the 3 Series was streets ahead of the A4 and C-Class for keen drivers, and its creamy six-cylinder engines were designed at a time when emissions weren't such a major consideration. There's a broad range of engines to choose from, but the petrol 328i and 330i offer strong performance and an enticing six-cylinder soundtrack. The 184bhp 330d diesel is a discreet missile that helped to put performance diesel cars on the map.

The E46's interior is simple but clear, while prominent gauges and a comfortable, low-slung driving position give it a sporting nature. This is very much an analogue driver's environment, with plenty of tactile feedback.

OUR PICK

BMW 330i saloon



POPULAR The E46 is relatively simple when compared to later versions, and it's popular with fans of the German marque for its driving dynamics

FOR

Arguably one of the best-looking 3 Series models, the E46 is also one of the best to drive, with near-perfect balance, feelsome steering and responsive engines.

AGAINST

Despite BMW's engineering prowess, the E46 3 Series can suffer from rust around the wheelarches, while the 320d has a history of turbo failures.

NEXT to its rivals, the 3 Series offers serious driving pleasure, and all engines offer great performance and strong fuel economy. It's a desirable recipe that's helped it out-sell more mainstream cars like the Ford Mondeo.

Interior room has grown while the technology has become more advanced, and there's a range of bodystyles, from the Touring estate to the coupé and convertible.

COMMON FAULTS

THE 3 Series has a fair reliability record, but when issues do crop up they can be expensive to fix. Common problems include blocked filters, engine trouble and auto gearbox issues. Main dealers can be expensive, but there are a number of reputable independent BMW specialists across the country that offer better value.

"Next to its rivals, the 3 Series offers serious driving pleasure"

MERCEDES C-CLASS

FROM £900 Executive express filters
S-Class luxury down into a smaller package

AE FOR several decades the Mercedes C-Class has been a key player in the compact-executive class. But thanks to its badge, the C-Class is seen by many as a status symbol, and it's long been the car to pick if you wanted the best interior quality, comfort and technology.

This appeal doesn't deteriorate with age, either; used models are highly sought after. Dealer servicing and parts have a reputation for being expensive, but there are numerous independent Mercedes specialists who can help lower running costs for older cars.

History

THE new millennium ushered in the second-generation C-Class, known internally as the W203, with curvier looks, a sharper chassis and more room than the BMW 3 Series. AMG models set the pulse racing, but this model coincided with a period of uncharacteristically poor build quality at Mercedes.

Arriving in 2007, the Mk3 (W204) had sharper looks and supercharged petrol

engines. 2.2 and 3.0-litre diesels gained popularity too, and a facelift in 2012 added extra kit and more economical motors.

The current C-Class (W205) arrived in 2014 and is even more refined and advanced, with hybrid powertrains joining the range, as well as a tyre-shredding 476bhp C 63 AMG.

Every version of the C-Class covered here comes as a saloon or estate, with coupé and convertible variants available as either the CLK or C-Class, depending on generation.

Which one?

EVERY C-Class is well equipped, and cars with the 2.1-litre diesel are widely available, but surprisingly noisy. For lower annual mileages, a petrol is smoother and more refined.

Just about every C-Class is equipped with at least air-conditioning, while later versions in Sport and AMG Line trims look more aggressive inside and out.

The Audi A4 saloon and Avant also have a well designed interior and plenty of room, while most versions of the BMW 3 Series have the C-Class licked for driver enjoyment.

Verdict

DESPITE appearing exclusive, there are lots of C-Class models available with a fully stamped service history, making this one status symbol most buyers can afford.



CHECKLIST



● **Brakes** Listen out for squealing front brakes on a test drive, because finding a cure can be tricky.



Hugo Griffiths
Consumer editor

DRIVER POWER

www.autoexpress.co.uk/driverpower

OUR VIEW

YOU like the way the current C-Class looks and rate it as being enjoyable to drive. But coming 74th in our new car results indicates owners have gripes, including noisy engines and so-so reliability, while no car was worse ranked in our 2019 poll for servicing costs.

YOUR VIEW

"THE nine-speed automatic gearbox changes gear almost imperceptibly, while the ride is comfortable, and I've been impressed with the economy, averaging 57.6mpg. But forward visibility is poor, the sat-nav is disappointing and I've had problems with the brakes."

C-CLASS Mk3 (W204, 2007-2014) From £3,000

WITH a low-slung body, sharp creases and a prominent grille, the third C-Class concentrated on stealing buyers from the BMW 3 Series. Its handling was sharper than the Mk2's, but careful attention was still paid to interior comfort, and only the sportiest versions have a crashy ride.

That low roof can make headroom tight for taller occupants, but the boot is a good size for suitcases. A long life-span means this C-Class was updated in 2011 and again in 2013, so check online ads carefully to spot the differences, because extra kit makes the later versions more desirable. Model names also changed, with BlueEfficiency variants promising better economy and cheaper tax bills.

Three bodystyles were available, so you can pick up a two-door coupé or a practical estate as well as the saloon. AMG versions are very different from the regular range, with bruising 6.2-litre V8 power and beefed-up suspension and brakes, but maintenance costs are in a different league, too.

OUR PICK
C 220 CDI SE saloon



STYLISH Straight lines of the W204 C-Class have aged well, while saloon, estate and coupé bodystyles were offered with nearly every engine available

FOR

Mercedes set out to rectify earlier reliability woes, so the Mk3 is better built. It offers a good blend of performance and comfort, and the interior has aged gracefully.

AGAINST

Earlier supercharged petrol engines are quite thirsty and the C-Class isn't impervious to rust. Factory parts and repairs can be costly, so shop around for the best prices.

MERCEDES C-CLASS Mk4 (W205, 2014-present) From £10,500

Deal information from

buyacar.co.uk

MERCEDES C-CLASS DEAL

C 220 d SE Executive Edition
auto, 66-plate, 2017,
29,849 miles

List price: £15,600

Deposit: £1,553

Monthly payments: £200

Number of payments: 47 months APR: 7.9%

Optional final payment: £7,955

Total to pay: £18,907



INTERIOR

Plush cabins are the order of the day, with plenty of kit even on SE spec cars

THERE are few brands with the rock-solid image of Mercedes, and the C-Class is its staple product, racking up sales into the millions with each generation.

Loyal buyers don't mind that the W205 version lacks some of the 3 Series' steering precision and handling balance; they prefer its silky ride comfort and more laid-back engines and gearboxes. Automatics take the majority of sales, and with good reason, because they make cruising effortless.

There are plenty of toys, and even entry-level SE cars get cruise control, a reversing camera and an infotainment system with DAB radio. Sport trims look more athletic and have LED headlights and Garmin

navigation, while AMG Line brings 18-inch wheels and sharper bumpers.

The 2.1-litre diesel was a big seller, but there are lots of engines to pick from, including hybrids. A mid-life facelift in 2018 introduced a quieter 2.0-litre diesel, and the C 200 d is a great all-rounder, with a claimed 72mpg and decent performance. The C 200 petrol is ideal for shorter trips with occasional forays on to the motorway, while the rapid AMG C 43 and C 63 models are exciting but cost a fortune to run in comparison with the rest of the range.

OUR PICK

C 200 d Sport saloon

● **Doors** Ensure a test drive includes a fast section, because poorly fitted door seals can result in excessive wind noise.

● **Dials** Check the dashboard lights up correctly on the W204, because LEDs can fail and should be fixed under warranty.

● **Economy** Official fuel figures are very optimistic, so don't expect to hit them in real-world driving conditions.



Expert's verdict

Sean Carson
Chief reviewer

C-CLASS Mk2 (W203, 2000-2007) From £900

THE second C-Class was a departure from its angular, boxy W202 predecessor, with more curvaceous lines and rounded headlights serving up a softer look. It has its fans and naysayers, but arguably hasn't dated quite as well as other generations.

Inside, the interior is more opulent than a 3 Series of the day, while the suspension deals with bumps well, yet body control is still fine. Interior space is also good enough for adults to sit comfortably in the back. The saloon isn't as handy as the estate for bulky items, but the boot is long enough for large suitcases or golf bags.

Petrol C 180 and C 200 models are underwhelming, and lazy progress isn't rewarded with impressive fuel economy. Supercharging (denoted by a 'K' for 'Kompressor') helped, but they sound rather mechanical. Early diesels came with a five-cylinder 2.7 litre, but later 2.2-litre four-cylinder diesels and the 3.0-litre V6 are better performers. Even Classic trims get air-con but steel wheels, while Avantgarde adds more attractive alloys.

OUR PICK

C 200 K Avantgarde saloon



CURVY Second-generation C-Class had a more rounded shape than its predecessor, and the model majors on comfort and refinement

FOR

The second C-Class has more interior space, a bigger boot and a better ride than the BMW 3 Series of the same era, making it a better family and motorway car.

AGAINST

Its rounded design doesn't appeal to all, and Mercedes' build quality went through a rough patch. Rust, electrical issues and blown head gaskets are common issues.

THE C-Class looks great, offers strong performance and has a stylish interior. In fact, its excellent reputation has helped it become a best-seller, and it's regularly a leading contender for compact-executive honours.

All versions are good to drive, safe and comfortable. Numerous engines, trims and bodystyles have been offered, so there's plenty of choice.

COMMON FAULTS

DESPITE its impressive build quality, there have been issues, mostly with gearboxes, intercoolers and airbags, and you'll need to budget £1,000-£3,000 for repairs. Mercedes has a reputation for expensive main dealer servicing and parts, but this isn't all true. A set of front brake pads is around £75, while £140 for front brake discs is no more than you'll pay on a family SUV.

"All versions of the C-Class are good to drive, safe and comfy"



Audi RS 6 Avant Vorsprung

Price: £109,250

Engine: 4.0-litre twin-turbo V8, 592bhp

0-60mph: 3.9 seconds

Test economy: 23.1mpg/5.1mpl

CO₂: 268g/km **Annual road tax:** £465



Porsche Panamera Turbo Sport Turismo

Price: £121,935

Engine: 4.0-litre twin-turbo V8, 542bhp

0-60mph: 3.2 seconds

Test economy: 27.9mpg/6.1mpl

CO₂: 243g/km **Annual road tax:** £465



86 **SSANGYONG MUSSO**
We say farewell to hard-working pick-up that kept our man on track



88 **BMW 1 SERIES**
We're enjoying life with our BMW hatchback – but not its fuel economy



Packing a punch

Hot estates blend supercar power with room for a family and all its luggage. We pit Audi's new RS 6 against the Porsche Panamera

AE IT'S true that performance SUVs are all the rage with buyers these days and are the newest niche, but it was the rapid estate car that set the template for a combination of performance and practicality.

Audi has always been one of the best in perfecting this recipe. Over the years its RS 2, RS 4 and RS 6 models have combined usability with sports car-crushing performance.

And this latest fourth-generation RS 6 model takes that combination to a new level, because with 592bhp, it now offers supercar levels of power and pace. But it will have

to offer impressively engaging handling, too, and to test its credentials we're putting it against one of the fastest, best-handling and most luxurious performance estate cars on sale: the Porsche Panamera Turbo Sport Turismo, or Panamera estate to you and me.

Both cars are at the pricier end of the market, but offer cutting-edge technology combined with all-round usability, style and superb performance. Let's see which of these hot estates best combines every element a package like this needs to blend together to take a test victory. ➡



Testers' notes

"Given their prodigious power outputs, it's no surprise that both of these cars use four-wheel drive. Yet the systems have been tweaked and optimised to maximise performance and agility, not just help out when it's a bit slippery. We'll explain how."



Sam Naylor Senior reviewer

Pictures: Pete Gibson

MODEL TESTED: Audi RS 6 Avant Vorsprung

PRICE: £109,250 **ENGINE:** 4.0-litre twin-turbo V8, 592bhp

AE THE RS 6 is an Audi Sport icon. Its fast estate is now into its fourth generation with this latest car and while the recipe is broadly unchanged, lots more tech has gone into creating the model. We're testing a £109,250 Vorsprung model to find out what it's like.

Design & engineering

AUDI has based the RS 6 on the conventional A6 Avant, so it sits on the MLB evo platform. That means there's a multi-link suspension set-up front and rear, with adaptive air suspension as standard or, on Vorsprung models, conventional steel springs and adaptive dampers.

The engine is a twin-turbo 4.0-litre V8 with 48-volt mild-hybrid tech to improve efficiency. This means that the engine can actually switch off on the move between 34 and 99mph. There's also cylinder-deactivation technology that shuts down half of the V8's chambers when cruising on a light throttle.

Despite this focus on efficiency, the numbers are still impressively high. There's 592bhp and 800Nm of torque, quattro four-wheel drive (including a standard sport rear diff to help improve agility) and an eight-speed automatic box. There's also a sports exhaust to enhance the V8's note, while our car also featured huge but pricey ceramic brakes, at £9,700.

It's as well appointed inside as you'd expect from any top-spec RS Audi. Vorsprung cars feature 22-inch alloys, a panoramic roof, heated leather sports seats, soft-close doors, a reversing camera, lots of driver aids and matrix LED headlights with laser lights. There is basically nothing you'd want for, but given the standard A6's interior is of such high quality, the differentiation here isn't as great as you might think.

Our pictures show a standard RS 6 Avant, but the spec on our test car meant it had been optioned up to top-spec Vorsprung levels of kit, so its price puts it as close as possible to the Panamera Turbo Sport Turismo, even if there still is still £12,685 in it in the Audi's favour. But at this level, it could be more about how these cars drive and the way they make you feel (assuming they hit their targets in other areas too) that could determine the buying decision.

Driving

THE RS 6 strikes a lovely balance. Traction is superb, while the power and torque are excellent, and the engine gives plenty of flexibility. Our figures on the test track show this, because the RS 6 sprinted from 0-60mph in 3.9 seconds, while 50-70mph in seventh gear took just 5.5 seconds.

However, the engine is so technically able that it doesn't force you to work for such performance. Admittedly this is a superb combination most of the time, but for those occasional fast-road drives we'd like something with a little more character.

The steering is part of this slight problem, too. For a performance car it's light in Comfort mode and artificially weighty and squidgy feeling in Dynamic. Neither has much feedback, but that could be made worse by our car being on winter tyres. Despite this, there's still a massive amount of grip and traction, and you can feel the sport differential's effects coming out of roundabouts, helping to turn the car. But you can also feel the steering tighten up due to

the front driveshafts. Still, the security that quattro all-wheel drive brings at this time of year is worth it.

We've tried both the standard air suspension and the Vorsprung model's steel-sprung set-up and we much prefer the latter. It's more predictable and better tuned, which means the ride is more settled at all speeds (there's a more decisive, controlled way to how it soothes bumps) and the body control is better.

Ultimately, this RS 6 still feels like a hot rod, like its predecessor. It's superbly quick in a straight line and you have to work hard to unstick it, but the Porsche has an edge when it comes to agility and involvement.

Practicality

FOR many owners these will be everyday cars, so they have to deliver in other areas. With 565 litres of boot space the RS 6 does: this is 45 litres more than the Porsche. The Audi has more rear legroom, while its taller, less tapered roofline offers a little more headroom, too.

At five metres long, it's a big car, though, so isn't always easy to manoeuvre. However, a 360-degree camera combined with Audi's all-wheel steering means the RS 6's turning circle is impressively tight for a big machine. The huge, muscle-bound body is 80mm wider than a standard A6 Avant's, though, so just watch in width restrictors and car parks.

Ownership

FOR a premium brand like Audi, its 16th-place finish out of 30 brands in our Driver Power 2019 owner satisfaction survey was a poor result, while its dealer network finished 20th out of 31 manufacturers.

It might be better to focus on the safety aspect of ownership, then, where the RS 6 gets plenty of kit. Vorsprung features the City Assist Pack (blind-spot assist, AEB in reverse, and cross-traffic alert) and the Tour Pack (semi-autonomous adaptive cruise with lane-keep assist and AEB) so it's no surprise the RS 6 inherits the A6's full five-star Euro NCAP safety rating.

Running costs

ALL that power and performance – plus the weight – meant the RS 6 returned just 23.1mpg on test. Compared with the Porsche's 27.9mpg figure, it means you'll spend an extra £519 in fuel a year, at £3,016.

Our experts predict the Audi will retain 51.8 per cent of its list price compared with 52.2 per cent for the Panamera. But while the Audi might be worth less after three years/36,000 miles (£56,602 vs £63,674 for the Panamera) it will also depreciate less, at £52,648. The Sport Turismo will lose £58,261.

Testers' notes

"The standard sports exhaust gives a little more presence and there's a nice V8 rumble at low and mid revs, but higher up the rev range in the sportier driving modes it sounds synthesised from inside."



Sean Carson Chief reviewer

Performance

Audi loses out in the 0-60mph sprint, yet it still has bags of performance and flexibility



Running costs

23.1mpg (on test)
£93 fill-up/£465 or 37% tax



Practicality

Boot
565 litres



Performance

0-60mph/top speed
3.9 seconds/174mph



Braking

70-0/60-0/30-0mph
46.8/33.2/10.1m

Audi RS 6

We discover if fourth-generation RS 6 c



Audi takes honours for having more head and legroom in rear



RS 6's boot is 45 litres bigger than the Porsche's, at 565 litres



THROUGH THE RANGE

Which trim level might suit you?

THERE are three main trims in the line-up, starting with the regular RS 6 Avant, which has everything you'd want, including laser lights, 21-inch alloys, quattro sports diff, heated and vented leather sports seats, the same infotainment and connectivity, a rear-view camera and cruise control.

Put down a £20,000 deposit and this car will cost you £954 a month on a three-year PCP deal limited to 10,000 miles a year, so there's some headroom to add options like a sports exhaust, our preferred suspension, and some extra safety tech.

Carbon Black Edition adds carbon-fibre styling, 22-inch wheels, more black exterior trim and other interior additions for £1,089 a month, while top-spec Vorsprung models feature everything we've already listed for £1,274 a month.

Our choice:

RS 6 Avant

NEXT CAR →



can carry on the where its hot estate forebears left off



Cabin build and material quality are as good as you would expect at this price, while the RS 6 is packed full of high technology



Not only are the front leather sports seats heated, the rear seats also get this feature



Tailpipes emit a pleasing V8 rumble, but it does sound a bit synthesised at higher revs

MODEL TESTED: Porsche Panamera Turbo Sport Turismo

PRICE: £121,935 ENGINE: 4.0-litre twin-turbo V8, 542bhp

AE THE Panamera Turbo Sport Turismo is a natural rival for the Audi RS 6, as the specs show, but it's pricier, as we've already seen. Is it worth the extra?

Design & engineering

PORSCHE'S Panamera Turbo Sport Turismo uses the same basic engine as the RS 6. It's the twin-turbo 4.0-litre V8 used by many Volkswagen Group brands, but here in the Panamera there's no 48-volt mild-hybrid system.

The unit produces 542bhp and 770Nm of torque, so it's 50bhp and 30Nm down on the Audi, but the Porsche is a little lighter, so performance should be similarly quick. There's four-wheel drive, too, with double-wishbone front suspension and a multi-link rear axle. The Panamera has an eight-speed dual-clutch auto gearbox, against the Audi's conventional auto.

The Panamera sits on Porsche's MSB platform, which underpins this Sport Turismo model and the Panamera hatch, unlike the RS 6, which uses the MLB evo architecture. Also, unlike the RS 6, Porsche's clever active rear diff is part of a £3,527 pack that features active roll control (as on the Audi), although adaptive air suspension is standard here.

There's cylinder deactivation, as in the Audi, while the Porsche features active aerodynamics, so there's easily a level of tech to compete with the RS 6, even if a few more pieces are optional. A sports exhaust will cost you £2,313 and ceramic brakes come in at £6,707.

The interior feels more special than the Audi's, while quality is slightly higher, too. It seems sportier because you sit lower in the car, but whereas the RS 6 shares its cabin with lower rungs of the A6 range, the Panamera is a more exclusive model, so this makes it feel a little more distinctive and individual.

The materials are lovely and the basic spec of this high-end model matches the Audi's, with nav, a digital dash display, heated front and rear leather seats, front and rear parking sensors, cruise control, climate control, LED lights and keyless operation. Turbo models also get 20-inch alloy wheels.

Driving

DESPITE being down on power and torque, the Panamera's performance is still exceptional. The launch control and incredible all-wheel-drive traction meant it sprinted from 0-60mph in 3.2 seconds; that's incredibly quick for a family estate, even a high-end one.

Its in-gear grunt was equally impressive, covering the 50-70mph test in seventh gear (it wouldn't do it in eighth) in 9.5 seconds. This was slower than the Audi due to gearing differences, but both cars offer superb levels of flexibility thanks to their engines.

The Porsche sounds as characterful as the Audi through its sports exhaust, while it's equally as refined as the RS 6 in the quieter mode, burbling away unobtrusively when cruising, but roaring with a deep bellow in sportier settings.

Throttle response is brilliant and neither car has much turbo lag, but the Porsche feels a little sharper. Its PDK gearbox shuffles ratios as smoothly as the Audi's auto, but under hard acceleration or in manual mode its shifts are quicker and slightly less jerky.

The Porsche does feel firmer on the move, though, and doesn't quite offer the compliance of the RS 6's

chassis, even if by any other standards the Panamera rides really sweetly. The trade-off for this slightly sharper edge to the chassis is that the Porsche's body control is noticeably tauter in any of the driving modes, and in Sport or Sport plus it offers genuine sports car levels of grip and agility.

The steering is much more natural in the Porsche, with a more consistent weight, response and feedback to the driver's inputs. It's also the more engaging driver's car and the Panamera just shades the RS 6 in this respect, because it matches it when it comes to refinement and (almost) comfort.

Practicality

AS an estate car the Panamera isn't as versatile. Its 520-litre boot is 45 litres down on the RS 6's load capacity, yet this isn't as much as you might think, given the Porsche's sleeker rear silhouette. But the raked roofline does impact headroom in the back seats, while legroom isn't as good as in the RS 6. What does hurt practicality a little more is that Porsche calls its car a '4+1' seater, with the middle rear seat more of an occasional jump seat. The Audi will more happily seat five people.

The Porsche still features a powered tailgate and if you opt for the £1,536 rear-wheel steering (which the RS 6 gets as standard) it's just as manoeuvrable. A reversing camera is £509 and you might want to add it because rear visibility isn't the Panamera's strength.

Ownership

THERE'S also less safety tech in the Porsche. If you want autonomous braking you'll need the £1,787 pack that also adds adaptive cruise and pedestrian detection.

Porsche's InnoDrive package (£2,438) brings traffic-jam assist and semi-autonomous tech. Lane-keep assist is £795. Although more of this is optional than on the RS 6, the Panamera Sport Turismo should still be very safe family transport.

Running costs

IT might mainly be business tycoons who are running these models as company cars. Both sit in the top 37 per cent Benefit-in-Kind tax bracket (even though the Panamera emits less CO₂ at 243g/km vs 268g/km for the RS 6) it's no surprise that the cheaper Audi will work out as the cheaper car to run.

This is a relative term, of course, because higher-rate earners running the Audi as a company car will still have to pay a whopping £15,845 to The Treasury every year. The Panamera is even worse, with £17,790 going into the government's coffers.

Testers' notes

"Our pictures show a Turbo S E-Hybrid model, highlighted by the green accents on its badging. This is a plug-in. The regular Turbo's brakes are far nicer, though, and feel is better than in the RS 6."



Sam Naylor Senior reviewer

score
4.0

score
4.2

score
3.2

score
4.4

score
4.2



Running costs

27.9mpg (on test)
£115 fill-up/£465 or 37% tax



Practicality

Boot
520 litres



Performance

0-60mph/top speed
3.2 seconds/188mph



Braking

70-0/60-0/30-0mph
42.9/29.1/10.1m

Performance
Panamera wins the 0-60mph sprint. It's also the better driver's car due to its sports car-like handling



Porsche Pa

It's fast, handles superbly and is luxurious



Middle seat is only for occasional use, which hurts practicality



Porsche's 520-litre boot is beaten by the Audi's for capacity



THROUGH THE RANGE

Which trim level might suit you?

IN the Panamera Sport Turismo range the engines are the trim levels, so this Turbo model comes in at £1,404 a month on the same terms as our RS 6 deals. You'll still have to add a few extras to match the RS 6's spec, which will see the monthly price rise further, but there is an option in the Sport Turismo range the RS 6 doesn't offer yet: a performance plug-in hybrid.

The Panamera Turbo S E-Hybrid Sport Turismo is pricier at £1,835 a month, but it also gets more standard kit and power, with the petrol-electric powertrain pumping out a total of 671bhp and 850Nm of torque, with even greater efficiency potential thanks to its plug-in powertrain. We'd stick with the standard Turbo model, because it still offers incredible performance and therefore looks like better value for money.

Our choice:

Panamera Turbo Sport Turismo

INFOTAINMENT, FIGURES & RESULTS →

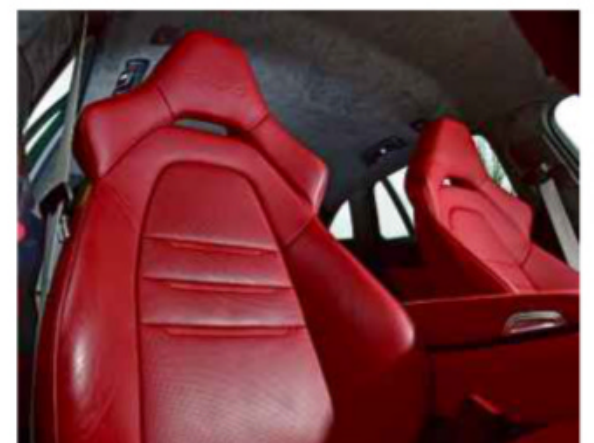
All offers and finance prices correct at time of going to press

panamera

s, but is the Panamera the better performance estate?



Trademark central rev counter is centrepiece of digital dash, while the quality of the Panamera's cabin beats the RS 6's



As with the Audi, the front and rear seats are heated and have leather upholstery



Eight-speed PDK automatic gearbox shifts up and down faster than the Audi's 'box

Infotainment

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

Audi RS 6 Avant

score
4.2

MMI Navigation Standard

Key features: Three-screen set-up

THE usual three-screen Audi MMI set-up is standard here (12.3-inch digital dash, 10.1-inch touchscreen, 8.6-inch touchscreen climate panel), but there are some RS-specific features, such as the dash skin when you select either one of the two new RS driving modes, plus an RS monitor that can show you the temperature of different mechanical components.

When it comes to infotainment, nav, Apple CarPlay and Android Auto and connected services are standard. The set-up works as well as in any other Audi, with sharp graphics, a responsive screen and bright colours. However, MMI is also not the easiest system to use on the move. Vorsprung adds a head-up display and a Be-O stereo, which delivers an impressive sound.

The whole set-up is entirely configurable and the RS-specific touches add individuality. Overall, it's one of the best infotainment systems on the market.

FOR AND AGAINST

- ➕ Three big, bright, sharp screens, RS-specific tech
- ➖ Not the easiest to use on the move or in bright light, screen shows fingerprints



Display MMI system has three screens, which work well and have a high resolution. There is good connectivity, but it can be tricky to operate on the move. Displaying sat-nav on the digital dash is a handy feature, however



Porsche Panamera

score
4.2

Porsche Communication Management Standard

Key features: Three-screen set-up

THE Panamera set the template for Porsche's modern infotainment set-up. There's a 12.3-inch dash-mounted touchscreen that's teamed with two screens that flank the central rev counter in the binnacle.

The system is just as responsive as the tech in the Audi, and the colours, screen resolution and response times are a match for it, too. Sat-nav and Apple CarPlay are included, but Porsche doesn't offer Android Auto, which is a shame because it limits its connectivity.

Otherwise, this element of the package is good, while the Turbo has a good-sounding Bose stereo, even if it's not quite a match for the top-spec RS 6's Be-O unit. There are two USB sockets to top up your devices, as with the Audi, but the RS 6 adds wireless charging as standard. The Porsche's other functions are controlled from a touch-sensitive panel on the centre console that offers haptic feedback, which is also a nice feature.

FOR AND AGAINST

- ➕ Responsive central screen with good graphics, two smaller screens on dash
- ➖ Standard stereo system isn't as good as RS 6's, no Android Auto



Screen Panamera's system centres around a touchscreen in the dash with two other panels in the binnacle. It matches the Audi set-up in most areas, but Android Auto connectivity isn't offered, only Apple CarPlay



Figures

	Audi RS 6 Avant Vorsprung		Porsche Panamera Turbo Sport Turismo
			
	£109,250/£109,250		£121,935/£121,935
On the road price/total as tested	£56,602/51.8%	RESIDUAL VALUES BOTH cars are incredibly close when it comes to retained value. The RS 6 fares slightly worse, but because it's cheaper it'll lose less in cash terms.	£63,674/52.2%
Residual value (after 3yrs/36,000)	£52,648		£58,261
Depreciation	£7,922/£15,845		£8,885/£17,770
Annual tax liability std/higher rate	£3,016/£5,026		£2,497/£4,161
Annual fuel cost (12k/20k miles)	50/£973/£465		50/£1,262/£465
Insurance group/quote/VED	£594 (2 services)		£475/£550/£475
Cost of 1st/2nd/3rd service			
	4,995/2,930mm		5,049/2,950mm
Length/wheelbase	1,487/1,951mm		1,432/1,937mm
Height/width	V8/3,996cc		V8/3,996cc
Engine	592/6,000 bhp/rpm		542/6,000 bhp/rpm
Peak power/revs	800/2,050 Nm/rpm		770/2,000 Nm/rpm
Peak torque/revs	8-spd auto/4wd	BIGGEST BOOT AUDI has a 45-litre advantage in boot capacity, but it adds to this with more head and legroom in the rear of the cabin. It's the more practical machine.	8-spd PDK/4wd
Transmission	73 litres/repair kit		90 litres/repair kit
Fuel tank capacity/spare wheel	565 litres		520 litres
Boot capacity	2,150/590/2,100kg		2,035/655kg/N/A
Kerbweight/payload/towing weight	3yrs (60,000)/3yrs		3yrs (unlimited)/3yrs
Basic warranty (miles)/recovery	16th/20th		N/A/N/A
Driver Power manufacturer/dealer pos.	93/85/81/76/5		N/A
NCAP: Adult/child/ped./assist/stars			
	3.9/2.9 secs	SAFETY TECH TOP-spec RS 6 Vorsprung gets more standard safety kit than the Porsche, where much of it is optional. Audi gets a five-star rating.	3.2/2.4 secs
0-60/30-70mph	1.9/2.6 secs		1.5/2.6 secs
30-50mph in 3rd/4th	2.8/3.6/5.5 secs/N/A		3.3/4.8/9.5 secs/N/A
50-70mph in 5th/6th/7th/8th	155mph/1,750rpm		188mph/1,650rpm
Top speed/rpm at 70mph	46.8/33.2/10.1m		42.9/29.1/10.1m
Braking 70-0/60-0/30-0mph	23.1/5.1/371 miles		27.9/6.1/552 miles
Auto Express econ. (mpg/mpl)/range	22.1mpg		22.2-22.8mpg
WLTP combined	4.9mpl		4.9-5.0mpl
WLTP combined	283/268g/km/37%		234/ 243g/km/37%
Actual/claimed CO ₂ /tax bracket			
	Eight/yes/F&R/yes	EQUIPMENT ALONGSIDE the safety kit mentioned above, the RS 6's cabin is loaded with tech. There are very few items you might want to add.	Eight/yes/F&R/£509
Airbags/Isofix/parking sensors/cam	Yes/yes/yes/yes		Y/£795/£617/*£1,787
Auto box/lane-keep/blind spot/AEB	Yes/adaptive/y/F&R		Yes/yes/yes/F&R
Clim./cruise ctrl/leather/heated seats	£1,650/laser/yes/yes		Yes/yes/yes/yes
Met paint/LEDs/keyless/pwr tailgate	Yes/yes/yes/yes		Yes/yes/yes/yes
Nav/digi dash/DAB/connected services	Yes/yes/yes		No/yes/no
Wireless charge/CarPlay/Android Auto			

Head to head

SOUND

BOTH our test cars featured sports exhausts to enhance their V8 engines' sound signatures. But from inside the Panamera sounds best. The RS 6 burbles menacingly outside, but in Dynamic mode the sound is synthesised in through the speakers and it sounds artificial. Still, we love the fact manufacturers are applying clever tech such as 48V hybrid systems to keep the V8 motor alive.



REAR STEER

YOU might not think this is much of an issue, but the Audi's standard rear-wheel steering really comes in handy, making this massive estate feel much smaller in tight spaces. Yet it doesn't hurt its dynamic ability too much. It's true that the steering isn't as engaging as the Porsche's, but the Audi makes its advantage stick in other areas. Both cars are more involving alternatives to a performance SUV.



Results



AUDI

PRICE is a big factor in the RS 6's win. It's less of an issue at this level, but the gap is wide enough that we can't ignore it. The Audi's performance and practicality are superb, even though it's expensive. Neither car is particularly efficient and both will be costly to run, but the RS 6 offers more standard tech, while it's also more comfy, even if it's not as engaging to drive. The RS plus suspension strikes a nice balance, though.



1st

PORSCHE

THE Panamera Turbo Sport Turismo is still the sharper, more absorbing car to drive, but it lacks a little compared with the RS 6 in other areas, so it just slips into second. Its gearbox is better, the chassis sharper and the steering lovely, but the Porsche isn't quite as comfortable and doesn't get as much equipment, yet is pricier (and this includes safety kit). It's still a superb performance estate car, though.



2nd

Rivals

Other options in this category...

Mercedes-AMG E 63 S Estate

PRICE: £100,050 ENGINE: 4.0-litre V8, 604bhp

WITH 640 litres of boot space and more power than either rival in this test, the E 63 S Estate is a monster performance wagon. However, it's not as comfortable and the overall quality isn't as high as in the RS 6 or the Panamera. It feels more raw.



Audi RS Q8

PRICE: £103,750 ENGINE: 4.0-litre V8, 592bhp

IF you're dead set on an Audi but like the idea of an SUV, then the brand's RS Q8 boasts the same engine but a different image. It's not as good to drive as the RS 6 but it is very practical; picking one is down to the style of car you're after.



High ride, low price

Pictures: Otis Clay



Testers' notes

"There's no official word on whether a fully electric HS will make production, but looking at MG's strategy with the smaller ZS, the petrol car came first and the all-electric model followed around 18 months later."



Sean Carson Chief reviewer

MG HS 1.5T-GDI Exclusive

Price: £22,995

Engine: 1.5-litre 4cyl turbo, 160bhp

0-60mph: 8.6 seconds

Test economy: 32.8mpg/7.2mpl

CO₂: 148g/km Annual road tax: £145

MG hopes its value-for-money new HS will make a splash in the mid-size SUV market. We test it against the Skoda Karoq

AE MG is going from strength to strength. The brand might be best known for its sports cars in Britain, but under Chinese ownership it's re-invented itself as an SUV brand – and with some success, too.

Its small SUV, the ZS EV, offers great value, low running costs with plenty of kit, and now it's the turn of this HS family-sized model to go up against the best in its class. It's facing the Skoda Karoq, our yardstick for the mid-size mainstream SUV market,

and with styling that evokes many of its competitor's designs it's an inoffensive SUV that has lots going for it.

The HS effectively replaces the lacklustre GS model that was on sale for around five years in the UK. The new car boasts more practicality and technology – which are two key elements in this class – so on paper it looks like a stronger contender. It's great value, too. At £22,995, the MG undercuts the Skoda, but where is your cash better placed?



Skoda Karoq 1.5 TSI ACT SE

Price: £23,880

Engine: 1.5-litre 4cyl turbo, 148bhp

0-60mph: 9.2 seconds

Test economy: 38.9mpg/8.6mpl

CO₂: 118g/km **Annual road tax:** £145



MODEL TESTED: MG HS 1.5T-GDI Exclusive

PRICE: £22,995 ENGINE: 1.5-litre 4cyl, 160bhp

AE MG's trademark good value for money looks like it's still present here because this top-spec HS 1.5T-GDI in Exclusive trim costs just £22,995 with a manual gearbox, undercutting the base-spec Karoq.

Design & engineering

HOWEVER, the MG's price advantage isn't quite as big as you might think; it's just £885 cheaper than the Skoda.

It comes incredibly well equipped for the cash, with satellite navigation, decent smartphone connectivity, heated leather seats and climate control. There is also MG's safety technology package, LED lights, parking sensors and a reversing camera, and climate and cruise control.

Quality is okay inside, too. Top-spec Exclusive models feature plenty of leather trim on the dashboard and doors, and the cabin feels like it's built well enough, even if there are some cheaper finishes, such as the shiny silver plastic on the storage tray lid in front of the gearlever.

The relatively sporty seats are supportive enough and are a nice touch in a conventional SUV like this, but the MG is no more comfortable or any better laid out inside than the Karoq – but then the Skoda is a very solid entry in the class, so its test rival passes muster rather than wows in this respect.

A new platform has been adopted for the HS that uses MacPherson struts at the front and multi-link suspension at the rear. There's only one engine on offer: a 160bhp 1.5-litre four-cylinder turbocharged petrol unit that drives the front wheels through a six-speed manual gearbox.

While some modern turbo engines tend to have advanced technology, such as mild-hybrid electrical assistance or cylinder-deactivation to help boost efficiency, there's none of that here. The HS's engine features stop-start and that's about it.

Driving

THE HS's on-road manners are more than just acceptable. The engine has enough grunt but does feel like it needs to be revved harder than the Skoda's motor to access that power, even though the MG was faster from 0-60mph in our test (by 0.6 seconds, at 8.6 seconds). It was faster in gear, too, despite both cars offering the same peak torque figure of 250Nm at the same point in the rev range: 1,500rpm.

Keep the revs low and the MG's engine is quiet, but the 1.5-litre unit booms if you extend it.

The six-speed manual gearbox is fine most of the time, too. The shift action is light and has just enough positivity, but there are some quirks that come up more frequently than we'd like. In our test car it was repeatedly difficult to select first gear when pulling away, which is a pain in traffic.

While the car feels softly sprung, it's quite nicely damped. This relaxed approach means over even bad surfaces the HS does a good job of absorbing ruts and controlling the body. However, it does get caught out over a series of imperfections in quick succession, whereas the Skoda is far more composed.

And the MG also doesn't handle as well as the Karoq. The steering is a good weight and is predictable in corners, but the car does roll and pitch a little too

much when driving more quickly. However, this is a family SUV and the comfort on offer is decent. The set-up is a big step in the right direction for MG.

Practicality

A 463-litre boot with the rear seats up is okay, but nothing to write home about, especially when the Karoq packs 521 litres beneath its tailgate. The HS will accept a family's luggage fairly well, but SUVs are meant to offer more practicality than a family hatchback, and in terms of pure boot space, the MG isn't actually that far ahead of some larger family five-door hatches.

At least there's a good degree of room inside and it's high up, too, so strapping kids into their seats should be an easy task. Visibility is also a strong point, but that's the same with most SUVs.

The strong equipment list also helps boost the MG's usability, with parking sensors and a reversing camera included in the specification.

Ownership

EXCLUSIVE trim features MG's Pilot Advanced Driver Assistance System as standard. This includes autonomous braking with pedestrian detection, lane-keep assist and lane-departure warning, blind-spot detection, rear cross-traffic alert and auto high beam for the LED lights, so it's no surprise the model scored a five-star Euro NCAP rating when it was tested last year.

The warranty package is strong, too, with seven years' unlimited mileage cover. However, despite this, the brand's reputation overall with customers wasn't too good, because they ranked MG the 27th best brand out of 30 manufacturers in our Driver Power 2019 customer satisfaction survey.

Running costs

ONE area where the MG really loses out to the Skoda is in terms of efficiency. It emits 148g/km of CO₂, which puts it in the 33 per cent Benefit-in-Kind (BiK) tax bracket compared with the 118g/km Karoq, which sits three percentage points below it.

So, despite the MG's affordable price tag, it'll be the costlier car to run for business users. Lower-rate income tax payers will have to shell out £1,500 a year in contributions for the HS and £1,419 for the Karoq.

This lack of efficiency showed in our fuel economy evaluation, too, with the MG only managing 32.8mpg during the test, compared with 38.9mpg for the Karoq, which means the Skoda will be £327 cheaper at the pumps a year. The Czech model will cost a total of £1,760 in petrol over 12,000 miles.

Testers' notes

"Exclusive trim features LED ambient cabin lighting, but if you want a usable SUV and good value is a must, then consider one of the lower trim levels. They don't sacrifice much kit and are even more affordable."



Sam Naylor Senior reviewer

Performance

HS was quicker than the Skoda from 0-60mph, yet you have to use more revs to exploit it, which hurts refinement



MG HS

Practical and tech-packed new HS offer



There's plenty of room and a high seating position in the MG



The HS's 463-litre boot trails the Karoq's capacity by 58 litres



THROUGH THE RANGE

Which trim level might suit you?

THE HS only comes with one engine, but is available in three trim levels: Explore, Excite and Exclusive. The entry-level spec still gets all of the advanced safety tech, a 10.1-inch touchscreen, Apple CarPlay and Android Auto, air-con and cruise control, and costs £302 a month based on a three-year PCP deal limited to 10,000 miles per annum with a £2,000 deposit.

Excite adds sat-nav (you can use the phone programmes for this on Explore), a reversing camera and rain-sensitive wipers for £291 a month. The top-spec Exclusive car we tested features heated leather seats, LED headlights, climate control and a panoramic roof for £355 a month. But given MG's cars focus on value, it's the mid-level trim that looks the best option.

Our choice:

HS 1.5T-GDi Excite

NEXT CAR ➔



Practicality

Boot (seats up/down)
463/1,454 litres



Running costs

32.8mpg (on test)
£69 fill-up/£145 or 33% tax



Performance

0-60mph/top speed
8.6 seconds/118mph



Braking

70-0/60-0/30-0mph
48.1/34.6/10.1m

rs value for money in family SUV class. Is it a winner?



Range-topping Exclusive trim features leather trim in the cabin, which seems well built. Some trim feels a little cheap, though



Soft suspension and good damping give a relaxed ride that handles most roads well



Analogue instruments flank a digital panel that displays speed and trip information

MODEL TESTED: Skoda Karoq 1.5 TSI ACT SE

PRICE: £23,880 ENGINE: 1.5-litre 4cyl, 148bhp

AE MATCHING the top-spec MG on price is an entry-level Karoq SE (our pictures show a higher-spec Edition model), which comes in at £23,880 with the 1.5-litre TSI engine and six-speed manual gearbox. But there's more to this test than a simple analysis of the figures, as we'll see.

Design & engineering

score
3.9

FOR a start, while the Skoda might be £880 more expensive than the MG, there isn't too much difference in the level of core kit. The Skoda gets an eight-inch touchscreen with Apple CarPlay and Android Auto, for example, providing owners with sat-nav through their device. Parking sensors are included, as are cruise control and some key safety tech, while you get DAB radio, too.

However, it is true that the Karoq in SE trim does without some of the MG's more premium features, such as LED lights, a reversing camera, heated leather seats and keyless operation, but you can add all these features as options on the Skoda if you want them, even if it will push the price up.

LED headlights are £1,225, a reversing camera is £310 (and not bad value), heated seats are £205 (again, not bad value, but £1,400 if you want them in leather), while keyless operation costs £435.

Despite the Skoda lacking these features the cabin matches up, with even better build and material quality than the MG. The ergonomics are also fundamentally better, with more – and more better-placed – storage and a nicer driving position.

The Karoq also gives away power to the MG. The Skoda's 1.5-litre four-cylinder turbo engine produces 148bhp but the same 250Nm peak torque at the same 2,500rpm. There's a six-speed manual driving the front wheels, too, with a dual-clutch automatic available, as with the MG. Neither is offered with four-wheel drive in these engine and trim combos.

There's also a good level of efficiency-boosting tech; the Skoda's engine has cylinder-deactivation that can shut down two of the four chambers on the move under light load to help cut fuel consumption. It does it more often than you might expect – the little 'eco' display on the dash is the only real way to tell, because the changeover is almost imperceptible.

Driving

score
4.1

IT'S no slight on the MG, but in pretty much every way the Karoq outscores it. While it might have been slower from 0-60mph and lagged behind over some of our in-gear acceleration tests (it was a few tenths slower between 30 and 50mph in third and fourth, but actually quicker by more than a second between 50 and 70mph in top) the engine's flexibility is more than adequate. It's also smoother and more refined, particularly at high revs, where the MG sounds coarse.

The gearshift is lighter and more precise than the MG's six-speeder, but it's not an obvious weak point in the HS anyway, while the Skoda's steering is lighter and more precise, and there's more grip on offer from the chassis, too.

That's because the Karoq's body control is more resolute, whereas the HS doesn't keep its composure for quite as long. The Skoda feels a little firmer over washboard surfaces, but there's still a nice, silky

motion to the way the suspension soaks up bumps, which, even on bigger wheels, makes the Karoq the more comfortable car and the better machine to drive out of this pair of family SUVs.

Practicality

score
4.3

THE Karoq is also more practical. Room inside the rear is roughly equal, but the Skoda's larger boot means it's easier to load and can swallow more kit. This could be important if you're part of a growing family and have to ferry around all the paraphernalia that comes with it.

You can add Skoda's clever VarioFlex seating that brings a sliding bench to prioritise either passenger space or luggage room depending on your needs, but it's part of the pack that brings leather upholstery, too, so costs £1,440 and isn't all that necessary.

Ownership

score
4.0

SKODA'S results in our Driver Power ownership satisfaction survey were the inverse of MG's, because the Czech brand was a hit with buyers, taking fifth place in the table out of 30 brands in the 2019 edition.

However, Skoda's franchises finished 10th in the dealers' chart, while MG performed more strongly, coming in seventh out of 31 manufacturers. Overall, Skoda just edges it, even if its three-year warranty package isn't quite as attractive as MG's; this might matter less if you're buying on finance though.

The Karoq's safety technology is nowhere near as extensive as the HS's. Autonomous emergency braking is standard, but if you want blind-spot warning and lane-assist they're part of a £930 pack that could be worth paying for. At least the Karoq gets seven airbags as standard and a five-star Euro NCAP safety rating to match the HS.

Running costs

score
4.0

SKODA is a brilliant example of how a brand's image has changed over decades. Our experts reckon the Karoq will hold on to 10 per cent more when it comes to used values, at 51.3 per cent over three years or 36,000 miles, compared with 41.3 per cent on the MG. This equates to depreciation of £11,630 and £13,496 for the Karoq and HS respectively, which means used values of £12,250 for the Skoda and £9,499 for the MG over the same period and mileage.

Vehicle Excise Duty costs £145 on both models and insurance will cost our sample driver £499 a year on the Karoq and £541 on the HS. The Skoda was more economical on test and is cheaper to tax for company car drivers, so it costs less to run overall.

Testers' notes

"Skoda has confirmed its upcoming all-electric SUV will be called Enyaq, so if you're considering an EV, hang on. Expect a plug-in 'iV' Kodiaq soon, along the same lines as the Skoda Superb iV PHEV."



Sam Naylor Senior reviewer

Performance

Despite losing out in the 0-60mph dash, the Skoda has sufficient performance and its engine is more refined



Skoda Karoq

Czech SUV is our current favourite in this class



Rear seat leg and headroom in the Karoq is on par with the MG



Skoda trumps its rival with a 521-litre boot; the HS's is 463 litres



oq

s class. We weigh it up against MG's newcomer



Practicality

Boot (seats up/down)
521/1,630 litres



Running costs

38.9mpg (on test)
£63 fill-up/£145 or 30% tax



Performance

0-60mph/top speed
9.2 seconds/126mph



Braking

70-0/60-0/30-0mph
48.0/35.0/9.1m

THROUGH THE RANGE

Which trim level might suit you?

THERE are more trim levels available in the Karoq range. SE is the basic model and gets a good level of kit. It costs £320 a month based on the same terms as the MG, but we'd recommend stepping up to SE Drive (£333), because it adds nav, front and rear parking sensors and a rear camera.

SE L feels more premium again, with 18-inch alloys, adaptive LED headlights, heated suede seats and keyless operation for £362 a month. As the name suggests, SportLine features sports seats, chunky 19-inch alloys and a bodykit, and costs £401 a month. Top-spec Edition trim now gets a digital dash as standard, plus heated front and rear seats, an upgraded stereo, much more safety tech as part of the Driver Assistance Pack and a hands-free tailgate for £424 a month.

Our choice:

Karoq 1.5 TSI 150 SE Drive

INFOTAINMENT, FIGURES & RESULTS →



Material and build quality is better inside the Karoq, and the ergonomics are better, too. It has less kit than the MG, however



Suspension can be firm on some roads, but Karoq's set-up is more comfortable



Karoq has the same set-up as MG, with a TFT screen between the analogue dials

Infotainment

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

MG HS

score
3.7

10.1" Colour Touchscreen Standard

Key features: Sat-nav, connectivity

ALL MG HS models get a 10.1-inch colour touchscreen as standard, and Exclusive trim gets all the features possible, including an upgraded six-speaker stereo, Android Auto and Apple CarPlay, and sat-nav fitted.

While the navigation is okay, like the rest of the MG system, it's a little fiddly to use. The same is true of the climate control, although there are a few touch-button shortcuts low down, which help navigate the set-up.

The main problem with the HS's system is that while the screen is bright and the graphics okay, it can take a long time to respond to your inputs, which is frustrating (see Head-to-head, right). At least it's placed in a good position on the top of the dashboard.

You don't have the option of a full digital dash, but there is a TFT display showing your speed. And on the whole, when you consider the price tag, the set-up is fine. However, it still lags far behind the Skoda here.



Display MG system has lots of features, including nav, Apple CarPlay and Android Auto. While the large touchscreen is bright and the graphics okay, the set-up can be slow to respond to inputs



FOR AND AGAINST

- +** Big screen, useful level of technology
- Very slow to respond to inputs much of the time, menus and adjustments fiddly

Skoda Karoq

score
4.3

Bolero radio/SmartLink+ Standard

Key features: Connectivity tech

SE trim features the most basic infotainment package available on the Karoq – but even then this is better than the MG's system in many respects.

The touchscreen isn't as big as the HS's, yet the graphics are better and it responds to your inputs far more quickly – even when using Apple CarPlay or Android Auto, which relies on the smartphone's processing power to some degree, too.

This is the only way to access nav unless you upgrade to the £750 Amundsen system. Still, there's no need to do so, because with value-focused models like these, it's best to stick with the tech provided, which is great here.

More physical buttons for features like the climate control also make it easier to operate on the move, because you have to use the screen less. It's a shame you can't have the option of a digital dash on SE trim, but then there isn't one available on the MG, either.



Screen Eight-inch touchscreen is smaller than the MG's and doesn't have sat-nav. But the standard Apple CarPlay and Android Auto work well, and they can be used for navigation



FOR AND AGAINST

- +** Screen more responsive, graphics better than MG's, phone connectivity works well
- No nav, screen smaller than in MG, no digital dash option with SE spec

Figures

Skoda Karoq 1.5 TSI ACT SE

MG HS 1.5T-GDI Exclusive


On the road price/total as tested	£23,880/£23,880	RESIDUAL VALUES SKODA brand carries more weight with used buyers so Karoq will be worth more, which offsets the price difference.	£22,995/£23,540	PRICE THE HS is incredibly affordable, even in top-spec Exclusive trim. Look below for the tally of standard kit.
Residual value (after 3yrs/36,000)	£12,250/51.3%		£9,499/41.3%	
Depreciation	£11,630		£13,496	
Annual tax liability std/higher rate	£1,419/£2,837		£1,500/£3,000	
Annual fuel cost (12k/20k miles)	£1,760/£2,933		£2,087/£3,479	
Insurance group/quote/VED	14/£499/£145	BIGGEST BOOT KAROQ is also a more practical car, with a bigger boot and more room inside. However, the MG isn't bad and should suit families with its decent versatility.	18/£541/£145	PERFORMANCE WITH more power the HS had the edge, but the Skoda's engine is more than adequate and more refined than the MG's.
Cost of 1st/2nd/3rd service	£342 (2 years)		N/A	
Length/wheelbase	4,382/2,638mm		4,574/2,720mm	
Height/width	1,603/1,841mm		1,664/1,876mm	
Engine	4cyl in-line/1,498cc		4cyl in-line/1,490cc	
Peak power/revs	148/5,000 bhp/rpm	SAFETY ONE area where the more basic-spec Skoda is lacking is safety tech. It gets AEB, but MG features far more driver-assistance tech.	160/5,500 bhp/rpm	CO₂ DESPITE its price advantage, a more polluting engine means the MG will be a dearer car to run for business users. VED is identical, though.
Peak torque/revs	250/1,500 Nm/rpm		250/1,500 Nm/rpm	
Transmission	6-speed man/fwd		6-speed man/fwd	
Fuel tank capacity/spare wheel	50 litres/£150		55 litres/repair kit	
Boot capacity (seats up/down)	521/1,630 litres		463/1,454 litres	
Kerbweight/payload/towing weight	1,3805/628/1,700kg	EQUIPMENT KAROQ also doesn't get as much kit, but you can add it as options. The core of equipment here is still fine.	1,539/462/1,750kg	CO₂ DESPITE its price advantage, a more polluting engine means the MG will be a dearer car to run for business users. VED is identical, though.
Turning circle	10.2 metres		TBC	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		7yrs (unlimited)/1yr	
Driver Power manufacturer/dealer pos.	5th/10th		27th/7th	
NCAP: Adult/child/ped./assist/stars	93/79/73/58/5 (2017)		92/81/64/76/5 (2019)	
0-60/30-70mph	9.2/12.2 secs	SAFETY ONE area where the more basic-spec Skoda is lacking is safety tech. It gets AEB, but MG features far more driver-assistance tech.	8.6/8.6 secs	CO₂ DESPITE its price advantage, a more polluting engine means the MG will be a dearer car to run for business users. VED is identical, though.
30-50mph in 3rd/4th	4.6/6.1 secs		4.2/5.9 secs	
50-70mph in 5th/6th/7th/8th	8.7/11.0 secs		8.1/12.5 secs	
Top speed/rpm at 70mph	126mph/2,250rpm		118mph/2,400rpm	
Braking 70-0/60-0/30-0mph	48.0/35.0/9.1m		48.1/34.6/10.1m	
Auto Express econ. (mpg/mpl)/range	38.9/8.6/428 miles	EQUIPMENT KAROQ also doesn't get as much kit, but you can add it as options. The core of equipment here is still fine.	32.8/7.2/397 miles	CO₂ DESPITE its price advantage, a more polluting engine means the MG will be a dearer car to run for business users. VED is identical, though.
WLTP combined	39.2-44.8mpg		37.2mpg	
WLTP combined	8.6-9.9mpl		8.2mpl	
Actual/claimed CO ₂ /tax bracket	168/118g/km/30%		199/148g/km/33%	
Airbags/Isofix/parking sensors/cam	Seven/yes/yes/£310		Six/yes/yes/yes	
Auto box/lane-keep/blind spot/AEB	£1,300/£930*/£930*/y	EQUIPMENT KAROQ also doesn't get as much kit, but you can add it as options. The core of equipment here is still fine.	£1,500/yes/yes/yes	CO₂ DESPITE its price advantage, a more polluting engine means the MG will be a dearer car to run for business users. VED is identical, though.
Clim./cruise ctrl/leather/heated seats	Yes/y/£1,400*/£205		Yes/yes/yes/yes	
Met paint/LEDs/keyless/pwr tailgate	£595/£1,225/£435/£510		£545/yes/yes/no	
Nav/digi dash/DAB/connected services	£750/no/yes/yes		Yes/no/yes/yes	
Wireless charge/CarPlay/Android Auto	No/yes/yes		No/yes/yes	

Head to head

SCREEN TIME

THE MG's screen is a perfect example of too much tech too poorly executed. In theory it's fine, but it lacks the Skoda's processing power and because so much is accessed through the big 10.1-inch panel, it makes living with the car harder than it needs to be.

All the driving functions, climate control, multimedia and nav are tweaked from the screen. It leaves you longing for some physical buttons.



HANDLING

WHILE SUVs like these might be more about comfort, the HS acquits itself fairly well when it comes to handling.

It's safe and secure, so it's not the most dynamic, or the most comfortable, car in its class. Still, compared with something like the Nissan Qashqai, it shows how Nissan has failed to evolve its model enough and MG has definitely put effort into the HS to make it better to drive and more comfortable than older models.



Results



SKODA

THE Karoq still reigns supreme in the family SUV sector. While it's a little pricier than the MG and doesn't get anywhere near as much kit, it's still the better machine due to its higher-quality and roomier cabin. The slight disadvantage in performance is not enough to really matter, but the Karoq's extra practicality, flexibility, dynamism and comfort are. It'll be much cheaper to run, too.



1st

MG

THE HS shows MG has made some decent improvements with its tech and set-up, to the point where you'd now even consider it in the same group as cars like a Nissan Qashqai, given its value for money. Yet compared with the Skoda it's lacking in a few key areas, although they certainly don't include price and kit. We're looking forward to seeing an EV version, if the smaller ZS EV is anything to go by.



2nd

AEB = Autonomous Emergency Braking. * Part of 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.

Coming soon

Is it worth waiting for this model?



Ford Kuga

On sale: Now

Price: From £23,995

FORD has refreshed its Kuga family SUV with a sleeker-looking car that features mild-hybrid tech. At this price you'll be looking at a Zetec, but if Ford's smaller Puma is anything to go by, the Kuga should drive well.



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SsangYong Musso

FINAL REPORT Hard-working pick-up kept our man on track



Running costs

25.9mpg (on test)

£97 fill-up/£260 tax



Practicality

Payload capacity

1,085kg



Kim Adams

Kim_Adams@dennis.co.uk
@AE_Consumer

AE AFTER 12,000 miles, our hard-working SsangYong Musso has finally left our fleet. It has taken me all over the UK, plus on several Continental trips, but none of them were as eagerly anticipated as the recent trip to collect the latest addition to my track-car fleet: a Caterham Seven.

I could have driven the road-legal Seven home, but tackling the M25 with no screen didn't appeal; plus, I needed somewhere for the spare wheels and tyres that came with the car, and the Musso's load bay was ideal. The eight rims still left lots of space for other kit, despite the bed being shorter than most rival trucks'. Even so, it's still no easier to reach kit that's slid up near the bulkhead. The tailgate is also tough on the legs thanks to its sharp edges; and I have the bruises to prove it.

The Musso has covered thousands of miles with the pick-up bed packed with wheels, tyres, race kit and tools, plus a car on a trailer behind, and it's an ideal tool for the job. Grubby, smelly bits go in their own area, leaving the cabin clean for passengers and luggage. And it's a pretty good place to be.

At motorway speeds the Musso is quiet, with little intrusive engine or wind noise. The automatic gearbox can be indecisive, but it's best left to itself, because changing manually using the small button on the selector is fiddly and a bit hit and miss.

The ride was a bit of a shock at first, yet as the miles built up I realised I didn't notice the jiggling around anywhere near as much. Yes, the truck shudders over potholes and the



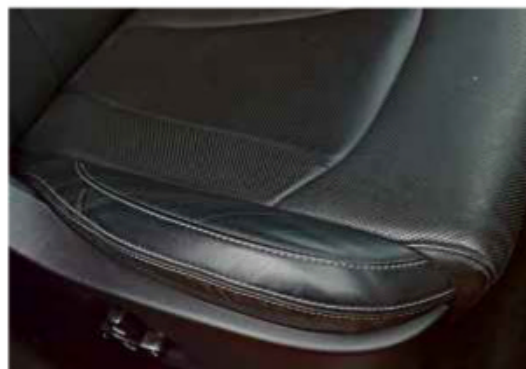
Practicality Heated wheel is a real boon, but leather seats are showing signs of wear, and winch has marked Musso's tailgate

like, but I'd go long distances without being troubled by the ride. Fuel consumption of around 26mpg was affected by towing, but only by a few miles per gallon, thanks to the light track cars the Musso was hauling.

The infotainment, which includes Apple CarPlay, helps the miles pass, but having to reset the volume every time you get in is an irritation. Switching between CarPlay and DAB radio could also be slicker, particularly when you are using a sat-nav app. The built-in TomTom nav lacks live traffic, which makes an app like Waze the default for me.

The air-conditioning also needs regular adjustment because, while it works well, it is not climate-controlled, so you have to set your desired temperature by hand.

One creature comfort we didn't really appreciate when we collected the car in the summer was the heated steering wheel. But as the temperatures dropped it was very welcome, particularly with my hands frozen from wrestling with icy trailer ramps and tie-down straps. It's been on permanently since way before Christmas, and the heated seats complete a toasty package that's a



great way to thaw out after chilly laps on track in the open Caterham.

Those shorter days and longer nights in the winter also exposed one of the Musso's shortcomings – its headlights. They can be adjusted for different loads but even on the highest setting the dipped beam seemed to focus too close to the car. High beam is okay but night trips on the busy rural roads near where I live left me wanting more light.

As you'd expect after 12,000 miles, there are signs of wear. The driver's seat needs some TLC with a leather conditioner and the bed liner and tailgate cover have been marked by tools and the like. The Musso has also picked up a few stone chips to go with the monster that smashed the screen, and my trailer has marked the tailgate release cover. I checked the tailgate didn't hit the trailer when I first hitched up but didn't account for a bit of give when it was loaded



or sat on. The result is a couple of marks from the winch. And talking of hitching up, the reversing camera is brilliant, giving a clear view of the tow ball and hitch. It works well when parking but front sensors would help judge just where that big bonnet ends.

I've long been a fan of pick-ups and I've decided a hard-top is the way to go, despite the problems reaching the front of the load bay. Hard-tops do bring drawbacks but at least the Musso's is centrally locked even if you do have to hit the fob given the system is not keyless. The hatch needs a little pressure before it will open, and nuts on the hinges have started to corrode. Plus I've lost count of the number of times people have pointed out it's not the same shade as the car.

But these are minor niggles on a truck that has done everything asked of it and taken the grind out of some memorable trips – not least picking up my Caterham.

“The Musso has covered thousands of miles towing a trailer - and it's ideal for the job”



Comfort Musso's jiggly ride was a shock at first, but Kim noticed it less after he had done more miles



Towing Kim often used the Musso to take his cars to track days, and even with a packed load bay, the truck coped extremely well

Performance

0-62mph/top speed
10.6 seconds/115mph



Second opinion

"Although the Musso rides like a pick-up from years gone by, its interior is bang up-to-date. It beats trucks from more upmarket brands thanks to its good-quality materials and excellent infotainment, so it feels very modern inside."



Sam Naylor Senior reviewer



Pete Gibson

Essentials

SsangYong Musso 2.2 4x4 Auto Saracen

On fleet since:	July 2019
Price new:	£33,831
Engine:	2.2-litre 4cyl diesel, 181bhp
CO₂/tax:	250g/km/£260
Options:	Indian Red metallic paint (£550), hard-top (£1,980 plus fitting), towbar (£525 plus fitting)
Insurance:	Group: 43 Quote: N/A
Mileage/mpg:	12,124/25.9mpg
Any problems?	Replacement windscreen after stone chip



WE LIKE Camera makes hitching up a trailer easy. Plus, the comfy cabin takes the strain out of long trips, while light steering makes low-speed manoeuvring simple



WE DON'T People constantly pointing out that the colour of our hard-top is not a match for the rest of the truck. We'd also like front parking sensors

Verdict

NOT everyone will like the Musso's chrome and graphics styling, but our truck has proven itself to be a fine travelling companion and could even be worth considering as an alternative to a family SUV.





BMW 1 Series

Update Hatch is proving thirstier than anticipated



Pete Baiden

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AE I'M loving life with the new BMW 1 Series. It's been a pleasure to drive, it's the most practical version ever, and the high-quality interior means the cabin is a great space to spend time in. However there's an elephant in the room that needs addressing – the economy.

When I first took delivery of our 118i M Sport I was averaging around 33mpg, but I expected that figure to rise as I went on some longer trips instead of just cruising around town. But, well over 3,000 miles later, that hasn't been the case and I'm still struggling to get above 34mpg.

It's particularly disappointing because BMW quotes fuel-consumption figures of between 42.2 and 47.1mpg for this car. That's quite a big difference from what I've been managing, and it means that, despite our car having a larger 50-litre touring fuel tank, I have to make regular trips to the pumps to fill up.

It's not as if the 1.5-litre three-cylinder petrol engine provides blistering pace, either, as it can often feel underpowered on the motorway. It's by no means slow, but the performance simply doesn't offset the mpg figures I've got so far.

And, it appears I'm not the only one having issues with 1 Series economy. Auto Express reader Dean Maisey recently got in touch to say he's been left disappointed with an average of just 38mpg from his 118i M Sport manual.

Despite the economy woes, it remains hard to fault the 1 Series in most other areas. I've

Essentials

BMW 118i M Sport

On fleet since: December 2019

Price new: £27,230

Engine: 1.5-litre 3cyl turbo petrol, 138bhp

CO₂/tax: 122g/km/£145

Mileage/mpg: 3,902/33.8mpg



Space

Back seats are roomy for Hugo
been pleasantly surprised by the amount of rear space on offer, and the relatively large doors mean it's pretty easy to get my two-year-old son, Hugo, in and out. Yes, I have to stoop a bit, but I've never bumped his head on the roof. And once he's inside there's plenty of room for him to stretch his legs; even with the front seat slid back, but I'm yet to feel any kicks on the back of the seat.



Verdict

THE BMW 1 Series is almost the perfect hatchback, because it's still a fantastic car to drive and this is the most practical version ever. However, our 118i is being let down slightly by its disappointing real-world economy figures.



Monitor Trip computer is comprehensive

Fleetwatch



Access
S60's boot opening is wide, but charging leads (left) get in the way

Volvo S60 T8

PERHAPS understandably, it's the 400bhp plug-in hybrid powertrain that's been getting most of the attention since our Volvo S60 T8 arrived on fleet but it's always important not to overlook a car's day-to-day practicality.

With that in mind, web editor Steve Walker has been considering the real business end of the S60: the boot. There's 390 litres of capacity, accessed through a reasonably wide opening. Steve says it's great for large, flat items like suitcases, but the lack of height means it'll only just take a child's bike. There's also nowhere to store the essential charging cables other than the small holdall that Volvo supplies, so they do tend to get in the way a bit. One neat feature is the four shopping bag hooks that fold down from the boot ceiling to stop your baked beans going AWOL on the way home.

To increase available space you can fold the rear seats down using the buttons behind the seat back on the passenger side. Volvo says this gives you a 1,797mm load length but, always pushing the boundaries, Steve managed to close the boot on a 1,800x900mm sheet of plasterboard!



Impressed

Victoria was pleased that the Juke had enough back-seat space for her cats

Nissan Juke

OUR Juke spent some time in the company of designer Victoria Coquet – and her cats. She says there was plenty of room in the boot for her pet carrier and bags, which is one of the new Nissan's strong points. It's almost as big as cars in the class above when it comes to boot space, although the cabin is still a bit cramped.

However, since the boot was dark, Victoria put the cats in the rear seats with the belts holding their carriers in place. They were comfortable the whole way and didn't get stressed out, which was a relief, because we had feared the Juke's slightly harsh ride might have upset them.

Victoria was pleased to find that Apple CarPlay worked well, and connected automatically each time she got in the car with her phone.

However, she found the pop-up window on the touchscreen every time you turn the car on, urging you to accept Nissan's terms and conditions, to be a bit annoying.

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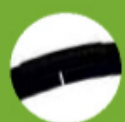
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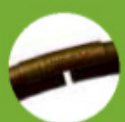
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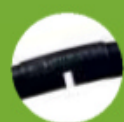
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THIS WEEK'S HOT KIT



CARRY ON TRAVELLING WITH DEFENDER RACK

NEW PRODUCT

Front Runner Land Rover Defender rack

Prices: TBC

Contact: www.frontrunneroutfitters.com

IF you plan to do more than the school run or the weekly shop in your new Land Rover Defender, Front Runner has a solution for when you run out of space inside.

Designed to match the Defender's distinctive styling, the new rack from the South African travel specialist has been made to cope with the toughest of terrains after thousands of miles of off-road testing. It's built with a T6 aluminium tray and a 3CR12 stainless-steel mounting system with no plastic, to maximise resistance to harsh weather. It is also coated in black epoxy powder for a durable finish.

It's rated to a static load of 335kg, easily topping Land Rover's dynamic load rating of 167kg. It weighs 35kg, so it should be easy to remove or install when needed.

The kit includes a wind deflector and foot rails plus everything you need to mount the rack on a 2020 Land Rover Defender 110. No drilling is required, because the rack bolts to the Defender's mounting points.

The rack is also compatible with the many accessories Front Runner produces to hold kit secure, including everything from cycles and canoes to spare wheels and shower kits.



On top

Rack fits on to Defender with no need for any drilling



"Front Runner's new rack is built to cope with the toughest of terrains"



**Kim
Adams**

Got a query?

products@autoexpress.co.uk

Q How to get rid of scratches?

I'VE picked up some scratches on the side of my car from a bush next to where I park. I've tried to get them off with a scratch remover, but they're still visible. Is a respray required?

George Peters, E-mail

A IF the paint isn't broken a respray is probably not needed. Applying a cutting compound by hand can take quite a while before it has a major effect, so try using a powered polisher. Meguiar's has a new scratch-remover kit with a polisher that goes on a drill. We've also had good results with the brand's dual-action kit, which is also attached to a drill.



Q Another bulge in the wall

WHILE I was recently replacing a tyre on my car, I noticed as I was fitting the spare wheel that there was a small bulge in the sidewall. My dad says using this tyre is illegal. Is he right?

Jason Force, E-mail

A THE law requires tyres not only to have a certain tread depth but also to be fit for purpose, which means having no bulges or large cuts – over 25mm – so your dad is right. A bulge indicates structural damage that could lead to a sudden failure, so the tyre needs replacing immediately.

Q Making a boot dog-proof

I'VE just got a dog, which I carry in the back of my Vauxhall Vectra estate. I'm worried she will damage the trim because there are already marks. What's the best way to protect my car?

Emma Whiteley, E-mail

A THERE are various ways of protecting not only the floor but also the sides of the load bay. Based on our tests we like the systems from Boot Buddy (www.boot-buddy.com), which has solid side panels, and Hatchbag, which uses plastic-coated fabric (www.hatchbag.co.uk). Don't forget to get a sill protector, too.

NEW TAMIYA IS KITTED OUT FOR OFF-ROAD ADVENTURE

FIRST TEST

Tamiya Mercedes G 500 R/C car

Price: £249 Rating: ★★★★★

Contact: www.jadlamracingmodels.com

ELECTRIC cars are the latest in-thing, but Japanese firm Tamiya has built millions of them since the fifties – and they're a tenth of the size of the one sitting on your drive. The brand's remote-controlled models have been on kids' wishlists for decades, and we tried out one of its latest kits, a recreation of the iconic Mercedes G 500.

This new Tamiya model costs £249, but you have to pay extra for a controllers and battery. It also needs a substantial investment in time to build, and a fair degree of skill. There are gearboxes, suspension and other intricate mechanical parts that need to be assembled.

In terms of difficulty, we found following the instructions was somewhere between assembling an IKEA wardrobe and using a Haynes manual. Get it right, though, and the result is a realistic working chassis.

Far trickier (and more time-consuming) is painting the body and painstakingly applying the stickers. These are very much a finishing touch and add nothing to the overall performance, but there's no denying that they do make the kit look the part when it's sitting on a shelf.

Once it's finished, the G 500 is great fun to drive and surprisingly good on rough ground. You can even take it all apart again to change the gear ratios, swapping outright speed for rock-crawling ability.

We constructed it with a teenager, and enjoyed the family time of learning about the working of car together, as well as the eventual driving. It's not cheap and it's time-consuming, but it is easy to see how, for many, a Tamiya kit is a rite of passage.

"It needs a substantial investment in time to build, and some skill"

"The G 500 is great fun and surprisingly good on rough ground"



Add-ons

Basic kit costs £249, but you need to pay extra for the battery and radio gear (left). You should also set aside some time to apply the stickers

NEW PRODUCT

Artisans of Car Care Exterior Detailer

Price: £13.49 Contact: www.macchinadetailing.com

IF you've spent 15 years in marine motorsport, you learn a thing or two about coatings and harsh environments – and that's the expertise this new label from Devon detailer Macchina plans to bring to car care.

The brand Artisans of Car Care launches with Exterior Detailer as its first product. This contains rapid-gloss enhancers in its formula that are designed to leave no residue after application, which means there is little or no buffing required. The detailer is bottled in Devon and has a cinnamon fragrance, and the 500ml trigger pack costs £13.49.

The Artisans of Car Care brand plans to launch a series of additional automotive care products during 2020.



Starter pack Exterior Detailer will be followed by other products

news, deals & events



New Puma shoes get the sole of a Pirelli

SPORTSWEAR brand Puma has teamed up with tyre manufacturer Pirelli to create the new Replicat-X 1.8 Pirelli shoes. They are inspired by motorsport and available to buy now from the Puma website in men's sizes 3.5-13.

The shoes feature an oversized rubber sole inspired by the Pirelli Cinturato tread pattern, and have a quick-lacing system for speedy starts. They're part of Puma's motorsport line-up, which also includes BMW and Sparco-branded trainers. View the whole range by visiting puma.com.

Jag I-Pace on the pull with Rameder towbar

ELECTRIC vehicles are known to supply huge levels of torque from a standstill, so in theory they make perfect tow cars. Rameder has capitalised on this by producing the first towbar available for the all-electric Jaguar I-Pace SUV.

The detachable unit includes seven-pin electrics. The I-Pace is rated to tow up to 750kg – enough for a large trailer or small caravan, and plenty for towbar-mounted bike carriers. The full set of towbar and electrics costs from 698 Euros (£587) on www.rameder.eu.

Take to the track with Aston Martin in 2020

ASTON Martin will hold three exclusive track events for its AMR Drivers' Club members during 2020. The first is on 27-28 May at Hockenheim, the home of the German Grand Prix. The next is a visit to the Dijon-Prenois track in France on 29-30 July, followed by Dutch GP host Zandvoort in Holland on 29-30 Sept.

Drivers can book laps in one of Aston's cars or use their own. Bookings are being taken now for each of the three experiences; to find out more or join the AMR Drivers' Club, visit astonmartin.com/amrdriversclub.

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Mini test

NEW PRODUCT

VIOFO A129 Pro

Price: £229

Rating: ★★★★★

Contact: www.amazon.co.uk



VIOFO is storming the dash cam market with feature-packed products, and the A129 Pro's list of attributes is impressive. Sony sensors, high-quality 4K capability and GPS logging are the features that grab the headlines.

But open the box and it's hard not to be disappointed; it looks like something you'd buy from a petrol station rather than a £200-plus camera. Unlike the touchscreen Nextbase, the VIOFO relies on buttons, which are tricky to understand, especially since the cam doesn't come with instructions.

The cable to the rear camera is six metres long, which was plenty to route through our car, but the thick wire may make hiding it in the headlining and door seals tricky.

Once set up, the VIOFO claws back an advantage thanks to the exceptional quality of its footage. The front camera's

4K resolution is good enough to show on a high-definition television, if you wanted to. While the rear camera is 'only' 1080p, the quality of the shots it captures is still good enough to clearly show the number plates of cars following on a motorway.

We find out if latest camera is a screen star

AE Tom Barnard

IN our last dash cam duel, the VIOFO A129 Duo went up against our test favourite, the Nextbase 422GW and lost – but only just. Now VIOFO is back with the A129 Pro Duo, which has full 4K footage to give you the best chance of capturing vital details.

We downloaded the footage to a phone and a laptop to check the ease of transferring data and assessed the quality of the images

taken at day and night and on rough roads. The best camera would need to be able to read number plates in bright and low light.

With its 4K capability and fine night vision sensors, the A129 gives sharp high-quality footage. But setting up, downloading and managing footage is tricky. Due to this, and the VIOFO's extra cost, the slickly-managed 422GW is still our favourite for now.

"The best camera would need to be able to read number plates in bright and low light"

TEST WINNER

Nextbase 422GW + Rear Window Cam

Price: £129 + £49

Rating: ★★★★★

Contact: www.nextbase.com



GENERALLY, the Nextbase is much quicker to set up than the VIOFO, with neat magnetic mounts that make it much easier to remove the camera if you want to swap the unit to another car or protect it from theft.

However the sphere-shaped rear camera mounting actually proved a little tricky to fit and it was easily knocked when loading items into the car's boot.

The touchscreen is easy and intuitive to use, but the real advantage of the Nextbase is the excellent PC/Mac or smartphone apps, which make accurate downloading and editing of footage extremely simple. That footage isn't quite as sharp as the VIOFO, of course, but the front camera has a

slightly wider field of vision – 140 degrees versus the VIOFO's 130 degrees – so it takes in more of the view and the video was still clear and visible in most situations.

It's unable to provide the almost-forensic detail of a 4K camera like the VIOFO, but the 422GW's ease of use and value for money means it's still our favourite dash cam.

books, games & apps



This is Banger Racing

Jerry Fisher (Independently published, www.amazon.co.uk)

Price: £15.50 Rating ★★★★★

THERE'S more going on than mindless destruction in banger racing. Long-time pundit Fisher takes a look at the politics and the skills involved, which many probably thought never existed. He concentrates on the series' evolution, and the book is very interesting, but quite short.



Type 7: Volume One

Ted Gushue (Delius Klasing, www.delius-klasing.de)

Price: 49.90 Euros (£41.99)

Rating ★★★★★

THIS coffee table book curates posts from Porsche's stories on Instagram into a beautifully bound volume. It has little narrative, so you can just enjoy photos of incredible cars by talented photographers. It's certainly a sign of the money brands such as Porsche are pumping into social media. Stylish and not hugely pricey for this style of book.



Crossy Road

Available for: iOS, Android

Price: Free (no ads 70p) Rating: ★★★★★

SINCE we last reviewed Crossy Road it's gone all 2020, with ad breaks and paywalls. But the price to pass these is around 70p, so we're not concerned; it's worth paying for this addictive game. Think of it as Frogger on steroids with tons of personality. If you're not careful you can end up playing all day.



App of the week



MyAudi

Available for: iOS, Android

Price: Free Rating: ★★★★★

THIS app is a must for new Audi owners, because it allows remote access of functions such as climate control or, for electric models, monitoring charge state. The app isn't very slick, but each function is simple enough to use.



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Ring RTG4 Digital Keyring Gauge

Price: £6.79 Rating: ★★★★★

Contact: 0113 213 2000,

www.ringautomotive.com



BEST BUY RING'S previous winner is still with us and, despite getting on a bit, it put up a good fight here. Many of its points were gained for its price and, of course, a size small enough to fit on a keyring, making it very wieldy. The stylish blue-backlit display provides large, easy-to-see readings and it was very accurate, being just 0.5psi off overall.

We still like the instructions and diagrams, but there is no mention of cold tyres. With the machine remaining live for a healthy 70 seconds, and the display for 11 seconds, there was lots of time to move round and check all four tyres.



Draper Digital Tyre Pressure Reader 01071

Price: £10.59 Rating: ★★★★★

Contact: 023 8049 4333, www.drapertools.com

RECOMMENDED ON paper, this Draper is nothing special; it doesn't have a light, which is a bit irritating, or a backlight, even more so. But it made some amends by being perfectly accurate at all three points, and we like the beep which announces that it is operational and another when it has a reading. The nozzle fitted the valves well every time, which meant no hissing air while it made a connection. The Draper stayed live for 33 seconds and has the usual four scales. It advises to check pressures when the tyres are cold, works well and has a good price.



Halfords Digital Programmable Tyre Pressure Gauge

Price: £19.99 Rating: ★★★★★

Contact: 0845 057 9000, www.halfords.com

RECOMMENDED THIS is a cracking new gauge from Halfords and we love the attractive and practical design. Beneath the chrome-plated, knurled nose is an easy-to-operate bleed valve. The 40 x 22mm display is huge and backlit blue. It stayed live for only 20 seconds, but because the gauge is automatic, it didn't matter. The nozzle fitted the valves perfectly, regardless of wheel type, and we got a confirmation beep when it had logged a pressure reading. With four scales and an almost perfect accuracy, it was a joy to use, plus front and rear pressures can be programmed.



PCL Digital Tyre Pressure & Tread Depth Gauge DTPG7

Price: £16.25 Rating: ★★★★★

Contact: 0114 248 2712, www.pclairtechnology.com

THE PCL has dropped down the order in this test, with the competition upping the ante. It's still a very good gauge that offers four scales, a nose light and a switchable backlight. We like the large display, with its clear numbering, which can easily be switched from reading pressure to tread depth; the PCL is the only product on test that can do this. Over the three test points it was 1psi adrift, which is very accurate and nothing to worry about. The display stayed live for more than 40 seconds, which was good, but it's strange that PCL doesn't mention cold tyres.

DIGITAL PRESSURE GAUGES

Which device is the best to help keep your tyres correctly inflated?

PRODUCT GROUP TEST 26 | 2 | 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

MODERN motoring is expensive, and saving money is a priority. By using a high-quality pressure gauge you can do just that, because making sure your tyres are correctly inflated means you can get more miles per gallon and ensure they last longer. You'll also be safer; the right pressures optimise braking and handling.

Having your own gauge is a good idea, because those in petrol stations are often abused and inaccurate. Check your handbook or sticker on the car – usually on a door pillar or the fuel-filler flap – to make sure you're inflating correctly.

So which is the one to ease the pressure on your wallet? We tested eight to decide which is the best.

How we tested them



USING alloy and steel rims, we tested the gauges at 20, 25 and 30psi, totting up the overall difference. A gauge that stays live for 25 seconds or more meant not having to wait for a restart when checking all the tyres. A clear display was required, ideally backlit, while a nose light was handy, too.

We checked the instructions for key information and safety requirements. Most gauges offered psi, bar, kpa and kg/cm² scales; the first two are the most useful. No unit had a protective case – a shame with precision instruments. The prices were the best we found online.

Verdict

RING'S RTG4 wasn't perfect, but it was very accurate and had plenty of plus points, especially that great price. The Draper was a simple device but, again, produced good results at the right price, and despite being the most expensive here, the new Halfords really impressed.

1. Ring RTG4
2. Draper 01071
3. Halfords Digital Gauge



URAQT Digital Tyre Pressure Gauge

Price: £5.99 Rating: ★★★★★

Contact: www.amazon.co.uk

WE liked the price of this simple gauge, which comes complete with four scales and is available only from Amazon. The casing has useful finger cut-outs and the 'on' button is positioned perfectly for the user's index finger. A nice bonus is that it comes packaged with four plastic valve caps and a simple, card-type tread-depth gauge. The instructions were probably Google-translated and read oddly, plus there was no mention of ensuring you had the manufacturer's settings or testing cold tyres. Staying on for 25 seconds was good, and being 1.5psi off wasn't bad, either.



AA Digital Tyre Pressure Gauge

Price: £7.62 Rating: ★★★★★

Contact: www.amazon.co.uk

WHEN compared with the URAQT gauge (above) it is hard to see any differences, other than the AA logo and a price hike. But the AA product offers only two scales rather than the four of the URAQT device. It, too, operates the backlit display as well as the funky blue nose light when the 'on' button is pressed. The unit stayed on slightly longer, at 31 seconds, which would do nicely for moving from tyre to tyre. As we'd expected for something AA-branded, it points the user to the manufacturer for pressure guidance and mentions the need for checking cold tyres.



Racex Digital Tyre Gauge RX2935

Price: £13.25 Rating: ★★★★★

Contact: 01525 383055, www.mountneyltd.com

WE are fans of this Racex design, which resembles the test-winning RX0014 analogue version. The rubber surround, sculpted to look like a tyre itself, protects the gauge from damage if dropped. The nozzle is on a short chrome tube, which was easy to fit on all the tyres we tried, and features a bleed valve. The small display doesn't have a back light and switched off after just 16 seconds, which was a bit too quick. There is no nose light, although it offers all four scales. Accuracy was good, just 1psi adrift overall, but there isn't enough to warrant the fairly high price.



RAC Digital Tyre Gauge with Safety Hammer and Seatbelt Cutter HP228

Price: £15.49 Rating: ★★★★★

Contact: 0203 788 7842, www.eurocarparts.com

THIS is undoubtedly the oddest pressure gauge we've seen, not least because it also includes a safety hammer to knock out a windscreen, and a seatbelt cutter. The hammer made it feel a little unbalanced and its presence means that the nozzle is on the back of the gauge, so accessing valves on some wheels will be tricky. Its nose light is powerful, but requires the addition of two AAA batteries. We think the display is a bit small for a product of this size and it isn't backlit. Accuracy wasn't too bad on test, at 1.5psi overall, and we liked the triple beep to confirm a reading.



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YOUR VIEWS ON YOUR CARS

**15th
PLACE**



Skoda Karoq

YOU TELL US Practical and tech-packed SUV has surprisingly high running costs

2019 Results Karoq Factfile

Years: 2017 to present **CO₂:** 121g/km

Fuel economy: 52.3mpg (1.0 TSI)

Best options: 9.2-inch touchscreen, wireless smartphone charging, premium stereo system.

Used prices: From £14,500

OVERALL SCORE

92.27%

Bars show where model finished out of 100 vehicles in our 2019 new car survey. The longer the bar the better



GOOD

"PERFORMANCE is better than I expected and the fuel consumption is superior to that of my previous Octavia."

"Dual-clutch gearbox is smooth, and changes gear more neatly than I could."

"The car seems very well put together; it's definitely built to last, which is what I wanted."

"Interior ambient lighting is a very nice touch. I also love the leather upholstery."

"Plenty of interior storage including a large glovebox."

"Seats are very comfortable and their heaters work well."

"Refined, fast, comfortable and practical; almost perfect."

NOT SO GOOD

"SAT-nav tells me about roads that don't exist and makes odd route suggestions."

"Boot release failed on first day of ownership; heated rear windscreen broke soon after."

"I feel the franchised dealer servicing prices are very high for the work that is done."

"The Yeti had distinctive styling, but the Karoq is bland; it looks like every other SUV."

"Electric parking brake kept sticking, although this was fixed under warranty."

"My Karoq had a fault where the engine would cut out."

"Rear window tint was covered in white blotches on delivery."



Have your say: What is your car like to own?
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**Tristan
Shale-Hester**

Got any car queries?

Tristan_Shale-Hester@dennis.co.uk

Q Scottish drink-drive limit

I'M going to Scotland for a weekend soon and will attend a party one night. Is it true that the drink-driving laws are harsher there than in England? If so, what's the legal limit? Name withheld, E-mail

A YES, Scotland does have a lower drink-drive limit. In England and Wales it's 80mg per 100ml of blood, whereas Scotland adopted a lower limit of 50mg in 2014, which is in line with the majority of European countries. The best advice we can offer is to avoid alcohol before driving; it's safer to get a taxi or a lift.

Q Insurance write-off puzzle

I WAS involved in a no-fault accident and my insurer wants to write my car off, even though it's worth more than twice as much as the repairs would cost. Why is this? Mike R, E-mail

A INSURERS write cars off at a lower price threshold for various reasons, including the fact they would have to pay out for, administer and ensure the quality of repairs, as well as organising the transport and storage of a car during the process. The business case for writing a car off is easier to make.

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Insight from the industry

Q MY son wants to declare his car off the road with a SORN while on his gap year in order to save paying for insurance and road tax. Will he be able to keep his no-claims bonus?

A MOST insurers consider a no-claims bonus to have expired after either two or three years have passed without an active policy being in place. Your son should telephone his insurer and ask them for its policy, and to get it from them in writing, too.

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BUYER'S GUIDE: Fiat/Abarth 124 Spider

FROM £12,000 Italian roadster is a great alternative to a Mazda MX-5, if you can find one



Richard Dredge

FIAT has produced numerous sports cars over the years, most notably the mid-engined X1/9 and various hot hatches, such as the Strada Abarth and Punto Sporting.

Back in the sixties it also offered a roadster based on the 124 saloon, called the 124 Sport Spider. Built between 1966 and 1985, generally in left-hand drive, it was a fun car that was ripe for reinvention.

So it was a masterstroke when Fiat joined Mazda to co-produce a new sports car: the MX-5 Mk4, and an all-new 124 Spider that arrived 50 years after the original. But while the original 124 Spider enjoyed a production run of almost two decades, its successor was rather more short-lived.

History

THE 124 Spider arrived in June 2016, with a 138bhp turbocharged 1.4-litre engine; for those who wanted more power, an Abarth 124 Spider arrived soon after. This featured the same engine but with 168bhp, while a limited-slip diff, blistered wheelarches and suspension that was recalibrated for sportier handling also appeared.

While the Abarth 124 was available with a dual-clutch automatic gearbox from the start, the Fiat version didn't get this transmission until summer 2017. Carrying a £2,040 premium over the standard six-speed manual gearbox, you'll be doing well to find a two-pedal Fiat 124, although plenty of automatic Abarths have been sold.

The Fiat 124 Spider was axed in the UK in January 2019, with the Abarth edition following suit three months later.

Which one?

ENTRY-level Fiat 124s came with 16-inch alloys, electrically adjustable door mirrors, air-con, cruise control, Bluetooth and a three-inch display on the dash.

Lusso trim added navigation and a seven-inch display, rear parking sensors and a parking camera, 17-inch alloys, heated leather-trimmed seats and climate control.

The range-topping Lusso Plus came with adaptive LED headlights, automatic lights and wipers and a nine-speaker Bose stereo.

The Abarth 124 is rarer and quicker than the Fiat. Options included a Bose hi-fi, LED headlights, navigation and rear parking sensors, while the no-cost Heritage Pack brought a matte black bonnet and boot lid. In GT form (limited to 50 cars for the UK) a carbon-fibre roof was fitted as standard.

Alternatives

THE Mazda MX-5 is the 124 Spider's most obvious rival, because it's so closely related. All of their running gear bar engines is shared – the Mazda uses naturally aspirated 1.5 or 2.0-litre units.

They have different bodywork, but you'll find much the same interior in both models, which includes Mazda's user-friendly



CHECK ON...

Transmission The manual gearbox is known to sometimes have an awkward gearchange. Using Ford XT-M5-QS oil helps enormously.

Car alarm The 124's alarm can go off for no apparent reason. This is usually caused by either a fault with the key fob or an issue regarding the wiring.

Infotainment If the multimedia system is slow, it might need an update. The software can be found at 124spiderinfotainment.com.

infotainment system. The Mazda is superb to drive and affordable to buy and run, and there are many more cars to choose from.

Alternatively you could buy an older BMW Z4, Audi TT roadster or Mercedes SLK. They are all pricier than the 124, and built more for cruising than as sports cars, but that doesn't make them any less desirable.

Verdict

THE 124 Spider wasn't on sale in the UK for long, but it's still available in mainland Europe in left-hand drive. The fact that it was offered for such a short period is no reflection of its abilities; a mere 1.4 litres and 138bhp doesn't sound like a recipe for fun, but both Fiat and Abarth editions of the 124 Spider are a hoot to drive, thanks to a zesty engine, a perfect 50/50 weight distribution and the use of rear-wheel drive.

As such we'd give the 124 Spider a thumbs up. The biggest hurdle to driving your perfect example could be finding something suitable; just 3,000 or so of these cars were sold in the UK, most of which were Fiats, rather than Abarths.



Interior

BECAUSE the 124 Spider shares so much with the MX-5 inside, it means that the seats are comfortable and the controls are ideally placed and weighted. The manual soft-top cuts complexity, and it's easy to operate, but refinement is disappointing with the roof up. Drivers over six-feet tall will feel cramped, but while the 140-litre boot sounds small, it's deep and a useful shape.

Contacts

Official
www.abarthcars.co.uk

www.fiat.co.uk

Forums
www.124spider.org
www.abarthforum.co.uk
www.fiatforum.com

Spider



NEED TO KNOW

AN Anniversary edition was sold when the 124 Spider was launched, limited to 124 examples in the UK, all in metallic red. It's based on the Lusso Plus trim and is mechanically identical to the regular Fiat 124 Spider.



Performance

0-62mph/top speed
7.5 seconds/134mph



Running costs

44mpg (1.4 138bhp)
£57 fill-up



CO₂/tax

148g/km
£160

Punctures All 124 variants come with a tyre mobility kit instead of a spare wheel, because there's no room for one in the small boot.



www.autoexpress.co.uk/driverpower

OUR VIEW

UNSURPRISINGLY, the 124 Spider has never appeared in any new or used Driver Power surveys. While there are no Fiat owner reviews on *CarBuyer.co.uk*, there are a few Abarth write-ups, all of which award the full five stars. Poor high-speed refinement and a lack of storage are downsides, but the great handling, decent kit levels, reliability and build quality all get the thumbs up.

YOUR VIEW

DAVID Quinn from Yorkshire owns an Abarth 124 Spider. "I tried a 124 and initially didn't like it, but within an hour I was hooked," he said. "It's a great package; not astoundingly fast but easy to drive. It's well equipped, has excellent build quality and the roof mechanism is simple and effective. My car was built to my own spec, but if I was doing it again I'd opt for parking sensors."



Expert's verdict

from trade insider
Quentin Willson

THE Fiat 124 Spider is a fun and nimble two-seater rear-wheel-drive roadster, available with either a manual or dual-clutch automatic gearbox. Whether you go for the Fiat or faster Abarth version of the 124, you'll get a sporty car that's also fairly comfortable on long journeys. Drivers over six-feet tall might feel rather claustrophobic with the roof up, though, and may wish to consider a more comfort-focused sports car.

Common faults

WARRANTYWISE currently has no common fault data for the Fiat 124 Spider.

12 Months' Extended Warranty Price: £328.38

Prices from £27.36pm for this model with Warrantywise

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How much?

	2019	2018	2017	2016
Model				
Abarth 124 Spider	£20,554	£18,473	£16,518	£14,832
Finance per month*	£317	£286	£255	£229
Fiat 124 Spider Anniversary	N/A	N/A	£13,648	£12,124
Finance per month*	N/A	N/A	£223	£198
Fiat 124 Spider Classica	£14,809	£13,304	£12,410	£10,520
Finance per month*	£241	£216	£202	£171
Fiat 124 Spider Lusso	£16,434	£14,715	£13,256	£11,755
Finance per month*	£261	£234	£210	£187

*Prices from BuyaCar.co.uk; quotes based on a 10% deposit

ACROSS the Fiat and Abarth brands we found just 120 124s for sale, two-thirds of which were Fiats. Few had covered more than 20,000 miles – 50 per cent had yet to get to half this mileage, which has helped to shore up values. Fiat prices generally start at £12,000, with the odd high-mileage car available for a few hundred less.

The newer Abarth 124 Spider starts at £16,500; manuals are twice as common as autos and start at £20,000. We found just one Fiat 124 Spider auto for sale, priced at £16,000. Of the Abarths that we found for sale, just one in 10 was a GT edition, prices for which start at £22,000 for an auto, or £20,000 for a manual.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
Abarth 124 Spider	29-31	44mpg	148g/km	£145
Abarth 124 auto	29-32	42mpg	153g/km	£200
Fiat 124 Spider	25-26	44mpg	148g/km	£160
Fiat 124 auto	26	42mpg	153g/km	£200

All 124s registered after 1 April 2017 cost £145 a year to tax.

SERVICE intervals are every 9,000 miles or 12 months, with the first (oil change) service priced at £167. The next four check-ups cost £319, £309, £377 and £226. Fiat offered Easy Care service packages of one to five years; these had to be bought when the car was purchased, but are transferable and worth having.

The sixth service is the most expensive because it includes a new cambelt (£330) plus the cost of the full check. Note that not all Fiat dealers are Abarth outlets. While any Fiat dealer can service the Abarth model, they can't do any recall work. So if you're intent on buying one, it's worth locating your nearest dealer.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£38.21	£60.99-£65.99
Front brake discs (pair)	£222.14	£98.98
Door mirror glass (electric)	£41.02	N/A
Front wiper set	£52.96	£14.88-£28.99

Prices for a 2016 Fiat 124 Spider. Dealer figures supplied by Johnsons of Solihull (www.johnsonscars.co.uk). Independent prices: www.eurocarparts.com.

Recalls

THE 124 Spider has been recalled just once, in June 2019. Some 927 examples of both Fiats and Abarths with the dual-clutch auto box were affected from across the production run from August 2016 until April 2019. A software glitch meant first gear could be unintentionally selected with the car on the move and the shift lever in Drive. The fix involved a software update.



A touch of class

In the market for an upmarket second-hand compact SUV? We run the rule over three options

L-R Discovery Sport



Disco Sport is spacious and well equipped

Discovery Sport 2.2 SD4 HSE

Years: 2014 to 2019 **Engine:** 2.2-litre 4cyl, 187bhp
Ins. group: 31 **Official econ/CO₂:** 44.8mpg/166g/km
Why? Ferocious off-road ability meets upmarket class at an affordable price second hand

Prices from: £15,990

THE Discovery Sport lines up as arguably one the most well-rounded options. There's lots of standard kit, especially in HSE trim, the most comfortable ride, plus the largest boot and towing capacities, with figures of 1,698 litres and 2.2 tonnes respectively.

Land Rover's four-wheel-drive system is leaps and bounds ahead of BMW's xDrive set-up, too. Our only major complaint is fuel economy. Due to its permanent 4x4 drivetrain, the Discovery Sport with Land Rover's older 2.2-litre SD4 diesel can only manage around 35mpg in the real world.

Hyundai Santa Fe



Santa Fe has lots of kit and is good value

Santa Fe 2.2 CRDi Premium SE

Years: 2013 to 2018 **Engine:** 2.2-litre 4cyl, 194bhp
Ins. group: 20 **Official econ/CO₂:** 41.5mpg/178g/km
Why? The Santa Fe runs premium SUVs close with huge equipment levels at a fraction of the price

Prices from: £9,995

HYUNDAI did a great job with the Mk3 Santa Fe. It treads on the toes of its premium rivals, being equally as practical and well equipped as the BMW and Land Rover, but it retails for a fraction of the price on the used market.

The Santa Fe's cabin is roomy and tech-packed. Top-spec Premium SE versions have leather upholstery, heated and electrically adjustable seats, an electric sunroof, cruise control and a touchscreen nav system. But the catch is that interior quality simply cannot match either the Land Rover or the BMW, nor can the Hyundai's ride comfort.

BMW X3



User-friendly tech is a highlight in the X3

X3 xDrive20d M Sport

Years: 2012 to 2017 **Engine:** 2.0-litre 4cyl, 187bhp
Ins. group: 31 **Official econ/CO₂:** 54.3mpg/138g/km
Why? The best-driving SUV in this market sector, and it oozes quality inside and out, too

Prices from: £10,285

THE X3 is targeted at a more style-conscious audience, offering them imposing styling, good build quality, an excellent infotainment system and a premium badge.

BMW's 2.0-litre diesel engine is noisier than Land Rover's 2.2-litre unit, and the X3's stiffer suspension takes the edge off driving comfort. Yet it's more economical than the Discovery, and its firmer damping means the X3 is the best-handling SUV here. Like the Disco, the BMW has four-wheel drive, but while the system can be made to work off road, it's biased towards tarmac driving.

Verdict

1 Land Rover ★★★★☆

THE Discovery Sport is the priciest option here, but it's a justifiable expense. It outclasses both the Hyundai and BMW on practicality, refinement and style – and is unstoppable off-road.

2 BMW ★★★★☆

BMW'S X3 sits in the middle of this second-hand selection. The lack of a seven-seat option, limited practicality and a firmer ride hands the win to the Land Rover.

3 Hyundai ★★★★☆

A SANTA Fe is a good budget alternative to the Land Rover and BMW, and its rock-bottom used prices make it an attractive buy. Its poorer-quality plastics and interior finish are the main negatives.

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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 CO₂. 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 CO₂. 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

1.4 T-Jet (145) 595	39.2	7.8	151	29	£16685
1.4 T-Jet (165) 595 Pista	38.2	7.3	155	30	£19135
1.4 T-Jet (165) 595 Turismo	38.2	7.3	155	30	£19885
1.4 T-Jet (180) 595 Competizione	36.7	6.7	155	34	£21985
1.4 T-Jet (180) 595 Esseesse	36.7	6.7	155	34	£25485
1.4 T-Jet (180) 695 70th Anniv	36.7	6.7	155	35	£29695
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	159	15	£19975
1.6 JTDM-2 (120) Super	49.6	10.0	123	17	£20675
1.6 JTDM-2 (120) auto Super	48.7	10.0	125	17	£21925
2.0 JTDM-2 (170) auto Veloce	47.9	8.3	130	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	36.2	6.6	154	24	£33010
2.0T (280) auto Veloce	33.6	5.7	158	34	£39875
2.0T (280) auto Veloce TI	33.6	5.7	158	36	£45995
2.9 V6TT (510) auto Quadrifoglio	27.2	3.9	206	46	£64900
2.2 JTDM (160) auto Super	53.3	8.2	128	22	£33595
2.2 JTDM (190) auto Speciale	52.3	7.1	128	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	30.4	7.2	176	30	£38945
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

D5 S Biturbo - 4956x1868mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

3.0 (326) auto D5 S saloon	46.3	4.9	161	50	£62000
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B5 Biturbo - 4956x1868mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

4.4 V8TT (608) auto B5 saloon	25.4	3.5	254	50	£89000
4.4 V8TT (608) auto B5 Touring	25.4	3.7	254	50	£91000

B7 Biturbo - 5250x1902mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

4.4 V8TT (608) auto B7	24.4	4.2	265	50	£121850
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XD3 Biturbo - 4732x1897mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

3.0 (333) auto XD3	44.1	3.6	173	50	£57900
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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
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Nomad - 3215x1850mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500
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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
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DBX - 5039x1998mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

4.0 V8TT (550) auto DBX	19.7	4.5	269	50	£158000
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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
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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	£32305
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 ★★★★★**

	MPG	0-60mph	CO ₂	Insurance group	List price
5.2 V10 FSI (570) quattrο 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

6.0 W12TT (635) auto

19.1 3.7 337 50 £168300

Mulsanne - 5575-5825x1926mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

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

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

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

42.2kWh eDrive (170) auto i3s

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

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

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

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

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

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-£2300 (not 530e/M5)

	MPG	0-60mph	CO ₂	Insurance group	List price
6 Series Gran Turismo - 5091x1901mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A					
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

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

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

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

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

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

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

2.0T (184) auto xDrive20i SE

35.3 8.3 154 28 £40355

	MPG	0-60mph	CO ₂	Insurance group	List price
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

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

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

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

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

2.0 (265) auto xDrive30d

33.6 7

						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						46.3	12.5	141	11	£12495
1.0 TCe (100) Comfort 4x2						46.3	12.5	140	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
1.6 TCe (130) Comfort 4x2						43.3	11.1	149	14	£14995
1.6 TCe (150) Prestige 4x2						43.3	10.4	152	13	£16795
1.6 TCe (150) Prestige 4x4						40.0	10.6	162	13	£18795
1.5 Blue dCi (115) Comfort 4x2						57.8	10.5	128	14	£15995
1.5 Blue dCi (115) Comfort 4x4						51.3	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

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	£22955
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	£25955
1.2 P'Tech (130) at Ultra Prestige	47.1	9.2	109	22	£30955
1.2 P'Tech (155) at Perf Line	45.7	8.2	121	22	£27455
1.2 P'Tech (155) at Ultra Prestige	45.7	8.2	121	24	£32455
1.5 BlueHdI (100) Elegance	62.7	11.4	97	16	£24270
1.5 B'HdI (100) Performance Line	62.7	11.4	97	16	£25105
Prestige: add £2000 to Performance Line, La Premiere: add £1500 to Ultra Prestige					

DS 7 Crossback - 4573x1895mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 PureTech (130) Elegance	48.0	10.2	120	19	£28140
1.2 P'Tech (130) Performance Line	48.0	10.2	120	21	£31525
1.2 PureTech (180) auto Perf Line	38.5	10.2	132	23	£35025
1.6 PureTech (225) auto Perf Line	36.5	8.3	134	29	£36485
1.5 BlueHdI (130) Elegance	54.1	10.8	100	21	£29340
1.5 B'l'HdI (130) Performance Line	54.1	10.8	100	22	£32725
1.5 BlueHdI (130) auto Elegance	55.3	10.7	100	22	£30840
1.5 BlueHdI (130) auto Perf Line	55.3	10.7	100	22	£34225
2.0 BlueHdI (180) auto Perf Line	42.7	9.4	128	29	£37625
Prestige: add £3000 to Performance Line (£4000 to PureTech 180/225)					

FERRARI

Dealers: 14 / Warranty: 3 years/unlimited miles

GTC4 - 4907x1953mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

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

3.9 V8TT (600) DCT Portofino	26.4	3.5	245	50	£166241
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488 - 4568x1952mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

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

6.5 V12 (800) DCT 812 Superfast	19.0	2.9	340	50	£263033
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FIAT

Dealers: 96 / Warranty: 3 years/60000 miles

Panda - 3653x1643mm, **EURO-NCAP** Zero
DRIVER POWER POS: N/A

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	N/A	£13885
1.0 FireFly Hybrid (70) Launch Ed	49.6	14.7	89	N/A	£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

1.0 FireFly Hybrid (70) Pop	49.6	13.8	88	N/A	£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	N/A	£14565
1.0 FireFly Hybrid (70) Star	49.6	13.8	88	N/A	£15895
1.0 FireFly Hybrid (70) Launch Ed	49.6	13.8	88	N/A	£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

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

1.4 (95) Easy	39.8	12.4	166	6	£14905
1.4 (95) Street	40.4	12.4	163	6	£15405
1.4 (95) Lounge	40.4	12.4	162	6	£16905
1.4 (95) S-Design	39.8	12.4	164	6	£17905
1.4 (95) Sport	39.8	12.4	164	6	£19255
1.4 T-Jet (120) Easy Plus	36.7	9.9	160	6	£16875
1.4 T-Jet (120) Lounge	40.4	9.9	163	6	£18225
1.4 T-Jet (120) S-Design	39.2	9.9	168	6	£19225
1.4 T-Jet (120) Sport	39.2	9.9	168	6	£20575
1.6 Multijet (120) Easy Plus	54.3	9.8	136	15	£19510
1.6 Multijet (120) Lounge	55.4	9.8	132	15	£20900
1.6 Multijet (120) auto Easy Plus	52.3	11.0	142	15	£20510
Easy Plus: add £650 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	42.2	10.9	152	10	£22810
1.3T FireFly (150) Lounge	41.5	9.1	153	14	£22210
1.3T FireFly (150) City Cross	42.2	9.1	152	14	£22210
1.3T FireFly (150) Sport	40.9	9.1	156	14	£25010
Cross Plus: add £2000 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

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

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

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

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

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 Active 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
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					
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					
95kW FCV (120) auto Premium SE	N/A	N/A	0	39	£69495

Santa Fe - 4770x1890mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
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					
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					
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					
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					
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 £1020 to Luxury					

E-Pace - 4411x1984mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
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

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					
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					
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					
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					
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						
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						

	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 Sdr: 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					
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					
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					
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 Coop 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					
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					
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					
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					
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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					
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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					
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					
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					
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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					

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					
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					
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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 Kombi - 4560x1755mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
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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					
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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					
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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					
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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					
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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					

GTR - 4710x1895mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
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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					

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					
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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

	MPG	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: 52nd					
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	T8C	142	24	£29095
1.7 Blue dCi (150) GT Line 4x4	47.9	T8C	155	24	£31395
S Edition: add £1500 to Iconic, GT Line: add £3000 to Iconic					

Koleos - 4672x1843mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
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					
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					
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					
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					
6.6 V12 (632) auto	20.2	4.6	327	N/A	£253430

Dawn - 5285x1947mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
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					
36.8kWh (83) Mii electric	N/A	12.3	0	12	£22800

Ibiza - 4061x1693mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
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					
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	T8C	113	19	£21270
2.0 TDI (150) FR	55.4	T8C	115	21	£25205
2.0 TDI (150) Xcellence	54.3	T8C	115	21	£26805
2.0 TDI (150) auto SE	57.6	T8C	112	19	£22620
2.0 TDI (150) auto FR	56.5	T8C	115	20	£26555
2.0 TDI (150) auto Xcellence	55.4	T8C	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					
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					
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 ★★★★★					
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DRIVER POWER POS: 37th					
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 (150) 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					
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® iV - 3597x1645mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
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					
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					
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-
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	MPG	0-60mph	CO ₂	Insurance group	List price
Prius - 4540x1760mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 4th					
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					
113kW (152) auto Hydrogen	N/A	9.6	0	N/A	£66000

Camry - 4890x1815mm EURO-NCAP N/A DRIVER POWER POS: N/A					
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					
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					
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					
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					
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					
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					
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					
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					
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					
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					
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

Insignia Grand Sport - 4897x1863mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A					
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)					

Combo Life - 4403-4753x1921mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A					
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	£22455
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					
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					
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	140	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					
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	£19645
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					
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					

Crossland X - 4212x1765mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A



Mercedes leads F1 test schedule

- Team debuts trick steering
- Rivals can't match lap times



Stephen Errity

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AE FEBRUARY sees Formula One testing take place ahead of the 2020 season, and this year Mercedes has once again led the way. Not only has the team topped the time sheets at the first test in Barcelona, but it has also made headlines with the latest technology found on its W11 racer.

In-car footage from Lewis Hamilton's and Valtteri Bottas' cars appeared to show the steering wheel moving forwards and backwards under acceleration and braking.

Team technical director James Allison said the new system was called DAS, for 'Dual Axis Steering', and that it had been cleared with FIA technical personnel.

He wouldn't elaborate on the expected benefits of the system for car performance, but it's thought that under braking it pushes



Hamilton (above) set pace with teammate Bottas, but Vettel (left) struggled

both front wheels very slightly outwards (referred to as 'toe out') for more stable cornering, before lining them up again under acceleration for better straight-line performance and reduced tyre wear.

Rival teams questioned the DAS system, because it acts in a similar way to active suspension, which was banned in the nineties. However while the FIA has approved it for now, it will be outlawed from 2021.

Either way, both Mercedes drivers set the pace from day one, with Bottas recording the fastest lap of 1:15.732 on the final day, some

1.3 seconds ahead of the third-fastest driver, Alfa Romeo's Kimi Raikkonen.

The Finn was the stand-out performer for the Ferrari-powered cars, as the works team suffered reliability issues, with team leader Sebastian Vettel stopping on track on day three. Elsewhere, Racing Point and Renault set fast times, while Red Bull put in plenty of laps on its Honda powerplant. Williams was on track on time, banishing memories of its late arrival in 2019, although reliability looked to be a concern.

A second test takes place in Barcelona from 26-28 February, with the first race in Melbourne, Australia, on 15 March.



Aston's Le Mans 'Hypercar' stalled

ASTON Martin has stopped development of its planned Valkyrie entry for the World Endurance Championship's Hypercar class, which was due to make its debut at the first round of the 2020/21 season at Silverstone this August and race at Le Mans in 2021.

The move comes in the wake of January's announcement that the FIA, the American IMSA organisation, and Le Mans organiser the ACO had agreed on a new common platform for the top level of sportscar racing, which will be known as LMDh.

Although the LMDh and Hypercar classes are set to be 'performance balanced' so cars built to either ruleset could race each other, Aston's withdrawal leaves Toyota as the only confirmed Hypercar manufacturer for the coming season. Peugeot is said to be evaluating a switch to LMDh for its entry, scheduled for the 2022/23 season.

RED LIGHT
Work to develop Aston's Valkyrie racer has been halted after a change in rules



Electric touring car series takes shape

PURE ETCR, the new electric touring-car series starting later this year, has revealed a rallycross-style elimination race format.

A draw will be held instead of qualifying, dividing contenders up into groups for a series of short knockout races, culminating in a pair of semi-finals and a grand final.

Cupra and Hyundai have launched ETCR cars, while Italian team Romeo Ferraris is developing an Alfa Romeo Giulia privately.



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AE WORRIED by recent tales of sensibly priced small cars being killed off? No need. These are the only factory-fresh vehicles many consumers can afford; therefore they're here to stay.

True, such humble city cars are becoming pricier to build in this brave new world, where eco-mental regulations are increasingly demanding. But manufacturers know these are the products that allow motorists a foot on the new car-buying ladder. The small, four or five-seat car is to brands what the one-bed or studio flat is to the house-building industry.

Of the 10 best-selling cars in Britain last year, half – including the number-one-selling Fiesta – were small (less than 4.2m long), Society of Motor Manufacturers and Traders data reveals. The remaining 50 per cent sat in small-medium territory. No medium-large or large-colossal cars made it into that top 10. This proves that when it comes to real-world buyers living in the UK and financially able to sign on the dotted line for new cars, small is beautiful and affordable, whereas big is ugly, at least in terms of price and attainability.

In Europe as a whole, the appetite for small cars is even greater. Figures from JATO Dynamics reveal the overwhelming majority of the top-20 vehicles bought across 27 European countries in 2019 were those small models, which so obviously hit the spot. They are also mostly ordered in 100-per-cent petrol guise, so if you're looking for the most popular new car in our corner of the globe, look no further than the supermini that runs on unleaded.

Some makers have hinted lately that some of their small, inexpensive models could be withdrawn due to the imposition of increasingly tough environmental regulations that make them costlier to build. But worry not; Volkswagen, for example, will not say you can't have an up! at £10,000, but must instead go for the 'cheapest' Golf at £25,000. And when the now massive Peugeot empire hints that those environmental demands mean it may not replace its little 108, I reckon it's more a case of the French giant lately acquiring so many brands packed with small cars – Vauxhall and Fiat among them – that the 108 has, in effect, been superseded by more desirable incumbents. These include the new Corsa, hybrid versions of the 500 and Panda, never mind the brilliant, just-launched Peugeot 208, which is merely four-metres long but feels and drives like a far larger car.

Undoubtedly there are big changes ahead in the city-car sector. But within the class, temptingly priced 100-per-cent petrol versions will continue to prevail, sales of sensibly priced 'halfway house' petrol-electric hybrids will surge, and comparatively expensive pure-electrics will play an obvious and important role, too.

But regardless of their power units, such small cars will remain the best-sellers on the market for years to come. In the near to mid-term future, at least, if you're looking for the ultimate in automotive value for money, look no further than a state-of-the-art city car measuring four metres, or maybe just a tad longer.



Mike Rutherford

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