

RANGE ROVER VELAR CONFIRMED

AUTOCAR

FIRST FOR NEWS AND REVIEWS EVERY WEEK

autocar.co.uk

22 February 2017

First look at
must-have
Macan rival



LAND ROVER SPECIAL

NEW DISCOVERY

Tested to the limit on and off road – and yes, they've nailed it



+ How to buy a used
Range Rover Sport
Not as risky as you'd think...



27 PAGES OF NEW CAR REVIEWS



New Mini: good, but not good enough



Flat-out in new 209mph Bentley



Off-road in bonkers baby Suzuki



789BHP FOR NEW FERRARI F12 • WHY PEUGEOT WANTS TO BUY VAUXHALL



PEUGEOT
MOTION & EMOTION

ALL-NEW
PEUGEOT 3008 SUV
NEVER HAS AN SUV GONE SO FAR



ALL-NEW PEUGEOT 3008 SUV

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the all-new 3008 SUV Range are: Urban 37.2 - 67.3 (7.6-4.2), MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Visit Peugeot.co.uk for more information. Information



NEW PEUGEOT i-COCKPIT®

8" MULTI-FUNCTION
TOUCHSCREEN

12.3" HEAD-UP DIGITAL
INSTRUMENT PANEL

COMPACT SPORTS
STEERING WHEEL

peugeot.co.uk/3008SUV

EXPERIENCE **BUILT IN**

Extra Urban 55.4 - 80.7 (5.1-3.5), Combined 47.1 - 70.6 (6.0-4.0) and CO₂ 136-103 (g/km).
correct at time of going to print.



THE HEAD SAYS
YES
*THE HEART SAYS
DEFINITELY, YES*

MASERATI GHIBLI. STARTING FROM £49,860

The Maserati Ghibli is powered by a range of advanced 3.0 Litre V6 engines with 8-speed ZF automatic transmission including, a V6 turbodiesel engine.

www.maserati.co.uk

Official fuel consumption figures for Maserati Ghibli MY17 range in mpg (l/100km): Urban 20.5 (13.8) – 36.7 (7.7), Extra CO₂ figures are based on standard EU tests for comparative purposes and may not reflect real driving results. Model polished Urano alloy wheels at £2,205.



MASERATI

Ghibli

Urban 39.8 (7.1) – 57.6 (4.9), Combined 29.4 (9.6) – 47.9 (5.9). CO₂ emissions 223 – 158 g/km. Fuel consumption and shown is a Maserati Ghibli Diesel MY17 at £52,725 On The Road including optional mica paint at £660 and 20 inch machine

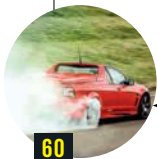
Go Further 

Ford NEW KUGA



Official fuel consumption figures in mpg (l/100km) for the New Ford Kuga range: urban 30.1-58.9 (9.4-4.8), extra urban 44.8-67.3 (6.3-4.2), combined 37.7-64.2 (7.5-4.4). Official CO₂ emissions 173-115g/km. The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

ford.co.uk/newkuga



60

NEWS

- PSA Group eyes Opel** French firm attempts buyout **10**
- Range Rover Velar** Land Rover confirms plans **14**
- Italdesign's V10 supercar** Audi R8 rival revealed **16**
- Audi RS Q8** Concept to preview 600bhp SUV **18**
- Mercedes-Benz GLB** Retro-look SUV here in 2019 **20**
- Ferrari 812 Superfast** Maranello's most potent yet **22**

TESTED

- Land Rover Discovery** Fifth-generation 4x4 driven **28**
- Bentley Continental Supersports** Fire-breathing GT **36**
- Peugeot 5008 2.0 BlueHdi 150** Now it's an SUV **41**
- Seat Leon Cupra 300** More poke for Spanish hatch **43**
- Mini Countryman Cooper D** **ROAD TEST** **44**

FEATURES

- Suzuki Ignis** We go green-laning in the baby 4x4 **52**
- Online car buying** The future of car sales tested **58**
- Up the creek** Down Under Australia's industry woes **60**

OUR CARS

- Hyundai Tucson** Likeable crossover says goodbye **68**
- Ford Focus RS** A wet weekend in the Cotswolds **71**
- Toyota Mirai** Counting the cost of hydrogen power **73**

EVERY WEEK

- Steve Cropley** Some light is thrown on BMW's 320d **25**
- Subscription offer** Save 65% off the cover price **26**
- Motorsport** Shaping the future of racing car design **64**
- Your views** A tear is shed for the Trabant **66**
- Matt Prior** Why the buttonless dash is out of touch **90**

DEALS

- James Rupert** Vote for your used car of the year **74**
- Used buying guide** Range Rover Sport examined **76**
- Used car intelligence** Jaguar XJs for £15k **79**
- Road test results** Autocar's data archive **80**
- New cars A-Z** All the latest models rated **82**
- Classifieds** Cars, numberplates and services **88**



RANGE ROVER SPORT BUYING GUIDE 76

THIS WEEK



COVER
STORY

HAS THE NEW DISCOVERY BEEN WORTH THE WAIT? MATT PRIOR FINDS OUT 28



PEUGEOT 5008 DRIVEN 41



FERRARI 812 SUPERFAST REVEALED 22



**"EVEN IF THE WORST HAPPENS, THERE
COULD BE A FUTURE FOR THE FACTORY"**

HILTON HOLLOWAY WONDERS WHAT NEXT FOR ELLESMERE PORT **13**



LIFE IN THE GREEN LANE: SUZUKI IGNIS HEADS OFF ROAD 52

Hyundai Click To Buy™

The smarter, easier way to buy an i20.



Everything about an i20 is smart. Now that includes the way you can buy it too. With a few simple clicks online you can trade-in your old car, arrange a finance deal that suits you and buy the small, yet surprisingly spacious i20. Looking for a smarter, easier, haggle-free way to buy a new car? Hyundai Click to Buy™ ticks all the boxes.

hyundai.co.uk



Fuel consumption in MPG (l/100km) for i20 range: Urban 33.2 (8.5) – 60.1 (4.7), Extra Urban 55.4 (5.1) – 83.1 (3.4), Combined 44.1 (6.4) – 72.4 (3.9), CO₂ Emissions 148-102g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

AUTOCAR

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

EDITORIAL

Tel +44 (0)20 8267 5630 Email autocar@haymarket.com

Editor Mark Tisshaw

Editorial director, Automotive Jim Holder

Editor-in-chief Steve Copley

Executive editor Matt Burt

Head of video, features Matt Prior

Managing editor Allan Muir

Reviews editor Will Nightingale

Chief tester Matt Saunders

New cars editor Rory White

Deputy reviews editors Nic Cackett, Vicky Parrott

Senior reviewer John Howell

Reviewers Alan Taylor-Jones, Neil Winn, Doug Revolta

News editor Rachel Burgess

Consumer editor Claire Evans

Used car editor Alex Robbins

Senior staff writer Sam Sheehan

Content editor Darren Moss

SEO manager Jon Cook

SEO executive Oliver Hayman

Senior digital reviews editor Mark Pearson

Digital reviews editor Hemal Mistry

Chief sub-editor Tim Dickson

Sub-editor Alex Moores

Production assistant Kris Culmer

Group art editor Stephen Hopkins

Art editor Sarah Özgü

Deputy art editor Michèle Hall

Junior designer Laura Bajorunaitė

Chief photographers John Bradshaw, Stan Papior

Photographers Luc Lacey, Will Williams

Videographers James Holloway, Mitch McCabe

Picture editor Ben Summerell-Youde

Editorial assistants Jimi Beckwith, George Hawkins

EDITORIAL CONTRIBUTORS

European editor Greg Kable

Used car correspondent James Ruppert

Senior contributing writer Andrew Frankel

Senior contributing editor Richard Bremner

Contributing editor Mike Duff

Special correspondents Mauro Calo, Jesse Crosse, Hilton Holloway, Peter Liddiard, Julian Rendell, Richard Webber

MEDIA ENQUIRIES

Tel +44 (0)20 8541 3434

Contact Robert Etheridge (robert@performancemag.com)

SUBSCRIPTIONS

Tel 0344 848 8816

Overseas +44 (0)1604 251450

Email help@autocar.themagazineshop.com

SYNDICATION ENQUIRIES

Tel +44 (0)1962 867705

Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024

Contact Isla Friend (isla.friend@haymarket.com)

BACK ISSUES

Tel 0344 848 8816

Email help@autocar.themagazineshop.com

ADVERTISING

Classified +44 (0)20 8267 5733 Display +44 (0)20 8267 5574

Production +44 (0)20 8267 5814 Fax +44 (0)20 8267 5312

Sales director Julia Dear

Key account director Richard Potton

Agency group head Andrew Barclay

Agency account managers Adrianna Haynes, Lindsey Dobson

Semi-display/retail executive Hannah Mathew

PRODUCTION

Tel +44 (0)20 8267 5219

Production manager Anthony Davis

Senior production controller Roxy Agius

MARKETING

Direct marketing manager Maria Fernandez

Newstrade marketing manager Richard Jeffries

MANAGEMENT

Brand director Rachael Prasher

Business director Darren Pitt

Brand manager Sarona Taylor

Brand executive Charlene Harry

© 2017, Haymarket Media Group Ltd. Autocar, Motor, Autocar & Motor are registered trademarks. Circulation enquiries: Frontline Ltd, Midgate House, Midgate, Peterborough PE1 1TN (01733 555161). Repro by Haymarket Pre-Press. Printed by William Gibbons, Wolverhampton. Registered as a newspaper with the Royal Mail. Member of the ABC. ISSN 1355-8293. No part of this magazine may be reproduced, stored in a retrieval system or transmitted in any form except by permission. The publisher makes every effort to ensure contents are correct but cannot accept responsibility for errors or omissions. Unsolicited material is submitted to Autocar entirely at the owner's risk; the publisher accepts no responsibility for loss or damage. With regret, competitions and promotional offers, unless otherwise stated, are not available to readers outside the UK and Eire.

North America: Autocar, ISSN number 135589X, is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11431. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP. Air Business Ltd is acting as our mailing agent.

ADDRESS

Autocar is published by Haymarket Consumer Media, Bridge House,

69 London Road, Twickenham, Middlesex, TW1 3SP, UK

haymarketgroup.com

Tel +44 (0)20 8267 5000

Editorial director Mark Payton

Strategy & planning director Bob McDowell

Managing director David Prasher

Chief executive Kevin Costello

Autocar magazine is also published in China, Greece, India, Indonesia, Japan, Korea, Malaysia, Philippines and Thailand.

Autocar is a member of the Independent Press Standards Organisation (IPSO). We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact autocar@haymarket.com. For more information, contact IPSO on 0300 123 2220 or visit www.ipso.co.uk



Autocar is a member of the organising committee of Car Of The Year caroftheyear.org

Haymarket is certified by BSI to environmental standard ISO14001 and energy management standard ISO50001



PEFC Certified
This product is from sustainably managed forests and controlled sources
www.pefc.co.uk



COMMENT



WHY AMBITIOUS PSA COULD BEAT VOLKSWAGEN AT ITS OWN GAME



CARLOS TAVARES HAS performed a remarkable turnaround at the PSA Group since 2014. His 'Back in the Race' plan has turned a company that made a €5 billion (£4.27bn) loss in 2012 into a profitable one today. In the first half of last year, PSA made €1.38bn (£1.18bn); tomorrow's financial results for the full year should bring yet more good news.

Those results will be delivered against a backdrop of PSA attempting to buy General Motors' European arm, Opel/Vauxhall. At face value, it looks as if PSA is trying to buy a company of a similar size that is making rival products to its own and selling them at similar prices. Opel has suffered many of the same problems as the pre-Tavares PSA.

Tavares's end game, though, is to create a rival to the Volkswagen Group. He admires how VW can sell multiple models across multiple brands based on shared componentry at a greater scale than PSA enjoys.

VW, however, looks in envy at PSA's greater profit margins, despite the German group's greater overall sales. If Opel/Vauxhall is absorbed into an expanded PSA Group, and if Tavares is able to replicate his success, he won't be running Europe's largest car company, but it could be the most profitable and sustainable.

Mark Tisshaw Editor

mark.tisshaw@haymarket.com [@mttisshaw](https://twitter.com/mttisshaw)

EDITOR'S PICKS



RIP, MATE

Josh Dowling on the death of Australia's car industry, p60



IT'S GOT HOW MUCH?

New Ferrari 812 Superfast makes 789bhp without a turbo, p22



CAR BUYING MADE EASY

We investigate the fast-growing world of online car sales, p58



NEVER MISS AN ISSUE

Subscribe p26

NEWS

GOT A STORY?

Email our news editor
rachel.burgess@haymarket.com



PSA plans to create new car giant with Opel buyout

French firm eyes GM brand takeover to form second-largest European car company

The PSA Group will seek to create a car giant similar to the Volkswagen Group, with numerous brands in similar segments, if its proposed purchase of Opel goes ahead.

News broke last week that the PSA Group, which controls Peugeot, Citroën and DS, is in negotiations to acquire a majority stake in the European arm of General Motors (GM), including its British brand Vauxhall. Such a deal would

have significant implications for the European car industry.

If the sale goes ahead, brands such as Peugeot, Citroën, DS and Opel would sit alongside each other in a company set-up akin to the VW Group's Audi, Seat, Skoda and Volkswagen line-up.

The PSA Group would be likely to position Opel as its premium brand, alongside DS, in effect competing with Audi. In the 1980s, Audi and Opel were on a similar level

before the VW Group pushed Audi upmarket in an incredibly successful move that PSA would likely be keen to emulate.

With both PSA and Opel currently competing in the same segments – from city cars and superminis to SUVs – a full takeover of Opel by PSA would provide huge potential for cost savings, not only through common platforms but also drivelines, research and development, plus back office and administration activities.

PSA and Opel already work closely with each other. As part of an alliance formed in 2012, Opel has developed two new SUVs from existing PSA Group platforms. One is the new Crossland X, which sits on the same structure as the Peugeot 2008, and the other is the soon-to-be-revealed Grandland X, which will share the 3008's platform.

A larger SUV to replace the Zafira is also planned from GM, although it is based on the

same in-house GM platform as the new Insignia.

A move to a VW Group-style set-up would also allow PSA to keep Opel as a German company, something that PSA boss Carlos Tavares intends to do, according to reports. This would help win German support for the deal, amid concerns that the sale would lead to job losses, because keeping Opel as a German company would ensure it complied with the country's strict labour laws.










Shortly after news of the potential purchase of Opel by PSA broke, it became clear that neither senior Opel board members nor the German government had been aware of early negotiations between PSA and GM's head office.

In a letter to Opel and Vauxhall employees, GM boss Mary Barra asked for understanding and approval of the possible sale of GM's European operations, including the Opel and Vauxhall brands.

Barra said the sale would "enable PSA Group and Opel/Vauxhall to improve their position in the rapidly changing European market, due to complementary strengths of both companies". She added that GM would do "everything possible to ensure the interests of all involved are respected".

Opel boss Karl-Thomas Neumann is understood to be the only European board member who knew about the proposed sale. It has been reported that he suggested →

HOW OPEL'S MODELS COULD USE PSA'S VEHICLE PLATFORMS

PLATFORM	2017/18	2019	2020	2021-onwards	
CMP	ALL-NEW SMALL CAR PLATFORM LAUNCHES IN 2018 WITH DS SUV	 OPEL ADAM 2 Est. annual sales 55k	 OPEL CORSA Est. annual sales 250k	 OPEL MOKKA B-SUV Est. annual sales 164k	CMP EXTRA VOLUME 480k units per year by 2021
EMP2	 OPEL CROSSLAND X, GRANDLAND X Est. annual sales 250k (combined)	 OPEL ZAFIRA 'D' Est. annual sales 96k	 OPEL ASTRA Est. annual sales 250k	 OPEL INSIGNIA 3 Est. annual sales 133k	EMP2 EXTRA VOLUME 750k units per year

FULL OPEL/PSA INTEGRATION

NB: All estimated annual sales based on peak annual sales of current model.

Alongside PSA's two global platforms, it also has a joint small-car platform with Toyota, on which the Aygo, C1 and 108 are built. This could accommodate the new Opel Karl (Vauxhall Viva in the UK), due in 2019, which would bring an extra 50k sales annually.



NEW ABARTH 124 SPIDER. REAR WHEEL DRIVE PERFORMANCE.

ADDICTED TO PERFORMANCE.
SINCE 1949.



**SEASONS CHANGE.
OUR PASSION FOR PERFORMANCE IS ALL YEAR ROUND.
TAKE TO THE ROAD AND DRIVE. NO EXCUSES.**

ABARTHCARS.CO.UK

Official fuel consumption figures for the Abarth 124 spider range mpg (l/100km): Combined 42.8 (6.6) – 44.1 (6.4), Urban 31.0 (9.1) – 33.2 (8.5), Extra urban 54.3 (5.2) – 55.4 (5.1), CO₂ Emissions: 153 – 148 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption. Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd. The Abarth 124 spider range starts from £29,565 OTR. Model shown is an Abarth 124 spider 1.4 Turbo Multiair Manual at £31,215 OTR with Costa Brava 1972 Red Pastel Paint (£400), Visibility Pack (£1250) and Racing anti-glare pack (No cost option).

Crossland X shares the same structure as Peugeot's 2008



Buying Opel would make PSA the second-biggest car maker in Europe after the VW Group

← an alternative plan for Opel in order to safeguard it. Neumann's strategy involved turning it into an all-electric car brand by 2030, with models based around the modular electric car platform used for the Chevrolet Bolt.

However, German magazine Der Spiegel claimed Neumann was surprised by how advanced the negotiations between PSA and GM were, because GM had promised that his electric car brand proposal would be voted on by the board in May.

By purchasing Opel and maintaining it as a brand in its own right, PSA would increase its market share in China, which is already the largest market in terms of volume for PSA, in part due to its partnership with Chinese firm Dongfeng.

It would also appeal to the existing Opel board members

who resent GM pulling Opel from China in 2015 to focus on its European sales. China has become a key market for brands such as Audi and VW since then, but loss-making Opel has missed out.

Instead, Opel has had to try to make a success of Europe, where turbulent markets and the cost of cleaning up diesels and meeting 2020 emissions laws is making life increasingly difficult for car makers.

The purchase price for Opel is rumoured to be €3 billion (£2.5bn) and the PSA Group reportedly has €6bn (£5bn) in capital at its disposal.

Taking on Opel and Vauxhall would make PSA the second-biggest car maker in Europe, with potential annual European sales of more than 2.4 million cars and a healthy 16% market share. PSA would overtake

Citroën C-Aircross platform could spawn Opel SUV



Renault-Nissan and be behind only the VW Group in terms of European sales reach.

Last year, PSA's three French brands – Peugeot, Citroën and DS – recorded a total of 1,446,052 sales, and Opel/Vauxhall sold 979,427. By comparison, Renault-Nissan's 2016 European sales totalled 1,496,394, helped by the continued success of Dacia. The VW Group – with its Audi, Bentley, Bugatti, Lamborghini, Porsche, Seat, Skoda and VW brands – racked up 3,498,049 sales.

The UK-based Vauxhall brand, purchased by GM in 1925, currently accounts for around one-fifth of Opel sales,

with the UK traditionally being the largest market for the Corsa and Insignia.

One scenario already raised by GM sources in discussions with Autocar is the possibility of a sweeping consolidation of Vauxhall operations in the UK (see separate story, below), with the brand name consigned to history and replaced by Opel. It would be a bold and unpopular move, not least because of the company's UK-based manufacturing plants. However, GM has reassured the British government that it has no plans to rationalise its UK operations.

RACHEL BURGESS AND GREG KABLE

FORD'S EURO PLAN REMAINS ON COURSE

Plans by GM and PSA to consolidate operations in Europe won't affect Ford's strategy of growth in Europe or its long-term commitment to the region, president and CEO Jim Farley has said.

Ford has recently been through a tough rationalisation phase. It earned a \$1.5 billion profit on its European operations over the past two years, but Farley expects tough conditions in Europe to continue.

"We've made a good start," he said, "but to keep succeeding, we'll need to be very careful with our model mix. The days are gone when we could subsidise vehicle lines that weren't very profitable. We have to invest in areas where the return is good: sports cars, SUVs and commercial vehicles are good examples." In those areas, Farley said, Ford is confident it can compete "just fine" with allcomers.

"In the longer term, we have more tough choices to make," he said. "We need to become a leader in mobility, and e-mobility in particular. We'll have to plan and invest carefully so we can emerge as an electric vehicle leader. Ultimately, that's how we'll grow our business."

STEVE CROPLEY



WHAT WILL HAPPEN TO ELLESMERE PORT?

HILTON HOLLOWAY

It's hard to imagine a worse time for Vauxhall's Ellesmere Port plant. While it's currently very busy building the new Astra, the Brexit vote and the UK's exit from the EU and – most likely – the single market immediately put a shadow over its medium-term future.

But news that PSA could buy up General Motors' European arm really does place a question mark over the Vauxhall plant. If PSA is looking to streamline factory operations, it is probably

easiest to make a case for abandoning Ellesmere Port when production of the current Astra is wound up.

The UK is outside the euro zone, it will soon be outside the EU and it's probably the European country where closing a car plant is easiest, as Ford's relatively low-key closure of the Transit factory in Southampton showed.

But even if the worse does happen, there could still be a future for the factory. Ellesmere Port is on the

opposite side of the River Mersey to the Halewood plant of Jaguar Land Rover (JLR). The two factories also share a logistics hub. Halewood builds the wildly successful Range Rover Evoque and the even more in-demand Discovery Sport, which is now Land Rover's best-selling model.

Halewood is running 24 hours a day across three shifts and the company says staff numbers have trebled since 2012. But with the Jaguar E-Pace getting



PSA buyout could mean big changes at Ellesmere Port

close to production, how can Halewood possibly squeeze in another, potential highly successful, model?

If Ellesmere Port is facing the PSA axe, could it not be

an ideal home for JLR's rapidly expanding steel-bodied SUV production? With Halewood bursting at the seams, would it be such an outlandish proposal?

OFFICIAL PICTURE

New Range Rover Velar shows its sporty intent

Porsche Macan rival is Land Rover's most road-biased model; on sale this year



Land Rover has confirmed the latest addition to its Range Rover line-up will be called Velar and revealed the first image of the model. It will sit between the Evoque and Range Rover Sport in the brand's line-up and introduce an all-new interior design language for the firm.

As the fourth model in the line-up, the mid-sized SUV is described by Range Rover as "filling the white space between the Evoque and Range Rover Sport". It is a vital price point for Range Rover, plugging the gap between the £40,000 Evoque and £80,000 Sport and challenging important rivals such as the Porsche Macan and BMW X6.

The first image of the Velar shows a familiar design language, as seen on the existing Range Rover models, but with far smoother lines than previously. Whereas current models have numerous angular lines at the rear end, the Velar has a continuous sweep from the sides to the rear of the bodywork, creating a sleek, sporty silhouette. A circling line of chrome further accentuates this continuation and the relatively small rear window further enhances the coupé-like styling, making the model less boxy than the current Range Rovers.

A panoramic sunroof also suggests an airy cabin and a glimpse of the infotainment

It will plug the gap between the £40,000 Evoque and the £80,000 Range Rover Sport

system, showing two screens – one wide and central and one behind the wheel – closely reflects the interior shown on Jaguar's all-electric I-Pace SUV seen at the LA motor show in November last year (see separate story, below).

Land Rover design boss Gerry McGovern said: "We call the Velar the avant-garde Range Rover. It brings a new dimension of glamour, modernity and elegance to the brand."

The Velar is set to be the most on-road-focused model yet produced by Land Rover. The company has described it as "refined for every occasion and terrain" and said it "uses unique sustainable materials and advanced engineering to continue Land Rover's drive to go Above and Beyond", referring to the company's advertising tagline.

The name 'Velar' comes from the original Range Rover prototypes from 1969. It was used by development engineers to hide the identity of the 26 pre-production Range Rovers and is derived

from the Latin 'velaris', meaning to veil or cover.

Autocar has previously reported that the five-seater will be closely related to the Jaguar F-Pace, with which it shares Jaguar Land Rover's IQ platform. All Velars will have four-wheel drive and be built alongside the Range Rover Sport and F-Pace in the aluminium body and assembly plant in Solihull, West Midlands.

It will be launched with the Ford-built V6s currently used in the range but they will be replaced later by Ingenium in-line six-cylinder petrol and diesel engines. A plug-in hybrid based on the 295bhp four-cylinder Ingenium petrol engine is also expected.

The model extends the 'Luxury' pillar of Land Rover's three-pronged vehicle strategy, alongside the other Range Rover models. The 'Leisure' pillar includes the Discovery and Discovery Sport and the 'Dual-purpose' pillar will remain dormant until the next Defender arrives in 2019.

RACHEL BURGESS

Velar's fascia marks a departure from today's Range Rovers



I-PACE COCKPIT SETS TEMPLATE FOR JAGUARS AND LAND ROVERS



The Velar is expected to use the I-Pace's three-screen layout

BASED ON THE official image on the right, the cockpit design seen in the Jaguar I-Pace (above) will be closely replicated in the Velar.

The I-Pace, which is a template for the future of

Jaguar Land Rover interiors, uses three display screens. The primary interface is a 12.0in TFT touchscreen, while infotainment and climate functions are adjusted on a secondary 5.5in screen

controlled by two rotary dials. Instrumentation is presented on a configurable 12.0in virtual cluster augmented by a colour head-up display.

The system has been built in-house and is based on the

same technology used in the InControl Touch Pro system. Other existing tech, including wi-fi hotspots and the ability to use apps from a connected smartphone or tablet, will also feature in the Velar.

First official image shows a sporting, coupé-like rear end



OFFICIAL PICTURES

Italdesign to stun Geneva with all-new V10 supercar

Legendary Italian design house produces own-brand model for the first time

Italdesign, the famous Turin-based design house founded by Giorgetto Giugiaro in the late 1960s and now part of the Volkswagen Group, is set to launch a super-exclusive 'own-brand' V10 supercar at the Geneva motor show next month.

The car, which introduces a new marque called Italdesign Automobili Speciali, will have a starting price of more than £1.3 million but is tipped to cost close to £2m by the time it hits the streets, with individual owners set to be offered a wide variety of trim, equipment and performance

personalisation options. Just five cars will be made, aimed at "collectors and visionary enthusiasts", and Italdesign expects to deliver the first finished model from its works near Turin before the end of the year.

"For the first time we can offer collectors the chance to order a true made-to-measure car," said Filippo Perini, Italdesign's supercar project chief and head of innovation design. Perini added that every year from now on, the company will develop a new car bearing its own badge, "always in a very exclusive number of examples".

The new supercar uses a 5.2-litre, 610bhp Audi Sport V10 engine shared with the top-end versions of the Audi R8. It also adopts Audi's quattro permanent four-wheel drive system. Top speed is estimated at 205mph and the 0-62mph acceleration time will be just 3.2sec. The company's engineers promise "racing car performance with type approval", so the car can be used on normal roads.

Sophisticated aerodynamics and lightweight construction will be major themes in Italdesign's new supercar. The body features a prominent

front splitter, louvres over the wheel arches to relieve air pressure, side-mounted fins and a racing-style rear spoiler that works in conjunction with a large under-body diffuser to tune the car's high-speed aerodynamics.

The body panels are made entirely of carbonfibre, with Italdesign claiming a kerb weight of just 1300kg for the new model. If that were achieved in production, it would undercut the Volkswagen Group's other V10-engined supercar models – the R8 and the Lamborghini Aventador – by at least 300kg.

The overall impression of the styling is of a modernised Lancia Stratos, although Italdesign's supercar is more than a metre longer. It is similar in footprint to the Lamborghini Aventador, at 4.87 metres in overall length.

The relationship with Lamborghini is far from coincidental, given that it was Audi-owned Lamborghini that completed a purchase of Italdesign in 2015, having bought a 90% interest from the Giugiaro family five years earlier. The new car's engineers are revealing little about the provenance of their new car's

CONFIDENTIAL

GOSSIP | RUMOURS | TRENDS

BMW SALES AND marketing boss Ian Robertson expects the company to sell 100,000 plug-in hybrid and electric vehicles this year. That's the same number it has sold overall since the i3 went on sale in 2014. He put the growth down to the increasing popularity of the technology and the wider choice of models on sale.

KIA WILL REVEAL its Rio GT hot hatch in 2021, when the just-launched fourth-generation car will be due a facelift. Kia's Ford Fiesta ST rival has been rumoured for some time, but other projects, including the Stinger sports saloon and an upcoming B-segment SUV, have taken priority.



LIST PRICES OF cars are almost becoming irrelevant due to the popularity of PCP deals, according to a senior UK executive. They said the monthly cost was now by far the most important factor in determining a car's true cost to the consumer.

HYDROGEN WILL eventually become a big-selling fuel type, almost as popular as petrol, according to Hyundai UK boss Tony Whitehorn. He believes fuel cell powertrains will one day be as ubiquitous on cars as sunroofs or sat-navs.

MAZDA R&D BOSS Kiyoshi Fujiwara has revealed that the most complex part of developing EVs is making the power management systems that control the batteries communicate with the car. He pointed to the Samsung Galaxy Note 7 smartphone and its tendency to catch fire as evidence of how badly it can be if you get it wrong.

Italdesign says the car uses a carbonfibre and aluminium chassis



A claimed kerb weight of 1300kg undercuts the Audi R8 by 300kg



FROM CITY CARS TO HYPERCARS: ITALDESIGN'S HISTORY

Italdesign has designed many successful supercars in its 49 years. Think BMW M1, Lotus Esprit and Maserati MC12, for starters. However, its most spectacular achievements have been its seminal everyman cars, first among them the original Volkswagen Golf, the flat-screened Fiat Panda and the iconic Alfa Romeo Alfasud.

This is probably because Giorgetto Giugiaro – the company's co-founder and star designer for 40 years –

had already designed plenty of sports and supercars by the time he decided, with Aldo Mantovani, to open his own studio. The De Tomaso Mangusta, Alfa GTV, Ferrari 250GT Bertone and Maserati Quattroporte, Merak and Bora were prominent among dozens of cars he created.

By the time Italdesign was working well, Giugiaro was working on concepts like the Lancia Megagamma (which pioneered MPVs even before the Renault Espace), at least

a dozen production Fiats and half a dozen Alfas, plus a myriad Ssangyongs, Seats, Daewoos and Hyundais. He and Mantovani believed that if an affordable car had to have a skin, it might as well have a good-looking one.

The company was bought by the VW Group in 2010, mostly because Giugiaro, 72 at the time, wanted to retire. He finally left the company in 2015, aged 77. But his haven of creativity at Moncalieri, outside Turin, lives on.

underpinnings, confirming only that it uses "a modular chassis in carbonfibre and aluminium".

There's no suggestion that anyone but Italdesign created this car, however. Company insiders say it is the work of a 60-strong band of designers, engineers, technicians and composite experts, brought together under Perini.

"This project is the result of almost 50 years' expertise in design, engineering and construction of fully functional automobiles," said Perini. "We are absolutely delighted to make our debut in this market."

STEVE CROPLEY



Italdesign's portfolio includes models as diverse as the original Fiat Panda (left) and Maserati's MC12

RS Q8 will be lower
and wider than the Q7

AUTOCAR
IMAGE

Audi readies hot flagship SUV

New 600bhp-plus RS Q8 signals a fresh push by Audi Sport to expand its line-up

Audi will unveil an RS Q8 concept at the Geneva motor show in March as a preview to a luxurious 600bhp-plus SUV. The hot flagship SUV will be one of eight new RS performance models to be introduced in the next 18 months under the restructured Audi Sport division.

Audi Sport, headed by former Lamborghini boss Stephan Winkelmann, is set to build on the original Q8 concept revealed at the Detroit motor show in January with its own 186mph interpretation of the big five-door SUV. It will feature a powered-up drivetrain and lowered sports suspension, as well as bespoke exterior and interior styling cues. As a result, the production version will be in direct competition with the likes of the BMW X6 M and Mercedes-AMG GLE63 Coupé.

The RS Q8 is among four new hardcore SUV models planned by Audi Sport. Audi's performance car division has targeted key markets such as China, the US and the UK in what company sources describe as a renewed sales strategy that includes a plan to double the number of RS models in future years.

The new range-topping

Audi Sport model is planned to crown a line-up of new performance SUVs. These include a successor to today's RS Q3 and the oft-mooted RS Q5, which is already at an advanced stage of development and set for introduction by the end of 2017.

The three new SUV models will supplement Audi Sport's upcoming replacements for the RS4 saloon, RS5 Sportback, RS6 Cabriolet, RS6 saloon, RS6 Avant and RS7.

Commenting on the plans to significantly raise Audi Sport's profile through an expansion of its line-up of dedicated RS models, Winkelmann said: "My aim is to make Audi Sport a global player. In the next 18 months, we will introduce eight new models.

"Almost every Audi model has an S variant, but not every one of them gets an RS variant. We will be concentrating on the sporting spearheads,

the most prestigious models in the portfolio."

The original Q8 concept shown in Detroit had a newly developed petrol-electric hybrid drivetrain, but its Audi Sport performance sibling appears set to take a more conventional route, with a direct-injection petrol engine.

The RS Q8 is likely to receive a heavily fettled version of the existing twin-turbocharged 4.0-litre V8. Used in a number of performance-orientated Audi models, the unit is claimed to have a similar output to the version in the Audi S8 Plus, which has 605bhp and 516lb ft. Audi officials hint at a 0-62mph time of less than 5.0sec for the RS Q8.

By comparison, the twin-turbo 4.4-litre V8 used by the X6 M produces 567bhp and 553lb ft and the twin-turbo 5.5-litre V8 in the GLE63 delivers 549bhp and 516lb ft. The BMW can achieve 0-62mph

in 4.2sec and the Mercedes-AMG in 4.3sec when fitted with individual driver's packages.

Just like the S8, the RS Q8 will use an eight-speed automatic gearbox and quattro four-wheel drive. It will have torque vectoring integrated into a so-called 'sport differential' to provide individual apportioning of drive to each of the rear wheels.

The RS Q8 will be shorter, lower and wider than the Q7,

with which it shares its MLB platform. In addition, the RS Q8 will have a more sloping roofline to give it a more sporting silhouette than its upright sibling.

Sources privy to early styling proposals have also said the front of the RS Q8 is dominated by an eight-corner single-frame grille featuring a wider design than used on current Audi models.

GREG KABLE

AUDI RULES OUT HYPERCAR OR QUATTRO

Quattro concepts
won't inspire a
production model



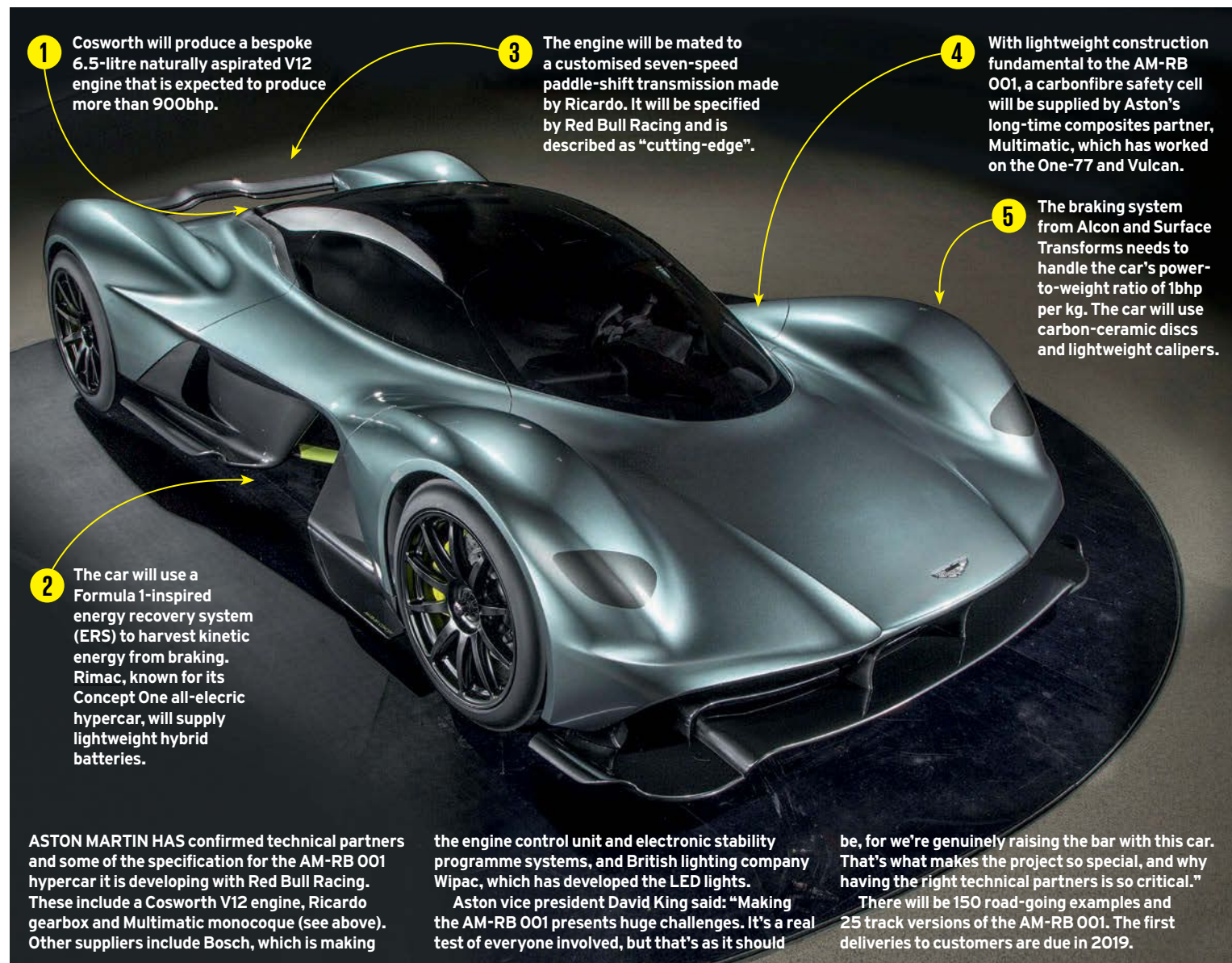
Audi has no plans to follow rival Mercedes-Benz into the hypercar arena. Sales and marketing boss Dietmar Vöggenreiter said Audi had sister brand Lamborghini

to fulfil that role. He also ruled out the return of the Quattro as a model in its own right, even though Audi has created several Quattro concept cars in recent years.

“
Audi Sport's renewed sales
strategy includes doubling
the number of RS models
”

Aston confirms new hypercar tech

Key partners including Cosworth, Ricardo and Multimatic join Aston-Red Bull project



PAGANI'S £2.3M HUAYRA ROADSTER IS SOLD OUT

All 100 examples of the new Pagani Huayra Roadster have already been allocated to customers. The £2.3 million soft-top hypercar uses a Mercedes-AMG twin-turbocharged 6.0-litre V12, reworked to produce 754bhp at 6200rpm – 34bhp more than the Huayra coupé and 15bhp more than the hardcore Huayra BC.

The rear-wheel-drive Roadster is 80kg lighter than the coupé, with a dry weight of 1280kg. Key to the Roadster's light weight is its so called Carbo-Titanium and Carbo-Triax HP52 monocoque. The structure is said to be 52% stiffer but identical in weight to the coupé's.

OFFICIAL PICTURE



Retro-look Mercedes GLB to battle BMW X1 in 2019

New compact SUV will mix old-school G-Class styling cues with contemporary design touches when it goes on sale in two years' time priced from about £32k



AUTOCAR
IMAGE

Mercedes-Benz has accelerated development of its long-mooted GLB, a heritage-themed SUV that will rival the Audi Q3 and BMW X1 more directly than the existing GLA. The move is part of Mercedes' plan to retain sales momentum in the lucrative premium compact car class.

The GLB will be part of a future eight-strong family of compact models announced by Mercedes chairman Dieter Zetsche at the Detroit motor show in January. The new high-riding model will slot into

the Mercedes line-up above the existing GLA and below the GLC. Its likely starting price will be around £32,000 when it goes on sale in 2019.

The GLB is one of three new models confirmed as future additions to the existing five-strong Mercedes compact car line-up. It joins a new four-door A-Class saloon, which will be previewed as a concept car at the Shanghai motor show in April, and an as yet unknown model, although one possibility is a dedicated coupé in the mould of the Audi TT. The new line-up will kick off in early 2018 with the

launch of the new fourth-generation A-Class.

The new GLB SUV is known under the internal codename X247 and is said to draw heavily on the well-received Ener-G-Force concept seen at the 2015 Los Angeles show.

The GLB combines styling cues inspired by the tough military vehicle design of the 38-year-old G-Class with more contemporary flourishes from the 2014 G-Code concept.

Buyers will be able to choose between a series of optional styling packages, including a rugged-looking off-road

appearance, with extra cladding and increased ride height, according to insiders privy to the final design.

Chosen by Mercedes board members over an alternative long-wheelbase B-Class, the standard GLB earmarked for sale in the UK is set to be around 4600mm in length, which is 180mm longer than the recently facelifted GLA.

The GLB is based around a version of Mercedes' MFA platform that will be reworked to offer greater production flexibility and lower weight than today's structure. The new SUV will be offered with

a choice of two wheelbases, with either a five-seat or a seven-seat layout, in a move mirroring that of the Q3, X1 and Volkswagen Tiguan.

Details remain scarce with production more than two years away, but sources suggest the long-wheelbase variant, which extends to almost 4800mm, may be sold only in selected markets, such as China and the US.

Inside, the new GLB is expected to share its dashboard and appointments, including a new Comand 6.0 touchscreen infotainment system, with other new

GLB will take some styling cues from the iconic G-Class

OFF-ROAD IN THE MERCEDES-MAYBACH G650 LANDAULET

Hardcore 4x4 kit and 738lb ft make it mightily capable



THE MERCEDES-MAYBACH G650 Landulet is a final swansong for the 38-year-old G-Class. Its production run is limited to just 99 vehicles and each is priced from around €500,000 (£426,000).

Our chance to experience this opulent off-roader first hand comes on a drive through the Madikwe Game Reserve in South Africa on tracks used more commonly by a handful of Toyota Land Cruisers heaving with tourists. But instead of a Japanese four-cylinder diesel, the G650 Landulet has a 6.0-litre twin-turbocharged V12 that's taking on this tricky terrain with 621bhp and 738lb ft.

The G650 draws on the technology of the G500 4x4², and more. That includes portal axles, electronic dampers and tracks widened by 250mm. The wheelbase is lengthened by nearly 600mm, to 3428mm, to create a lounge-like area for two rear occupants.

As well as those portal axles to take on tricky terrain, the car also has hardcore off-road 325/55 R22 tyres and ground clearance of almost 500mm.

The 3.3-tonne colossus easily climbs all the way up to the summit of our test

route. But more spectacular are the two rear seats in the Landulet. The seat system is similar to the Maybach S600 saloon's, but the open roof is the real novelty. At the touch of a button, the rear seats can be in open air in about 30sec.

"The roof is from the former G-Class cabriolet," said G-Class model manager Gunnar Güthenke. "For the passengers, there are massage seats, a separate climate control and the complete entertainment system of the current S-Class."

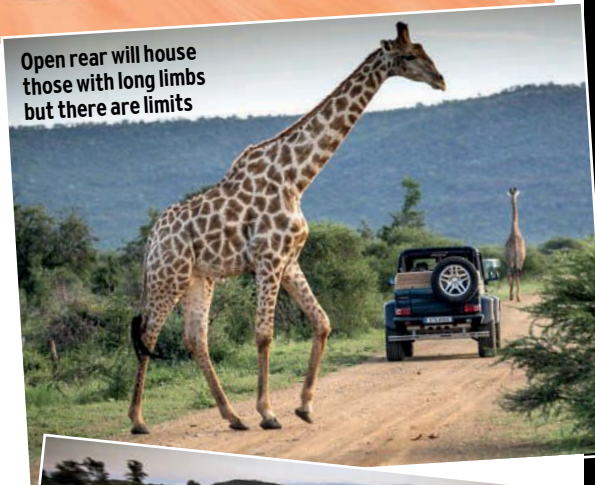
The press of a button moves my comfortable seat into a bed position that's akin to travelling first class on a jet. Both rear seats can be heated, ventilated and stirred with the massage function.

The G650 goes effortlessly through the hardest off-road terrain. Rubble, deep water passages and soft sand dunes present no problem at all.

With all that in mind, it's unsurprising that most customers will probably come from the United Arab Emirates and the vehicle will be one of many on a billionaire's fleet.

"We have created something unique," said G-Class marketing manager Ian James, "by combining

Open rear will house those with long limbs but there are limits



an off-roader like the G-Class and a Landulet."

There will be no right-hand-drive version and these 4x4s are not legally allowed on US roads. But the road isn't really the place for it; the 650 Landulet is

limited to 112mph and, when the roof is open, there's a lot of turbulence in the rear at speeds above 60mph. Better turn back into the game reserve. **STEFAN GRUNDHOFF**

compact Mercedes models, including the fourth-gen A-Class, third-gen B-Class, second-gen CLA and CLA Shooting Brake and the new A-Class saloon.

The GLB's engine line-up will feature an updated range of Mercedes and Renault-Nissan-sourced four-cylinder petrol and diesel units spanning 160bhp in an entry-level model to more than 300bhp in an AMG-badged flagship. Also planned is a plug-in petrol-electric hybrid variant with modest zero-emission capability. **GREG KABLE**

Ferrari unleashes 789bhp 812 Superfast

Fastest regular production car that Ferrari has made uses a naturally aspirated 6.5-litre V12 to pack its punch



New 812 Superfast is a more developed version of the F12

Ferrari's new 812 Superfast is officially the fastest and most potent series-production model to be sold in the firm's 70-year history.

The hotly anticipated two-door model – unofficially referred to as the F12 M in the run-up to its launch – is essentially a significantly upgraded version of the F12 Berlinetta equipped with a bigger-capacity naturally aspirated V12 engine and new chassis technology.

The car's 6496cc engine is 234cc larger than that of the outgoing F12 Berlinetta and produces 789bhp at 8500rpm and 530lb ft at 7000rpm. Only the limited-run LaFerrari, with its 950bhp hybrid V12, can

beat this. The 812 Superfast's performance also outstrips that of the hardcore F12 tdf, which developed a maximum of 770bhp and 520lb ft from its 6.3-litre unit.

Ferrari claims the 812 Superfast's engine is the most powerful ever fitted to a production car. It sends power to the rear wheels through a seven-speed dual-clutch gearbox that has faster shift times than the F12's.

The car can accelerate from 0-62mph in 2.9sec and has a top speed of "more than 211mph", according to Ferrari. These performance figures are identical to the F12 tdf's, even though the 812 Superfast's dry weight is 110kg heavier, at

1525kg. With the V12 engine positioned just behind the front wheels, the car has a weight bias of 47% front, 53% rear.

Another significant change is the introduction of electromechanical power steering (EPS). It is the first Ferrari to use such a system and it has been developed to work in conjunction with Side Slip Control, which calculates the car's slip angle, then adjusts the traction control and differential to enable smooth oversteer.

The 812 Superfast also has the second generation of Ferrari's Virtual Short Wheelbase active rear steering. An evolution of the system used on the F12 tdf, it has new

software to further sharpen the car's handling and give quicker steering response times.

The 812 Superfast's has a different exterior look to the F12, with new LED lights, a different grille and more prominent aerodynamic features the most noticeable changes. At the rear, the car's high tail has been designed to emulate the silhouette of the 365 GTB4, a two-seat grand tourer produced in 1969.

Active aerodynamic flaps are fitted at the front to boost the downforce or reduce drag, depending on which is required.

The cabin has a new, more angular dashboard design with an updated instrument cluster.

Ferrari's new flagship will

make its public debut at the Geneva motor show in March, when it will also go on sale. The price is expected to rise slightly from the F12's, which starts at £241,073, but is still expected to undercut the Lamborghini Aventador, its closest V12 rival, which costs £271,146.

Ferrari boss Sergio Marchionne has suggested that the 812 Superfast's successor, and all other future Ferrari models from 2019 for that matter, will adopt the hybrid technology first used in the LaFerrari hypercar. This means the 812 Superfast is likely to be the last V12 Ferrari to be powered solely by an internal combustion engine.

SAM SHEEHAN



“
The 812 Superfast accelerates
from 0-62mph in 2.9sec
”



NEW TECH WILL ENHANCE 812

MATT SAUNDERS

Two things immediately grab me about this car: the slightly cringeworthy nomenclature (which, I suppose, you might just as well love as hate) and the 789bhp V12 engine (to which I fail to see how anyone could object). But getting into the detail and reading about the new electromechanical power steering (EPS) and the improved Side Slip Control and Virtual Short Wheelbase systems make me even more excited about driving it.

Ferrari has held out longer than most before switching to EPS. Aston Martin made the move with last year's DB11; Porsche did it six years ago with the 991-gen 911; Lamborghini swapped three years ago with the

Huracán; and McLaren has yet to jump. Ferrari has tended towards lighter wheel rim feel and increasingly high-g geared steering racks these past few years, making seamless integration of an EPS quite a challenge.

I missed the opportunity to drive the F12 tdf, but colleagues tell me it's an imposing machine, so refining the effect of that car's Side Slip Control and Virtual Short Wheelbase systems will probably be key to giving the 812 Superfast the broader appeal and approachability that it'll need. It may sound crazy, but this car can't afford to be all white-knuckle excitement. The best V12 Ferraris could tour with moderation as well.



Instrument cluster and the dashboard differ from an F12's



Ferrari has followed Aston Martin's lead by switching to EPS

ORACLE[®]

F I N A N C E

CAR FINANCE IS ALL ABOUT THE NUMBERS...

Here are just a few of the cars we've recently funded:

413 Range Rovers

125 Ferraris

353 Porsches

46 McLarens

82 Bentleys

43 Lamborghinis

69 Aston Martins

... and 1,000s more

Join our 64,000 clients today...

THE UK'S NO. 1 FUNDER FOR PRESTIGE, SPORTS & CLASSIC CARS



OFFICIAL VEHICLE
FINANCE PARTNER



OFFICIAL VEHICLE
FINANCE PARTNER

08450 944 997

www.oraclefinance.co.uk

PLEASE NOTE: WE ARE A CREDIT BROKER AND NOT A LENDER. This means we act independently through a wide range of lenders to offer a broad and competitive choice of products and solutions. Oracle Asset Finance is not affiliated to any motor manufacturer. Please contact us for an individual finance quotation on any prestige or sports car. Finance & terms are subject to status. UK residents only. Oracle Asset Finance Limited is authorised and regulated by the Financial Conduct Authority for the sale of consumer credit.

Cars listed above funded in 2016/17.



Steve Cropley

MY WEEK IN CARS



BMW 320d proved broadly compelling, headlights aside

Holden Commodore had to be toughened up for Oz buyers



SATURDAY, SUNDAY

An absorbing weekend behind the wheel of Mr Editor Tisshaw's £32,000 BMW 320d xDrive, that base price not including £10,000 worth of M Sport options. It's a while since I've put any real distance under the wheels of a 3 Series, so it was good fun doing 650 miles on some family visits. Impressions flooded in: how well developed this car is, how unaffected it would be if shorn of all the gadgetry (but I'd keep the terrific eight-speed paddle transmission), how much better they could have made its interior, how easy it was to average 50mpg and what pleasure awaits the habitual SUV driver when he rides in a firm, supportive seat set down among the wheels.

The headlights were average, though. In most ways (performance, size, space, equipment) cars are arranged in a clear hierarchy, but they're all over the place when it comes to headlight performance. Our £200k Bentayga's lights are nothing special, ditto this BM's. Yet our recently departed Vauxhall Astra, cheap by comparison, had superb lights. Try before you buy...

TUESDAY

Josh Dowling's terrific story on p60 about the decline of the Aussie car industry has plenty of echoes for me, given that I learned to drive in my dad's Holden and drove more Holdens and Ford Falcons than anything else for years after. As I left Oz to seek my fortune here, the breaking car story concerned Holden's then-new Commodore, a large saloon built from various Opel bits. The plan was for Holden to make the car locally, but first it wanted to prove it over 10,000 miles on its legendary 'rough track', designed to replicate a

The proposal to offer owners of old diesel cars a bounty to scrap them is progress

lifetime of local driving. At half distance the test cars developed such exaggerated cracks in the monocoque that they threatened to break in half. You can imagine how much the Aussies (who devised a series of chassis mods) enjoyed this. It was like winning a really important rugby game.

WEDNESDAY

At last, the newspapers have started revealing that, far from aiming to eliminate all diesels from London, the new mayor's ban-plan (which I now

reckon is broadly praiseworthy) targets pre-2005, pre-Euro 4 diesel cars, all with 12 years of mileage on them and likely the piston slap to go with it. This is progress. So is the proposal to offer owners of these cars a bounty to scrap them and buy cleaner ones. But what will the authorities say if these owners opt for nice, clean-running, particle-trapped, AdBlue-treated, low-mile Euro 6 2017 diesels? Hope they'll be reasonable.

THURSDAY

Drove our Toyota Mirai to Sheffield to hear about McLaren's plan to open a carbonfibre chassis plant there. It's a 380-mile round trip, too much for the car's 280-mile range in one bite, but the city happens to be home to ITM Power, a UK firm heavily engaged in designing, building and installing hydrogen generators and dispensers across Europe. From an office with a hydrogen filling station half a mile away, I was driving to a destination with another actually in sight.

The car was terrific: quiet, smooth, docile and soft-riding. I kept imagining these mechanical bits in a Rolls-Royce. Perhaps that's the future. Speaking of which, I recently mis-translated 'Mirai' to mean 'miracle'. As Autocar's large number of Japanese-speaking readers have pointed out, it means 'future'. They'll have to change the name soon, noted one wit. Hydrogen cars are moving rapidly into the present.

AND ANOTHER THING...

Sorry for this, but Italdesign's news that it will use its name on a range of new cars (p16) takes me straight back to the Morris Ital, a 1980 Marina improved a bit on the outside by Giugiaro but just as awful underneath.

I went to the car's launch and recall the smiling despair of its creators, who worked for cash-strapped British Leyland.



GET IN TOUCH

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

AUTOCAR SUBSCRIPTION OFFER

SUBSCRIBE TO **AUTOCAR** AND RECEIVE UP TO

65%
OFF

Autocar subscription offer

Subscribing to Autocar means you'll never miss an issue, with all the latest car news, reviews, first drives, definitive road tests and features delivered to your door every week



OPTION
1

PRINT SUBSCRIPTION
GET 13 ISSUES
FOR £24.99

● SAVE 49% off the cover price

OPTION
2

PRINT AND DIGITAL
FOR JUST £5.50
EXTRA

● SAVE 65% off the cover price

NEW LOOK MAG

MORE DRIVES » USED CARS » MOTORSPORT

AUTOCAR

FIRST FOR NEWS AND REVIEWS EVERY WEEK

autocar.co.uk

31 August 2016

£25K H

New Megan



AUTOCAR

FIRST FOR NEWS AND REVIEWS EVERY WEEK

158 CARS REVEALED

4 January 2017

The definitive guide to what's coming when

SCOOOP

JAG'S BABY

Electric E-Pace How Jaguar plans to



NEW CARS 2017

STARRING Alfa, BMW, Jag, Land Rover and more

Prepare to be tempted...

DEFENDER VS THE CONGO

Even Africa's toughest terrain can't break it



BAG A USED JAG XK8 FOR £5K

Buying guide to a bargain coupé



A YEAR WITH A MAZDA MX-5

So good we've actually bought it



PLUS

Lotus SUV scooped • Honda S2000 used buying guide • VW Up GTI driven

HURRY!

OFFER ENDS

12 MARCH

2017

ORDER ONLINE

at themagazineshop.com/aca/AC217M

OR CALL 0344 848 8816

quoting **AC217MP** for print only
or **AC217MB** for print and digital

TERMS AND CONDITIONS

This offer is open to UK residents only. Overseas rates are available on +44 (0)1604 251450. Please allow 35 days for delivery of your first issue. Should you wish to cancel your subscription, it will be cancelled on expiry of the current term, which will not be refundable, other than in exceptional circumstances. Savings are based on the standard UK cover price of £3.80 and digital cover price of £2.99. Offer ends 12 March 2017. Direct Debit rates are fixed for 12 months, after which they may be subject to change; should prices change, you will be informed in writing. Details of the Direct Debit Guarantee are available on request.

FIRST DRIVES

NEW CARS TESTED AND RATED

TESTED 14.2.17, UTAH ON SALE APRIL PRICE £56,995

LAND ROVER DISCOVERY

The fifth-generation Discovery is a radical departure from its predecessor, but will its soft-edged looks and premium positioning alienate those who prefer substance to style?



“
Land Rover is aware it's playing with
a model that owners have dearly loved
”



Is this the most important new car of 2017? The new Land Rover Discovery is certainly one of them, and when I tell you it's new, I mean it's all-new.

You can probably see that yourself, mind. The previous-generation Discovery 4 looked a lot like the Discovery 3, only it was far more upmarket inside. And it drew a lot more sales by being that way. That's what gave Land Rover the impetus to increase the 'premium' count again, make the Discovery a family of cars and launch the Discovery Sport. In the same way the Disco Sport replaced the Freelander, so this Discovery arrives, replacing the old Discovery's blocky, stubby looks.

In its place is a car that's more Range Rover-esque around the front. Land Rover is aware it's playing with a model that owners have dearly loved and bonded with, so it is at pains to say it has carried over many

Discovery cues, such as some shapely metalwork around the C-pillar, a clamshell bonnet (although a Range Rover gets one of these, too) and a roofline gently rising all the way to the rear. The latter is essential to package the seven full-sized seats that, Land Rover says, are crucial to the Discovery's success – and that differentiate it from a Range Rover. It uses words such as 'lifestyle' and 'versatile', but what it's really talking about are the things that have made it a great family car in the past.

More on that in a moment but, first, technical details. As with the Range Rover Sport, the old Discovery's separate chassis and body arrangement has been replaced by an aluminium monocoque, suspended by double wishbones at the front and an integral link set-up at the rear, just like the Range Rover. There are differences, though: instead of aluminium subframes front and rear,

the Discovery uses steel ones. Yes, they're heavier, but they take up less room, which is what allows a full-sized set of seats in the third row, a deep luggage space (up to 2406 litres) and room for the full-sized spare wheel that buyers of 'proper' 4x4s will consider essential.

The new Discovery is lighter than its predecessor, by up to 480kg, according to the headline figure. As ever, it's not quite that simple. The body itself is 250kg lighter and the chassis 130kg, with the rest coming from the fact that the entry-level engine is no longer a V6 diesel but a 2.0-litre four-cylinder from Land Rover's Ingenium family.

A bit worrying, that. The Discovery is lighter, yes, but it's still a 2184kg car. It's also at least a £43,495 one, with a top-spec 2.0 HSE Luxury costing £62,695. All big numbers to be accompanied by '2.0'. Some markets (although not

the UK) will even get a 178bhp 2.0 base engine, but our way into the Discovery range is at least a new variant of the Ingenium unit with two turbochargers of unequal sizes. It makes 237bhp at 4000rpm and, crucially, 368lb ft from just 1500rpm. It's claimed to be good enough for a 0-60mph time of 8.0sec.

It drives all four wheels through an eight-speed automatic gearbox, there is a low-ratio transfer case, and the Discovery gets the full suite of Land Rover's latest Terrain Response system, which manipulates power delivery, throttle response, differentials and so on. Land Rover claims it all helps to make this new Discovery simply the most capable car off road it has made so far, despite the sleeker new looks.

It can wade depths of 900mm, its maximum ground clearance is 283mm and it has half a metre of axle articulation. It'll go further →



Rear seats fold to create 2406-litre cargo bay; new Disco has shed up to 480kgs; our test car rode on 20in alloys



Although it's still a 2184kg car as tested here, its 2.0-litre diesel engine requires less work than you might think and is pleasingly quiet

“
I'd swear the new four-cylinder
engine is quieter than the V6
diesel in the old Discovery
”



TESTER'S NOTE

The new Discovery can be specified with up to nine USB ports, spread across its three rows of seats, as well as six 12-volt charging points and an in-car 3G WiFi hotspot for up to eight devices. **MP**



← than any Discovery, Range Rover or even Defender before it, they say.

Inside, most of the things that made the old Discovery a Discovery have been retained. What we always liked about this car – and what got under customers' skin – was how relaxing it was to drive. It took the S out of SUV, with a high driving position, low window line, and very clear ends to its body, making it easy to place.

Some of that has been compromised by the new appearance. It feels to me as though you sit a touch lower, in a more car-like driving position, but the window line is still lower than in most rivals, the mirrors are big and you can see the most part of the bonnet. The rear window is large, too, although it is now flat-bottomed, and lacks the cut-out halfway across it. Instead, only the numberplate holder

is skewed, making the back of your Discovery look a bit lopsided.

Land Rover is aware that, with the tailgate, it's messing with something customers loved, by replacing a two-piece one with a one-piece, top-hinging plastic tailgate. It points out, before you've even asked, that the first Discovery had a side-hinged tailgate and that these things always evolve, so please don't think badly of the company for doing it.

I was tempted to but, as an option, you can have a powered flap inside the boot, which does the same thing as the split tailgate: it can hold 300kg when it's lowered and you can sit on it to change out of your wellies, and when it is raised it helps keep dogs or shopping in place.

The rest of the interior continues the best of the previous Discovery's themes, only now with a much

better infotainment system, adept at connecting with your phone and even the t'interweb, and with more intelligent sat-nav than before, albeit still operating via a touchscreen, so less easy to navigate than the best from BMW, Audi or Mercedes. Big buttons and clear dials abound, though, there is masses of storage space dotted around the cabin.

Entry to the middle and third rows of seats is easier than ever and the rear-most seats are more accommodating than ever. It really is a genuine seven-seater in a way that an Audi Q7 or even a Volvo XC90 just aren't. This is a very useful car, but a lot of car to be powered by a 2.0-litre engine, right? So you'd think.

First surprise: this new Ingenium unit is quiet. I'm not sure if it's the new engine derivative or the installation that makes it so, but the

Ingenium is massively vocal in a Discovery Sport and pretty gruff in a Jaguar XE. Here it just isn't. I'd swear it was quieter than the V6 diesel in the old Discovery and certainly more refined than Volvo's XC90.

Serve a dining hall with rice puddings and it'd even remove their skins, too. Before this drive, a couple of Land Rover employees told me they'd been driving the 2.0-litre and it had plenty of power, the sort of opinion you take under advisement. But they were right: throttle response is fine, torque is high and you don't have to work the 2.0 nearly as much as you might think to make progress.

Obviously, if you tow a lot of stuff – the Discovery has traditionally been a fabulous tow car and still has a 3500kg limit – you'd want a 3.0-litre diesel, which makes 254bhp and a more oofsome 443lb ft. Instead of →



Infotainment system is an improvement on its predecessor's but control is by touchscreen only; all seven seats are full-sized and access to the back pair is easier than ever

IT'LL STILL GO TOW TO TOW WITH ANY 4X4

The other day I went to a horsey event, where the trailer tow car count was 10 Discoverys, versus no more than three each of Range Rovers, Volvo XC90s and Mitsubishi Shoguns, and just a smattering of other premium 4x4s. Anecdotal evidence, granted, but it's the same every time.

One of the caravan magazines even named the Discovery 4 its tow car of the decade. With a fine turning circle, great visibility and a 3500kg towing limit, it's a superb haulage wagon. The Disco 4 has a specific stability control mode to steady a wobbling trailer. The latest model gets it, too, but augments it with some other sensible systems. With a trailer hitched, you can automatically

pulse the exterior lights so you can check they're working without needing an assistant.

To aid reversing, if you tell the Discovery what size of trailer you're pulling, it'll put guides on the central screen and advise you where your current steering angle will take the trailer. Or you can tell it where you want the trailer to go (by turning a knob on the dashboard), and the car will do the steering.



Land Rover claims this is the most capable vehicle off road that it has made



← the 2.0's claimed 44.8mpg (we saw around 30mpg), the V6's official economy 39.2mpg, but it's similarly quiet and you have to work it less hard, less often, so given that the premium is only £1500 (not available on the base S model), it's a choice I'd make. You can have a 335bhp 3.0-litre petrol, too. It is responsive to the throttle, although it's £1500 more again, it whines a bit, and I reckon you'd be looking at 20mpg rather than 30mpg. So 3.0-litre diesel it is, then.

What engineers will say, though, is that the 2.0 – by dint of being a good 70kg lighter than the V6 – is the better-handling car. The weight of an adult missing from the nose means that the Discovery steers and turns more easily and its weight

distribution is close to 50/50. It's still no sports car, or even a particularly sporty SUV, you should understand, but it's extremely satisfying to drive, even if it's a touch less imperious than it was. The steering is 2.7 turns between locks, pleasingly weighted and smooth. Brake and throttle weights are good, and the seats are armchair comfortable. It all goes to make the Discovery an extremely relaxing car. I'd probably forfeit the extra agility for the easy performance of the 3.0 diesel. The 2.0 car, which I spent most time in, rode on 20in wheels with 255/55-profile tyres and I suppose the world is coming to something when you think: "Phew, these are some of the smaller ones, so the ride should be kinder". You

can have up to 22s, but I'm not sure I would. On 20s, the ride is as smooth as it always was, but now with better body and roll control, too. It's still a Discovery in character, but enhanced.

Now, I know what some of you will be thinking. Don't imagine we don't read the comments: 'British mag, British car, of course they'll love it'. Listen: the last time I wrote a Discovery group test, the Land Rover was beaten by a Volvo. Ride and handling aside, a Jaguar XE is inferior to a BMW 3 Series. A Discovery Sport's Ingenium motor is so vocal that I'd have an Audi Q5, or perhaps a Mercedes-Benz GLC, instead of one.

So believe me when I tell you that the new Discovery is a seriously

impressive car. I'm still not sold on the looks but maybe that's just me, because Land Rover has already taken 20,000 orders.

And certainly, although it looks less like the bluff, blocky Discovery whose character farmers, shooters, horse owners, trailer towers and, quite frankly, big families have come to adore, its intrinsic personality, beneath it all, is, if anything, enhanced. From the outside, I really thought they'd screwed it up. And I do think Discovery 3 and Discovery 4 will become standout classics in future. But make no mistake: the new Land Rover Discovery is one of the world's most capable cars.

MATT PRIOR

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



“
Believe me when I tell you
that the new Discovery is a
seriously impressive car
”



Whatever your view of the styling, 20,000 people like it enough to have placed an order for one already

LAND ROVER DISCOVERY 2.0D HSE

Fifth-generation Discovery is a hugely capable and seriously impressive car, even with the 2.0-litre engine

★★★★★

Price	£56,995
Engine	4 cyls, 1998cc, twin-turbo, diesel
Power	238bhp at 4000rpm
Torque	368lb ft at 1500rpm
Gearbox	8-spd automatic
Kerb weight	2184kg
0-60mph	8.0sec
Top speed	128mph
Economy	44.8mpg
CO₂/tax band	165g/km, 33%
RIVALS	Volvo XC90, BMW X5



Consider these figures: 700bhp and 750lb ft. If you are to understand this new Bentley Continental Supersports, it is not enough to focus on one figure or the other. Power will tell you how fast this car is, but it is torque that determines how it is fast. And it is only the combination of the two that reveals the true character of this car and its unique place among high-performance machinery.

We have been here before, of course. Twice. There's not much need to dwell on the 1925 3.0-litre Bentley Supersports, the first car to

fly the wings that was guaranteed to do 100mph. But the name was resurrected in 2009 to grace a two-seat, carbonfibre-chaired Continental GT, lighter to the tune of 110kg with a little more power and torque, a 40/60 front to rear torque split, firmer suspension bushes and a wider rear track. Clearly it was quicker than the Continental Speed from which it was derived, but so, too, did it feel different: more taut, better balanced, less of a GT and more of a (super) sports car.

The name may be the same this time around, but the approach is

dramatically different. This new Supersports hasn't bothered to go on much of a diet, is available with four seats only and doesn't have revised torque distribution, rear track or even suspension settings. Springs, bars and dampers are all the same as those of a standard Continental Speed, as are the tyres.

True, it is 40kg lighter thanks to standard carbon-ceramic discs and the Akrapovic titanium exhaust box already seen in the 2014 V8-based GT3-R, but such savings seem almost incidental. This Supersports is all about the engine. ➔

TESTED 13.2.17, PORTUGAL ON SALE APRIL PRICE £212,500

BENTLEY CONTINENTAL SUPERSPORTS

The first-generation Conti prepares to bow out after 14 years with a slightly lighter and considerably more potent take on a familiar theme



And given this is a Bentley, perhaps it should be no other way. If you believe you should always play to your strengths, there's no doubting that the 6.0-litre W12 under the bonnet of the Continental has been its greatest strength since the car emerged blinking into the sunlight back in 2003. So Bentley has asked one more favour, before both car and engine are replaced by an all-new Continental with a distantly related direct-injection 6.0-litre W12 that is so new it's only so far been seen in the Bentayga. Bigger Mitsubishi turbos, blowing at 1.4bar instead of 0.9bar, raise power from the 637bhp of the current Speed to a nice, round 700bhp. And don't forget the torque: a mighty total of 750lb ft.

This is at first a puzzling car to drive. The Supersports name makes a promise backed by the carbonfibre trim, the bonnet vents, a rear wing and the Alcantara-lined interior. But the new Bentley appears to have another agenda, which is simply to make you feel like an artillery shell fired from a large field gun every time you put your foot down.

Ignore the claimed 3.4sec 0-60mph time, for that is a function of traction as much as it is of torque. It is the 7.2sec 0-100mph time that establishes this Supersports as Bentley's first ultra-high-performance road car. That's quicker than we recorded for the new Honda NSX, the Mercedes-AMG GT S and the latest Nissan GT-R. The previous Supersports needed 8.9sec to do the same. This new one manages the feat because those big blowers don't just allow the Supersports to alter the rotation of the earth at low revs, but they also allow the motor to bang into its rev-limiter with unprecedented ferocity at the top end. Torque and power, power and torque.

But it's frustrating, too. For 14 years the Continental GT has, in all its myriad guises, always been stronger in engine than chassis. And to lavish such additional riches on the former while leaving the latter clutching at straws – it has the torque vectoring system first seen on the GT3-R now fully integrated with the traction and stability control systems – serves only to accentuate the disparity between the two. Additional power and torque can bring alive the chassis of some cars, but they tend to be those with a pre-existing surfeit of grip over power, such as the Porsche Cayman. In 2.3 tonnes of nose-heavy Bentley, this was never likely to be the case.

So you have to adapt your style of driving to suit, which is a necessary evil I resent in any machine. Despite its enormous carbon-ceramic discs, you have to be conservative with your braking and overstop the car before turning in. Do so on a trailing throttle and you can feel the torque vectoring braking the inside rear wheel to tuck you into the apex, but it will still run wide if you are ambitious with entry speed. Only when you do it Bentley's way – slow



Carbonfibre embellishments enhance the Supersports's purposeful look



Overtly sporting theme continues inside, wherein Alcantara trim abounds



TESTER'S NOTE

Bentley's calibration engineers have brought overrun exhaust pops to a new level. Lift off at 4500rpm and the gunfight at the OK Corral breaks out behind you. **AF**



The Bentley demands a 'slow in, fast out' approach to get the best out of it

“
Regardless of the name, this
is a grand tourer, albeit one
with ultra-high performance
”



in, fast out – does it all begin to make sense. The vectoring works far better when driving away from the apex, at which point you can sense incipient understeer and the system functioning effectively to quell it. Lift off the throttle and it will also adjust its line quite pleasantly and precisely – impressively so, in fact, for car of this heft. And it's actually very good in fast curves: you just aim for an early apex, lob the car in as you ease off the gas and get back on the power as soon as you can.

But regardless of the name, this is not a true sports car, let alone a supersports one. Like every other

Bentley of the past 86 years, it is a grand tourer, albeit one with ultra-high performance. There is nothing inherently wrong with that, for while the attributes it brings are less headline-hungry, they are no less valuable. For instance, despite its huge 21in forged alloys, the car rides exquisitely well and is wonderfully quiet at motorway speeds, and you know you could drive it all day and all night in those enormous chairs and emerge without an ache.

Add in the immense sense of engineering integrity and that unique Bentley sense of solidity and it's easy to see how the whole

package could appeal to a certain constituency of well-heeled customer even at £212,500, particularly as Bentley is limiting production to 710 units (a nod to its metric power output). True, the last Supersports was around £30,000 cheaper in real terms, but Bentley sold all it could make, which was about 1800 cars.

Certain cars reveal their nature in the first few miles, but that has never been the Bentley way. However, by calling this one Supersports, Bentley has clouded its character further. To me, a supersports car is one focused on the provision of pure driving pleasure almost to the

exclusion of everything else, and this is not that car. Think of it instead as a traditional Bentley turned up to 11. What Bentleys do badly, it still does badly; what Bentleys do well, it does better than ever.

Once I understood that, I came to like the car. More than anything, I admire the fact that, 14 years on, it remains a charming and competitive proposition. But the wait for Bentley's first true sports car in a lifetime continues. The company will be 100 years old in 2019, and there will be no better opportunity than that.

ANDREW FRANKEL

[@Andrew_Frankel](#)

WHAT NEXT FOR THE CONTINENTAL GT?

In the 14 years since it was announced and until the Bentayga was launched last year, the Continental GT and its derivatives have almost single-handedly transformed Bentley from a company that at times struggled to sell 1000 cars a year to one where five-digit sales are now the norm.

For a car panned by some when new as little more than a VW Phaeton in party gear, that is some achievement. Over the years it has gained power, lost weight, had doors added for the Flying Spur saloon and its roof removed for the GTC soft-top. It has also been turned into an improbable yet successful GT3 racing car. Our favourite? A standard V8 S coupé.

The new Conti makes its debut at Frankfurt in September and will share its underpinnings with Porsche's new Panamera. It will be lighter, quicker, more spacious and state of the art. But it will be going some to have half the positive influence on its brand as its long-serving predecessor.



New Conti will use Panamera platform



Despite its name, the Supersport's grand tourer credentials remain strong

BENTLEY CONTINENTAL SUPERSPORTS

Dizzily fast, very loud and imbued with trademark Bentley solidity – but not a true sports car

★★★★☆

Price	£212,500
Engine	W12, 5998cc, twin-turbo, petrol
Power	700bhp at 5900rpm
Torque	750lb ft at 2050rpm
0-60mph	3.4sec
Top speed	209mph
Gearbox	8-spd dual-clutch auto
Kerb weight	2280kg
Economy	18.0mpg (combined)
CO₂	358g/km, 37%
RIVALS	Rolls-Royce Wraith, Mercedes-AMG S65 Coupé

AUTOCAR

MOTORING PANEL

Rant. Rave. Be heard



Help us make Autocar better

We want to know what you think — what you like (or dislike) about our magazine, our website and the cars we review. All you have to do is sign up to our motoring panel. We'll email you an online survey once a month and you'll be able to vote in polls about the hottest topics affecting the automotive industry. It's not just us listening to your feedback, either. The industry's biggest players are also interested in your opinions. Join the panel and have your say on the future of the motoring world today.

Join now at themotoringpanel.com

**TESTER'S NOTE**

My favourite digital instrumentation mode, Simple, gives a digital speedo, and little else, on a black background. Ideal for night driving. **MS**



TESTED 15.2.17, PORTUGAL ON SALE JUNE PRICE £29,000 (EST)

PEUGEOT 5008 2.0 BLUEHDI 150

Second-generation seven-seater morphs from MPV into SUV

The Peugeot 5008 is no longer an MPV. That may seem odd, considering it's a car whose very reason for being is that it has seven seats, while its sister car, the 3008 does not. Nope; the 5008 is now an SUV – albeit an SUV that won't ever be offered with four-wheel drive.

Be that as it may, whichever three letters best describe the new 5008's particular niche, what matters is whether this is a good seven-seater. And, after first inspection, we'd say it is – if not the very good one Peugeot would have us believe.

There are clearly bigger and more expensive large family cars you might buy, so the 5008 has to strike an ideal compromise between fairly compact and manageable exterior dimensions and well-packaged occupant space. It does that well enough, with notable strong suits and a few hiccups.

The car has three individual second-row chairs, each offering plenty of leg room on account of the 165mm that has been put into the 3008 platform's wheelbase as part of the 5008's making. Each chair

folds, slides and reclines into various positions, and each has its own ISOFIX anchorages, so thumbs up for that. But to sit in, their cushions feel a bit hard, flat, short and slim, and second-row head room is quite poor if you option your car with the panoramic glass sunroof. Avoid that and head room in both first and second rows is much improved, but it's worth noting that top-line GT-trim cars are stuck with it.

The 5008's third-row seats aren't really big enough for adult passengers but are typically useful for this type of seven-seater. On the plus side, they're easy to fold and can even be removed, liberating up to 1000 litres of boot space behind the second-row. In the minus column, those rear-most seats don't have child seat anchorages, and the front passenger seat doesn't, either, so carrying a small army of kids in this car may not be as straightforward as it might have been.

The driving environment gives with one hand to take away with another, just as the 3008's does. The

fascia is quite stylish, richly finished and apparently well-constructed, while the standard flatscreen digital instruments are a stand-out, giving plenty of choice about what information you want to see. However, the layout of the controls – high seat, downsized and low-sprouting steering wheel, high-set instruments – remains strange and unintuitive, even so many years after we first encountered the iCockpit concept on the current 208.

To drive, the 5008 is competent, secure-handling and comfortable for the most part, its suspension conferring a fairly gentle, compliant ride when the road surface is good. The vertical body control becomes a bit wallowy over testing undulations, while broken, sharp-edged asphalt can bring a thump and crash from the arches. A Nissan X-Trail probably has a broader-based comfort level.

The Nissan's carefully metered handling and steering would also probably beat the 5008, whose handling is precise enough and well controlled through bends, if a little

remote and bothersome, thanks in no small part to contrived, over-direct, elastic-feeling steering that becomes overly light and particularly troubling at town speeds.

Peugeot's 2.0-litre BlueHDI diesel engine seems a good match for the 5008's mass and has better refinement and tractability than the 1.6 diesel we tested in the new 3008 just a few months ago. It makes for a perfectly decent and mostly competitive driving experience overall, although not one that recommends the 5008 nearly so well as its smart styling or classy interior – both of which Peugeot will likely seek to charge a healthy premium for.

MATT SAUNDERS

[@thedarkstormy1](#)

PEUGEOT 5008 2.0 BLUEHDI 150 ALLURE

Handsome seven-seater has a smart interior and certain key practicality benefits but is a mixed bag to drive

★★★★☆

Price	£29,000 (est)
Engine	4 cyls, 1997cc, diesel
Power	148bhp at 4000rpm
Torque	273lb ft at 2000rpm
Gearbox	6-spd manual
Kerb weight	1490kg
0-62mph	9.6sec
Top speed	128mph
Economy	61.4mpg (combined)
CO₂/tax band	118g/km, 25%
RIVALS	Nissan X-Trail dCi 130 N-Vision, Skoda Kodiak 2.0 TDI 150 4x4 SE Technology



The suspension crashes over sharp intrusions; digital instruments are a highlight



THE ULTIMATE IN PERFORMANCE UPGRADES AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 19 YEARS



DMS CLS63 AMG (EVO AUGUST '14) "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER"

DMS 1M (EVO MARCH 12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE. WE ARE ABLE TO UNLEASH PERFORMANCE FROM SMALL FOUR CYLINDER DIESEL ENGINES UP TO V12 SUPERCARS.

AUDI

AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DELIMIT)
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

ALL 2015 RANGE ROVERS AVAILABLE

R ROVER SC 5.0 » 580+ BHP
R ROVER 4.4 SDV8 » 395+ BHP
R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

FOR ALL OTHER MAKES AND MODELS, PLEASE CALL US.

SALES@DMSAUTOMOTIVE

WWW.DMSAUTOMOTIVE.COM

WORLDWIDE OFFICES AND INSTALLATION

UK: 0800 030 5555 INT: +44 800 030 5555



/DMSAUTOMOTIVE
FOLLOW US FOR OUR LATEST NEWS



**MORE
BHP
EQUALS
LESS
RPM
EQUALS
MORE
MPG**



TESTED 13.2.17, SPAIN ON SALE NOW PRICE £29,840

SEAT LEON CUPRA 300

Already potent hot hatch gains an extra dose of poke



Spot the flaw in this press release: 'The new Seat Leon Cupra 300 is the most powerful road car in the brand's history.' Hang on, chaps; back in 2008 there was the Leon 310. Fair enough, only 100 were made, and all for the Dutch market, but 306bhp definitely trumps 296bhp in our book.

Pedantry aside, the new Cupra 300 does come with an extra slice of power (10bhp) compared with its predecessor, the Cupra 290, as well as a further wedge of torque (22lb ft), the latter being available across a marginally narrower rev range.

Can the Leon handle those increases? The old car was already a little unruly compared with the most gifted hot hatches. Effective, yes, in the manner of a slightly wayward tomahawk, but to guide it you needed

to be awfully judicious with the throttle to prevent the differential spinning away all that power in a haze of tyre smoke and some thundering axle tramp.

With no mechanical changes beyond the extra oomph, little has changed. You'd be hard pressed to feel its extra pace, either, but having tried the 300, both on the road and around the Castelloli circuit, it is definitely mightily quick – provided you focus really hard and employ the delicate touch of a Jedi Master.

Even then you'll bemoan the variable steering rack's slightly mute feel and inconsistency, the brake pedal's initial grab and the fact that the diff still struggles to contain the forces acting upon it. Rivals, such as the more expensive, four-wheel drive Volkswagen Golf R and Ford Focus

RS, feel like they've been developed with loftier engineering budgets.

But while the Seat's ride is on occasion a little brusque, for a performance hatch it's actually pitched towards the comfort end of the spectrum. And when you slacken off its drive modes to neuter everything from the adaptive dampers to the slightly contrived induction roar, the waywardness recedes and a genuinely sensible everyday hack emerges. There's even a new four-wheel-drive ST estate version, which pushes the Cupra nearer to the Golf R than ever.

Don't discount the Cupra, at least until you've tried it. Then you can decide whether its breadth of ability makes up for what it lacks in finesse.

JOHN HOWELL

[@autobabbler](#)

SEAT LEON CUPRA 300

An extra 10bhp doesn't add a huge amount, but the Leon Cupra remains a decent all-rounder in the class

★★★★★

Price	£29,840
Engine	4 cyls, 1984cc, turbo, petrol
Power	296bhp at 5500-6200rpm
Torque	280lb ft at 1800-5500rpm
Kerb weight	1395kg
Gearbox	6-spd manual
0-62mph	5.8sec
Top speed	155mph
Economy	40.9mpg (combined)
CO ₂ /tax band	158g/km, 28%
RIVALS	Volkswagen Golf R, Ford Focus RS



Dial down its driving modes and the Leon borders on being comfortable



HONDA CIVIC TYPE R BLACK EDITION

Price £32,300 On sale Now

What's new? A limited-edition style trim adds rarity value to Honda's hot hatch at no extra cost

DON'T GET TOO excited: this isn't a track day special. Instead, the Black Edition is a limited-run trim level (only 100 will be made) to mark the end of the current Civic Type R. It includes the black and red exterior styling treatment and a mostly black interior with red highlights.

It costs £32,300, which is the same as the standard GT trim that this car shares its generous equipment list with. Of course, the Type R remains a single-minded joy: ferociously fast, face-bendingly grippy and quite like a road-going BTCC car. On top of that, the black interior trim looks good and you still get the deep sports seats and touchscreen sat-nav. If you like the in-er-face looks, the Black Edition is the Type R for you. **VP**

★★★★★



BMW 520D SE

Price £36,205 On sale Now

What's new? Pretty much everything. This is our first UK drive of the new BMW in 520d form

THE 520D MAY not be the most exciting variant in the new 5 Series range, but it's the one that'll be most common on UK roads. But while the platform, electronics and other tech are new, the car is powered by the same 2.0-litre diesel engine as before.

Performance is brisk and the eight-speed automatic gearbox is as slick as ever. A TDI-engined Audi A6 would be a bit more refined, though, and the BMW's handling isn't as engaging as that of a Jaguar XF, but it trumps the A6 and Mercedes-Benz E-Class by proving to be more comfortable than both when on adaptive dampers.

You'd be mad not to try it. **ATJ**

★★★★★

READ MORE ONLINE
autocar.co.uk

ROAD TEST No 5308 MINI COUNTRYMAN

Mini's modern-day Maxi is back for another swing at the hatchback mainstream

MODEL TESTED COOPER D

Price £26,020 • Power 148bhp • Torque 243lb ft • 0-60mph 9.0sec • 30-70mph in fourth 13.2sec
• Fuel economy 41.9mpg • CO₂ emissions 118g/km • 70-0mph 48.1m



The new Countryman's press literature implores us to appreciate Mini's bigger picture.

By 2010, BMW's idea of the Mini had been around for a decade. The slightly larger and haplessly left-field Clubman had appeared in 2007, but otherwise the brand was locked into the supermini archetype prescribed to it by Alec Issigonis's original. 'Going large', therefore, was always the Countryman's hard sell. The first Countryman was recognisably a Mini, albeit puffed out to ensure entry into the far more profitable crossover segment. In retrospect, it

seems a fairly logical step, but Mini previewed the idea with concepts before launching it and even made a WRC version – a gestural grope at the original Mini's rallying heritage.

The first Countryman did as advertised in proportional terms, yet it failed to kick off the transformation of Mini into a broader brand. That was a hurdle at which the related Paceman, and both the Coupé and Roadster, would also fall before being discontinued. But at least the Countryman did sell fairly well: for several years of its life, this was Mini's most popular new car.

Now the model returns for a second swing, trumpeting, it must be said, much the same point it made last time round: namely, that size counts. And so Cowley's modern version of the car whose closest antecedent in the original Mini's history is probably the 1969 Austin Maxi gets larger still, gaining five 'full-size' seats as part of the deal, plus the obligatory styling makeover. Alongside improved practicality comes better material richness and a more generous level of standard kit. On the technical front, both two and four-wheel drive are again offered, mated to engines (two petrols and two diesels) that carry over from the current Clubman.

And so the idea of a larger, more mature, more capable and more liveable Mini remains the Countryman's promise. Time to find out if it's been better realised at the second time of asking.

DESIGN AND ENGINEERING



The Countryman is offered in various four-wheel-drive versions, comes with a bit more ground clearance than the average five-door and can be optioned with a roughy-toughy, SUV-aping bodykit. Does that make it a crossover hatchback?

It's easy to concede that it does, judging by the square-cornered, faintly macho styling. And yet stand next to it and see what Mini's decision to split the difference between a five-door supermini and a Nissan Qashqai-sized soft-roader actually amounts to, and we'd defy you to conclude that this is anything other than a typical family hatchback.

Being 200mm longer than the car it replaces, at almost exactly 4.3m long, and less than 1.6m tall, the Countryman has the dimensions to fit that description. It has a little more head room than the average Golf-sized five-door, though, as well as a quite generous 450-litre boot.

Engines range from a 1.5-litre →



First Countryman sold surprisingly well

WE LIKE

Roomy, adaptable cabin • Grippy, balanced and engaging handling • Strong diesel engine • Excellent infotainment features

WE DON'T LIKE

Should be more comfy and refined • Needs its own design identity • Pricey, particularly after options



• The Countryman's front end is distinguished by these squared-off headlights. They're adaptive LEDs, an £1100 option on their own or included with the £2980 Chili Pack.



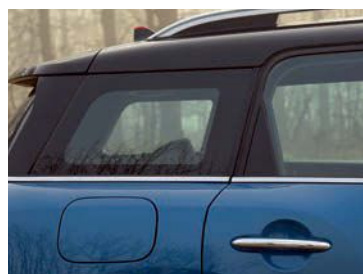
• Cooper D gets 16in 'Revolite' alloys as standard, but you won't see many wearing them. The Chili Pack upgrades them to these 17s, which you can have with either run-flat or standard tyres.



• Front chin spoiler is only subtly steroidal, but if you want enhanced 4x4 styling attitude without the 4x4 drivetrain, you can have an angrier-looking chromed one.



• These pronounced side scuttles distinguish a Countryman from a Clubman. They're more graphic and sporty-looking on other derivatives, but plainer on a Cooper D.



• The thicker roof treatment, which Mini refers to as 'the helmet roof', makes an interesting focal point of the rear quarterlight window. It looks better in the metal than it does in photographs.



• Old model to new, ground clearance has risen from 149mm to 165mm. It's more, by an inch or so, than a typical family five-door, but not enough to mark the model out as a downsized SUV.



• Model name emblazoned across the bootlid can be deleted at no extra cost. You won't need it as a reminder of what you're driving; the car's size does that.



• Optional 'picnic bench' folds out from under the false boot floor, so you can perch on it to change muddy footwear. It'd be tricky to access with a full boot.



● This unusually tactile grey cloth trim is a clear attempt at a more mature material sophistication than Mini usually trades on. It's sombre, but we like it.



● You won't find upright air vents on any other Mini model. Whether they're any more intrinsically classy or 'SUV-like' than portrait-orientated ones is debatable.



● This V-shaped fascia trim plays a key role in Mini's efforts to lift the cabin ambience. It's also offered with backlight illumination and in oak, chestnut or grey.



MULTIMEDIA SYSTEM



The Countryman Cooper D comes with a colour navigation system and DAB radio as standard, so, unlike some of the brand's other models, it's not in need of further expenditure. The Media Pack should still be a popular upgrade for the car, however, combining enhanced Bluetooth with wireless charging, Mini Navigation XL and Mini Connected XL, all for £950.

Spending the extra enlarges your infotainment screen from 6.5in to 8.8in and, for the first time in a Mini, gets you touchscreen input as an alternative to the rotary

'touch controller' that any Mini or BMW driver would be used to. The touchscreen options are displayed at a useful scale and are easy to navigate, and you often end up switching menus and radio stations that way because it's easier than reaching for the iDrive-style rotor. That is the way things should be.

The audio system sounds strong and clear, Bluetooth phone pairing is easily done, call quality is good and the satellite navigation system is excellent. In other words, this is £950 well spent.



◀ three-cylinder in the entry-level petrol Cooper derivative to 2.0 litres and four cylinders in the more powerful Cooper S, Cooper D diesel and Cooper SD diesel. So, in what is becoming well-established Mini convention, there isn't a remotely weedy powerplant in the range. You can have anything from 134bhp to 189bhp under the bonnet. A 228bhp John Cooper Works spin-off is expected later this year, along with a four-wheel-drive petrol-electric plug-in hybrid with a combined output of 218bhp and rated for sub-50g/km CO₂ emissions and 0-62mph in less than seven seconds.

Right now, it's the volume-selling, 148bhp Cooper D we're testing, in front-wheel-drive, six-speed manual form. It's available with four-wheel drive if you prefer, or with an eight-speed torque converter automatic gearbox, or with both – as is any other Countryman in the current range except for the Cooper SD (which comes with the eight-speed automatic only) and the front-drive petrol Cooper (which is offered with an optional six-speed automatic).

The Countryman, like all modern Minis, is suspended independently at both axles; unlike most of them, it's available with adaptive dampers (dubbed Electronic Damper Control, or EDC) to broaden Mini's usual

highly strung dynamic character for a more mature clientele. Our test car didn't have EDC, or the passive sport suspension you can option should you want to, but it did have the Chili Pack, which upgrades the car's standard 16in alloys to 17s, in this instance shod with run-flat tyres.

INTERIOR



Mini has aimed for a more materially sophisticated, practical and refined feel here than you'll find in its smaller models, the effect of which may be best described as 'bubbling under' in the busy, chrome, idiosyncratic but not quite uniformly well-finished cabin you find in the car.

The grey cloth trim of our test car was sombre for a Mini (as was the piano black trim over much of the fascia), but it's wrapped around front seats that offer more adjustment than those of the firm's lesser models, as well as a little bit more cushioning than Mini's habitual standard. You don't have to sit quite so low in this car as you do in other Minis, with your legs and arms outstretched, if it doesn't suit you. There's plenty of head room, too, and for a Mini, this is certainly progress towards the comfort and versatility of a 'normal' five-seat hatch – more of it, anyway, than the Clubman offered. →



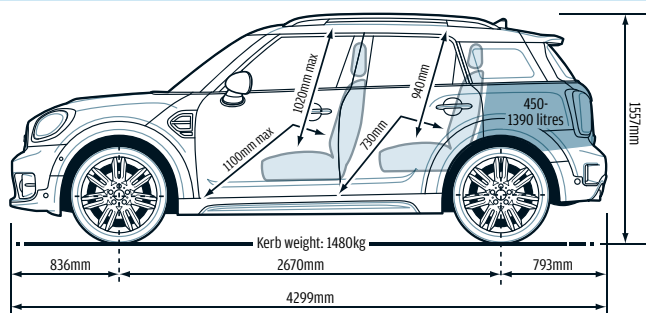
● There's more seat adjustment here than you'll find in a Clubman, and more head room. Optional sports seats are still a little hard by general hatchback standards.



Typical leg room
600-730mm

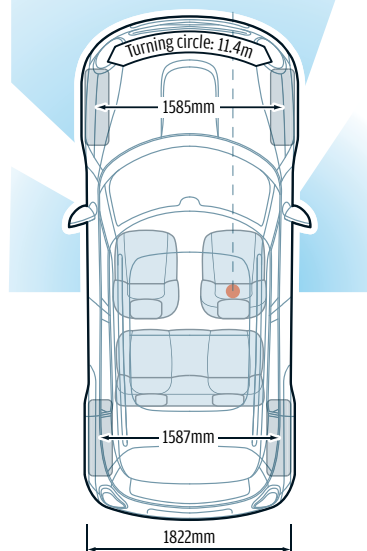
● Rear seats split and, as a £300 option, slide fore and aft by up to 130mm. At their rearmost setting, there's plenty of leg and head room for adults to get comfortable.

HOW BIG IS IT?



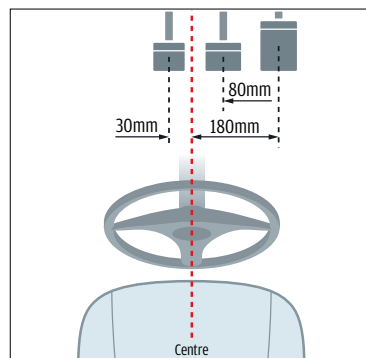
VISIBILITY

A-pillars are upright and not very obstructive, but you have to crank your seat up high if you want any kind of raised view out.



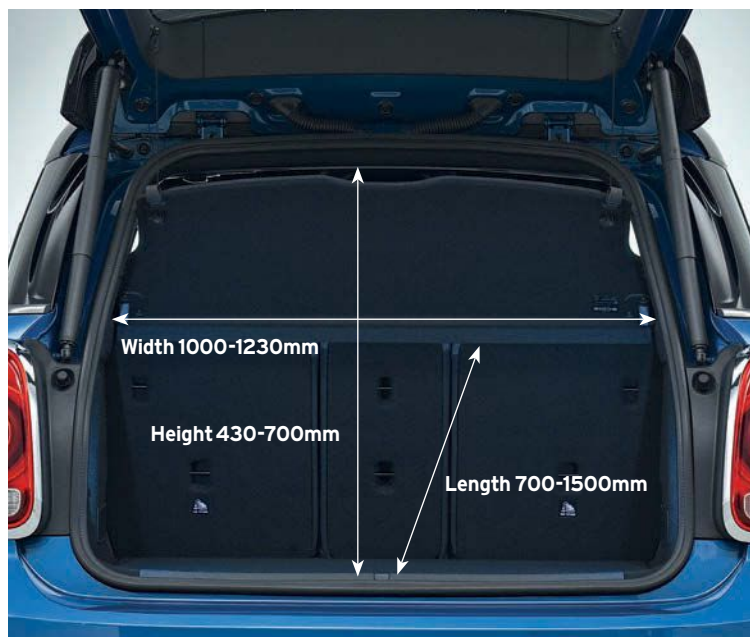
HEADLIGHTS

Adaptive LED headlights are bright and have excellent range. They could adjust more quickly to prevent dazzling oncoming drivers, though.



WHEEL AND PEDAL ALIGNMENT

Pedals have a small right-sided offset, but you're only likely to notice it if you're shorter of leg. Relative positioning is good. Lots of wheel adjustment.



● At 450 litres, the Countryman's boot is big in standard mode, and 40/20/40 split folding seatbacks make it flexible. There is plenty of under-floor storage, too.

The back seats afford less opportunity for adjustment, and yet there are three child-sized seats here or plenty of room for two adults if you prefer, thanks to a bench that splits and slides fore and aft by up to 130mm (as an option, unfortunately).

Even by the standards of practical and considerably more prosaic family five-doors, such as the Skoda Octavia and Vauxhall Astra, the Countryman's interior space isn't likely to disappoint. Its hand remains strong in the boot, with 450 litres of space on a level with the load lip, a roomy bit of storage underneath the false floor and back seats that at once recline at various angles and also fold 40/20/40. The optional 'picnic bench' leather cushion (£150) that attaches to the underside of the false floor, meanwhile, can be flopped out to make a mucky, hard rear bumper a bit more pleasant to sit on. It sounds neat, but it's gimmicky. Since it lives under the boot floor, it is only accessible when the cargo bay is near enough empty – and on family trips and days out, we imagine that wouldn't be very often.

PERFORMANCE



The Countryman's big-volume diesel is fairly strong for its type. It whipped the car up to speed pretty smartly and recorded some competitive numbers despite having to contend with low temperatures, what's probably an above-average kerb weight and a not especially aerodynamic body.

Given the tricky conditions, it's better to use 30-70mph through-the-gears acceleration as a benchmark of the car's pace, rather than standing-start sprinting, and on that marker the Mini was seven-tenths of a second quicker than the torquier (and 100kg lighter) 2.2-litre diesel Mazda 3 we tested in 2013. The Audi A3 2.0 TDI 150 we figured most recently was just a tenth of a second ahead on the same measure.

The Countryman's engine isn't quite as flexible as that of the Mazda, needing almost two and a half seconds more to cover the same acceleration increments in fourth gear. On the road, the diesel's response is a little bit lazy and

non-linear at lower revs but seldom feels weak or unwilling.

It does both sound and feel a little gruff and noisy, though. While we'd just about agree that the Countryman is probably a touch more refined than an equivalent Clubman or even a regular five-door Mini hatch, it's not a refined car compared with other mainstream hatchbacks. The car's idle isn't too bad, but it allows three decibels more noise into the cabin than the Mazda at 30mph and two decibels more at 50mph, and that's enough to notice. Plenty of wind and road noise is evident at higher cruising speeds, as well as the engine noise. On cabin isolation, Mini could plainly have done a bit more to ensure the Countryman felt more grown-up than its rangemates.

The car's controls are consistently weighted and pleasant to use in the main, while its brakes are strong and deliver decent pedal feel. The notable exception, however, is the notchy, fussy action of the six-speed manual 'box's gearlever, which baulks too often on the trip between ratios and generally requires too much of your

attention – and a bit too much in the way of elbow grease – to make for a relaxing town drive.

RIDE AND HANDLING



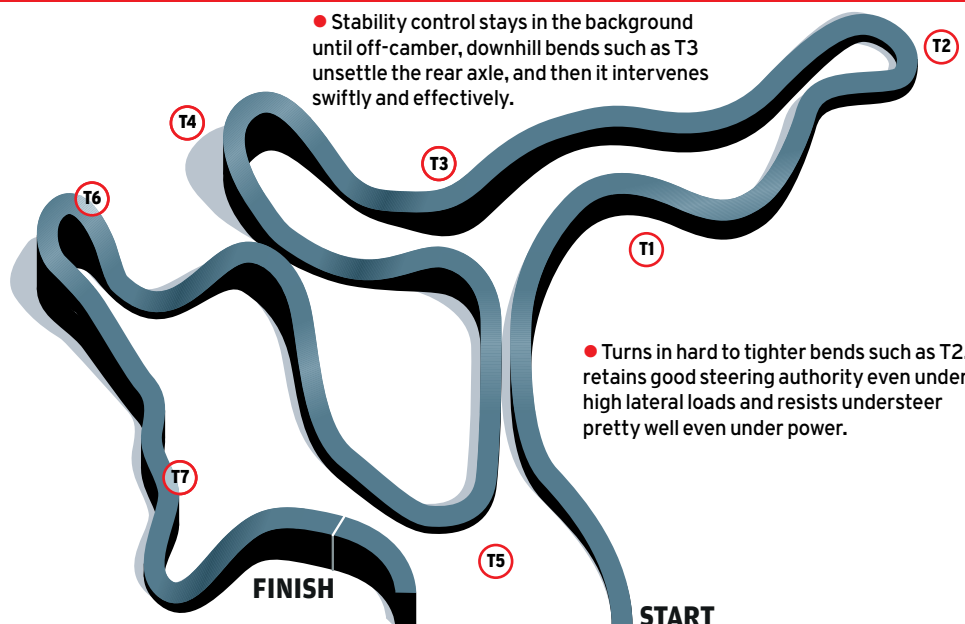
This ought to be the closest thing to a luxury car Mini has yet made. Okay, so that's a bit like saying the Spruce Goose flying boat was the closest thing to a submarine ever built by the Hughes Aircraft Company, but it illustrates the point about the Countryman. If Mini is ever going to show us it can balance its trademark darting dynamic energy against some more supple compliance, a smoother ride and a more surefooted feel than it usually manages, well, now would be the time.

Has all that been achieved? Well, partly. Not far enough to make this car feel like anything other than a sporting option among softer and more stodgy medium-sized five-doors, even in bottom-rung diesel, non-sport-suspended, front-wheel-drive form – which, we'd concede, is probably all well and good. But neither is it far enough to give Audi,

TRACK NOTES

The Countryman takes as well to Millbrook's Hill Route as you'd imagine any hatchback tuned for sporting tastes might. Here, grip levels that felt more than sufficient for spirited road driving proved to be high enough to carry the car through testing corners in fast, poised and compelling fashion and certainly engender a more encouraging fast driving experience than you'd expect from a standard diesel five-door.

The Mini has a stepped electronic stability control system that's subtle enough even when left fully on but can be switched half out (into Dynamic Traction mode) or fully out. You can leave it on and still drive the car up to the limit of grip without feeling too many interventions; switch it off and there's a bit of adjustability to the handling on the limit, although not quite as much as you get in smaller Minis.



ACCELERATION

Mini Countryman Cooper D (12deg C, damp)

Standing quarter mile 17.3sec at 83.2mph, standing km 31.1sec at 110.8mph, 30-70mph 8.4sec, 30-70mph in fourth 13.2sec



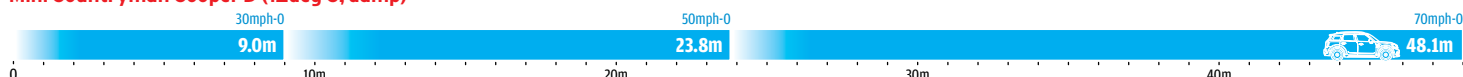
Mazda 3 2.2d SE L (2013) (6deg C, wet)

Standing quarter mile 17.3sec at 83.7mph, standing km 31.3sec at 105.6mph, 30-70mph 9.1sec, 30-70mph in fourth 10.8sec

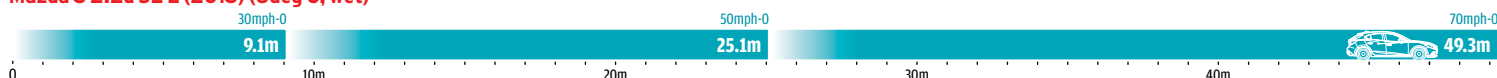


BRAKING

Mini Countryman Cooper D (12deg C, damp)



Mazda 3 2.2d SE L (2013) (6deg C, wet)



“ On the road, the diesel engine seldom feels weak or unwilling ”



Mercedes-Benz, Volkswagen or Volvo a serious fright that Mini is about to start vacuuming up customers out of the 'compact premium' automotive mainstream. The Countryman isn't quite that comfortable, quiet-riding or easy to rub along with.

It steers well, with pace and incisiveness just striking enough to make the car seem agile and willing, and with decent on-centre stability, precision and feel. It handles with a vigour that is rare among other full-sized hatchbacks and only matched once you're well into warm hatch territory. Level, direct, tenaciously grippy, balanced and encouraging through corners, it's the last car you'd label as a pseudo-SUV if you'd been blindfolded and put in the driver's seat.

However, the comfort and isolation the average driver would want from the ride of his everyday-use hatchback still isn't quite present. It wasn't in the Clubman, either, but the fact that Mini has again missed the target while having the Countryman's extra wheel travel to take advantage of is more of a disappointment. It rides more than well enough to avoid annoyance while you're enjoying the keenness of its handling, but there's little lobe or cushioning either in town or out of it. Body control is fidgeting and excitable over uneven B-roads, while the coarse roar given off by those run-flat tyres over rougher surfaces makes it a tiresome car in which to travel when you're not in the mood to be entertained.

BUYING AND OWNING



As the bottom-line price of our example attests, it's easy to spend more than £30k on a Countryman, especially if you add the popular Media and Chili packs. Spending such an amount would mean ignoring several upmarket small SUVs, including the Volkswagen Tiguan and BMW X1, and it also makes the Countryman every bit as expensive as the compact premium hatchback mainstream.

The option packs offered are tempting, though, and without them the Cooper D would feel a little spartan. The Chili Pack alone includes, among other things, heated sports seats, the selectable drive modes, automatic air-con and even the leather steering wheel. Do without those niceties and the Cooper D is significantly cheaper, but the model still faces a host of mid to high-spec mainstream rivals, from the best of the premium hatchback brigade to our current compact crossover favourite, the Seat Ateca.

The engines are fairly efficient. Mini claims 62.8mpg and 118g/km of CO₂ from the manual with 17in wheels, but the Countryman isn't class-leading. Our True MPG testers recorded an overall 41.9mpg, but reported that the car may have emptied its particulate trap during the test, which would adversely affect the economy. An expectation of around 45mpg as a daily average is respectable, then, but not brilliant. →



● The Countryman's grip, agility and verve serve it well in corners, but the lack of compliance in its ride when cruising counts against it as a cossetting daily driver.

DATA LOG

MINI COUNTRYMAN COOPER D

On-the-road price	£26,020
Price as tested	£32,145
Value after 3yrs/36k miles	£16,950
Contract hire pcm	£319.32
Cost per mile	33 pence
Insurance/typical quote	16/£522

EQUIPMENT CHECKLIST

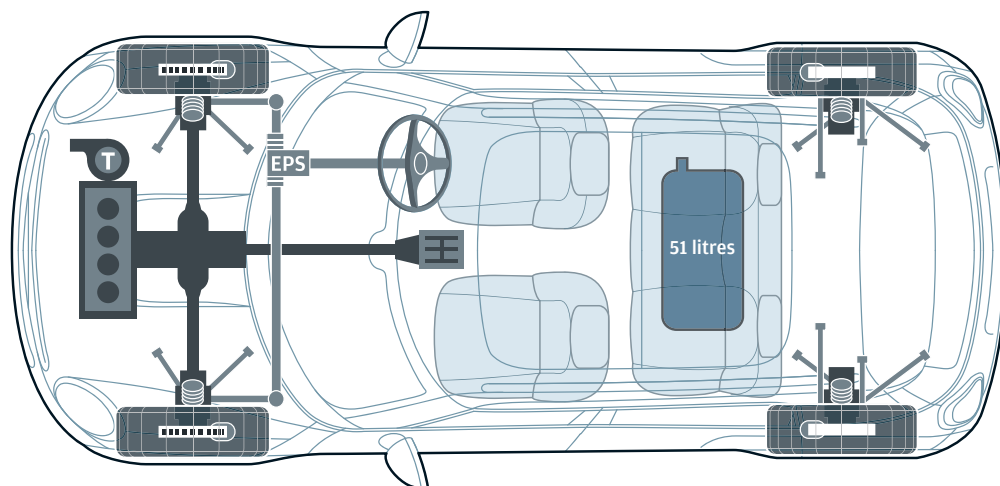
Manual air conditioning	■
DAB tuner	■
16in alloys	■
Mini navigation, bluetooth	■
Island Blue metallic paint	£550
Media Pack, inc Navigation XL, Connected XL, Bluetooth and wireless charging	£950
Chili Pack	£2980
Larger-capacity fuel tank	£50
Powered bootlid	£375
Chrome line interior	£130
Anthracite roof lining	£150
Piano black interior trim	£155
Picnic bench	£150
Sliding rear seats	£300
Options in bold fitted to test car	
■ = Standard	
na = not available	

RANGE AT A GLANCE

ENGINES	POWER	FROM
1.5 Cooper	134bhp	£22,456
2.0 Cooper S	190bhp	£24,710
2.0 Cooper D	148bhp	£24,425
2.0 Cooper SD	187bhp	£27,965

TRANSMISSIONS

6-spd manual	■
8-spd automatic	£1495



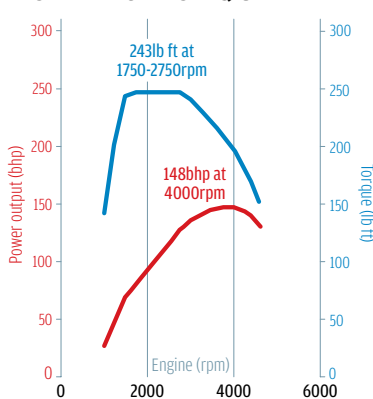
TECHNICAL LAYOUT

Underneath the new Countryman is BMW's UKL platform in its larger Mk2 guise – the same version that underpins the BMW X1. Both front and four-wheel drive configurations are available, in conjunction with an exclusively transverse engine line-up with either six-speed manual or eight-speed automatic gearboxes. Suspension layout is by way of MacPherson struts at the front and rear multi-links.

ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cys in line, 1995cc, diesel
Made of	Aluminium block and head
Bore/stroke	84.0/90.0mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	148bhp at 4000rpm
Torque	243lb ft at 1750rpm
Red line	5000rpm
Power to weight	100bhp per tonne
Torque to weight	164lb ft per tonne
Specific output	74bhp per litre

POWER & TORQUE




CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1480kg/1524kg
Drag coefficient	na
Wheels	7.5Jx17in
Tyres	225/55 R17, Bridgestone Turanza
Spare	Repair kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.92/5.7 2nd 2.13/10.6 3rd 1.27/17.7 4th 0.92/24.5 5th 0.75/30.0 6th 0.62/36.3
Final drive ratio	3.53:1

ECONOMY

TEST  True MPG	Town	48.6mpg
	Rural	48.0mpg
	Motorway	35.7mpg
	Average	41.9mpg
	Urban	58.9mpg
CLAIMED	Extra-urban	70.6mpg
	Combined	65.7mpg
	Tank size	51 litres
	Test range	470 miles

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Multi-link, coil springs, anti-roll bar

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.5
Turning circle	11.4m

BRAKES

Front	307mm ventilated discs
Rear	280mm solid discs
Anti-lock	Standard, with brake assist

CABIN NOISE

Idle	44dB
Max rpm in 3rd gear	76dB
30mph	63dB
50mph	67dB
70mph	69dB

SAFETY

DSC, ASC+T, EBD, DTC, EDLC, Brake Assist	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	118g/km
Tax at 20/40% pcm	£100/£199

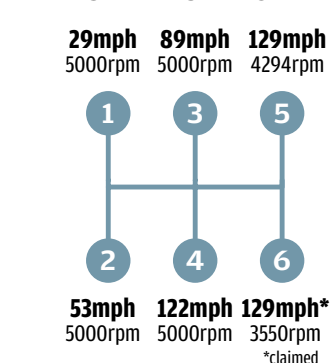
ACCELERATION

MPH	TIME (sec)
0-30	3.3
0-40	4.6
0-50	6.4
0-60	9.0
0-70	11.7
0-80	15.3
0-90	20.3
0-100	26.4
0-110	38.5
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

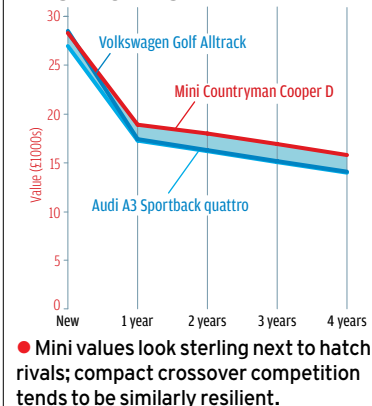
MPH	2nd	3rd	4th	5th	6th
20-40	2.9	4.7	9.3	-	-
30-50	3.9	4.5	6.4	9.5	16.9
40-60	-	4.8	6.4	8.1	11.9
50-70	-	5.7	6.8	8.6	11.5
60-80	-	7.7	7.4	9.5	12.6
70-90	-	-	9.1	10.8	14.6
80-100	-	-	11.9	13.6	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR



RPM in 6th at 70/80mph = 1926/2201

RESIDUALS



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2017, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Countryman, contact Mini UK, Summit ONE, Summit Avenue, Farnborough GU14 0FB (01252 921263, mini.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5308

Read all of our road tests autocar.co.uk



VERDICT

MINI COUNTRYMAN

Likeable, practical and keen-handling but short on refinement



The Mini Countryman is a complicated car and not at all the textbook crossover that you might expect it to be. You can undoubtedly grow to like it, but that affection is more likely to come about if you buy into the retro-cool 'new premium' design and zappy driver engagement on which Mini has traded for the past 15 years. If you do embrace it, you may decide that only a Countryman will do, particularly against its less tigerish and quirky mid-sized premium hatchback rivals.

But for our money, and by the standards of the classy and complete cars at which this Mini is aimed, it's not quite the bullseye it might have been. The art of developing an outstanding full-size hatchback is in expertly balancing obliging comfort against enough dynamism to keep you interested in the driving experience. Mini has come closer to nailing that compromise here than it did with the Clubman, but the Countryman is still a way off being the broadly impressive, sophisticated prospect it needs to be to bring new buyers into Mini showrooms, rather than simply preventing the old ones from leaving.

ROAD TEST RIVALS



VOLKSWAGEN GOLF ALLTRACK

£28,575
Masterly Golf sensibilities in a slightly more rugged and practical estate body shell.

★★★★☆



AUDI A3 SPORTBACK QUATTRO

£27,025
The Audi is still the go-to four-wheel-drive premium five-door hatchback.

★★★★☆



BMW 120D XDRIVE SPORT

£29,420
Pricey, but you get the more powerful diesel engine and an automatic transmission. A good all-rounder.

★★★★☆



MINI COUNTRYMAN COOPER D

£26,020
Worthy of its place among the premium all-weather family options. All4 four-wheel drive system adds £1600 to the price.

★★★★☆



MERCEDES A220D 4MATIC

£30,280
The Mercedes is simply too expensive compared to these rivals and given its lack of all-wheel drive pedigree.

★★★★☆

TESTERS' NOTES



MATT SAUNDERS
I've tested Cooper S and Cooper D versions, and in some ways the latter is a much calmer drive. They've nailed the D's steering and handling, but I'd want more ride compliance to use it daily.



NIC CACKETT
The Clubman's false boot floor has a latch so you can easily stow it upright and out of the way. I expected it on the Countryman too, but no joy. I wouldn't miss the 'picnic bench', though.

SPEC ADVICE

All4 versions advance the Countryman's small SUV aspirations, even if efficiency is penalised. But pair all-wheel drive with the entry-level three-pot petrol engine and you've got a rugged premium hatchback for less than £25,000.

JOBS FOR THE FACELIFT

- Quieten down that diesel engine and better isolate the cabin.
- Make the gearshift slicker and easier to use.
- Move further towards a more distinct design identity for the car.

VERDICTS ON EVERY NEW CAR, P82

AS HAPPY AS AN **IG** IN MUD

Can a no-frills 4x4 really hold its own when it comes to off-road rambling? Always up for a challenge, Matt Prior tackles the old Fosse Way in the new Suzuki Ignis

PHOTOGRAPHY STAN PAPIOR







Alpine Adventure

Fri 16 - Tue 20 June, 2017

£2250 until 1/1/17
normal price £2500



The Alpine Adventure is a 1500 mile, 5 day driving event that travels to Lake Lucerne, the San Bernardino Pass, the Julier Pass, St Moritz, the Umbrail Pass, the Stelvio Pass, the Bormio Pass, Lake Como, Monaco, the Col de Turini and the Route Napoleon, along the way staying in only the finest luxury hotels and chateau mansions.



California Run

Sat 16 - Sat 23 Sept, 2017

£5500 until 1/1/17
normal price £6000



The California Run is a 1500 mile, 1 week driving event starting in Los Angeles, travelling to Las Vegas, Death Valley, Mount Whitney, the Sierra Nevada Mountains, the Yosemite National Park, San Francisco then finally down the Pacific Coast Highway back to Los Angeles. All participants get a 2017 Ford Mustang cabriolet for the week and are flown in to and out of LA.



Western Cape Safari

Sat 02 - Sat 09 Dec, 2017

£5500 until 1/1/17
normal price £6000



The Western Cape Safari is a 1500 mile, 1 week driving event that travels along the Western Cape province of South Africa, starting at Cape Town, travelling to Cape Agulhas, Knysna, the Aquila Safari Park and back to Cape Town. All participants get a 2017 Jeep Wrangler cabriolet for the week and are flown in to and out of Cape Town.

Please visit our new website www.circuit-days.co.uk
for more information and to book.



£9999

The Ignis's starting price. That model gets the same engine and gearbox as our range-topping test car

Go green laning, they said. It'll be a giggle, they said. You know how it is: small car, but large fun, in a slow, discreet, sliding, rocky, muddy, amusing way. Sure, I replied. You never know, they said, like a Fiat Panda 4x4, this new Suzuki Ignis might surprise you with how far it'll go off-road. It might, I admitted.

It might, only now I'm not so sure, because I'm waiting for a photographer (I'm early, he's not late, because he never is) at a service station by the M4. To pass the time, I'm casually reading the bumpf for the new Ignis and I have a dawning suspicion that this particular example might be two-wheel drive.

The Ignis can be had with four-wheel drive, obviously. We asked for it that way, more obviously. When I collected the car in the dark last night I glibly assumed it was. Suzuki calls its 4WD system 'Allgrip', you see, and announces it – according to the pictures in the brochure I'm reading – by a little badge on the bootlid. My car doesn't have an Allgrip badge on the bootlid, and it isn't exactly on off-road tyres, either. This could be the shortest off-road trip in history.

So I get out and kneel behind the car and – what do you know? – there it is, thank heavens, a live rear axle with a differential in the middle of it. Hold on: a newly launched car with a live rear axle? Well, that would explain the ride quality, I suppose.

Most of the Ignis isn't quite as old-school as its back axle. This

is otherwise a modern compact crossover, on a new platform called the Suzuki Next 100 (not very catchy, fellas), which first underpinned the fairly ordinary new Baleno. The Ignis is a rather more distinctive-looking thing, what with its hints of Vitara (the clamshell bonnet) and Whizzkid (the rear-quarter louvres). I rather like the way its jib is cut.

In two-wheel drive flavour the Ignis is as mechanically conventional as you'd expect. It has MacPherson struts at the front and a torsion beam at the rear, with a 1.2-litre engine (with no turbocharger) transversely mounted at the front, driving the front wheels through a five-speed manual gearbox. An automatic transmission is optional.

What makes this 4WD variant interesting isn't just that the rear

wheels are driven – there's a viscous coupling which detects slip at the front and pushes power to the back – but also because it's a mild hybrid. This is thanks to an initialism (and Suzuki loves an initialism) called SHVS (Smart Hybrid Vehicle by Suzuki). It's an extremely mild hybrid system. If it were a curry, it would be a desperately sad analogy that your kids could order with boiled rice and a plain naan.

SHVS comprises an uprated starter motor-generator system to allow a smooth automatic stop-start. When it draws power under deceleration, it saves it to a battery underneath the passenger seat and, at times, it'll chip that energy back in through the motor under acceleration. The motor makes – wait



Prior hunts for the errant plastic trim

for it – 1.7bhp, but also a more helpful sounding 36lb ft of torque, assuming conditions are right. The battery has to be within a certain temperature range, and have enough juice, and so on, so it doesn't always work. That might explain why I quite often stalled, but sometimes didn't, despite the pedal weights and spacings being absolutely spot on. I told you this new Ignis is an interesting car.

Anyway, so this Ignis is four-wheel drive after all, the weather is terrible and, thanks to a feature I did in a Land Rover Discovery last year, I know where there are some off-road tracks that might pose a decent challenge for the Ignis, as well as an impressive water splash.

I fear for the future of the green lane, or the Byway as it's officially known. I think as time goes on we're going to have to use them to prove their worth, and fight for the continued right to use them. Some close completely in winter; I once found two in Hertfordshire that had been blocked – illegally, but apparently with impunity, presumably by local landowners – by tree trunks. Sometimes →



Our test car ran on road-biased rubber, not off-road tyres



Ignis has 4WD and hill descent control

← they're just poorly marked or it's implied you shouldn't be there. It's not on. They're ours to use and we should cherish them and fight for them as horse riders do bridleways.

But plenty of ye olde Fosse Way is still accessible, in some ways more so to a Suzuki Ignis with Allgrip than a Land Rover Discovery 4. I spent two days polishing scratches out of the Discovery's paintwork after driving down some of these lanes, but the Ignis is only 1690mm wide and a tiny 3700mm long, which means that it slips through gaps that other off-roaders cannot.

Does this make it a surprising good off-road package? Well, let's be blunt, no. For the record, the approach, departure and breakover angles are 20, 38.3 and 19.2 degrees respectively, which sounds fine, but we'd only taken two photographs before a little rubber strip beneath the Ignis's bumper was pulled clean off (albeit easily reattached), despite a 180mm ground clearance.

When we reach the ford I put in a call to Suzuki and ask if they quote a wade depth. There's a pause on the line, which I infer means that just asking the question indicates that what I'm contemplating isn't a great



Dynamics are flawed but this Ignis has plenty of charisma

idea. The exhaust pokes out below the rear bumper and, although the air inlet is halfway up the grille and then rises further on its way to the inlet manifold, I figure there's the mild hybrid system to consider too.

So like a nervous toddler I splash around in the shallows for a while instead, and then play in the mud. All with relative impunity: at 920kg, this Ignis is barely heavier than a big horse and has a softer footprint, too, so doesn't leave too much behind it.

No, this is not a car for serious off-road antics, but it'll likely get further than most owners would dare to take it, plus it'll be quite a lot of fun in the meantime.

And when you do leave the rough behind? Well, then it's a compact crossover made by Suzuki, with all the mix of oddities and normalities that entails. Because it is a short car, it needs an upright driving position in order to free up legroom in the rear, so that's what it gets. The interior is imaginative by Suzuki's standards but pretty vanilla by anybody else's. The engine is a zingy, fizzy unit, the five-speed manual 'box is genuinely

snicky, and the dynamics are... well let's not dwell too seriously on those, because it doesn't matter. Yes, the steering is weighty and vague and the ride a curious mix of softness and fidget, although I'd suspect the latter is better on two-wheel drive versions.

Plus, in other oddity news, that 4WD system means the boot is small and so is the fuel tank. When it was down to the last of ten bars on the fuel gauge, I still only got 26 litres into it.

Dynamically and objectively, then, the Ignis is in some ways a peculiar little car, and in other ways an entirely normal one. The sensible thing to do would be to buy a Ford Fiesta or Volkswagen Polo, but you know what? I don't give a damn if you don't do that. Lots of Suzukis feel quirky yet old-fashioned, and this is one of them. With that comes a refreshing dose of... well, 'honesty' isn't the right word, but it's the first one that comes to mind.

This is a sub-£14,000 car even in its highest specification, and it has personality. As we know, personality goes a long way. Just not, perhaps, as far as you'd think when it's muddy. **A**



Prior shifts potential barriers to progress

SUPER USED SUZUKIS

Fancy a second-hand Suzuki that'll make you smile? These three from the company's back catalogue should fit the bill



SWIFT SPORT

One of the best Suzukis ever made, the Swift Sport feels like an old-school hot hatch with modern-day trimmings. About £2500 gets you a clean, cared-for early example.



JIMNY

About £1500 should be enough to get you a tidy Jimny that'll be ideal for messing around on or off-road. Alternatively, you can just pretend you're on holiday on a Greek island.



SC100 GX 'WHIZZKID'

Prices are on the rise for the banzai coupé which inspired the styling of the modern Ignis. At last look, £5000 would get you one of the very best, but you'd better move quickly.

6.2kg

The number of kilograms added to the Ignis's kerb weight with the addition of its milder-than-korma hybrid system



“
At 920kg, this new Ignis is barely heavier than a big horse
”


**SUZUKI IGNIS 1.2 DUALJET
SHVS S25 ALLGRIP**

Price	£13,995
Engine	4 cyls, 1242cc, petrol
Power	89bhp at 6000rpm
Torque	120lb ft at 4400rpm
Gearbox	5-spd manual
Kerb weight	920kg
0-62mph	11.1sec
Top speed	103mph
Economy	60.1mpg
CO₂/tax band	106g/km, 18%

Buy a car without leaving your armchair

Online car sales are growing in popularity but will they ever usurp traditional dealers? John Evans compares the two ways of buying

SAMSUNG

Keith Peile was sitting at home in Dorset one evening in January when he decided to buy a new Hyundai i10 from the comfort of his armchair.

"I'd seen Hyundai's television advertisement for its new Click To Buy online service," says the retired security officer. "I picked up my tablet computer and in ten minutes I'd chosen my new i10."

"I knew I would be getting the best deal so I was happy with the final price. Paying was easy, too."

In the weeks since Click To Buy was launched in January, 30 people have bought a new Hyundai from the site, and 134,000 people have visited it to find out more. Peugeot has since

launched a rival service it calls Order Online, and both join the schemes already offered by BMW and Smart [see separate story, right].

Hyundai's new system offers the greatest flexibility, though, in particular by allowing customers to pay cash for their new car, rather than being restricted to a choice of finance packages. The price of the new car is discounted, too, saving the customer the bother of negotiating. Like Peugeot's service, Hyundai's will also generate a quote for the customer's part-exchange vehicle.

Bundle these three features together and with Hyundai's scheme, interaction with a dealer is necessary only to deliver the new car to their home and arrange collection of the

customer's trade-in vehicle, or at the dealership where the customer must sign documents if they're acquiring their new car on finance.

It's a simple process. Within seconds of clicking on the website I was quoted £2350 for my part-ex – a 50,000-mile, 12-plate Peugeot 107 1.0 Allure 3dr – and had chosen to pay cash for my new car, a Hyundai i10 SE 1.0 66PS 5dr. Its on-road price had been discounted to £9495, from £10,075, leaving me with a cost-to-change of £7145.

However, just as I was about to choose to have my new i10 delivered to my house in two weeks' time, I noticed home delivery cost an extra £250. The trade-in valuation looked a little low, too (for example, What

Car?'s online valuation tool quoted me £2415), but I was getting a big discount on the list price and you can't have both. Would I have done better using a dealer face to face?

At 3pm the same day I parked my Peugeot at Richmond Hyundai in Guildford and entered the showroom. A salesman soon introduced himself. I explained I was interested in buying an i10 and that I had a car to part-exchange. He asked me what I wanted to pay for the Hyundai and what I wanted for my trade-in, "in order to establish your budget".

I told him revealing that would put me at a disadvantage in the negotiation, adding that I just wanted his best prices, simple as.

HYUNDAI ISN'T THE ONLY ONLINE PLAYER



BMW RETAIL ONLINE

You can choose, configure and finance your new BMW online, but this system relies on dealer involvement to process and conclude the transaction. Prices published online are not discounted and to get a trade-in valuation you must speak to your nominated dealer.



ORDER ONLINE BY PEUGEOT

Allows you to choose, configure and finance your new Peugeot. It offers trade-in valuations for your old car, but you can't pay cash. The vehicle price includes the same customer saving as Peugeot's other advertised deals, but you can negotiate a further discount with the supplying dealer.



SMART ONLINE STORE

Relies on a high degree of dealer involvement. You can choose and configure your new Smart but you're restricted to three PCP deals - low monthly payment, standard and low deposit - and there's no trade-in valuation service. Home delivery of your car is free, though.

We decamped to my Peugeot where the salesman gave it the once-over. He indicated the kerbed alloy wheels and thought the clutch was biting late. I returned to his desk while he debated its value with his boss.

He was back a few minutes later with a figure of £2150 and a price for the i10 of £9495, leaving a cost-to-change of £7345, or £200 more than the Click To Buy offer. However, he concluded our meeting by saying that for a decision now, he could reduce the gap, and I'm sure he'd have delivered it for free, saving me £250.

Had I been a genuine buyer, I could have compared his revised deal with Click To Buy's and negotiated from that basis (not mentioning, the online service's delivery charge, of course).

Later, Tony Whitehorn, CEO of Hyundai UK, explained to me that it might be possible to get a better price in the showroom than on Click To Buy, but that such an outcome wasn't ideal: "A customer mustn't feel that

they get one price on the internet and another at the dealer."

As for the variation in the part-exchange valuation made by the online system and the dealer who subsequently inspects the car, Whitehorn explained that if those figures are too far adrift, the dealer delivering the new car or processing the deal in the showroom might ask

the customer to pay an additional sum to close the gap.

"An auction house calculates the valuation and we underwrite it," said Whitehorn. "That means we're liable for the difference between the part-exchange valuation and the price the car subsequently achieves at auction when it's sold, so it has to be right."

Whitehorn said Click To Buy would not replace traditional dealerships: "Although it suits people who like the convenience of buying from home and who don't want to haggle, it relies on our dealers to make it work. [A dealer has to] receive the part-exchange and confirm its value, guide the customer through their finance and then, when they've bought their car, look after it."

So dealers live to fight another day, but thanks to Click To Buy's price transparency and free valuation, car buyers have another tool with which to achieve a better new car deal online or in the showroom. **A**

“Click To Buy suits people who like the convenience of buying from home”



Hyundai has already sold 30 cars via its new online portal

Holden Kingswood
was a big seller
during the 1970s



ALL OVER DOWN UNDER

Car manufacturing in Australia will cease in October when Holden and Toyota follow Ford's lead and close their once prosperous factories for good. Joshua Dowling explains what went wrong



From left to right: first Holden proper was made in 1948; how the Holden Commodore looks as it bows out; HSV GTSR W1's 636bhp V8

The doors are about to close on the Australian car manufacturing industry forever. General Motors' Aussie outpost, Holden, will be last to turn out the lights, on 20 October, when the Commodore production line falls silent just two weeks after the local Toyota Camry factory shuts.

Holden and Toyota were able to carry on manufacturing for 12 months after Ford closed its assembly line last October because they had higher production volumes, but not enough demand to survive in the long run.

All three brands may be multi-nationals but they helped shape Australian culture and build the nation. Ford was first to manufacture cars locally, starting in 1925, having shipped cars to Australia since 1904. Holden, a horse saddlery business in the late 1800s that moved into coachbuilding in the early 1900s, became an

assembler of foreign cars for GM in 1936 before the US giant acquired the company and gave Holden a car of its own to build in 1948.

Toyota still has a largely Japanese image in Australia, even though it has made cars locally since 1963 and has been the country's biggest vehicle manufacturer for the past 10 years. Toyota is also Australia's largest automotive exporter, shipping more cars in 16 years than Holden did over 63 years and Ford did in 91 years, and is the only one of the three to export more than one million vehicles.

Australia was the first country outside of Japan where Toyota made vehicles, which is why it fought so hard to keep its local operations running. It's believed to be only the second Toyota factory in the world to close. Toyota Australia had secured a large export order to sustain its local operations, shipping seven out of every 10 Camrys to the Middle East over the past 20 years. But its fate was sealed because the local parts supply base could not survive solely on orders for Toyota. The majority

of local suppliers manufactured components for all three brands.

Over the decades, the Australian car industry employed generations of workers. But the taxpayer has largely footed the bill, shelling out more than \$5 billion (Australian dollars, so about £3.06bn) in industry assistance over the past 10 years alone.

The car industry says it invested three dollars for every one dollar of taxpayer funds. That figure may be debated but one thing is certain: the end was inevitable. With low – or zero – import tariffs over the past decade, Australia became flooded with foreign cars that were either cheaper to buy than local models or better equipped, or both.

There are now more automotive brands sold in Australia than in mainland Europe, the UK, the US or Japan. This had the effect of gradually eating into the volume Australian car factories needed to remain viable. At their peak, Holden built 165,000 cars in a calendar year (2004), Ford built 155,000 (1984) and Toyota built 148,000 (2007). But last →

V8 IS GREAT

Aussies tend to care more about the V8 sound than the car's true abilities. The turbo six Falcon was superior to the V8 but sold in half the numbers. HSV also tried to sell a V6. Once.

AUSSIE CAR INDUSTRY'S GREATEST HITS



Ford Falcon GTHO Phase III

It was the fastest saloon in the world in 1971 and helped shape Australia's love affair for V8s. It dominated Bathurst two years in a row in an era when the race cars were driven to the track and based on road-legal cars. The Phase III also woke up the lion, prompting Holden to engage in motorsport in a big way, creating decades of Holden versus Ford rivalry.



Ford Falcon XR6 Turbo

Its turbo 4.0-litre in-line six is the best engine Australia has made. In the late 1990s, Ford Australia was worried it wouldn't get a US V8 to suit the Falcon so it started developing a turbo six. By the time 2002 rolled around, Ford had sourced a V8, but the turbo six was so good that Ford offered it as well. It was quicker than the V8, more fuel efficient and better balanced, but buyers still favoured the V8 roar.



HSV Maloo

'Maloo' is Aboriginal for 'thunder' but the latest model is like a lightning strike. HSV has fitted the LSA supercharged V8 (583bhp, 546lb ft) into a ute that carries about 350kg when most heavy-duty pick-ups can handle a tonne. It's the world's fastest pick-up (0-62mph in 4.5sec). A slightly milder version with 'only' 536bhp and 494lb ft is sold in the UK.



Holden Commodore

Australia's top-selling car for a record 15 years in a row until 2011, when it was overtaken by the Mazda 3 and, in later years, Toyota's Corolla and Hilux. Originally based on the Opel family saloon of the 1970s, the Commodore gradually became bigger and more Australian with each model over 39 years. Holden's countless attempts to export it to the US and Middle East met with only limited success.

End of Aussie Toyotas (far right) follows Ford's 2016 closure



Ford and Holden have no direct replacements for their high-powered saloons

← year, all three sold a combined total of just 87,000 locally made cars.

Fifteen years ago, the Holden Commodore led the market with close to 90,000 sales per year. Today, Australia's top-selling car notches up a little over 40,000 annual sales.

There is not a car factory in the world that can survive on such small volumes, other than luxury brands that command premium prices. The UK car industry survives because it exports eight out every 10 cars it manufactures (in 2016, 1.35 million of the 1.7 million vehicles produced).

But Australia couldn't export its way out of trouble because it is surrounded by developing countries with much cheaper labour costs. The minimum wage in Thailand equates to less than \$2 an hour (Australian dollars, so about £1.20). Car assembly line workers are paid more generously – about \$6 an hour (£3.65), or close to \$12,500 a year (£7660) – but it's nowhere near the average Australian car manufacturing worker wage of \$69,000 (£42,850).

Of all the Free Trade Agreements that Australia has with other countries, none was more brutal than the deal with Thailand introduced in 2005. Since Australia agreed to lift the import tariff on cars from Thailand, more than two million Thai-made vehicles have been imported; from familiar brands such as Ford, Holden and Toyota, as well as Honda, Nissan, Mitsubishi, Mazda and others.

In return, Australia shipped to Thailand just 100 Ford Territory SUVs. That's because Thailand maintained hidden, non-tariff barriers while Australia opened its borders completely. Ingeniously, Thailand continued to impose higher registration fees on cars with larger engines – such as those made by Ford and Holden. Toyota already had a Camry factory in Thailand so couldn't export cars there. Thailand – regarded as the 'Detroit of the Asia-Pacific' – is now the second-biggest source of motor vehicles in Australia after Japan and ahead of South Korea.

Was it right to end the taxpayer

HSV MARKS THE END OF AN ERA IN STYLE

As send-offs go, this ought to do it: Holden's performance division, Holden Special Vehicles, will mark the end of Australian car making with the fastest, most powerful and most expensive car the country has ever produced.

The £105,000 HSV GTSR W1 is based on the Holden Commodore but gets the LS9 supercharged V8 from the Corvette ZR1, a wider track, racing suspension, Pirelli semi-slick tyres, unique body parts, a bespoke six-speed gearbox and the largest brakes ever fitted to a local production car.

The 636bhp, 601lb ft model has a 0-62mph time of 4.2sec and is named after the iconic, limited-edition GTSR, which was released in 1996 and was a racing car for the road.

The 'W' refers to 'Walkinshaw', the surname of HSV founder and race driver, the late Tom Walkinshaw, and his son Ryan Walkinshaw, who now runs the company. Number '1' represents the best car they've built.

In Aussie shorthand, it's already being referred to simply as the 'W1'.

HSV wanted to end its 30-year history with locally made Holdens on a high note before it starts to fettle GM's imported line-up. It has achieved that aim: we had a brief drive of a development car and came away gobsmacked. Given how stiff the suspension is, there were concerns the W1 would handle bumps as badly as a skateboard. However, the opposite is true. It could easily be used as a daily driver. The gearbox action is smooth, the clutch is light, and it's as easy to manoeuvre as a Toyota Corolla.

This also may seem hard to believe but, with such a responsive engine in such an agile chassis, the two-tonne W1 feels as nimble as a hot hatch. The tragedy is that most of these cars will probably get locked away as collector pieces. They deserve to be driven; to do otherwise would be like keeping a race horse in the backyard as a pony.



ONE FOOT STILL IN AUSTRALIA
Ford, Holden and Toyota have all committed to retaining their design and engineering capacity in Australia after their factories close.

assistance to the Australian car industry or will the billions of dollars seem cheap in the long run when compared against the social cost? The nation is about to find out.

A 2013 report by University of Adelaide estimated about one-third of sacked blue-collar workers are likely to become long-term unemployed. The statistics were gathered after the closure of the Mitsubishi car factory in 2008.

"We know from the research that a high proportion of manufacturing employees go on to be long-term unemployed," the report said. "It requires significant retraining to work in... other sectors."

While sacked factory workers are concerned about future livelihoods, car enthusiasts are wondering what will replace the homegrown V8 and turbocharged six-cylinder rear-drive saloons. Ford and Holden produced some of the fastest and most powerful performance saloons in the world for a fraction of the cost of their German and UK counterparts.

A Holden Commodore with the V8 from a Corvette – or a Ford Falcon with a supercharged V8 or a blistering turbocharged in-line six-cylinder – could be had for the equivalent of £30,000. But those Aussie hero models could be created only because, once upon a time, fleets and families bought the regular saloons in the tens of thousands each year. It gave Holden and Ford the funds – and quite literally the platform – from which to build performance saloons with powerful engines, big brakes and sticky tyres.

In their dying days, performance models accounted for almost half of Falcon and Commodore sales, because demand for fleet models had fallen off a cliff as buyers shifted to small cars and SUVs. Tragically, Ford and Holden have no direct replacements for their high-powered saloons. The Ford Mondeo isn't going to cut it for enthusiast buyers accustomed to 0-62mph times of 5.0sec or better.

Ford Australia at least has the Mustang V8, but it's not as quick as the supercharged V8 or turbo in-line six-cylinder Falcons. The fastest version of the next-generation Insignia (to be badged as a Holden Commodore when it arrives in Australia in early 2018) only has a 3.0-litre V6, with no room under the bonnet for turbocharging. This explains why Holden Commodore V8s have all but sold out for the rest of the year and buyers are paying over the odds to secure one before it's too late. Australians are finally figuring out what they've lost now it's almost gone. **A**

Joshua Dowling is a motoring editor for News Corp Australia

Ultimate HSV model makes 636bhp and 601lb ft from its V8



KEEPING IT IN THE FAMILY



Last month's Daytona 24 Hours was contested by a new breed of modern racing prototypes that incorporate road car design cues. Graham Heeps explains how Cadillac and Mazda are making race car styling relevant again

For better or worse, aerodynamics have dictated the look of racing cars for decades. In recent years that's led to ugly F1 noses, overcomplicated IndyCar wings and square-fronted LMP1s such as the Porsche 919 Hybrid.

As highly efficient as these designs are, they're enough to leave fans pining for a time when good racing cars still looked great – a Porsche 917 or 956, for example, or the Brabham BT52 F1 car.

In the US, help is at hand from IMSA, which runs the WeatherTech SportsCar Championship that takes in the big endurance races at Daytona, Sebring and elsewhere. IMSA's new Daytona Prototype international (DPi) cars marry standard LMP2 chassis technology

– as can be found in the second-tier prototype category at Le Mans – with restyled bodywork to give the racing machines the same design cues as manufacturer's road cars. There is also powertrain freedom from the stock Derbyshire-built, 4.2-litre Gibson Technology V8 that's fitted to regular LMP2s.

Crucially, a thorough Balance of Performance equalisation programme is designed to make good any aerodynamic disadvantages that result from the design changes, paving the way for a good-looking car that's still capable of winning against LMP2 rivals when the two race each other.

British motorsport expertise played a role here; IMSA's scale-model aerodynamic test programme was conducted in a wind tunnel at Williams F1 with Ben Wood,

a British aerodynamicist who previously worked for Brawn GP. Mazda's RT24-P DPi bodywork was co-developed with Multimatic in Huntingdon, Cambridgeshire.

Two of the new Mazdas, which share a chassis with the Riley MkXXX LMP2, were joined on the grid for the Daytona 24 Hours at the end of January by three Cadillac DPi-V.Rs, which are built on Dallara LMP2 chassis.

In late 2015, Dillon Blanski, lead creative designer for Cadillac exteriors, won an internal contest to shape the distinctive, angular look of the Cadillac DPi.

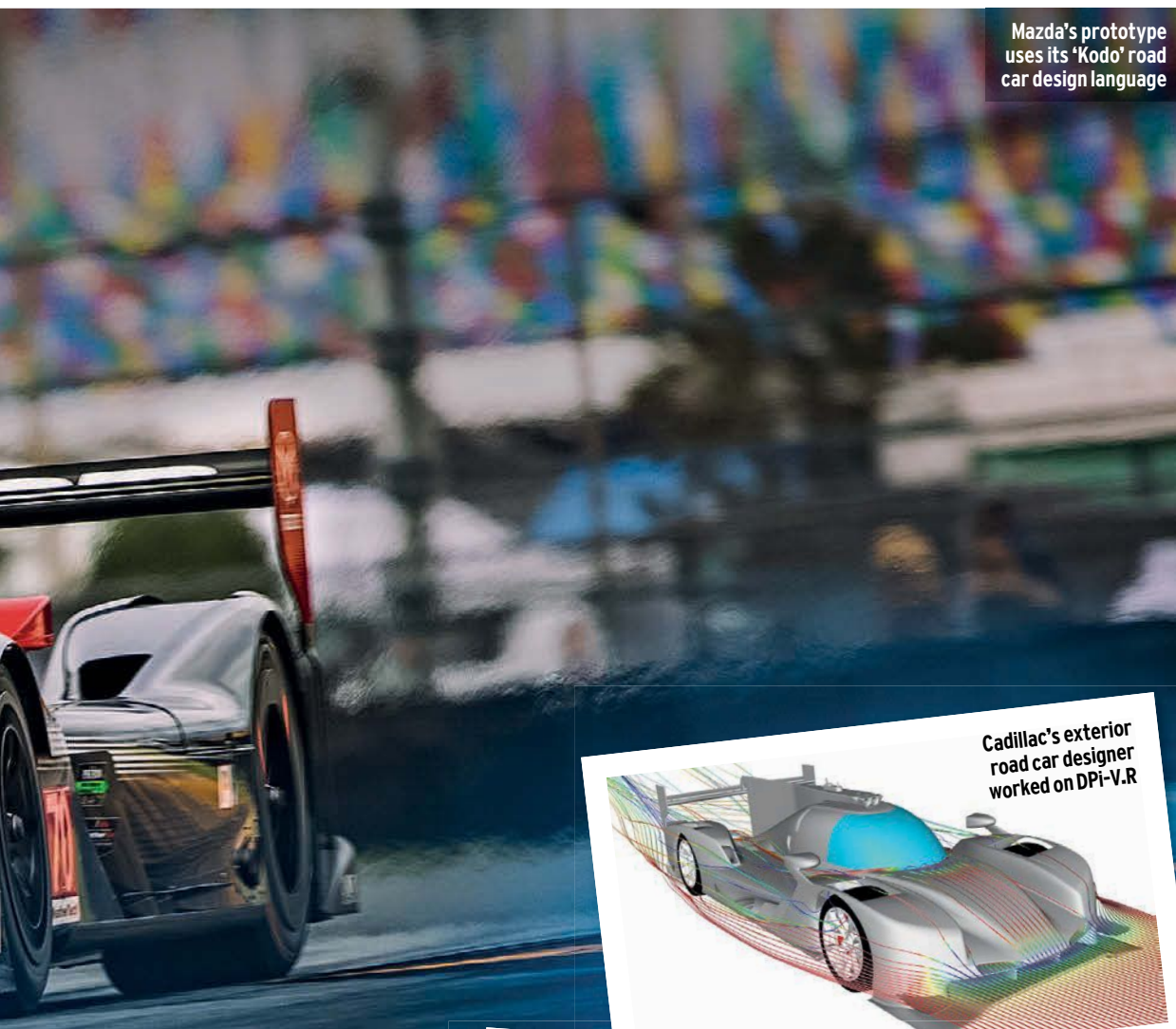
"There are a lot of Cadillac design cues in the body lines of the DPi," says Blanski. "The surface tension and line quality in the early sketches were inspired by the production vehicles in our studio."

Blanski's involvement extended beyond the Cadillac DPi's body shape to details like the large, vertical daytime running lights, the valve covers for the Earnhardt Childress Racing Engines-built, 6.2-litre V8 motor and even the deep-dish wheels, which mimic the style of those found on a CTS-V road car.

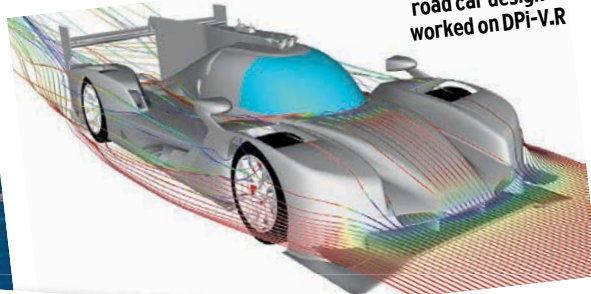
Some back and forth between the studio and Dallara refined the surfaces and design details until they were acceptable to stylists and aerodynamicists alike. Sometimes the two coincided perfectly; Blanski notes that the roof-mounted air scoop, for example, was styled so that from the front it looks like the Cadillac crest, but also delivered an aerodynamic improvement.

Graphics are also used as styling elements, including the window graphic that changes the shape of the

Mazda's prototype uses its 'Kodo' road car design language



Cadillac's exterior road car designer worked on DPi-V.R



Cadillac took first and second at the Daytona 24 Hours



glasshouse, the body-side graphics that accentuate the lines, and the Mondrian motif on the rear fin.

Mazda, meanwhile, went all-out to get its trademark 'Kodo' design cues into the RT24-P DPi. The styling was led by senior manager of design, Ken Saward, at Mazda's studio in Irvine, California.

"We had developed the LM55 Vision Gran Turismo for the PlayStation video game," he says. "We wanted to put some of the design and styling cues from that into the RT24-P DPi."

A decade ago, Saward was project manager on the Furai programme, creating the beautiful concept car that met a fiery end during a magazine test. There are hints of its swoopy lines, too, in the new DPi.

"LMP1 cars have big, bluff front fenders because they are trying to move the air over the front wheel openings that are there to stop the cars taking off when they spin," Saward explains. "We wanted the RT24-P DPi to be more like LM55 or Furai, with a much more voluptuous shape and a beautiful silhouette,

similar to race cars of the 1960s and 70s, where the front end was much more swept downward to the floor. Meeting those requirements was our biggest challenge."

When it came to testing the design's aerodynamics, the team was in for a pleasant surprise.

"The numbers that came back were very positive, which I think surprised the guys at Multimatic," says Saward. "Styling-wise it is a big departure from what everyone else is doing, but aerodynamically it works quite well, with good downforce and low drag."

"That's been proven in the top speeds we saw at Daytona [during

the 24-hour race]. Perhaps there's something to be said for guys who don't have the knowledge of aerodynamics to just design something that looks cool. Some of the most beautiful racing cars have often been very successful ones."

Cadillac took first and second places at Daytona, where Mazda ran into mechanical problems that ended the race for both of its cars, but the DPis are only just getting started. Other manufacturers are said to be interested in signing up to the DPi concept. After all, who wouldn't want to be associated with cool-looking cars that win races? **A**

ELECTRIC GT DRIVER

GEORGE RICHARDSON

British ace spills the beans on his test in the new Tesla racing car



You've driven an early version of the Tesla Model S P100D that'll race in the Electric GT series. What's it like?

"The Model S has exceptional acceleration and lots of torque, as well as very good traction, but at this stage it still has some road car characteristics in its cornering capabilities. The test also showed that the standard road car brakes are just not fit for racing."

How quick is the Model S in a straight line compared to a GT3 sports car?

"It's not quite there yet in terms of GT3 acceleration. The Tesla has a short burst that gives you initial kick but after that a GT3 car is quicker. The Tesla is a lot faster in acceleration from 0-25mph, but it's not often that we go that slowly in a GT race. I think it will make standing starts exciting."

Before the Electric GT series kicks off later this year, what racing plans do you have?

"It's looking like I will contest one of the Blancpain GT Championships, the ADAC GT Masters series in Germany and the Nürburgring 24 Hours. My plan is to align myself with a [GT racing] manufacturer during the year and then, at the end of the season, pick one [to race with in 2018]."

It looks like you're doing a bit of everything. Is that intentional?

"At this stage of my career I've got to be at the end of the telephone and ready to get seat time whenever I can. I race in everything because I'm as much a fan of racing as I am a professional driver. My dream is to win the Le Mans 24 Hours. I've never been motivated by the Formula 1 dream. My experience means I'm now in a good position to drive in the LM GTE class. It's about landing the right opportunity."

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Where were the modern Fords?

I'm sure everyone has their own choices for the cars that changed the world (Autocar, 8 February), but I was disappointed there were no 'English' Fords on the list. The Escort Mk1 was a game-changer and the rest were all massively popular. The greatest one, though, is my own car, the Ford Focus Mk1.

Ben Marshall

Liversedge, West Yorkshire

My game-changers

Here are a few of my suggestions for cars that changed the world.

1936 MG T-Type: the post-war British sports car industry started right here.

1950 Volkswagen Type 2: camper, microbus, Bulli, Kombi, call it what you like, but there's no denying its global impact.

1957 Nissan Skyline: the PlayStation generation poster car has been setting performance benchmarks for decades now, much to the establishment's annoyance.

1992 Subaru Impreza WRX: 1990s rally stage refugee that redefined on-road traction and grip. Gets the nod over the Mitsubishi Lancer Evo due to its greater popularity.

Mike Spencer

Via email

Cat converter

I enjoyed the article on cars that changed the world, but the accompanying photo of the Jaguar XK120 was actually an XK150. Note the fatter front bumper, larger grille and single-piece windscreen. Even more desirable than the XK120, but not a changer of the world.

Ian Lovell

Chorley, Lancashire
Thanks to Ian and everyone else who wrote in to correct our picture error. An XK120 image is printed here for your delectation – MB

The wheel deal

Imagine the scene: you're driving on a country road at night. Your car suffers a puncture and you have to pull over and put your hazards on.



Ami 6 was a pioneering best seller

LETTER OF THE WEEK



Top Trabants

I loved your feature on the 39 cars that changed the world (Autocar, 8 February), partly because I have owned or driven quite a few of them.

I'm not sure the Trabant helped change the world but it changed mine. I had one of the first to escape after the Berlin Wall fell. I had five in all and used them as everyday cars in the early 1990s. They were excellent runabouts but awful on the motorway. I once met a Peugeot designer who said he wished they could produce a simple vehicle in a similar vein.

I'd worry about the emissions from them now, but I miss my Trabbies.

John Fernley

Lytham St Annes, Lancashire

WIN

Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £58.95



ValetPRO
PROFESSIONAL VALETING SUPPLIES

If you're lucky you've bought a Japanese car, or at least one from a manufacturer that has provided studs protruding from the hub on which you can easily hang your spare wheel. But not if you've bought a German car, because you have to precariously hold the wheel up against the hub while simultaneously trying to rotate it until the holes in the wheel align with those in the hub.

It's a near-impossible task in the dark, while trying to shine the light from your mobile phone into the holes. Can someone explain why these car makers have deemed it more advantageous to adopt an impractical arrangement that makes the task so much more difficult?

Andrew Smyth

Randalstown, N Ireland

Memories of Campbell

Last year's article on heroes of land and water speed records has finally prompted me to write.

In 1938 my father Ernest was employed by Sir Malcolm Campbell as a valet/steward/butler. Treasured family photos show my father at the wheel of Sir Malcolm's Alvis,

standing on the steps of the house and aboard the yacht in his uniform.

The most memorable story we were told as kids was my father being driven by the great man on an A-road at 90mph while filling and lighting his pipe, and steering with his knee.

Unfortunately my father died nearly 50 years ago and I don't have any more wonderful anecdotes of that near-forgotten era. Perhaps a reader can provide other details from similar family memories or records.

I don't know whether my father suffered any lasting effects from his 90mph experience. He was exhilarated rather than terrified, but he never did drive at more than 40mph for the rest of his life.

Richard Battle

Via email

Mon ami, mate

Glad to heed Steve Cropley's shout out for the wilfully weird and inexplicably beguiling Citroën Ami 6, which delivered the first square(ish) headlights and – zut alors – was also France's best-selling car in 1966.

Peter Grimsdale

London

Shed any light?

Can someone explain the reasoning behind the requirement for front daytime running lights (DRLs) but not rear ones? In poor conditions it is almost more important to see the car ahead than the one following, and why not have both anyway?

Carolyn Russell

Aberfeldy, Perthshire

In poor conditions one would be advised to switch on full lights, but some motorists seem to assume DRLs illuminate both ends of the car – MB

Smooth operators

Andrew Frankel writes of the Bentley Bentayga diesel that, "The most elegant solution would be a car with no gearbox at all, one with so much torque at all engine speeds that it can simply drive the wheels directly itself". (Autocar, 1 February).

Cars with this are available today: the Tesla Model S and Model X. It is a completely new driving experience. I suggest that anyone interested in cars should have a test drive.

Andrew Roberts

Via email

Anyone for golf?

I was interested to read your review of the Honda Civic 1.0 Turbo SR (First Drives, 8 February).

I bought a new Volkswagen Golf





Should Bentley take a leaf out of Tesla's book?

Bluemotion 1.0 Match Edition DSG. Although the Golf doesn't present itself as being quite so sporty, it beats the Honda convincingly on top speed, 0-62mph and CO₂. The one I purchased was cheaper, at £18,250 including App Connect. It should have been in your list of rivals.

Paul Humphreys
Thames Ditton, Surrey

It's a dog's life

A belated comment on Andrew Frankel's piece on TVR (Autocar, 18 January). A friend and fellow TVR owner once met Peter Wheeler at a car show and asked if the story of the canine styling contribution was true. The answer was yes.

However, we recall the story being about a bite at polystyrene on the prototype Chimaera, not the Griffith.

Wheeler was also asked a question about traction control and replied that it was in your right foot – a long-travel accelerator pedal helped!

Vic McDonald
Via email

Blame EU for dieseldgate

We all know about the VW emissions issue, which is costing the company billions. But the biggest culprits are the EU's technocrats, who pushed the industry and its customers down the diesel route in the first place.

Diesel is usually okay provided the engine is maintained properly, but most of the time they are not. Most of us will have had the pleasure of driving behind a taxi, bus or truck that is pumping out black exhaust emissions. Now that a large number of consumers expect home deliveries, there is a ridiculous number of white vans on the road. I cannot believe the number of such vehicles that drive past my house.

I see diesel car sales are down, with so many cities planning to penalise owners of such cars, but will the value of the cars crash? With so many cars bought on PCP deals, there is going to be a very heavy price for the car companies and finance houses to pay.

Martin Lambert
Via email



Jaguar XK120: cut out and stick over our earlier mistake

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 1 MARCH

FIRST DRIVE



Alfa Romeo Stelvio

Can Alfa's first SUV continue the upward momentum started by the Giulia?

INSIGHT



Ten years of the Qashqai

How Nissan's crossover launched a revolution that still resonates today

FIRST DRIVE



Bentley Mulsanne Speed

First UK impressions of the model Bentley calls 'the driver's Mulsanne'

BUYING USED



Audi S3

Want 257bhp and 258lb ft for just £4500? Why this German hatch could be the answer

SUBSCRIBE autocar.co.uk/subscribe or see p26

OUR CARS

FEATURED THIS WEEK



AUDI SQ7



BMW 320D



DS 3 PERFORMANCE



FORD FOCUS RS



HYUNDAI TUCSON



JAGUAR XF



MORGAN 3 WHEELER



TOYOTA MIRAI



FINAL REPORT

HYUNDAI TUCSON

Many strengths have come to the fore over a year and almost 18,000 miles of hard graft and five-up recreational use

Cabin had plenty of features to aid ease of use and comfort



It's funny the things you find yourself missing once they're gone. Had you told me a year ago that I'd be recollecting my time with the Tucson with something approaching sentimentality, I would have laughed derisively and rolled my eyes like a tombola drum.

But I've been separated from the old girl for only a few weeks and already there's a misty layer of wistfulness descending over the recent memory. I think, perhaps, that's because a good many of the most memorable things I did last year had the Tucson's unfussy practicality at their centre.

Trips such as an outdoor adventure holiday to the Isle of Skye, a music festival in Cambridgeshire or going to the Edinburgh Festival Fringe were made possible by the car's ability to swallow four or five people and their luggage and its uncanny ability to do everything with a passive sense of amiability and comfort.

Skye alone is about a 1200-mile round trip from where I live, which in five-person, full-car road trip terms is actually about 6000 miles. I recall one of Autocar's road testers telling me beforehand that he'd completed the journey on his own in the long-striding splendour of

a Jaguar F-Type and still had to restrain himself from opening one of his carotid arteries on the way back such was the arduous nature of the drive. But in the hearty Tucson, even with a third person wedged onto the rear bench, we seemed to hardly notice the miles slide benignly past.

Perhaps we were all anaesthetised by the amount of money we'd saved by not flying – yet that signifies only another arrow in the Tucson's quiver: a dependable capacity for returning predictable (if not quite stellar) oil-burning mileage. I could rely on Hyundai's stalwart 1.7-litre diesel engine to return 42mpg virtually no

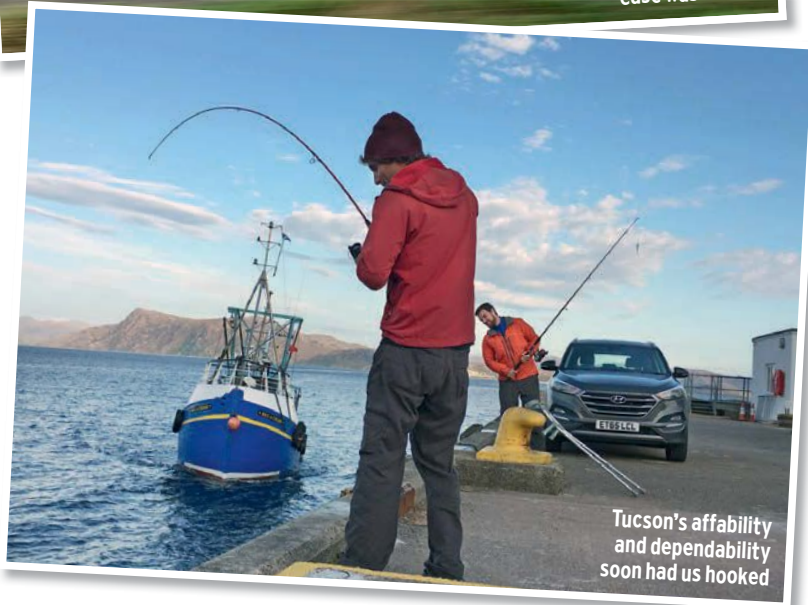
matter what was in it or at what fever-pitch pace I chose to drive it.

Which isn't to claim that the experience was completely flawless. Like any relationship, there were occasional snags on which to unravel an otherwise lovely day. Chief among them in a general usability sense was unquestionably the sat-nav – or, more specifically, its questionable response to being presented with serious traffic jams in the course of a journey. Sensing an impending hold-up, it would offer you a choice of diversionary routes – a not unusual feature of modern sat-nav systems. But in the Tucson, the on-screen pop-

Housing four friends and all of their holiday kit proved no problem



Its ability to cover big distances with ease was a forte



Tucson's affordability and dependability soon had us hooked

“It had an ability to do everything with a passive sense of amiability and comfort”

up offering you new routes would block out your original estimated time of arrival and instead show you how long the new route was likely to take, so you had to do the sums yourself before making a decision.

This would be fine were the system dutifully shortening your time on the road by 10 minutes or more. More often than not, though, it would persist in offering you a shortcut that might save you enough time to miss about three adverts on the radio. And I use the word 'shortcut' in the loosest possible sense: following a colleague back from a photo shoot one day, I chose the navigation's alternative offer over the conventional route he chose and ended up at the office about 15 minutes after he'd arrived.

The second notable hitch provided me with experience of the dealer network and was the result of a wiring loom fault that put the car into a power-limiting limp-home mode. This was a known issue that

a 'proper' owner would have been informed about – rather than being left to discover it while driving on the M1. Still, despite an obvious shortage of dealers in south London, where our car was based, the problem was put right in a jiffy – along with a faulty secondary bonnet catch recall, about which I was none the wiser, either.

Otherwise, the Tucson rarely came up short. Hyundai claims 488 litres for the boot – around 50 litres less than that of the Ford Mondeo, which preceded it as my work car – but I could still get my camera gear in it.

I could hardly have asked for more kit to play with inside. Even allowing for Hyundai's famous generosity, the SE Nav trim was conspicuously well stocked: cruise control, heated front seats and dual-zone climate control were all standard. In fact, the only added extra was the paint: £620 for the Moon Rock Pearl colour that I initially found rather boring but then rather grew to like.

TEST DATA

HYUNDAI TUCSON 1.7 CRDI SE NAV

TEST STARTED 20.4.16

Mileage at start 1674

Mileage at end 18,006

PRICES

List price new £23,145

List price now £22,856

Price as tested £23,765

Dealer value now £18,180

Private value now £15,998

Trade value now £14,640

OPTIONS

Moon Rock Pearl metallic paint £620

FUEL CONSUMPTION AND RANGE

Claimed economy 61.7mpg (combined)

Fuel tank 62 litres

Test average 42.1mpg

Test best 43.8mpg

Test worst 41.1mpg

Real-world range 574 miles

TECH HIGHLIGHTS

0-62mph 13.7sec

Top speed 109mph

Engine 4 cys, 1685cc, diesel

Max power 114bhp at 4000rpm

Max torque 207lb ft at 1250-2500rpm

Gearbox 6-spd manual

Boot 488-1478 litres

Wheels 7.0Jx17in, alloy

Tyres 225/60 R17

Kerb weight 1425kg

SERVICE AND RUNNING COSTS

Contract hire rate £268.31 per month

CO₂ 119g/km

Service costs None

Other costs Engine oil £15.99

Fuel costs £1748

Running costs inc fuel £1763.99

Cost per mile 11 pence

Depreciation £9125

Cost per mile inc dep'n 60 pence

Faults Bonnet latch recall, wiring loom recall

PREVIOUS REPORTS

20 Apr 2016, 18 May, 25 May, 8 Jun, 22 Jun, 20 Jul, 17 Aug, 7 Sep, 5 Oct, 2 Nov, 30 Nov, 11 Jan 2017

LOVE IT



MASCULINE STYLING

Its strong good looks exerted a confident presence without bordering on the aggressive.



BIG LOAD SPACE

There was always enough room for a typical day's camera kit and it even took five people's holiday luggage.



COMFORTABLE CABIN

Layout of switchgear and controls and the provision of equipment helped the miles to slip by painlessly.

LOATHE IT



FRUSTRATING SAT-NAV

Suggested shortcuts saved little time and its jam-busting alternative routes required you to do the maths.



SERVICE CENTRES

Places to get recall work done in south London, where our car was based, were thin on the ground.

That, naturally, is the Tucson's epitaph. Had I been given my choice of compact crossovers at the beginning of last year, I would probably have played it safe with a Nissan Qashqai, a Ford Kuga or a Skoda Yeti. Perhaps at times, they would have been more compelling, pointier or parsimonious, yet I doubt any of them would have conquered as many miles with as much amiability as the Tucson. Nor would they have claimed to outstrip its hard-wearing durability or the sense of dependability that came with it.

The Tucson's replacement is a canary-yellow Renault Sport Clio Trophy. It'll be good for track days and B-roads and hot hatch silliness. But it will be doing very well indeed if it wholly replaces its predecessor's place on the driveway.

The Tucson fitted my life perfectly, and it was as indispensable to me as the roof over my flat or the MacBook I type at. A tool, then, but no less essential for it. So long, old friend.

LUC LACEY

OWN ONE? SHARE YOUR EXPERIENCE
luc.lacey@haymarket.com



RIMMER BROS

The Classic Parts Service

LAND ROVER

Visit our website
for prices
and availability:

www.rimmerbros.co.uk

tel: **01522 568000**

fax: 01522 567600

email: lrsales@rimmerbros.co.uk

Range Rover
All models inc Evoque

Discovery
Freelander
Defender

*All the parts and
accessories you
will ever need*



**Free
Catalogues**

Parts service for Triumph, MG Rover and Jaguar also available



JAGUAR
from 1998 on

FOLLOW US



Triumph House, Sleaford Road, Bracebridge Heath,
Lincoln, LN4 2NA. England



MILEAGE 18,972

FORD FOCUS RS

New respect for our hot hatch is found during a wet weekend

Although rather a lone voice in the argument, I had yet to be blown away by the latest Focus RS. As a fast Ford fan and former owner – well, I thought a 1.8 Focus was fast back then – I was sad that a 345bhp four-wheel-drive version hadn't quite yet beguiled me in the way it had so many others.

A couple of sodden winter days in our Focus RS left me far more endeared to it. I still have some reservations but, short of a Nissan GT-R, I'm not sure what else I would have rather driven during that wet weekend in the Cotswolds.

On the road, in dry weather and



Our Ford Focus RS comes into its own on slippery roads

with Michelin Pilot Super Sport tyres, the limits of adhesion are rarely breached, but on a slicker surface the Focus RS comes alive; not in a wild and lairy way, but simply in a fashion that gives the driver more to do and more to be excited by.

A combination of the constant overspeed of the rear wheels through the GKN all-wheel drive system and a super-sharp turn in gives you confidence that the Focus RS will dive into a corner and then power out of it with a hint of oversteer.

Attacking a corner in such a fashion in one of the Focus RS's front-wheel-drive rivals would result in understeer. In a hot hatch equipped with a Haldex all-wheel drive system, the experience is likely to be one of absolute grip. To feel a hot hatch such as the Focus RS powering out of a bend from the rear, and with the security of four driven wheels, is absolutely fantastic.

Our next tasks are to investigate a rattle from the speaker in the door card and to ascertain the maximum fuel economy we can manage. To achieve the latter, though, we'll first have to restrain ourselves from having quite so much fun on greasy roads, which is easier said than done.

MATTHEW BIRD

TEST DATA

FORD FOCUS RS

Price £31,000 Price as tested £35,135

Economy 23.5mpg Faults Speaker rattle from door card, front tyres losing air

Expenses None Last seen 25.1.17

OWN ONE? SHARE YOUR EXPERIENCE

matthew.bird@haymarket.com



The big Audi was thirsty for AdBlue and screenwash

MILEAGE 6417

AUDI SQ7

High-tech SUV gives us plenty of notice that its fluid levels need replenishing

THE PAST FEW weeks with the Audi SQ7 have been mostly about fluids. The windscreen washer fluid warning light was illuminated for more than a fortnight before I got round to sorting it, at which point it still hadn't actually run dry despite heavy use. With a 7.0-litre washer fluid tank, at least it shouldn't need refilling too often.

Around the same time, the AdBlue warning light came on, also with a healthy notice period of 1500 miles before the car would run out of the emissions-reducing exhaust additive completely and refuse to start.

I had never filled an AdBlue tank before, but I had been told that the urea-based fluid can damage paintwork if you spill any on it, so I invested in a funnel and a 10-litre bottle of AdBlue for £13.49. I'll happily carry out this minor chore every 6000-odd miles if it helps keep the nitrogen oxides emissions of our sub-5.0sec V8 SUV in check.

Our managing editor, Allan Muir, has spent a lot of time in the SQ7 of late. He said the optional all-wheel steering actually makes 'Big Blue' pretty wieldy at low speeds for such a huge car; enough to make fairly easy

work of Autocar's laughably tight multi-storey car park.

Muir had some quibbles with the 'virtual cockpit' digital driver's display: "The dials themselves are great, but the space between them is under-utilised. I chose to put the sat-nav map in there, but then I also have the map showing on the main screen as well, which is pointless, really. Also, I object to the fact that it doesn't keep your settings after you've switched the engine off"

He's got a point about the car not remembering your settings, but I disagree with his opinion on the space between the dials. I prefer to have the main display folded down, with the sat-nav map on the driver's display and a prompt for the next direction on the head-up display.

Perhaps the real point here is how impressive it is that the SQ7 offers such a variety of display layouts.

VICKY PARROTT

TEST DATA

AUDI SQ7 4.0 TDI QUATTRO

Price £70,970 Price as tested

£95,160 Economy 30.1mpg Faults None

Expenses AdBlue £13.49 Last seen 25.1.17

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

15
years
ONLINE

30
DAYS
MONEY
BACK
GUARANTEE

95%
POSITIVE
FEEDBACK

multi
AWARD
WINNING

Auto
EXPRESS
RECOMMENDED

If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Prices start from just £19 per month. Best of all its been designed by motoring consumer champion, Quentin Willson.

Quentin Willson
Designed by **Quentin Willson**



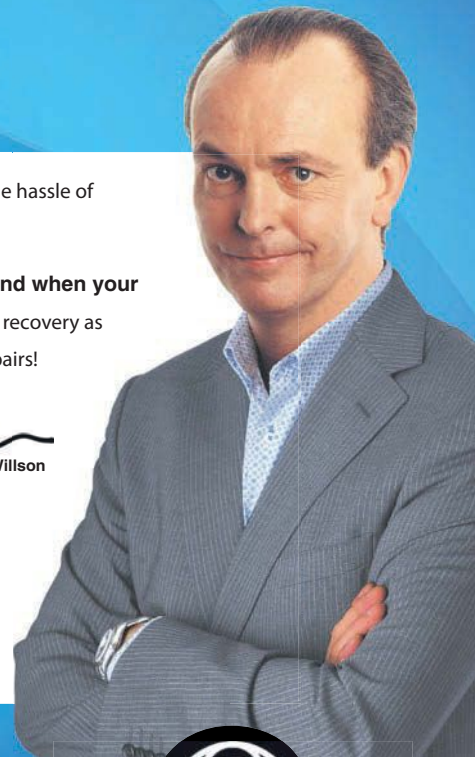
QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide
www.warrantywise.co.uk/guide



Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online

warrantywise.co.uk



Call us on Freephone

0800 121 4750



Warrantywise

Simply the Best in the Business

Specialist Car Insurance

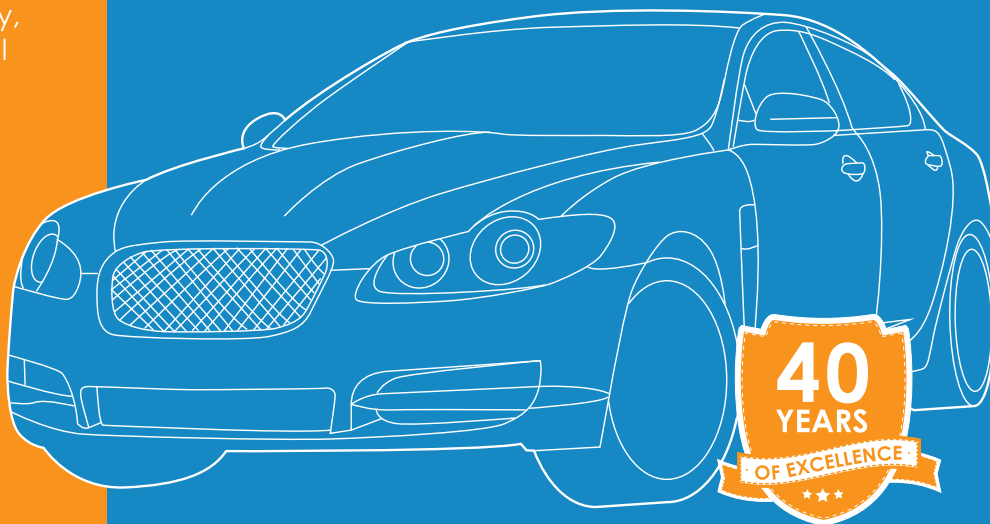
Adrian Flux know how much you love your car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Your Pride & Joy



Benefits available can include:

- FREE Legal Cover
- Breakdown Cover
- Agreed Value
- Modifications Cover
- Limited Mileage Discounts
- Club Membership Discounts



We're getting about 270 miles from a full tank of hydrogen

MILEAGE 2977

TOYOTA MIRAI

Working out the running costs of our futuristic fuel cell car

Once they've established that it's not prone to imminent explosion (if anything, hydrogen is safer to carry than petrol), the second thing people want to know about the Mirai is how fuel efficient it is. After all, the Mirai is quite closely related to the Prius, which has economy at its core. Is the Mirai economical too?

We were keen to find a figure at the outset, but the more we thought about it, the more truth seemed to be carried in the words 'depends how you measure it'. The easiest figure to give is miles per kilogram: the Mirai takes around 4.7kg of compressed hydrogen when the fuel gauge says it's as near as we're prepared to get to bone empty, at which point it has done around 270 miles. That calculation is easy: the car does 57.02 miles per kilo of hydrogen. Trouble is, this doesn't help much, not least because compressed hydrogen is about eight times lighter than petrol.



Hydrogen is costing us £9.99 per litre

Then we spotted a figure in the Mirai brochure stating that a tankful equates 'roughly' to 60 litres of conventional fuel capacity. That means 4.7kg of consumed hydrogen equates roughly to 56.4 litres, or 10.3 gallons. It gives you a range of 270 miles, thus in 'petrol equivalent' the Mirai returns 26.2mpg. Not impressive, if it matters.

We think a more interesting gauge of the Mirai's efficiency is to measure fuel cost per mile and compare it with, say, a 40mpg petrol car. Hydrogen costs £9.99 per kilo,

so our 4.7kg fill-up costs £47, give or take. Over 270 miles, that's 5.74 miles per pound, or 17.4 pence per mile. Now consider a 40mpg petrol saloon fuelled at £1.20 per litre/£5.46 per gallon. Over 270 miles it would use 8.1 gallons, which costs £44.20 or 16.3p per mile, near enough.

Ergo, running a similarly sized petrol car costs roughly 90% of what we're paying to run the Mirai. It seems a steal given that this is still very much an experimental car.

STEVE CROPLEY

TEST DATA

TOYOTA MIRAI

Price £66,000 Price as tested £66,000 (£61,500 with OLEV grant) Economy 17.4 pence per mile Faults None Expenses None Last seen 1.2.17

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

MILEAGE 8231

BMW 320D XDRIVE



ONE OF THE key things we wanted to find out with this all-wheel-drive 3 Series was how well it could play the role of everyday winter hack.

Last month the lightest sprinkling of snow, which turned into a 'get the de-icer out' cold snap, allowed us to put it to the test.

The best way to describe the car is sure-footed; BMW has subtly altered the 3 Series formula to take the edge off the handling in favour of a more rounded package. With a smooth, torquey diesel, an automatic gearbox, all-wheel drive, leather seats and a thick-rimmed steering wheel, BMW has created a near-peerless all-round cruiser that's hard to fault as an everyday proposition – even if the top level of dynamic sparkle is lacking.

Reader Gavin Hall, a serial 3 Series owner who is currently driving a 320d xDrive Touring, contacted me to describe his car as "safe, efficient and reliable", but admitted he wouldn't get out of bed on a Sunday morning just to drive it for pleasure.

He's right: this isn't the 3 Series for a Sunday driver, rather one you're happy to use from Monday to Friday, once the de-icer has done its work.

MARK TISSHAW

TEST DATA

BMW 320D XDRIVE M SPORT

Price £32,910 Price as tested £42,270 Economy 42.1mpg Faults None Expenses None Last seen 18.1.17



Morgan 3 Wheeler

MILEAGE 3578

LAST SEEN 25.1.17

Some time with the Mog forced me into finding out how practical it is – or isn't. With a weekly shop needed and my wife along for the ride, I soon found the limitations of the boot. It might look big from the outside but a hump in the middle for the rear wheel steals space. Two and a half bags of shopping proved the limit, the remainder getting squeezed into the passenger footwell. **ATJ**



Jaguar XF

MILEAGE 8238

LAST SEEN 1.2.17

I've paired our XF to Jaguar's InControl app and the Remote smartphone app. The latter monitors the car's vital signs from afar (useful for those "did I remember to lock it?" moments); the former enables access to third-party apps via the multimedia screen. I'll report back on their usefulness once I've lived with them for a while. **MB**



DS 3 Performance

MILEAGE 4053

LAST SEEN 18.1.17

I spoke too soon. Less than 24 hours after the 3 performed faultlessly on a track day, the problem it had a month ago returned: a loss of power, an engine management light on and an 'engine fault' message on the dash. It is back at DS head office and I'm in another example, which is serving as a perfect reminder of how good the 3 Performance can be. **SS**



USED CARS

WITH JAMES RUPPERT, THE HIGH PRIEST OF BANGERNOMICS



A 2013 Jaguar F-Type V6 Convertible will cost less than £40k

GOING, GOING, GONG

What's the best used car of 2017? **James Ruppert** wants your vote

Ladies and gentlemen, here is your chance to influence what I consider to be the premier gong at the Autocar Awards 2017, namely the Used Car of the Year. We want it to be a half-price hero.

If, like me, you are always rather peeved that a car that isn't even on sale yet has been crowned new motor of the year at a glitzy ceremony, then here's your opportunity to tell the industry what makes a car rather good in the real world. The only proviso is that you can't nominate any really old stuff, such as a Mk2 Volkswagen Golf or a Toyota Crown.

What I need you to bear in mind is value. That is always the beauty of the used car deal: you've beaten depreciation and in return are getting a contemporary car for half price or less. So half-price heroes, please, and not just the luxobarges

that make such easy picking. I want to see proposals from every part of the used car market, including the good (superminis), the bad (MPVs) and the ugly (your choice).

What would I choose? I'd go for the really rather weird Mini Coupé Cooper. How convoluted a name is that? With £10,000 to spend, you could get a 2013 example with a mere 23,000 miles on the clock and lots of option packs. I think that's pretty good value and about as playful as the Mini brand should be.

If I want a Volkswagen Golf-sized hatchback, then I may as well stick with what everyone knows and just have a Golf. That means a 2013 1.6 TDI in SE spec with a sub-40k mileage. From a dealer, and with a warranty, it's no more than £10k.

For out-and-out fun, Jaguar F-Types are starting to look pretty affordable. We're now in the market

to spend less than £40,000, for which you can get a 2013 3.0 V6 Convertible. There are a good few around in the classifieds, too, including several with sub-30k mileages.

You can't keep me away from huge saloons. I'd Hoover up a BMW 7 Series, Mercedes S-Class, Audi A8 or Jaguar XJ, but I have a free hand here so that means an Aston Martin Rapide, specifically a 2010 car with not a lot of miles and a 'manufacturer

approved' label. It's a fair whack at £60,000, but you'll never feel more special behind the wheel.

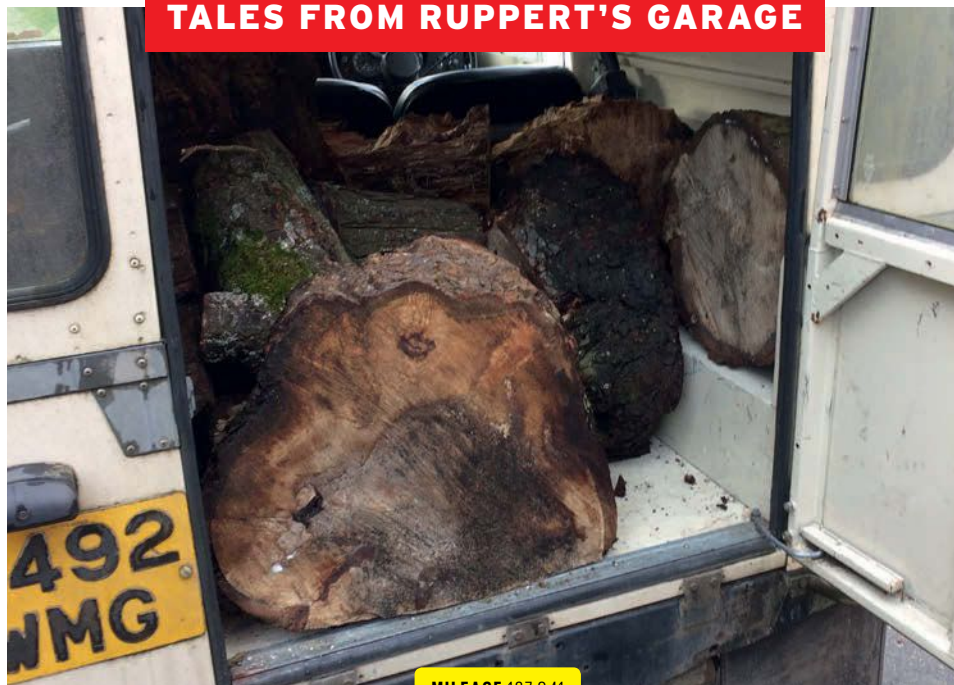
So those are a few of my candidates, but I'm sure you will come up with even better suggestions – and yours are the ones that will actually count. Please send your preferred choices, as many as you want, to james@bangernomics.com. The winning car will be revealed at the Autocar Awards on 23 May.

You've beaten depreciation and are getting a contemporary car for half price or less



A 2013 Mini Coupé is an affordable oddity at £10,000

TALES FROM RUPPERT'S GARAGE



MILEAGE 127,941

LAND ROVER SERIES 3

I'm often asked whether my lorry is just for show or if it actually works for a living. I will admit that the Land Rover doesn't do the hardcore green lane stuff, but that is hardly the point.

I call it a lorry, but in essence it does the job of, at the very least, a builder's pick-up truck or, as in this case, a lumberjack's workhorse. The great thing is that it works at all, although there are several very minor issues that would bring a modern car to an expensive, shuddering halt. All hail the lorry, then, as I find another dirty job for it to do.

READER'S RIDE



Cadillac STS

Simon Bibby bought a brand new Cadillac STS way back in 2001 and ran it for 15 years.

"It's the cheapest car to maintain I have owned," he says. "The first full service was at 100k miles. Prior to that, the annual cost was about £100, for an MOT and oil and filter. By 100k miles, I was on the second set of front brake pads and the third set of rears, and the

third set of tyres. Compare that to an annual service bill from BMW or Jaguar. It's a pity Cadillac no longer makes right-hand-drive cars because I'd buy another."

SEND YOUR USED CAR TALES TO
✉ james@bangernomics.com

WHAT I SPIED IN THE CLASSIFIEDS

£14K
MASERATI
COUPE



A Maserati that's worth the risk

When it comes to taking a gamble in the used car game, the name Maserati has always come with the cast-iron guarantee of a bumpy ride. Recent examples have been much better, but how about something that's 14 years old? Well, this 71,000-mile 4200 Cambiocorsa from 2003 has a service history from a main dealer and specialists, so that is reassuring. It has recently been serviced, too, and could be worth your £13,990.

£6K
MINI
COUPE



Cut-price Cooper with a curious look

Here we have an example of the decidedly odd bod that is the Mini Coupé. This one is a Cooper from 2012. It has covered a modest 25,000 miles and is priced at just £6000. The advert is little more than a list of what's fitted to it, but that emphasises how much kit it comes with. It's never hard to like a white Mini with a contrasting black roof, topped off with matching bonnet stripes and door mirror caps.

£40K
JAG
COUPE



A fine-looking F-Type with few miles

It's getting increasingly difficult to overlook early Jaguar F-Types now the model has been given a mid-life refresh. This 2015 V6 coupé is barely run in with just 9000 miles on the clock, so £39,860 seems like a reasonable asking price. You get an impressively long kit list, which includes sports suspension and an upgraded sound system.

WHY YOU NEED A USED
**RANGE ROVER
SPORT**
IN YOUR LIFE



FORTUNE FAVOURS THE BRAVE

The Range Rover Sport blends off-road prowess and heady performance but finding a solid used example requires care and courage, as **John Evans** finds out

Buy a Range Rover Sport with your head and you'll enjoy it with your heart. It's a pearl of wisdom you could apply to many cars, but especially this Discovery 3-based chop-job that cost north of £50,000 new and which could serve as a dictionary definition for 'temperamental'. Timing belts, turbos, cranks, EGR valves, suspension bushes: the Range Rover Sport loves 'em all.

But heed this straightforward private seller of a V8-powered 3.6 TD: "If you accept you're getting a complex car for a fraction of its new price but which can, from time to time, be a complete pain in the backside, then you won't be disappointed. I get mine serviced by

a great specialist who, crucially, fixes as much as he replaces. It's brilliant for wafting about in, and if I wasn't emigrating I wouldn't be selling."

So, buoyed by this persuasive blend of passion and realism, step back to 2005 when the Sport was launched to a public more familiar with that blue-blooded slice of real estate, the Range Rover Vogue. Younger folk, not yet ready to lord it in a Rangie but less taken by the Discovery, loved it.

It sat on an integrated bodyframe that promised the rigidity of a monocoque and the glen-crossing toughness of a separate chassis. Inside were five seats (it's shorter than the Discovery, so seven were never an option), while under the bonnet lived a 2.7-litre V6 diesel with 188bhp, or a choice of V8 petrols: a

supercharged 4.2 making 385bhp and a 4.4 with 295bhp. Power went to all four wheels via a six-speed ZF automatic gearbox.

Road-orientated it may be, but even the most basic S variant had air suspension with three ride height settings, Terrain Response offering five surface modes and hill descent control. From SE, the next trim up, to HSE, the goodies (such as park distance control, leather, sunroof and bigger alloys) just kept on coming.

In 2006 the sluggish 2.7 TD was joined by our choice for class honours, the 268bhp 3.6 TDV8. Pre-2009 2.7 TD and 3.6 TDV8 HSEs dominate the classifieds and are usually pretty leggy, while the petrols tend not to have been around the block so much. It's something to do

with their 18mpg thirst compared with the diesels' 25mpg...

Top-spec HST and Overfinch HSE SuperSport variants arrived in 2008, with lashings of kit and prices to scare the servants. In 2009 the Sport had a comprehensive makeover that included a new face and tail and a new, less cluttered dashboard. More important, the 2.7 TDV6 was replaced by a much more efficient 3.0-litre making 237bhp and the petrols by a supercharged 5.0-litre V8 with 503bhp. In 2011 the 3.0 TDV6 gave way to the more tax-friendly and frugal 3.0 SDV6 producing 252bhp.

What never changed, though, was the Sport's supernatural blend of on and off-road prowess and its sheer brutish appeal, mechanical tantrums notwithstanding.

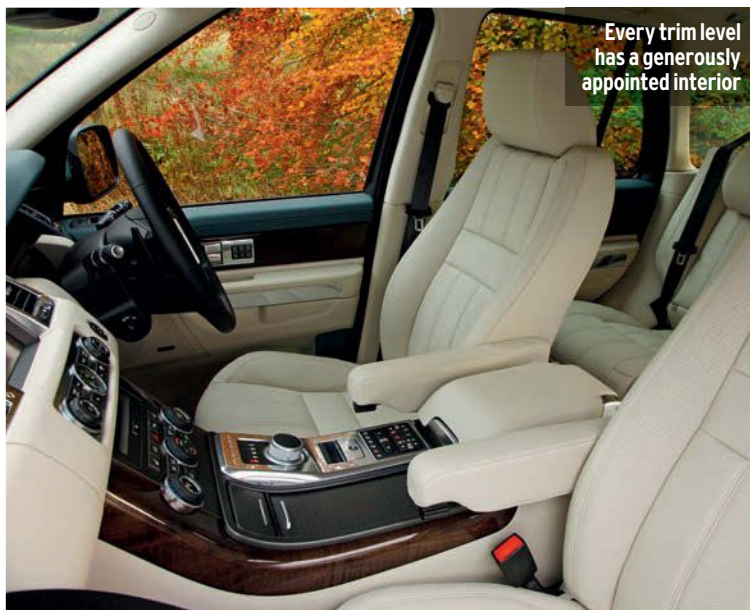
The Sport's rugged chassis means it's capable off-road



33mpg

What you can expect from the 3.6 TDV8 on a steady motorway cruise.

Every trim level has a generously appointed interior



“Pre-2009 2.7 TD and 3.6 TDV8 HSEs dominate the classifieds and are usually pretty leggy”

HOW TO GET ONE IN YOUR GARAGE



An expert's view

**CHRIS OSBORN, KEITH GOTT
LAND ROVER**

"The Sport is harder on the wallet than the Range Rover. It's a sports car and SUV in one, which is asking a lot of springs, bushes and joints. Standard 19in wheels are best; 20 and 21in wheels put too many shocks through the suspension and body. The Sport really benefits from preventative maintenance. Take the electronic handbrake: most people don't want pay to have it cleaned and lubricated but are then surprised when it fails."

weak, check for oil in brake booster, or that the brake vacuum pump non-return valve isn't stuck closed.

■ BODY

Door latches can play up; replacement is the only fix. Body should be rust-free.

Also worth knowing

For cars less than 10 years and 100,000 miles old, consider an official extended warranty. An 80k-mile 2009 car would cost £745 for a year's cover, subject to a two-hour dealer check (£300).

Buyer beware...

■ ENGINE

If a diesel has had a recent cambelt change, check the aluminium oil pump cover, which can break under the new belt's tension. EGR valves on the 2.7 V6 can fail (warning light, loss of low-rev power, chirping at tickover). There are two, at £300 each with fitting. Turbos can fail on the 2.7. Body removal isn't necessary to get at it, but expect an eight-hour labour charge. The 2.7's crank can fail. Injector and fuel pump issues surface on older cars.

■ GEARBOX

Needs an oil change every 75k miles.

■ STEERING, SUSPENSION

Steering rack and air suspension bags leak (check vehicle height at rest and when Terrain Response is activated). Compressor failure is common.

■ ELECTRICS

Battery has a hard life, so expect no more than three years from one.

■ CHASSIS

Mild surface corrosion is common. Check for off-roading graunches.

■ ELECTRICS

Electrical connectors are easily broken, resulting in water ingress.

■ BRAKES

Electronic parking brake needs regular adjustment. Check gearbox's Park mode holds vehicle – there was a recall for this in 2005. Also recalled in 2006 for brake hoses and ABS and pad sensor leads, which were chafing on wheel balance weights. If brakes are

How much to spend

£5500-£9500

Early 4.2s and 4.4s, 2.7 TDs with lots of miles, some high-mileage 3.6 TDs.

£9750-£11,995

More 2006 3.6 TD HSEs with 100k miles, 2.7s at all miles, lower-mile 4.2s.

£12,000-£14,500

Nice 06-plate 2.7s, plus 08-plate 3.6 TD HSEs with average mileages.

£15,000-£16,995

Tidy 09-plate 3.6 TD HSEs, some 09-plate 2.7 TD Stormer SEs.

£17,000-£19,995

Lots of 3.6 TD HSEs and HSTs from 2009-11, first 2010 3.0 TD HSEs.

£20,000 AND ABOVE

Late 3.0 TDs, 3.0 SDs and 3.6 TDs.



One we found

RANGE ROVER SPORT 3.6 TDV8 HSE, 2007/57, 98K MILES, £12,490

Original-looking Sport in 'outstanding condition', with black leather, a year's MOT and full history. Comes with a warranty, which should be examined as hard as the car. Could be a godsend.

PROTECT ALL FOUR WHEELS

for less than it normally costs to refurbish just one!

- Protect your wheels from kerb damage
- Suits 98% of wheel and tyre combinations
- Tyres can be changed with AlloyGators in place
- Suitable for run-flat tyres
- Protects tyre wall from damage

PROTECT
ENHANCE
CUSTOMISE



For more information please visit
www.alloygator.com
or call us on 08450 707078



FurnitureClinic

Leather Care & Repair Specialists

Leather cleaning & restoration kits
for DIY use or a professional
nationwide repair service.

SCUFFS & SCRATCHES

COMPLETE RESTORATION

COLOUR CHANGE

CLASSIC & MODERN CARS

DIY KITS

NATIONWIDE SERVICE

Furniture Clinic
Tel: 0844 879 3691

www.furnitureclinic.co.uk

KEY GARAGEVAC POINTS

- 1 Class leading cleaning performance
- 2 Strong, adjustable length aluminium wand with wall clip
- 3 40' / 12m stretch hose coils down to 8' / 2.4m and wraps around unit
- 4 Extra tough polycarbonate body and tool holder
- 5 7 specialist tools, including soft pile brush for dashboard and leather



INSTANT CLEANING POWER

Twice the suction power of a domestic vacuum and 15 times that of a rechargeable, so whether it's a quick once over or a complete deep down valet **GarageVac has the power to perform.**

Instant access 'Grab n' Go' stretch hose so you can **forget unwinding that extension lead** and dragging the household vacuum out onto the drive!

Call today! 01270 291 050
www.garagevac.co.uk

**Garage
Vac**

CHIP EXPRESS™
tuning specialists

Plug-in Diesel Upgrades

Enjoy up to 40% more **POWER**
and 20% better **ECONOMY!**



Diesel Tuning for Cars, Commercials, Tractors & Boats
Fit yourself in minutes - instantly improve drivability!



Easy to:
- Fit
- Remove
- Transfer



The CHIP Express™ tuning system is without doubt the most advanced plug-in diesel upgrade available. It works in harmony with your engine, retaining all safety functions without needing to interfere with the vehicle's existing on-board computer. It can be self fitted in minutes, adjusted for more performance and easily removed. It will free your vehicle from its manufacturer's limits.

www.chipexpress.com

Visit our website, see your vehicle's
true potential, order online.

e: email@chipexpress.com t: 01727 730 956

DEALS OF THE WEEK

In our round-up of the latest used car bargains, **Alisdair Suttie** finds a Jaguar XJ for £15,000, plus a city car, an estate and a hot coupé



Jaguar XJ £15,000

Is a used Jaguar XJ a safe place to put £15,000? It is when it's the current X351 generation and the worst ravages of depreciation are out of the way. Don't think this will be some former airport gofer with a mileage to rival that of Apollo 11: look

for a 2010 3.0D with 80,000 miles on the clock and you'll be in for a treat.

While most luxury saloons are all about the experience in the back, the Jag is most definitely best enjoyed from the driver's seat. The car's aluminium construction makes it light and agile and the 271bhp diesel

engine offers 0-62mph in 6.4secs and 155mph. The XJ also promises to return 39.2mpg if you tread gently.

There's not much to worry about provided a full service history is present. A wiper arm fault caused a recall in 2010, but otherwise the XJ has been pretty much faultless.

Couple that to an interior clad in leather and wood but with a modern twist, and the big Brit will waft you along in supreme comfort. When the corners come, quick and accurate steering lets this limo show its rivals a clean pair of brogues, and that's got to make it great value in anyone's book.



Volkswagen Up £4000

A DEALER FRIEND has been scouring the auctions for Volkswagen's Up due to strong demand for this chirpy and functional city car. Concerns over the future of diesel are forcing some drivers out of older cars, and they want a reasonably new, low-cost replacement. The irony of them wanting a VW is not lost on this dealer, but he's not turning up his nose at the custom.

He reckons a 13-plate three-door Up with fewer than 50,000 miles makes sense for £4000, thanks to fuel economy of 62mpg and £20 per year road tax. Shop privately and you could knock £500 off that figure.



Hyundai i40 Tourer £7000

EARLY HYUNDAI i40s may just be coming to the end of their five-year warranty, but there's nothing to suggest you should worry about that. No recalls and no issues mean this is a great family car, particularly in handsome estate form.

The i40 isn't the last word in driving dynamics but, equipped with the refined 1.7-litre diesel and six-speed manual 'box, it can return 62mpg. It can carry five people comfortably or up to 1719 litres just as easily. Expect to spend £7000 on a looked-after 60,000-mile Style model that will be a trouble-free workhorse.



BMW 335i Coupé £6500

ITCHY WALLET ALERT: a sleek BMW coupé with more than 300bhp and capable of 0-62mph in 5.3sec could be yours for £6500. That'll be the E92 335i Coupé built from 2006 to 2012. It delivers near-M3 pace but with a decent nod to affordable running costs courtesy of 30mpg. Excuse us, we're off car shopping.

For this sort of money you'll find cars with around 90,000 miles, but they can take this easily. Reliability isn't an issue, but watch for worn leather and kerbed alloys. Stick with standard wheels, too; big aftermarket rims will ruin the ride and the fluency of the handling.

ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

- » **30-70MPH** Indicates overtaking ability through the gears
- » **50-70MPH** Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility
- » **FUEL ECONOMY** Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard
- » **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track
- » **MPH/1000RPM** Figure is the speed achieved in top gear



Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE
----------------	-----------	---------	----------	----------	----------	-----------------	-------------	----------------	-------------	------------------	-------------	-----------

ALFA ROMEO

Mito 3dr hatch ★★★★★												
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4.10
Giulietta 5dr hatch ★★★★★												
2.0 JTDM	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.10.10
4C 2dr coupé/convertible ★★★★★												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16

ALPINA

B3 Biturbo 4dr saloon ★★★★★												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13

ARIEL

Atom 0dr open ★★★★★												
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.11
Nomad 0dr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	-/-	735	24.6.15

ASTON MARTIN

V8 Vantage 2dr coupé ★★★★★												
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07
G18	190	4.6	10.4	3.6	6.1	2.6	440	361	25.3	19/29	1530	12.10.16
DB11 2dr coupé ★★★★★												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★★												
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3.13

AUDI

A1 3dr hatch ★★★★★												
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.11.10
S1	155	5.9	14.4	5.2	5.4	2.6	228	273	25.6	30/39	1390	28.5.14
A3 3dr/5dr hatch ★★★★★												
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9.12
S back-e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49	1540	31.12.14
R3.5's Back	155	4.1	10.3	3.7	7.7	2.8	362	343	34.2	26/37	1595	10.6.15
A4 4dr saloon ★★★★★												
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
A5 2dr coupé/convertible ★★★★★												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A6 4dr saloon/5dr estate ★★★★★												
3.0 TDI SE	155	7.2	20.3	6.4	3.9	2.9	201	295	39.9	34/46	1805	19.10.11
R56 Avant	155	3.7	8.7	3.1	6.4	2.4	552	516	40.0	20/28	2010	3.7.13
A7 Sportback 4dr saloon ★★★★★												
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2.11
TT 2dr coupé/convertible ★★★★★												
2.0 TFSI S line	155	6.6	14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.11.14
R5	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
Q2 5dr SUV ★★★★★												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
Q3 5dr SUV ★★★★★												
2.0 TDI SE	132	8.3	25.5	8.1	*11.5	2.7	175	280	35.8	33/46	1710	16.11.11
R5	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	16/55	1.1.14	
Q7 5dr SUV ★★★★★												
3.0 TDI S line	145	6.2	17.6	6.2	*3.8	—	268	443	47.6	32/36	2245	12.8.15
S07 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
R8 2dr coupé ★★★★★												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15

BENTLEY

Continental GT 2dr coupé/convertible ★★★★★												
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487	27.4	18/27	2470	4.4.12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516	34.9	7/15	2375	1.6.11
Flying Spur 4dr saloon ★★★★★												
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8.13
Mulsanne 4dr saloon ★★★★★												
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16

BMW

1 Series 3dr/5dr hatch ★★★★★												
116d ED Sport	124	10.2	30.0	10.0	17.3	—	114	199	37.7	54/60	1395	27.5.15
2 Series 3dr coupé/convertible ★★★★★												
220d SE	143	7.8	20.9	7.3	8.8	2.9	181	280	39.6	46/62	1450	19.3.14
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332	28.1	26/35	1530	23.4.14
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★★												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★★												
320d Sport	146	7.7	20.9	7.6	9.7	2.6	181	280	36.2	41/57	1535	22.2.12
330d Touring	155	5.5	14.2	5.1	8.8	2.6	255	413	45.2	43/54	1735	21.11.12
318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7.13
4 Series 2dr coupé ★★★★★												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE
----------------	-----------	---------	----------	----------	----------	-----------------	-------------	----------------	-------------	------------------	-------------	-----------

M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr GT/5dr estate ★★★★★												
530d SE	155	6.4	16.1	5.4	*3.3	3.0	241	398	48.1	36/46	1830	31.3.10
ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5.12
M5	155	4.3	9.0	3.6	6.4	2.8	552	502	38.2	19/28	1975	29.12.11
6 Series 2dr coupé/convertible ★★★★★												
640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	464	42.1	33/45	1840	2.11.11
7 Series 4dr saloon ★★★★★												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
i3 5dr hatch ★★★★★												
1.3 Range Ext'd	93	8.1	—	7.6	*4.9	3.4	168	184	—	294wh/m	1390	22.1.14
i8 2dr coupé ★★★★★												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★★												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X3 5dr SUV ★★★★★												
xDrive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.11.11
X4 5dr SUV ★★★★★												
xDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14
X5 5dr SUV ★★★★★												
xDrive M50d	155	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.11.13
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
x6 5dr SUV ★★★★★												
xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08

BUGATTI

Veyron 2dr coupé ★★★★★												
Super Sport	268	2.6	5.0	1.7	5.9	2.6	1183	1106	40.6	12/18	1995	2.3.11

CATERHAM

Seven 2dr roadster ★★★★★												
CSR260	143	4.1	9.8	3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.05
160	100	8.4	—	8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16

CHEVROLET

Camaro 2dr coupé ★★★★★												
6.2 V8	155	5.6	12.4	4.5	12.2	2.7	426	419	43.3	23/29	1175	20.6.12
Corvette 2dr coupé ★★★★★												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14

CHRYSLER

300C 4dr saloon ★★★★★												
3.0 Executive	144	7.3	21.1	7.5	*4.5	2.6	236	399	38.8	30/34	2040	29.8.12

CITROEN

C3 5dr hatch	★★★★★											
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	108	151	27	47/62	1050	28.12.16
C4 5dr hatch	★★★★★											
2.0HDI Excl.	129	8.5	25.2	7.9	9.2	3.15	148	251	34.2	43/49	1470	5.1.14
C4 Cactus 5dr hatch	★★★★★											
1.6Bleu HDI100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.1.14
C4 Grand Picasso 5dr MPV	★★★★★											
2.0RLeVida	130	10.1	30.1	9.6	12.5	2.9	148	273	34.7	44/52	1430	27.11.14

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/fouring	Weight (kg)	TEST DATE
----------------	-----------	---------	----------	----------	----------	-----------------	-------------	----------------	-------------	------------------	-------------	-----------

NX 5dr SUV ★★★★★	300h	112	9.7	30.4	9.1	*5.6	2.7	194	na	–	32/38	1905	1.10.14
RC F 2dr coupé ★★★★★	RCF	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15

LOTUS													
Elise 2dr roadster ★★★★★	1.6	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
	Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★★	Evora S2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★★	Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI													
GranTurismo 2dr coupé ★★★★★	4.2GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GranCabrio 2dr cabriolet ★★★★★	4.7V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★	Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★★★	Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16

MAZDA													
2 5dr hatch ★★★★★	1.5 Sky-V6 SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 5dr hatch ★★★★★	2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5 5dr MPV ★★★★★	1.6 D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6 4dr saloon/5dr estate ★★★★★	2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr roadster ★★★★★	1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★★★	1.5D SE-L Nav	110	10.3	34.7	10.3	-	104	199	34.8	59/60	1275	22.7.15	
CX-5 5dr SUV ★★★★★	2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN													
570S 2dr coupé ★★★★★	3.8V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
650S 2dr coupé/roadster ★★★★★	3.8V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★	P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/–	–	7.5.14

MERCEDES-AMG													
C63 4dr saloon ★★★★★	C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S Vrtble ★★★★★	C63 S Vrtble	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
GT 2dr coupé ★★★★★	S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
SLC 2dr convertible ★★★★★	SLC 43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16

MERCEDES-BENZ													
A-Class 5dr hatch ★★★★★													
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12	
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13	
B-Class 5dr MPV ★★★★★													
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12	
C-Class 4dr saloon/5dr estate ★★★★★													
C220 BlueTEC	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14	
CLA 4dr saloon/5dr estate ★★★★★													
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13	
200 CDI S135's Brk134	10.1	29.7	9.6	11.9	3.4	134	221	33.5	53/59	1555	18.11.15		
E-Class 4dr saloon/5dr estate/2dr convertible ★★★★★													
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09	
CLS 4dr saloon/5dr estate ★★★★★													
350 CDI S Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13	
S-Class 4dr saloon/2dr coupé ★★★★★													
S350 BlueTEC	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13	
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14	
GLA 5dr SUV ★★★★★													
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14	
GLC 5dr SUV ★★★★★													
GLC 250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16	
M-Class 5dr SUV ★★★★★													
ML 250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12	
GL 5dr SUV ★★★★★													
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13	
SL 2dr convertible ★★★★★													
SL 500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12	

MG													
3 5dr hatch ★★★★★	1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
GS 5dr SUV ★★★★★	1.5 TGI Excite	118	8.9	25.5	8.3	12.4	2.8	164	184	29.3	29/38	1395	20.7.16

MINI													
Mini 3dr hatch ★★★★★	Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Clubman 5dr hatch ★★★★★	Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★★	Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★★★	Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17

MITSUBISHI													
ASX 5dr SUV ★★★★★	1.8 DID 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
Outlander 5dr SUV ★★★★★	2.2 DID GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4s ★★★★★	PHEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	–	44/38	1810	16.4.14

MORGAN													
Plus 8 2dr roadster ★★★★★	4.8 V8	–	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 Wheeler 2dr roadster ★★★★★	3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/–	520	6.6.12

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/fouring	Weight (kg)	TEST DATE
----------------	-----------	---------	----------	----------	----------	-----------------	-------------	----------------	-------------	------------------	-------------	-----------

NISSAN														
Note 5dr hatch ★★★★★														
1.2 Acenta Prm	106	12.6	–	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13		
Pulsar 5dr hatch ★★★★★														
1.5dCi+tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14		
Juke 5dr SUV ★★★★★														
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10		
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13		
Leaf 5dr hatch ★★★★★														
Leaf	91	10.9	–	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11		
Qashqai 5dr SUV ★★★★★														
1.5dCi ZWD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14		
X-Trail 5dr SUV ★★★★★														
1.6dCi ZWD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14		
GT-R 2dr coupé ★★★★★														
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16		

NOBLE													
M600 2dr coupé ★★★★★	M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

PEUGEOT														
208 3/5dr hatch ★★☆☆☆		1.2VTi Active	109	14.2	–	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi30th		143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15	
308 3/5dr hatch ★★☆☆☆		1.6e-HDi115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 SW estate ★★☆☆☆		2.0HDi63	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
2008 5dr SUV ★★☆☆☆		1.6e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★☆☆☆		1.6BHdiGTLe117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17	
5008 5dr MPV ★★☆☆☆		1.6Hdi110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10

PORSCHE													
Old Cayman 2dr coupé ★★★★★													
G14	183	4.6	10.0	3.5	6.0	2.5	380	310	25.5	28/-	1340	23.9.15	
718 2dr coupé/roadster ★★★★★													
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16	
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16	
911 2dr coupé ★★★★★													
GT3 RS	193	3.4	7.8	2.8	6.9	2.4	493	339	24.2	20/28	1495	19.8.15	
New 911 2dr coupé ★★★★★													
Carrera S	190	4.5	9.4	3.4	7.3	2.9	414	369	36.4	27/31	1535	20.1.16	
918 Spyder 2dr coupé ★★★★★													
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14	
Panamera 4dr saloon ★★★★★													
4S Diesel	177	4.1	10.3	3.8	-	3.0	416	627	50.7	32/43	2050	1.2.17	
Macan 5dr SUV ★★★★★													
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14	

RADICAL													
SR3 SL 2dr roadster ★★★★★	SR3 SL	161	3.4	8.4	3.7	4.8	2.7	245	265	24.9	14/–	765	30.11.11

RENAULT														
Twingo 5dr hatch ★★★★★	Dynamique	94	17.6	–	–	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★★★	Dynamique	84	12.3	–	–	13.9	9.1	2.9	87	162	7.8	250Wh/m	1468	31.7.13
Clio 5dr hatch ★★★★★	97CE	113	13.4	–	–	13.9	19.1	2.8	89	100	23.8	38/47	1009	6.3.13
RS200 Turbo	143	7.4	20.9	6.9	9.1	2.8	197	177	20.8	32/37	1204	23.10.13		
Mégane 3dr hatch ★★★★★	275 Trophy-R	158	6.4	14.0	5.0	6.4	3.1	271	266	27	26/33	1297	5.11.14	
New Mégane 5dr hatch ★★★★★	1.5dCi Dyn S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16	
Grand Scenic 5dr MPV ★★★★★	dCi130 Dyn S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17	
Grand Scenic SUV ★★★★★	dCi115 DvN S Nv	113	14.5	–	–	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15

NEW CARS A-Z

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

STAR RATINGS EXPLAINED

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **75-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch £15,090-£21,640
Good value hot hatch and great fun to drive ★★★★★
TESTERS' PICK: 1.4 T-Jet Competizione

595 Convertible 2dr open £17,090-£23,640
Open-top hot hatch has a softer ride than the tin-top car ★★★★★
TESTERS' PICK: 1.4 T-Jet C Competizione

Biposto 695 3dr hatch £33,055
Fastest Abarth has merit as an entry-level track car, but a firm ride spoils its otherwise convincing dynamic ability on public roads ★★★★★
TESTERS' PICK: 1.4 T-Jet

124 Spider 2dr open £29,565-£31,605
Only a mildly tuned upgrade of Fiat's standard car but it's a revelation, albeit one that comes with a hefty price tag ★★★★★
TESTERS' PICK: 1.4T Multijet

ALFA ROMEO

Mito 3dr hatch £12,960-£20,500
Likeable hatch is well-equipped, good looking, cheap to run and practical, but dynamic flaws make it a class also-ran ★★★★★
TESTERS' PICK: 0.9 TB Twinair 105 Progression

Giulietta 5dr hatch £18,700-£28,735
Long in the tooth, but styling and dynamic verve still have the power to seduce. Not rounded enough, nor quite expensive enough to the touch ★★★★★
TESTERS' PICK: 1.4 TB Multiair 150 Super

Giulia 4dr saloon £29,180-£59,000
Alfa is taking the fight to the Germans with its good-looking saloon. Lacks the finesse of its rivals and is only available as an automatic. However the V6 Quadrifoglio is a compelling car ★★★★★
TESTERS' PICK: 2.2d Multijet 180 Super

4C 2dr coupé/spyder £52,505-£59,505
Flawed, but the best current Alfa by miles. Rewarding to drive, if not the last word in finesse ★★★★★
TESTERS' PICK: 1.75T Spider

ALPINA

B3 4dr saloon/5dr estate £57,450-£58,950
Has fallen behind on the power stakes. Still a niche proposition ★★★★★
TESTERS' PICK: B3 Biturbo

B4 2dr saloon/convertible £58,950-£62,950
Less well-mannered than an M4. Better on the road than the track ★★★★★
TESTERS' PICK: B4 Biturbo

B5 4dr saloon £81,950
Huge pace and better suited to the autobahns than B-roads ★★★★★
TESTERS' PICK: B5 Biturbo

B6 2dr coupé/convertible £96,950-£113,613
A ballistic coupé and convertible, but more at home on the autobahns ★★★★★
TESTERS' PICK: B6 Biturbo

B7 4dr saloon £115,000-£123,782
A luxury saloon without a huge amount of power – an S-Class AMG challenger ★★★★★
TESTERS' PICK: B7 Biturbo LWB AWD

D3 4dr saloon/ 5dr estate £47,950-£49,950
An intoxicating mix of performance and fuel economy ★★★★★
TESTERS' PICK: D3 Biturbo

D4 2dr coupé/convertible £50,950-£54,950
Precise dynamics with added Alpina kudos and a great engine ★★★★★
TESTERS' PICK: D4 Biturbo

D5 4dr saloon/5dr estate £56,950-£59,950
A rapid, usable and cheaper alternative to an M5 ★★★★★
TESTERS' PICK: D5 Biturbo

XD3 5dr SUV £56,450
Hugely fast, capable and desirable. A triumph ★★★★★
TESTERS' PICK: 3.0 XD3

ARIEL

Atom Odr open £30,572
Superbike-fast lightweight mentalist is as exhilarating as they come. Less usable than some but no less marvellous ★★★★★
TESTERS' PICK: 2.0i-VTEC 310

Nomad Odr open £na
If there were simply a list of our top five favourite cars, the Nomad might just top it. A revelation and a riot ★★★★★
TESTERS' PICK: 2.4i-VTEC 235

ASTON MARTIN

Vantage 2dr coupé £88,747-£96,244
What the Vantage lacks in agility it makes up for with pomp, presence and grunty V8 power. V12 S version is very special ★★★★★
TESTERS' PICK: 5.9 V12 S

Vantage Roadster 2dr open £97,744-£105,244
Drop-top suits the Vantage's relaxed nature ★★★★★
TESTERS' PICK: 5.9 V12 S

DB9 2dr coupé £140,062-£165,949
As attractive-looking as ever but also showing its age. V12 is disarming; handling is equally so. A bit unreined ★★★★★
TESTERS' PICK: 5.9 V12 GT

DB9 Volante 2dr open £152,942
Open-top version of the handsome DB9 is just as charming ★★★★★
TESTERS' PICK: 5.9 V12

DB11 2dr coupé £154,955-167,070
The stunning replacement for the attractive, if long in the tooth, DB9 ★★★★★
TESTERS' PICK: 5.2 V12

Vanquish 2dr coupé £196,005-£199,000
Dazzling exterior beauty and a warm, expressive motive character are the big Aston's selling points. Plays the cruiser very well ★★★★★
TESTERS' PICK: 5.9 V12

Vanquish Volante 2dr open £200,050-208,005
A dazzling cruiser at heart with infinite head room ★★★★★
TESTERS' PICK: 5.9 V12

Rapide S 4dr saloon £150,749
There may not be room in the back for top hats, but the Rapide is the most elegant four-door sports car in the world ★★★★★
TESTERS' PICK: 5.9 V12 S

AUDI

A1 3dr hatch £14,530-£25,600
Audi's answer to the Mini. Fun and refined ★★★★★
TESTERS' PICK: 1.4 TFSI 150 S Line

A1 Sportback 5dr hatch £15,150-£26,335
Rear doors add convenience to an attractive package ★★★★★
TESTERS' PICK: 1.4 TFSI 150 S Line

A3 3dr hatch £19,365-£33,840
Outstanding cabin quality, peppy engines and low costs of ownership make it eerily good for more disinterested drivers ★★★★★
TESTERS' PICKS: 2.0 TDI 150 Sport, 2.0 TSI 310 S3 quattro

A3 Sportback 5dr hatch £19,985-£35,930
All of the above but with five doors and a usefully larger boot ★★★★★
TESTERS' PICKS: 2.0 TDI 150 Sport, 2.0 TSI 310 S3 quattro

A3 Saloon 4dr saloon £24,235-£36,480
Undercuts the case to own an A4 very effectively indeed. Upmarket interior and unexpectedly good to drive – if a bit shy on space ★★★★★
TESTERS' PICK: 2.0 TDI 150 Sport

A3 Cabriolet 2dr open £26,875-£40,670
Compact, affordable, usable and refined, with strong performance and composed handling ★★★★★
TESTERS' PICK: 2.0 TDI 150 Sport

A4 4dr saloon £26,350-£44,000
High quality and competent; leaves dynamic finesse to its rivals ★★★★★
TESTERS' PICK: 2.0 TFSI 252 Sport quattro

A4 Avant 5dr estate £27,880-£45,400
Classy, demure and very tech savvy Audi estate ★★★★★
TESTERS' PICK: 2.0 TDI 190 Sport

A4 Allroad 5dr estate £37,725-£39,630
The classy and demure estate gets a rugged makeover making it a capable 4x4 A4 ★★★★★
TESTERS' PICK: 2.0 TDI 190

New A5 Coupé 2dr coupé £30,700-£4700
Refreshed A5 gets a sharper look and a refreshed interior and carries the fight to the 4 Series and C-Class coupé ★★★★★
TESTERS' PICK: 3.0 TDI 286 S Line

A5 Coupé 2dr coupé £31,910-£44,870
Good-looking coupé is showing its age now ★★★★★
TESTERS' PICK: 2.0 TDI 190 S Line

A5 Sportback 5dr hatch £30,035-£44,070
Refined four-door coupé is short on charm and finesse ★★★★★
TESTERS' PICK: 2.0 TDI 190 S Line

A5 Cabriolet 2dr open £35,690-£47,045
No spring chicken but still appeals for its looks. Little more practical than smaller options. Lower-powered, steel-sprung trim is best ★★★★★
TESTERS' PICK: 1.8 TFSI 177 S Line

A6 4dr saloon £32,995-£57,215
Perfect choice for anyone looking for a smart office cubicle on wheels. Supremely constructed but a bit soulless to drive ★★★★★
TESTERS' PICK: 3.0 TDI 218 SE

A6 Avant 5dr estate £35,095-£68,420
A capable stress buster; BITDI engine is a giant-killer ★★★★★
TESTERS' PICK: 3.0 BITDI 320 SE quattro

A6 Allroad 5dr estate £46,505-£56,480
Rugged 4x4 A6. Even more pricey ★★★★★
TESTERS' PICK: 3.0 TDI 218 quattro

A7 Sportback 5dr hatch £46,865-£92,060
Curiously droopy looks don't flatter an otherwise impressive machine. Packed with gadgetry. Excellent engines; a bit remote to drive ★★★★★
TESTERS' PICK: 4.0 TFSI 560 RS7 quattro

A8 4dr saloon £63,520-£99,265
Doesn't convince across the board, but there's no denying that the brand's strengths make for a convincing limousine ★★★★★
TESTERS' PICK: 4.2 TDI 385 SE Exec quattro

Q2 5dr SUV £22,380-£32,720
Another small SUV from Audi, with the intention of being the stepping stone between the A3 and the SUV range ★★★★★
TESTERS' PICK: 1.4 TFSI 150 S Line

Q3 5dr SUV £26,150-£49,185
Typically refined and competent but feels more A3 than SUV ★★★★★
TESTERS' PICK: 2.0 TDI 150 S Line

Q5 5dr SUV £33,710-£52,300
Appealing combination of Audi brand allure with affordable SUV practicality. Nothing special to drive ★★★★★
TESTERS' PICK: 2.0 TFSI 230 S Line quattro

Q7 5dr SUV £48,455-£70,970
Biggest Audi is typically remote and unengaging to drive but fast and light on its feet. Cabin is both huge and brilliantly classy ★★★★★
TESTERS' PICK: 3.0 TDI 218 SE

TT 2dr coupé £27,585-£41,050
TT is still doing what it always did well: serving up plenty of pace, style and usability for the money. Now better to drive, too ★★★★★
TESTERS' PICK: 2.0 TFSI Sport

TT Roadster 2dr open £29,215-£42,800
Plenty of pace and driver reward, as well as Audi-brand prestige and design-icon style ★★★★★
TESTERS' PICK: 2.0 TFSI S Line



AUDI RS3
'Frenzied five-pot makes it brutal and addictive'
MORE AT AUTOCAR.CO.UK

R8 2dr coupé /spyder £119,520-£134,520
Usable but no less involving or dramatic for it. V10 is brutal ★★★★★
TESTERS' PICK: 5.2 FSI 540 V10

BAC

Mono 2dr open £111,168
An F-22 Raptor for the road – only better built ★★★★★
TESTERS' PICK: Mono 2.3

BENTLEY

Continental GT 2dr coupé £140,355-£168,355
Audi-sourced V8 is so good that it completely reinvigorates the Conti. Cabin is as lavish and sumptuous as you'll find ★★★★★
TESTERS' PICK: 4.0 V8 S

Continental GT Convertible 2dr open £154,455-£185,255
Lavish and sumptuous convertible ★★★★★
TESTERS' PICK: 4.0 V8 S

Mulsanne 4dr saloon £229,415-£252,055
If the Phantom is best experienced from the back seat, the Mulsanne is best sampled from the front. Uniquely torquey, laid-back V8 ★★★★★
TESTERS' PICK: 6.75 V8 Speed

Flying Spur 4dr saloon £142,855-£161,580
Undoubtedly luxurious and with a lovely interior, but misses the class mark on rolling refinement and tech sophistication ★★★★★
TESTERS' PICK: 6.0 W12

Bentayga 4dr SUV £160,255-£229,555
Bentley's first attempt to crack the luxury SUV market ★★★★★
TESTERS' PICK: 6.0 W12

BMW

1 Series 3dr hatch £20,875-£31,875
Strong on performance and economy but not as good as it could be ★★★★★
TESTERS' PICK: M140i

1 Series 5dr hatch £21,460-£32,405
Still looks clumsy from some angles, and not as fine-handling as the feeder BMW ought to be. Strong on performance and economy ★★★★★
TESTERS' PICK: M140i

2 Series Coupé 2dr coupé £23,040-£44,070
A proper compact coupé now. Could be better equipped ★★★★★
TESTERS' PICK: M2

2 Series Convertible 2dr open £26,730-£38,535
Better than 1-series forebear, but still lacks truly distinguishing premium-brand qualities ★★★★★
TESTERS' PICK: M240i

2 Series Active Tourer 5dr MPV £23,010-£34,405
BMW's front-drive hatch is a proper contender ★★★★★
TESTERS' PICK: 220d Sport

2 Series Gran Tourer 5dr MPV £25,010-£34,770
Brings a proper premium brand to the table but appeals for more reasons than that. Third row seats are not adult-sized ★★★★★
TESTERS' PICK: 220d Sport

3 Series 4dr saloon £25,160-£59,605
Beats the rival Jag XE on cabin space and engine range; doesn't quite measure up on handling finesse. Still a talent, mind you ★★★★★
TESTERS' PICKS: 320d M Sport, M3

3 Series Touring 5dr estate £26,590-£42,355
There are more practical estates on the market, but the 3 Series Touring's handling and performance make it one of the most enjoyable options ★★★★★
TESTERS' PICK: 320d M Sport

3 Series GT 5dr hatch £30,405-£43,415
Hatchback practicality meets 3 Series talent. Duller but decent ★★★★★
TESTERS' PICK: 320d M Sport



BMW M2
'Possesses grip, pace,
precision and civility'
MORE AT AUTOCAR.CO.UK

4 Series 2dr coupé

£30,260-£60,065

More of a talented GT than brilliant B-road steer ★★★★★
TESTERS' PICKS: 420d M Sport, M4

4 Series Convertible 2dr open

£35,025-£63,360

Mixes creditable, sporting driving dynamics with fine engines and usable back seats. Balanced and complete ★★★★★
TESTERS' PICKS: 420d M Sport, M4

4 Series Gran Coupé 4dr saloon

£30,260-£45,745

A prettier 3 Series. Very good – but not better ★★★★★
TESTERS' PICK: 420d M Sport

5 Series 4dr saloon

£33,380-£73,985

Performance, efficiency, handling, practicality, desirability and value rolled into one. Excellent ★★★★★
TESTERS' PICKS: 520d M Sport, M5

5 Series Touring 5dr estate

£35,620-£51,270

Excellent car made more practical. 520d is the best ★★★★★
TESTERS' PICK: 520d M Sport

5 Series GT 5dr hatch

£49,475-£60,475

Fine cabin but only seats four. Poor ride and steering ★★★★★
TESTERS' PICK: 520d M Sport

6 Series Coupé 2dr coupé

£59,535-£93,265

Munich's big GT comes in two-door, four-door and drop-top guises. All feel heavy and just a little bit ordinary to spend time in ★★★★★
TESTERS' PICK: 640i SE

6 Series Gran Coupé 4dr saloon

£59,535-£95,665

Back doors prove to be a brilliant visual coup ★★★★★
TESTERS' PICK: 640i SE

6 Series Convertible 2dr open

£65,435-£98,215

Great engines and interior. More GT than sports car ★★★★★
TESTERS' PICK: 640i SE

7 Series 4dr saloon

£63,350-£80,330

Rules on in-car entertainment and diesel powertrain sophistication; otherwise too bland to stand out ★★★★★
TESTERS' PICK: 730d M Sport

X1 5dr SUV

£27,440-£36,720

Pick of the premium brand bunch, but doesn't rule the class as BMWs do elsewhere. A bit unfined and ordinary-handling ★★★★★
TESTERS' PICK: xDrive 20d M Sport

X3 5dr SUV

£33,945-£46,050

A close match for the Land Rover Discovery Sport and Jaguar F-Pace on practicality and on-road dynamism, with better engines and better equipment levels ★★★★★
TESTERS' PICK: xDrive 20d M Sport

X4 5dr SUV

£37,545-£50,645

A downsized X6 is respectable enough, but the cheaper X3 is a better option ★★★★★
TESTERS' PICK: xDrive 20d M Sport

X5 5dr SUV

£44,575-£90,200

Accomplished and luxurious but no longer the standard-setter on SUV handling. Comfortable and capable; avoid the blingy M50d ★★★★★
TESTERS' PICK: xDrive 30d SE

X6 5dr SUV

£56,515-£93,100

The world's first off-road coupé, but appearances make it difficult to love ★★★★★
TESTERS' PICK: X6M

i3 5dr hatch

£32,330-£35,480

Our favourite high-end small car of the moment happens to be an EV. With a generous budget and modest miles in mind, it could revolutionise your motoring ★★★★★
TESTERS' PICK: i3 94Ah EV Rex

i8 2dr coupé

£104,540-£112,535

If BMW's plug-in hybrid is what the future of the sports car looks like, we welcome it. A visual knock-out; not quite mind-blowing to drive – but close ★★★★★
TESTERS' PICK: 1.5

CADILLAC

CT6 4dr saloon

£69,990

Sharp-looking big saloon is a replacement for the CTS, but still needs a diesel ★★★★★
TESTERS' PICK: 3.0T V6 AWD Platinum

CTS-V 4dr saloon

£75,415

Supercharged Chevy V8 serves up 640bhp; eat your heart out, Germany. Handling lacks distinguishing finesse ★★★★★
TESTERS' PICK: 6.2 V8

Escalade 5dr SUV

£81,380-£94,740

Cadillac's luxury SUV, but it remains large and ungainly. ★★★★★
TESTERS' PICK: 6.2 V8 Premium AWD

CATERHAM

Seven 2dr open

£18,995-£49,995

360R is the sweet spot in the revised range, its remapped Duratec giving just the right hit of performance ★★★★★
TESTERS' PICKS: 0.7 160S, 2.0 360

CHEVROLET

Corvette 2dr coupé/convertible

£62,470-£93,240

LHD only and less usable and deft-handling than the class standard, but disarming and inimitable. Serious engine for the money ★★★★★
TESTERS' PICK: 6.2 V8 Z06 3LZ

Camaro 2dr coupé/convertible

£31,755-£46,480

An affordable American muscle car, but LHD only and less usable and deft-handling than the class standard. Charming and fierce nonetheless ★★★★★
TESTERS' PICK: 6.2 V8

CITROËN

C-Zero 5dr hatch

£16,995

Well-engineered electric city car. Too expensive ★★★★★
TESTERS' PICK: 49kW

C1 3dr hatch

£8495-£11,925

Slightly better priced than its Toyota sibling but less visually charming ★★★★★
TESTERS' PICK: 1.2 PureTech 82 Feel

C1 5dr hatch

£10,555-£12,775

As above but with rear doors ★★★★★
TESTERS' PICK: 1.2 PureTech 82 Feel

C3 5dr hatch

£11,580-£17,565

Comfortable and well priced but not much fun ★★★★★
TESTERS' PICK: 1.2 PureTech 82 Edition

C4 5dr hatch

£15,195-£20,850

Good looking but lacks the polish of the latest rivals ★★★★★
TESTERS' PICK: 1.6 BlueHdi 100 Flair

C4 Cactus 5dr hatch

£12,990-£20,495

Interesting and novel but flawed to drive ★★★★★
TESTERS' PICK: 1.2 PureTech 82 Flair

C3 Picasso 5dr MPV

£16,575-£18,640

Soft-handling, square, quirky. Not up to Citroën's latest standards on cabin finish or handling ★★★★★
TESTERS' PICK: 1.6 BlueHdi 100 Edition

C4 Picasso 5dr MPV

£19,635-£27,660

Plushness and an improved dynamic make for a better car ★★★★★
TESTERS' PICK: 1.6 BlueHdi 120 Exclusive S&S

Grand C4 Picasso 5dr MPV

£21,935-£29,360

Alternative approach to MPV design produces something fresh and

unusual, as well as comfy, spacious

and quietly upmarket ★★★★★
TESTERS' PICK: 1.6 BlueHdi 120 Exclusive S&S

Berlingo Multispace 5dr MPV

£13,995-£19,325

Likeable, practical van-based MPV ★★★★★
TESTERS' PICK: 1.6 BlueHdi 100 Feel Edition S&S

DACIA

Duster 5dr SUV

£9495-£16,795

The value champion of the crossover world. Basic in entry-level trim, but if cheap family transport is what you need, the Duster provides it ★★★★★
TESTERS' PICK: 1.6 16v 115 Ambiance Prime 2WD

Sandero 5dr hatch

£5995-£10095

A clever budget prospect, but its limitations are unavoidable ★★★★★
TESTERS' PICK: 1.2 Ambiance Prime

Sandero Stepway 5dr hatch

£8495-£11,395

More expensive – but still limited ★★★★★
TESTERS' PICK: 0.9 TCe Laureate

Logan MCV 5dr estate

£6995-£11,095

Lacks its stablemates' charm but retains their cheapness ★★★★★
TESTERS' PICK: 1.2 Ambiance Prime

DS

3 3dr hatch

£14,395-£25,495

Premium-brand philosophy and adventurous aesthetics appeal, as do strong engines, but those more focused on dynamics will prefer the less expensive Mini Cooper ★★★★★
TESTERS' PICK: 1.6 BlueHdi 100 Prestige S&S

3 CABRIOLET 2dr open

£18,595-£25,295

A zesty car that remains fun to drive despite removing its roof. Not as composed as some of its rivals ★★★★★
TESTERS' PICK: 1.6 BlueHdi 100 Prestige S&S

4 5dr hatch

£20,045-£26,045

Jack of all trades, master of none. Nice styling ★★★★★
TESTERS' PICK: 1.6 BlueHdi 120 Prestige

4 Crossback 5dr hatch

£22,295-£27,045

A more rugged form of the DS 4 doesn't make it any better ★★★★★
TESTERS' PICK: 1.2 PureTech 130 S&S

5 5dr hatch

£27,950-£35,970

Design marvel. Shame it doesn't function so well ★★★★★
TESTERS' PICK: 1.6 BlueHdi 150 Elegance

FERRARI

California 2dr open

£154,360

New turbocharged engine brings entry-level Ferrari back to a competitive mark. Heavy but slick and rewarding to drive ★★★★★
TESTERS' PICK: 3.9 V8 T

488 GTB 2dr coupé

£182,864

Calm ride mixed with explosive performance ★★★★★
TESTERS' PICK: 4.5 V8

488 Spider 2dr open

£204,391

The complete supercar. Minus roof. A world-class head-turner ★★★★★
TESTERS' PICK: 4.5 V8

F12 Berlinetta 2dr coupé

£238,993

Thrilling like only a front-engined V12 Ferrari could be. Crushing performance and unparalleled drama, albeit highly strung ★★★★★
TESTERS' PICK: 6.3 V12 tdf

GTCLusso 2dr coupé

£230,430

V12 Prancing Horse with four-wheel drive and four-wheel steer plus room for extra passengers. What's not to like? ★★★★★
TESTERS' PICK: 6.3 V12

FIAT

500 3dr hatch

£11,050-£15,350

Super-desirable, super-cute city car. Pleasant, if not involving, to drive ★★★★★
TESTERS' PICK: 0.9 Twinair 105 Lounge

500C 2dr open

£13,700-£19,830

Roll-top cabriolet is a better drive than the hatch ★★★★★
TESTERS' PICK: 0.9 Twinair Lounge

500L 5dr MPV

£13,665-£22,465

A costly option but has the style to fill out some of its missing substance ★★★★★
TESTERS' PICK: 1.3 Multijet Lounge

500L MPW 5dr MPV

£19,205-£21,705

Loses some of its charm as it gets bigger, but has seven-seats ★★★★★
TESTERS' PICK: 1.3 Multijet Lounge

500X 5dr hatch

£14,295-£26,315

Familiar styling works rather well as a crossover. Drives okay, too ★★★★★
TESTERS' PICK: 1.4 Multiair 140 Cross

Tipo 5dr hatch/estate

£12,995-£19,995

A 90s reboot, but without the flabby and uninspiring nature. The new Tipo is a decent car to drive and has ample space inside ★★★★★
TESTERS' PICK: 0.9 Twinair Lounge

Panda 5dr hatch

£9510-£18,260

May not have quite kept pace with its rivals on equipment and value but still sells robust, practical charm better than most ★★★★★
TESTERS' PICK: 0.9 Twinair Lounge

Punto 3dr hatch

£11,485-£13,260

Spacious and characterful supermini. Still heavily dated, though ★★★★★
TESTERS' PICK: 1.2 Pop+

Qubo 5dr MPV

£11,695-£15,695

Fiat's take on a versatile van-based MPV ★★★★★
TESTERS' PICK: 1.4 Active

Doblo 5dr MPV

£13,775-£19,940

Outdated MPV kept afloat by new engines ★★★★★
TESTERS' PICK: 1.4 95 Easy Air

124 Spider 2dr open

£19,545-£23,295

The 124 name revived through a shared platform with Mazda ★★★★★
TESTERS' PICK: 1.4 Multiair 140

FORD

KA+ 5dr hatch

£8995-£10,295

Besides the plus added to the name, the Ka gets two extra doors and signals a breath of fresh air for the range ★★★★★
TESTERS' PICK: 1.2 Zetec

Fiesta 3dr hatch

£13,545-£22,895

No longer a class-beater in every regard, but so far ahead of the curve on ride and handling that it's unassailable ★★★★★
TESTERS' PICKS: 1.0T 100 Ecoboost Style, 1.6T Ecoboost ST-3

Fiesta 5dr hatch

£14,145-£18,495

As above, but even more useful with rear doors ★★★★★
TESTERS' PICKS: 1.0T 100 Ecoboost Zetec, 1.5 TDCi 75 Titanium

Focus 5dr hatch

£16,445-£31,250

Still appeals for its ride and handling, though not as much as perhaps it should. Spacious, stylish and well-priced. ★★★★★
TESTERS' PICKS: 1.0T 100 Ecoboost Style, 1.5 TDCi 120 Zetec

Focus Estate 5dr estate

£17,545-£29,245

Well-mannered and comfortable, but a Skoda Octavia carries more ★★★★★
TESTERS' PICKS: 1.0T 100 Ecoboost Style, 1.5 TDCi 120 Zetec

Mondeo 5dr hatch/saloon

£21,795-£32,745

Does what great Fords always have: massively over-delivers on practicality, value and handling. Cabin low-rent in places, but otherwise excellent ★★★★★
TESTERS' PICK: 2.0T Ecoboost 240

Mondeo Estate 5dr estate

£22,945-£30,360

A vast and enjoyable estate. Reasonably priced ★★★★★
TESTERS' PICK: 2.0 TDCi 180 Titanium

B-Max 5dr MPV

£15,345-£19,795

Sliding back doors, responsive handling and keen value give supermini-sized B-Max some convincing selling points ★★★★★
TESTERS' PICK: 1.6 105 Titanium X Powershift

AUTOCAR TOP FIVES SUPERCARS



C-Max 5dr MPV £19,195-£27,395
A fun to drive and easy to live with five-seat MPV ★★★★★
TESTERS' PICK: 1.6T 182 E'boost Titanium X SS

Grand C-Max 5dr MPV £21,295-£28,865
Mid-sized Ford handles well, and can be had in five- or seven-seat versions. Good value, good to drive ★★★★★
TESTERS' PICK: 2.0 TDCi 150 Titanium

S-Max 5dr MPV £25,895-£37,045
Better looking and better to drive than most but not quite the class-leader its predecessor was ★★★★★
TESTERS' PICK: 2.0 TDCi 150 Zetec

Galaxy 5dr MPV £27,845-£38,045
Huge seven-seat MPV. Easy to place on the road. Not cheap ★★★★★
TESTERS' PICK: 2.0 TDCi 180 Titanium

Tourneo Connect 5dr MPV £16,545-£21,245
Ford's van-based MPV is practical and spacious ★★★★★
TESTERS' PICK: 1.5 TDCi 120 Zetec

Grand Tourneo Connect 5dr MPV £19,945-£23,495
Van-based seven-seater offers huge carrying capacity and better dynamic manners than you'd expect ★★★★★
TESTERS' PICK: 1.5 TDCi 120 Zetec

Tourneo Custom 5dr MPV £32,635-£36,950
A Ford Transit developed to haul people about ★★★★★
TESTERS' PICK: 2.0 TDCi 130 Zetec L2

Ecosport 5dr hatch £15,045-£17,995
Pumped up Fiesta is okay, but developing-world origins show through ★★★★★
TESTERS' PICK: 1.0T Ecoboost 125 Zetec

Edge 5dr SUV £29,995-£40,250
Mid-sized US-developed SUV joins Ford's fleet to take on the crossover market ★★★★★
TESTERS' PICK: 2.0 TDCi 210 Sport AWD

Kuga 5dr SUV £20,845-£34,445
Bigger, bolder and sharper-looking than its predecessor but still in possession of taut, responsive handling. Not brilliant over rougher terrain ★★★★★
TESTERS' PICK: 2.0 TDCi 150 Zetec

Ranger 5dr SUV £17,876-£27,776
Ford's UK pick-up gets a US-style facelift. A rugged beast ★★★★★
TESTERS' PICK: 2.2 TDCi 160 XL Double Cab

Mustang 2dr coupé/convertible £31,745-£40,745
American muscle built for the UK ★★★★★
TESTERS' PICK: 5.0 V8 Fastback

GINETTA

G40 2dr coupé £29,950
A balanced, affordable and fine-looking thing. Closed cockpit is a nice touch; some of the finish not quite up to snuff ★★★★★
TESTERS' PICK: G40R

HONDA

Jazz 5dr hatch £13,495-£17,705
Not the most compact or vivacious car in the segment, but cleverly packaged. Handling decent; engines could be better ★★★★★
TESTERS' PICK: 1.3i-VTEC SE Navi

Civic 5dr hatch £16,470-£32,300
Gets expensive if you want a high equipment level, but frugal diesel engine merits attention. Quirky but spacious with it ★★★★★
TESTERS' PICKS: 1.6i-DTEC Sport Navi, 2.0i-VTEC Turbo Type-R

Civic Tourer 5dr estate £18,585-£27,035
Versatile, comfortable and frugal; only its price marks its scorecard ★★★★★
TESTERS' PICK: 1.6i-DTEC SE Plus Navi

HR-V 5dr hatch £18,495-£26,055
Cleverly packaged and comfortable crossover. Bland performance and forgettable, though ★★★★★
TESTERS' PICK: 1.6i-DTEC SE Navi

CR-V 5dr SUV £22,755-£36,210
Tardis-like SUV stalwart has lots of space for five and a big boot. Frugal and easy to drive ★★★★★
TESTERS' PICK: 2.0i-VTEC SE Plus 2WD

HYUNDAI

i10 5dr hatch £8995-£13,045
Prioritises maturity over the liveliness of its forebear, but the resulting car is practical and well-priced ★★★★★
TESTERS' PICK: 1.0 SE

i20 5dr hatch £10,995-£17,700
Appealing budget supermini combines decent performance and equipment with good practicality and low running costs ★★★★★
TESTERS' PICK: 1.2 84 Sport

i20 COUPE 3dr hatch £13,025-£16,200
As above, in sleeper coupé form. Lacking dynamically ★★★★★
TESTERS' PICK: 1.2 84 Sport

i30 5dr hatch £15,295-£23,105
As good as we've come to expect but not one inch better ★★★★★
TESTERS' PICK: 1.6 CRDi 110 SE Nav

i30 Tourer 5dr estate £16,995-£24,795
As good as we've come to expect and more practical ★★★★★
TESTERS' PICK: 1.6 CRDi 110 SE Nav

i40 4dr saloon £19,695-£27,595
Useful, inoffensive and well-priced. No fireworks here ★★★★★
TESTERS' PICK: 1.7 CRDi 141 SE Nav

i40 Tourer 5dr estate £20,945-£28,945
A practical estate but still rather dull and ordinary ★★★★★
TESTERS' PICK: 1.7 CRDi 141 SE Nav

Genesis 4dr saloon £50,705
Only available with a petrol V6 and only at close to £50k. Ambitious but quite a long way out of its depth ★★★★★
TESTERS' PICK: 3.8 V6 GDi RWD

ix20 5dr hatch £14,145-£16,845
Usable high-roofed hatch is short on flair ★★★★★
TESTERS' PICK: 1.6 CRDi 115 SE

i800 MPV £24,845-£26,845
Van-based MPV is surprisingly decent and easy to drive. Lots of seats if you need 'em ★★★★★
TESTERS' PICK: 2.5 CRDi 136 SE

Tucson 5dr SUV £18,995-£32,700
Classy, roomy cabin and predictable handling. Very competitive ★★★★★
TESTERS' PICK: 2.0 CRDi 185 SE Nav 4WD

Santa Fe 5dr SUV £31,850-£38,295
Another big Korean with lots of space on offer for not a lot of cash. Slick, comfy and likeable, if a bit expensive to own ★★★★★
TESTERS' PICK: 2.2 CRDi Premium 7st

INFINITI

Q30 5dr hatch £20,550-£32,330
Infiniti's first hatch uses a lot of the Mercedes A-Class blueprint ★★★★★
TESTERS' PICK: 2.2d Premium Tech Auto

Q50 4dr saloon £29,320-£47,625
Credible compact saloon competitor with some novel touches ★★★★★
TESTERS' PICK: 2.2d Premium Tech Auto

Q70 4dr saloon £33,750-£47,700
Big Infiniti has a spacious cabin but limited practicality in the broader sense. Daimler diesel engine is quite coarse and slow ★★★★★
TESTERS' PICK: 2.2d Premium Tech

QX30 5dr hatch £29,490-£33,370
Infiniti's first hatchback gets a higher-riding, more rugged look ★★★★★
TESTERS' PICK: 2.2d 7CT AWD Premium



CATERHAM SEVEN
'Still going strong. Super-expensive 620S delivers supercharged thrills'
MORE AT AUTOCAR.CO.UK

QX50 5dr SUV £34,500-£42,600
Focused on-road SUV. Drives well; very little interior space ★★★★★
TESTERS' PICK: 3.7 V6 QX GT

QX70 5dr SUV £43,770-£55,270
Big, powerful SUV. None of the finesse of the X5 or Land Rovers ★★★★★
TESTERS' PICK: 3.7 V6 GT Premium

ISUZU

D-Max 4dr pick-up £17,942-£32,342
Impressive towing and payload ability; let down by agricultural engines ★★★★★
TESTERS' PICK: 2.5d 4x4 Single Cab

JAGUAR

XE 4dr saloon £29,775-£44,995
Baby Jag tops the pile thanks to outstanding driver appeal. Poised and engaging but refined with it. Not as roomy as some ★★★★★
TESTERS' PICK: 3.0i 340 S

XF 4dr saloon £32,300-£49,995
Outstanding ride and handling and a rich, pleasant cabin. Not as roomy as some; four-cylinder engines disappoint ★★★★★
TESTERS' PICK: 3.0 V6 380 RWD Auto

XJ 4dr saloon £58,690-99,370
No one else mixes dynamism and refinement like Jaguar. It makes the XJ a rare blend – although not as spacious or cossetting as some ★★★★★
TESTERS' PICK: 5.0 V8 XJR

F-Type 2dr coupé £51,775-£110,000
A full-blooded assault on Porsche's backyard, with noise, power and wealth. As characterful as any Jag, ever ★★★★★
TESTERS' PICK: 5.0 V8 SVR AWD

F-Type Convertible 2dr open £57,260-£115,485
Serious money, but a serious car with a likeable wild side ★★★★★
TESTERS' PICK: 5.0 V8 SVR AWD

F-Pace 5dr SUV £35,020-£52,300
Credible first SUV effort handles like a proper Jaguar. Deserves a better engine; ticks all the boxes for refinement, handling and ease of use ★★★★★
TESTERS' PICK: 3.0d V6 300 S AWD Auto

JEEP

Renegade 5dr SUV £17,495-£28,595
Middling compact crossover with chunky looks but no obvious charm ★★★★★
TESTERS' PICK: 1.6 Multijet II Longitude

Wrangler 3dr SUV £31,840-£36,435
Heavy-duty off-roader lacks on-road manners ★★★★★
TESTERS' PICK: 3.6 V6 Rubicon

Wrangler 5dr SUV £33,510-£34,910
Heavy-duty and large off-roader is rather cumbersome ★★★★★
TESTERS' PICK: 3.6 V6 Rubicon

Cherokee 5dr SUV £26,345-£40,150
Hamstrung by poor UK spec. Uninspiring, but roomy and practical ★★★★★
TESTERS' PICK: 2.0d Longitude+

Grand Cherokee 5dr SUV £45,050-£69,865
The best Jeep. Comfortable and well-equipped ★★★★★
TESTERS' PICK: 3.0 V6 CRD Overland

KIA

Picanto 5dr hatch £8545-£12,595
Nice drive and cabin, but overshadowed now by rivals ★★★★★
TESTERS' PICK: 1.0 SE

Rio 5dr hatch £10,945-£17,445
Looks great and is well-priced but nowhere near its European rivals ★★★★★
TESTERS' PICK: 1.4 CRDi 3



JAGUAR F-TYPE SVR
'Stirring power and an even more stirring soundtrack'
MORE AT AUTOCAR.CO.UK

Cee'd 5dr hatch £15,105-£23,610
Another looker from Schreyer but dynamically forgettable ★★★★★
TESTERS' PICK: 1.6 CRDi 134 GT-Line ISG

Cee'd Sportwagon 5dr estate £17,595-£23,430
Another looker, this time slightly bigger but also forgettable ★★★★★
TESTERS' PICK: 1.6 CRDi 134 GT-Line ISG

Procee'd 3dr hatch £17,495-£23,310
Slightly smaller and a more dynamic looker, but still not one to remember ★★★★★
TESTERS' PICK: 1.6 CRDi 134 GT-Line ISG

Soul 5dr hatch £12,805-£29,995
Looks divide opinion. Better value now, but still hardly the best option ★★★★★
TESTERS' PICK: 1.6 CRDi Connect

Optima 4dr saloon £21,495-£33,995
Looks the part but is well off the European saloon pace ★★★★★
TESTERS' PICK: 1.7 CRDi 21SG

Optima Sportwagon 5dr estate £22,295-£29,595
Looks the part but it's engine and finish are well off the European estate pace ★★★★★
TESTERS' PICK: 1.7 CRDi 21SG

Venga 5dr MPV £11,995-£18,570
Versatile interior, but firm ride and high price disappoint ★★★★★
TESTERS' PICK: 1.6 CRDi 114 3ISG

Carens 5dr MPV £18,195-£27,150
Nicerly up to scratch now but no class leader. Good value, without feeling at all cheap or austere ★★★★★
TESTERS' PICK: 1.6 CRDi 114 3ISG

Niro 5dr SUV £21,295-£26,995
Kia's first fully hybrid car launched in the UK is a solid attempt, but lacks the refinement of others on the market ★★★★★
TESTERS' PICK: 1.6 GDi 2

Sportage 5dr SUV £18,000-£31,650
Good ride, handling and usability. Looks good and is decent value ★★★★★
TESTERS' PICK: 2.0 CRDi 134 GT-Line AWD

Sorento 5dr SUV £28,795-£40,950
Kia aims to move upmarket with this smart, nicely appointed seven-seater. Plenty of car for the money ★★★★★
TESTERS' PICK: 2.2 CRDi KX-11SG

KTM

X-Bow Odr £57,345-£70,717
Eccentric looks, sharp handling Expensive ★★★★★
TESTERS' PICK: 2.0 TFSi RR

LAMBORGHINI

Huracán 2dr coupé/spyder £162,000-205,000
Junior Lambo mixes usability and drama skillfully. Chassis and steering need work, but two-wheel-drive LP 580-2 is the best one yet ★★★★★
TESTERS' PICK: 5.2 V10 LP 580-2

Aventador 2dr coupé/spyder £260,040-£315,078
Big, hairy V12 Lambo has astonishing visuals and performance. Handling could be sweeter; oddly, roadster beats coupé in that respect ★★★★★
TESTERS' PICK: 6.5 V12 LP750-E4

LAND ROVER

Range Rover Evoque Coupé 3dr SUV £33,000-£51,200
Dripping with desirability; poised and capable on road and off it. Not exactly practical, though ★★★★★
TESTERS' PICK: 2.0 eD4 SE Tech 2WD

Range Rover Evoque 5dr SUV £35,000-£51,200
As above but slightly more practical ★★★★★
TESTERS' PICK: 2.0 eD4 SE Tech 2WD

Range Rover Evoque Convertible 2dr open SUV £47,500-£52,400
Loses its roof but retains 4WD ★★★★★
TESTERS' PICK: 2.0 TD4 HSE Dyn Convertible

Discovery Sport 5dr SUV £31,095-£46,510
Seven seats, lots of space, fine on-road handling and Land Rover's usual off-road ability – plus new found desirability ★★★★★
TESTERS' PICK: 2.0 TD4 SE

Discovery 5dr SUV £47,505-£56,005
Beginning to look and feel like an outmoded hulk, but the Disco still handles well and could be all the car you'll ever need ★★★★★
TESTERS' PICK: 3.0 SDV6 Landmark

Range Rover Sport 5dr SUV £59,700-96,900
Now bigger and better: a cut-price Range Rover rather than a jumped-up Discovery. Expensive to buy and run, but justifies it ★★★★★
TESTERS' PICK: 3.0 SDV6 HSE Dynamic, 5.0 V8 Sport

Range Rover 5dr SUV £76,500-£166,400
Whether outside the Dorchester or atop Ben Nevis, the Range envelops you in a lavish, invincible sense of occasion ★★★★★
TESTERS' PICK: 5.0 V8 Autobiography

LEXUS

CT 5dr hatch £21,245-£29,745
Hybrid-only hatchback has a pokey cabin and curiously mismatched motive character traits. Alternative but flawed – and pricey with it ★★★★★
TESTERS' PICK: 200h F Sport

IS 4dr saloon £28,995-£36,750
Sleek junior exec, well made and interesting. Still a left-field choice ★★★★★
TESTERS' PICK: 300h F Sport

GS 4dr saloon £33,495-£69,995
Restrictive engine range limits GS's appeal, but outstanding refinement and cabin quality make amends to a point ★★★★★
TESTERS' PICK: 5.0 V8 F

LS 4dr saloon £99,995
Immutably built Lexus flagship is quiet and gadget-packed but not genuinely talented or special. Hybrid model worth relatively little on CO₂ tax ★★★★★
TESTERS' PICK: 460 F-Sport

NX 5dr hatch £29,995-£42,995
Some good ideas but dramatically off the pace to drive ★★★★★
TESTERS' PICK: 300h F Sport

RX 5dr SUV £39,995-£57,995
Low flexibility, but hybrid option makes a degree of economic sense ★★★★★
TESTERS' PICK: 450h F Sport

RC 2dr coupé £34,995-£67,995
An also-ran in the segment, although the V8 RC-F packs plenty of alternative character and handles well enough ★★★★★
TESTERS' PICK: 5.0 V8

LOTUS

Elise 2dr open £29,900-£45,600
If you want a delicate, vivid and unfettered drive, none does it better; if you want a daily driver, shop elsewhere. More powerful S worth the extra ★★★★★
TESTERS' PICK: 1.8 250 Cup

Exige 2dr coupé £55,900
Sharp, uncompromising track car. Unforgiving on the road ★★★★★
TESTERS' PICK: 3.5 V6 Sport 350

Evora 2dr coupé £72,000-£79,900
The ride and handling put nearly everything else in its shade. Shame the interior quality doesn't match the price ★★★★★
TESTERS' PICK: 3.5 V6 GT4

3-Eleven Odr open £68,750-£97,083
Hardcore track car has a broad

enough talent to be driven on the road ★★★★★
TESTERS' PICK: 3.5 V6 410 Road

MASERATI

Ghibli 4dr saloon £49,860-£65,325
Bologna's attempt at an exotic saloon has a certain allure – but it's pricey, under-powered and poorly finished in places ★★★★★
TESTERS' PICK: 3.0 V6 S
GranTurismo 2dr coupé £82,910-£119,485
Not short on richness or desirability, and well capable of stirring the soul. Material quality and fit and finish not what it should be, though ★★★★★
TESTERS' PICK: 4.7 V8 Sport

GranCabrio 2dr open £98,970-£125,675
Fantastic looks and soundtrack, average chassis ★★★★★
TESTERS' PICK: 4.7 V8 Sport

Quattroporte 4dr saloon £70,510-£115,980
Now a full-sized executive limo, with some (but not much) added Maserati-brand flair. Off the pace in several key areas ★★★★★
TESTERS' PICK: 3.8 V8 GTs

Levante 4dr SUV £54,335
Italian flair and good looks applied to an SUV body ★★★★★
TESTERS' PICK: 3.0D V6

MAZDA

2 5dr hatch £12,195-£17,395
A very grown-up and well-made supermini. Drives with charm and vigour; engines aren't brilliant ★★★★★
TESTERS' PICK: 1.5 90 Sport

3 5dr hatch £17,095-£23,995
Uncomplicated handling dynamism teamed with strong practicality and punchy, efficient diesel engines. Too sporty for some tastes ★★★★★
TESTERS' PICK: 2.0 165 Sport Nav

3 Fastback 4dr saloon £17,395-£22,795
Refined and dynamically satisfying in saloon body style ★★★★★
TESTERS' PICK: 2.0 120 Sport Nav

6 4dr saloon £19,795-£27,995
A compelling mix of size, economy and performance. Interior a let-down ★★★★★
TESTERS' PICK: 2.0 165 Sport Nav

6 Tourer 5dr estate £22,425-£28,895
Attractively styled but average to drive ★★★★★
TESTERS' PICK: 2.2D 150 Sport Nav

CX-3 5dr SUV £17,595-£24,695
Another supermini SUV with a sporting bent. Petrol models much better than diesel. Both quite pricey but nicely appointed ★★★★★
TESTERS' PICK: 2.0 120 Sport Nav

CX-5 5dr SUV £23,195-£30,995
Offers powerful diesel engines and strong performance mixed with low emissions. Crisp handling ★★★★★
TESTERS' PICK: 2.2D 150 Sport Nav

CX-5 2dr open £18,495-£23,695
Brilliantly packaged, brilliantly priced and even more vibrant and perfectly poised to drive than the original. The 2.0i is worth the extra outlay ★★★★★
TESTERS' PICK: 2.0i Sport Nav

MCLAREN

540C 2dr coupé £126,055
The affordable end of McLaren's spectrum ★★★★★
TESTERS' PICK: 3.8 V8

570S 2dr coupé £143,305
A supercar-slayer for a new age. Blisteringly fast and exciting, with handling appeal far in advance of its price ★★★★★
TESTERS' PICK: 3.8 V8

570GT 2dr coupé £154,000
A supercar-slayer for a new age with added touring ability. Blisteringly fast and exciting ★★★★★
TESTERS' PICK: 3.8 V8

650S 2dr coupé £198,055
McLaren's mainstay goes from convincing to utterly compelling. Better day to day than a Ferrari 488 but not as special ★★★★★
TESTERS' PICK: 3.8 V8

650S SPIDER 2dr open £218,305
More of the same although noisier

— and better for it ★★★★★

TESTERS' PICK: 3.8 V8

MERCEDES-BENZ

A-Class 5dr hatch

£19,990-£40,695

We're warming to it, but the sportier trim levels should be avoided. Desirable and attractive but lacking a distinguishing drive ★★★★★

TESTERS' PICKS: A 200 d SE, A 45 AMG 4MATIC

B-Class 5dr hatch

£22,170-£32,965

A slightly odd prospect, but practical and classy ★★★★★

TESTERS' PICK: B 200 d SE

CLA 4dr saloon

£25,395-£43,515

Facelifted CLA still suffers from divisive styling ★★★★★

TESTERS' PICK: CLA 200 d Sport

CLA Shooting Brake 5dr estate

£26,375-£44,365

Facelifted and equally appealing ★★★★★

TESTERS' PICK: CLA 250 AMG 4Matic

C-Class 4dr saloon

£29,295-£67,450

Merc ramps up the richness with outstanding interior plushness and curvaceous good looks. Engines and dynamics not quite as refined, though ★★★★★

TESTERS' PICKS: C220 d SE, C63 AMG

C-Class Estate 5dr estate

£29,495-£68,650

Decent practicality and fantastic interior. Only okay to drive ★★★★★

TESTERS' PICKS: C220 d SE, C63 AMG

C-Class Coupé 2dr coupé

£31,585-£77,540

Nice balance of style, usability and driver reward ★★★★★

TESTERS' PICKS: C200 d Sport, C63 AMG

C-Class Cabriolet 2dr open

£36,200-£78,295

Nice balance of style, usability and driver reward ★★★★★

TESTERS' PICKS: C220 d Sport, C63 AMG

CLS 4dr saloon

£47,000-£87,025

Original added-desirability four-door. Almost as refined to drive as it is to behold. Shooting Brake is a car of rare elegance ★★★★★

TESTERS' PICK: CLS 63 AMG S

CLS Shooting Brake 5dr estate

£48,580-£87,525

Handsome and practical estate ★★★★★

TESTERS' PICK: CLS 63 S AMG

E-Class 4dr saloon/5dr estate

£34,440-£55,695

A wee bit pricey, and less sporting than key rivals. Four-pot diesels a bit sluggish. Estate version supremely practical ★★★★★

TESTERS' PICKS: E350 d SE, E63 S AMG

E-Class Coupé 2dr coupé

£38,635-£46,430

Big, laid-back, genuine four-seat cabrios are rare birds, particularly when they're as refined and sophisticated as this one ★★★★★

TESTERS' PICK: E400 AMG Line Edition

E-Class Cabriolet 2dr open

£42,045-£49,800

Refined and sophisticated four-seat cabriolet ★★★★★

TESTERS' PICK: E200 AMG Line Edition

S-Class 4dr saloon

£72,900-£183,560

So long in the legs that continents flash by mid-stride. Has a business-like opulence. Still the best luxury car in the real world. Calm, advanced, rewarding ★★★★★

TESTERS' PICK: S500 AMG Line L

S-Class Coupé 2dr coupé

£98,050-£185,480

Heavyweight contender. Continent-smothering luxury ★★★★★

TESTERS' PICK: S 63 AMG

S-Class Cabriolet 2dr open

£110,120-£192,805

As above, with the option to open it up to the elements ★★★★★

TESTERS' PICK: S 63 AMG

V-Class 5dr MPV

£45,490-£52,335

Expensively appointed mini bus – with matching price tag ★★★★★

TESTERS' PICK: V220 d Sport

GLA 5dr SUV

£25,260-£45,555

Not the most practical crossover but good looking and very decent to drive ★★★★★

TESTERS' PICK: GLA200 AMG Line

GLC 5dr SUV

£35,580-£47,875

Not exactly exciting to drive, but does luxury and refinement better than anything else in the class ★★★★★

TESTERS' PICK: GLC250d AMG Line

GLC Coupé 5dr SUV

£40,580-£43,245

A SUV with coupé looks. Destined to be outrun by the X4 and only available with a diesel engine ★★★★★

TESTERS' PICK: GLC250d AMG

GLE 5dr SUV

£50,075-£95,215

The ML replacement isn't inspiring to drive but it has a classy interior ★★★★★

TESTERS' PICK: GLE250d AMG Line

GLE Coupé 5dr SUV

£61,350-£97,235

A SUV with coupé looks. Destined to be outrun by the X6 ★★★★★

TESTERS' PICK: GLE450 AMG

G-CLASS 5dr SUV

£88,800-£150,975

Massively expensive and compromised, but with character to spare ★★★★★

TESTERS' PICK: G63 AMG

GLS 5dr SUV

£69,110-£102,350

The impending replacement for the GL-Class ★★★★★

TESTERS' PICK: GLS350d AMG Line

SLC 2dr open

£30,495-£46,360

Another small convertible edition with all the Mercedes charm ★★★★★

TESTERS' PICK: SLC300 AMG Line

SL 2dr open

£73,810-£173,315

Big, luxurious drop-top is classier than a royal stud farm. Few cruisers feel more special for the money ★★★★★

TESTERS' PICK: SL400 AMG Line

AMG GT 2dr coupé

£98,915-£111,495

Million-dollar looks and a railgun V8, but uncompromisingly firm chassis undermines its every-occasion, any-road usability ★★★★★

TESTERS' PICK: 4.0 V8

MG

3 5dr hatch

£8399-10,499

Nicely tuned and nice sporty style. Breaks the mould of sub-£9000 superminis ★★★★★

TESTERS' PICK: 1.5 3Form

GS 5dr SUV

£14,995-£19,495

MG's first attempt at a small SUV is an attempt to re-establish the brand ★★★★★

TESTERS' PICK: 1.5 TGI Explore

MINI

3DR Hatch 3dr hatch

£14,075-£23,155

Three-pot engines and cleverly redesigned interior make the Mini a superb choice. Pricey to buy but worth the money ★★★★★

TESTERS' PICKS: 1.5 Cooper, 2.0 John Cooper Works

5DR Hatch 5dr hatch

£14,675-£22,575

Mini charm in a more usable package, but still not as practical as rivals ★★★★★

TESTERS' PICK: 1.5 Cooper

Convertible 2dr open

£18,615-£26,635

Open-top fun but compromised on practicality and dynamics ★★★★★

TESTERS' PICK: 1.5 Cooper

Clubman 5dr hatchback

£21,375-£29,345

Cheery and alternative Mini 'six-door' takes the brand into mainstream territory. Not as rounded as some, but usable and likeable nonetheless ★★★★★

TESTERS' PICK: 1.5 Cooper



Countryman 5dr SUV

£17,125-£29,010

Big, but still more funky than useful ★★★★★

TESTERS' PICK: 1.6 JCW

Paceman 3dr coupé

£19,125-£29,600

Two-door Countryman is a Mini too far for us. Tough to like ★★★★★

TESTERS' PICK: 1.6 Cooper S

MITSUBISHI

Mirage 5dr hatch

£11,499-£13,499

Straightforward hatchback. Not for the likes of us ★★★★★

TESTERS' PICK: 1.2 MIVEC Juro

ASX 5dr hatch

£15,249-£28,399

Decent engine, but otherwise an unexceptional crossover ★★★★★

TESTERS' PICK: 1.6 MIVEC ZC-M 2WD Leather

Shogun 5DR 4x4

£29,634-£40,299

Has its appeal. Needs more chassis finesse, but still charming ★★★★★

TESTERS' PICK: 3.2 Di-DC SG2 SWB Barbarian

Outlander 5dr SUV

£24,799-£45,499

Creditable effort from Japan's SUV specialists offers a lot for the money. Still feels cheap in places: PHEV a boon for fleet users ★★★★★

TESTERS' PICK: 2.0 PHEV GX3h+ £35249

L200 5dr 4x4

£20,998-£30,238

L200 pick-up is a practical, efficient and muscular workhorse ★★★★★

TESTERS' PICK: 2.5D Series 4 4Life Single

MORGAN

3-Wheeler 0dr open

£31,140-£34,955

The eccentric, characterful and deftly brilliant Morgan is a three-wheeled testament to English creativity ★★★★★

TESTERS' PICK: 1.9 115 Sport

4-4 2dr open

£29,995

Has its appeal, but not as rewarding to drive as it could be ★★★★★

TESTERS' PICK: 1.6

Plus 4 2dr open

£38,100-£43,200

Needs more chassis finesse, but the Plus 4 charms nonetheless ★★★★★

TESTERS' PICK: 2.0 2 Seater

Roadster 2dr open

£48,000-£55,140

More advanced, but pricey and needs better brakes ★★★★★

TESTERS' PICK: 3.7 V6

Plus 8 2dr open

£73,494

Old V8 charm lives on, but there's no ignoring the high price ★★★★★

TESTERS' PICK: 4.8 V8

NISSAN

Micra 5dr hatch

£7995-£13,455

Running costs are low, but it's below average overall ★★★★★

TESTERS' PICK: 1.2 n-tec

Note 5dr hatch

£10,995-£17,895

It lacks a bit of verve, but objectively the Note is entirely fit for purpose ★★★★★

TESTERS' PICK: 1.2 DIG-S Acenta

Pulsar 5dr hatch

£13,995-£23,015

Undeniably fit for purpose, but its appeal goes no deeper than that ★★★★★

TESTERS' PICK: 1.2 DIG-S Acenta

Leaf 5dr hatch

£26,180-£31,880

Comfortable and still the cheapest way into the EV world ★★★★★

TESTERS' PICK: 24kW Acenta

Juke 5dr hatch

£14,320-£24,610

High-riding, funky hatch is a compelling package. High CO₂ figures ★★★★★

TESTERS' PICK: 1.6 DIG-T 190 Tekna

Qashqai 5dr hatch

£18,545-£27,310

The defining crossover. Second-gen model better all round, notably efficiency, space and refinement ★★★★★

TESTERS' PICK: 1.6 dCi 130 N-Connecta

3008 5dr MPV

£21,110-£25,160

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference, but is really in need of its

MAZDA MX-5

'A modernisation masterstroke. Weight loss commitment is the key'

MORE AT AUTOCAR.CO.UK

AUTOCAR TOP FIVES MPVs



Volkswagen Sharan

Full-size seven-seater offers outstanding versatility and space with tidy handling and VW-brand desirability. ★★★★★



BMW 2 Series Gran Tourer

Brings a proper premium-brand badge to the MPV table but appeals for more reasons than that. ★★★★★



Ford S-Max

Better looking and better to drive than most, but not quite the class leader its predecessor was. Cabin a bit plain. ★★★★★



Volkswagen Touran

The medium-size people-carrier done conservatively. Refined and wieldy, with excellent infotainment options. ★★★★★



Seat Alhambra

A cheaper, plainer and less desirable sister for the Sharan. Spacious, versatile and decent to drive. ★★★★★

AUTOCAR TOP FIVES SPORTS COUPES



1
BMW M4
Has all the grip, precision, pace and all-round civility you could want but lacks some dynamic charm. ★★★★★
From £57,000



2
Audi RS5
A straight-laced Audi coupé complete with a high-revving V8, but the handling is still a little remote for our tastes. ★★★★★
From £60,000



3
Alpina B4
Twin-turbo engine is more dramatic but less well-mannered than the M4's. The Alpina is better on road than the track. ★★★★★



4
Lexus RC-F
An alternative with plenty of character – but it's too heavy and sluggish to break into the big time. ★★★★★
From £60,000



5
Infiniti Q60
Tuneful V6 and handling are likeable attributes – but the Infiniti is short on power and is showing its age. ★★☆☆☆
From £36,800

facelift. Good value ★★★★★
TESTERS' PICK: 1.6 BlueHdi 120 Allure

5008 5dr MPV £23,130-£27,030
Another mid-sized five-plus-two-seater. The 5008 feels its age but still offers a slicker and more engaging drive than many ★★★★★
TESTERS' PICK: 1.6 BlueHdi 120 Allure

Partner Teepee 5dr MPV £15,645-£20,030
Likeable, practical van-based MPV ★★★★★
TESTERS' PICK: 1.6 BlueHdi 100 Active

RCZ 2dr coupé £24,200-£27,500
Classy, interesting, fun coupé. Peugeot has got its mojo back ★★★★★
TESTERS' PICK: 2.0 HDi 163 GT

PORSCHE

718 Boxster 2dr open £41,739-£52,617
Our idea of drop-top perfection is also an outstanding sporting two-seater. Exceptional to drive, whether cruising or hurrying ★★★★★
TESTERS' PICK: 2.0 718

718 Cayman 2dr coupé £39,878-£50,756
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. Very practical too – for a two-seater ★★★★★
TESTERS' PICK: 2.0 718

911 2dr coupé £76,412-£145,773
Delivered on the eve of a sixth decade, the 911 is as brilliant and distinctive as any before it. Still more than worthy of its iconic status ★★★★★
TESTERS' PICK: Carrera S

911 Cabriolet 2dr open £85,253-£154,614
The best Porsche doesn't lose any of its charm without its roof ★★★★★
TESTERS' PICK: Carrera S

Panamera 5dr hatch £79,715-£113,075
Technically brilliant but lacking a bit of soul and visual allure. V6 diesel is an outstanding long-distance car ★★★★★
TESTERS' PICK: 4.8 V8 Turbo PDK

Macan Sdr SUV £43,553-£68,073
Spookily good handling. A sports utility vehicle in the purest sense ★★★★★
TESTERS' PICK: 3.6 V6 Turbo PDK

Cayenne Sdr SUV £52,689-£119,720
Agile, capable, desirable. V8 diesel makes the line-up more varied. Not as practical as some, but a classy cabin and mostly good fun ★★★★★
TESTERS' PICK: 4.2 V8 S Diesel Tiptronic S

PROTON

Savvy 5dr hatch £7995
Compromise in quality isn't worth the saving ★★★★★
TESTERS' PICK: 1.2 Style

Satria Neo 3dr hatch £8495-£9495
Best Proton yet but still unjustifiable ★★★★★
TESTERS' PICK: 1.6 GSX

Gen-2 5dr hatch £1915-£11,195
Hugely disappointing ★☆☆☆☆
TESTERS' PICK: 1.3 GLS

RADICAL

SR3 2dr open £58,200-£66,958
Spectacular on the track; not so good on the way home ★★★★★
TESTERS' PICK: RSX

RXC 2dr coupé £94,500-£117,500
Designed for pounding around a track. Not for the open road ★★★★★
TESTERS' PICK: 3.7 V6

RENAULT

Twizy 2dr hatch £6895-7795
Zany solution to personal mobility. Suitably irreverent and impractical ★★★★★
TESTERS' PICK: EV Dynamique

Zoe 5dr hatch £17,795-£20,245
Far more practical zero-emission solution. Attractive price ★★★★★
TESTERS' PICK: Dynamique Nav
Twingo 5dr hatch £9545-£13,595
Handsome, unusual rear-engined city car – but not the class leader ★★★★★
TESTERS' PICK: 0.9 TCe 90 Dynamique Energy



McLAREN 570S
"Pulls the rug out from underneath the established supercar set"
MORE AT AUTOCAR.CO.UK

Clio 5dr hatch £11,815-£22,425
An attractive, stylish and fairly practical proposition that does the French tradition credit. Fluent handling; cabin cheap in places ★★★★★
TESTERS' PICK: Renault Sport 220 Trophy

Captur 5dr hatch £14,745-£21,885
Jacked-up Clio is among the better downsized options. Cabin space and value better than the class norm. Stylish and fluent-riding ★★★★★
TESTERS' PICK: 1.5 dCi 110 Signature Nav

Megane 5dr hatch £16,950-£25,850
Stylish and refined but bland. Nothing exceptional ★★★★★
TESTERS' PICK: 1.2 TCe 115 GT Line Nav

Kadjar 5dr SUV £18,795-£28,495
Fine value, good cabin space, decent to drive and fine-looking. Not quite as classy as its Nissan sibling, but not far away ★★★★★
TESTERS' PICK: 1.6 dCi 130 Signature Nav 2WD

ROLLS-ROYCE

Wraith 2dr coupé £237,471-£278,223
An intimate, involving Rolls-Royce. Less grand than its rangemates, but often in the measures that make it great in other ways ★★★★★
TESTERS' PICK: 6.6 V12

Dawn 2dr open £264,055
Essentially as above, but de-tuned and in an elegant convertible form. ★★★★★
TESTERS' PICK: 6.6 V12

Ghost 4dr saloon £224,943-£260,823
"Affordable" Rolls is a more modern, driver-focused car than its bigger brother. Still hugely special. Ride just a little bit unsettled at times ★★★★★
TESTERS' PICK: 6.6 V12

Phantom 4dr saloon £320,175-£373,743
BMW built a sublime Rolls-Royce when it took over in 1998. Still the greatest and most aristocratic limo money can buy ★★★★★
TESTERS' PICK: 6.8 V12

Phantom Coupé 2dr coupé £349,311
Luxury in abundance, but in a sportier form ★★★★★
TESTERS' PICK: 6.8 V12

Phantom Drophhead Coupé 2dr open £369,687
Extreme luxury with a removable roof ★★★★★
TESTERS' PICK: 6.8 V12

SEAT

Mii 3dr hatch £8440-£11,265
Not as desirable or plush inside as the Up, but damn near as good to drive – and well-priced with it ★★★★★
TESTERS' PICK: 1.0 60 SE Technology

Mii 5dr hatch £8795-£11,995
As above, but in more usable five-door form ★★★★★
TESTERS' PICK: 1.0 60 SE Technology

Ibiza SC 3dr hatch £10,000-£18,900
A sharp-looking coupé that handles well. Cupra version is a riot. ★★★★★
TESTERS' PICK: 1.2 TSI 110 FR

Ibiza 5dr hatch £12,210-£15,735
Sharp-looking five-door hatch lacks the verve of the Ford Fiesta ★★★★★
TESTERS' PICK: 1.2 TSI 110 FR

Ibiza ST 5dr estate £12,910-£18,035
Rivals are more practical, but that doesn't impact on its fun nature ★★★★★
TESTERS' PICK: 1.4 TDI 105 FR

Leon SC 3dr hatch £17,400-£31,485
As ever, a Golf in cut-price Spanish clothing – except slightly crisper-looking and better-handling. Worth considering ★★★★★
TESTERS' PICK: 2.0 TSI 290 Cupra

Leon 5dr hatch £18,230-£31,790
Ditto above, but here in five-door form ★★★★★
TESTERS' PICK: 2.0 TSI 290 Cupra

Leon ST 5dr estate £19,225-£32,785
Good-looking and responsive hatchback-turned-estate ★★★★★
TESTERS' PICK: 2.0 TSI 290 Cupra

Toledo 5dr hatch £17,195-£19,995
Makes practical sense but leaves no other lasting impression ★★★★★
TESTERS' PICK: 1.6 TDI 115 Style

Alhambra 5dr MPV £24,885-£36,130
A cheaper, plainer and less desirable sister for the VW Sharan. Spacious, versatile and decent to drive ★★★★★
TESTERS' PICK: 2.0 TDI 150 SE Ecomotive

Ateca 5dr SUV £17,990-£29,990
Seat's first attempt to take on the SUV market – and it's good ★★★★★
TESTERS' PICK: 1.6 TDI 115 SE Ecomotive

SKODA

Citigo 3dr hatch £8275-£10,770
Czech take on the city car is more plain than some but well finished and strong to drive ★★★★★
TESTERS' PICK: 1.0 60 SE

Citigo 5dr hatch £8625-£11,120
As above, with added rear-door practicality ★★★★★
TESTERS' PICK: 1.0 60 SE

Fabia 5dr hatch £10,750-£18,025
A touch derivative design-wise, and no class-leader on handling or cabin space, but strong claims everywhere else ★★★★★
TESTERS' PICK: 1.2 TSI 110 SE

Fabia 5dr estate £12,630-£18,910
A touch derivative design-wise, and no class-leader on handling or cabin space, but strong claims everywhere else ★★★★★
TESTERS' PICK: 1.2 TSI 110 SE

Rapid 5dr saloon £16,505-£19,110
Essentially a Fabia in saloon form, so likeable if slightly dull ★★★★★
TESTERS' PICK: 1.2 TSI 110 SE

Rapid Spaceback 5dr estate £13,675-£18,520
Estate shape makes most sense of Rapid's skinny body ★★★★★
TESTERS' PICK: 1.2 TSI 110 SE Sport

Octavia 5dr hatch £16,660-£27,990
Almost too big to qualify as a hatchback, the Octavia does comfort and practicality like no other. Good engines, too ★★★★★
TESTERS' PICKS: 2.0 TDI 150 SE L, 2.0 TSI 230 vRS

Octavia Estate 5dr estate £17,880-£29,410
Class-leading amount of space and practicality. Comfortable, too ★★★★★
TESTERS' PICKS: 2.0 TDI 150 SE L, 2.0 TSI 230 vRS

Superb 4dr saloon £19,060-£34,305
Another commendable Czech value option big on quality and space, small on price ★★★★★
TESTERS' PICK: 2.0 TSI 220 SE L DSG

Superb Estate 5dr estate £20,260-£35,505
Even more commendable than above thanks to huge estate boot ★★★★★

TESTERS' PICK: 2.0 TSI 220 SE L DSG

Yeti 5dr SUV £17,210-£27,545
One of the first to successfully miniaturise the crossover formula. Spacious, useful, unpretentious and genuinely cheery ★★★★★
TESTERS' PICK: 2.0 TDI 110 SE

SMART

Fortwo 3dr hatch £11,125-£13,810
Pricy two-seater has lots of urban appeal but out of town performance and handling isn't as rounded as others ★★★★★
TESTERS' PICK: 0.9 Proxy

Fortwo Convertible 2dr open £13,265-£15,950
A similar story in open-top form as for the hatch ★★★★★
TESTERS' PICK: 0.9 Proxy

Forfour 5dr hatch £11,620-£14,930
Four doors gives the Smart more mainstream practicality. Still expensive, though ★★★★★
TESTERS' PICK: 0.9 Proxy

SSANGYONG

Tivoli 5dr hatch £12,950-£19,500
Trails the Duster as the best-value small crossover – but not by much ★★★★★
TESTERS' PICK: 1.6d EX

Tivoli XLV 5dr hatch £18,250-£20,500
Tivoli on steroids – grown in size for more practicality and is joined by a range of personalisation options ★★★★★
TESTERS' PICK: 1.6d 4x4

Korando 5dr hatch £15,995-£22,495
Good for a Ssangyong, poor by class standards ★★★★★
TESTERS' PICK: 2.2d EX 2WD

Korando Sports 4dr pick-up £17,337-£22,977
A rugged-looking pick-up, but lacks all of the finesse shown by its nearest rivals ★★★★★
TESTERS' PICK: 2.0d EX 4WD

Rexton W 5dr SUV £22,995-£28,995
Rugged seven-seater makes short work of mud. Asphalt more tricky ★★★★★
TESTERS' PICK: 2.2d EX

Turismo 5dr MPV £18,995-£24,995
Incredibly ungainly but offers huge real estate for the money ★★★★★
TESTERS' PICK: 2.2d EX

SUBARU

Impreza 4dr hatchback £17,495
Appealing hatchback, but feels a tad old-fashioned ★★★★★
TESTERS' PICK: 1.6i RC

WRX STI 4dr saloon £28,995
Appealing and behind the times all at once ★★★★★
TESTERS' PICK: 2.5 STI

XV 5dr SUV £21,995-£26,995
No-nonsense crossover doesn't quite make enough sense ★★★★★
TESTERS' PICK: 2.0D SE

Levorg 5dr estate £27,495
Impressively practical but only available with an auto 'box and one trim ★★★★★
TESTERS' PICK: 1.6i GT Auto AWD

Forester 5dr SUV £25,495-£30,995
Solid, spacious and wilfully unsexy ★★★★★
TESTERS' PICK: 2.0i XE

Outback 5dr estate £27,995-£31,495
Acceptable in isolation but no benchmark ★★★★★
TESTERS' PICK: 2.5i SE Lineartronic

BRZ 2dr coupé £22,495-£25,495
The GT-86's big brother looks just as good in Subaru blue. Cheaper, too ★★★★★
TESTERS' PICK: 2.0i SE

SUZUKI

Celerio 5dr hatch £6999-9799
Pleasing to drive, cheap to buy and decent to sit in, the Celerio is a no-nonsense option – and very likeable for it ★★★★★
TESTERS' PICK: 1.0 Dualjet S23

Swift 3dr hatch £8999-£14,149
Cute looks and rewarding handling. Sport is excellent fun ★★★★★
TESTERS' PICK: 1.6 Sport

Swift 5dr hatch £9499-£14,649
Cute looks and rewarding handling, even in this more practical form ★★★★★
TESTERS' PICK: 1.6 Sport

Baleno 5dr hatch £13,249-£15,599
Suzuki's family-sized hatchback makes use of clever little engines ★★★★★
TESTERS' PICK: 1.2 Dualjet S25
Jimny 3dr 4x4 £12,499-£15,279
The smallest four-wheel-drive Suzuki is looking dated ★★★★★
TESTERS' PICK: 1.3 S24

Vitara 5dr SUV £14,499-£22,849
Utterly worthy addition to the class; drives better than most ★★★★★
TESTERS' PICK: 1.4 B'jet S Allgrip

SX4 S-Cross 5dr SUV
£14,999-£24,349

Not a class leader, but a very worthy crossover. Refreshed look gives it a new lease of life ★★★★★
TESTERS' PICK: 1.6 SZ-T Allrip

TESLA**Model S 5dr hatch**

£53,880-£114,580

Genuine 300-mile range doesn't just make the Model S a standout electric car; it feels like the future of luxury motoring ★★★★★
TESTERS' PICK: P90D AWD

Model X 5dr SUV

£64,480-£117,580

Genuine 300-mile range doesn't just make the Model X a standout electric car; it's a luxury seven-seater with falcon doors ★★★★★
TESTERS' PICK: 90D AWD

TOYOTA**Aygo 3dr hatch** £9135-£13,245

Impactful styling does a lot to recommend it. Strong on infotainment but not as refined or practical as some ★★★★★
TESTERS' PICK: 1.0 x-pression

Aygo 5dr hatch £9535-£14,345

As above, but with rear doors ★★★★★
TESTERS' PICK: 1.0 x-pression

Yaris 3dr hatch £11,750-£13,920

Good space and value but not a class leader ★★★★★
TESTERS' PICK: 1.0 VVT-i Icon

Yaris 5dr hatch £12,350-£18,095

Stylish interior but ultimately a scaled-down version of bigger Toyotas ★★★★★
TESTERS' PICK: 1.33 VVT-i Icon £14265

Auris 5dr hatch £16,390-£25,140

Disappointingly average. There are many better rivals ★★★★★
TESTERS' PICK: 1.2T VVT-i Design

Auris Touring Sports 5dr estate

£17,490-£26,240

Nothing wrong, but nothing exceptional ★★★★★
TESTERS' PICK: 1.2T VVT-i Design

Prius 5dr hatch £23,600-£27,355

Better all-round compared to its predecessors ★★★★★
TESTERS' PICK: 1.8 VVT-i Business Edition

Prius Plug-In 5dr hatch £33,450

Plug-in hybrid Prius is clever and appealing in its own right ★★★★★
TESTERS' PICK: 1.8 VVT-i Plug-In

Prius+ 5dr MPV £27,050-£31,300

Expensive and ugly. Bigger though ★★★★★
TESTERS' PICK: 1.8 VVT-i Excel

Avensis 4dr saloon £19,300-£27,085

Nothing wrong, but nothing exceptional. Good spec ★★★★★
TESTERS' PICK: 1.8 V-matic Business Edition

Avensis Tourer 5dr estate

£20,480-£28,890

Good spec but an unexceptional estate otherwise ★★★★★
TESTERS' PICK: 1.8 V-matic Business Edition

Verso 5dr MPV £18,925-£26,095

One of Toyota's better niche models is unburdened by a hybrid powertrain and offers decent space, a respectable drive and a keen price ★★★★★
TESTERS' PICK: 1.6 V-matic Icon 7seats

Proace Verso 5dr MPV

£26,050-£35,400

One of Toyota's niche models is unburdened by a hybrid powertrain and provides decent competition to the Vivaro and Transit equivalents ★★★★★
TESTERS' PICK: 2.0D 180 Family Compact

C-HR 5dr SUV £20,995-£27,995

Coupé-shaped crossover aims to bring the fight to Nissan and the Juke. Thus far it seems to hit the right notes ★★★★★
TESTERS' PICK: 1.8 Hybrid Excel

RAV4 5dr SUV £23,755-£32,975

A solid option, but ultimately outgunned by Korean competition ★★★★★
TESTERS' PICK: 2.0 D-4D Icon

Land Cruiser 5dr 4x4

£36,465-£55,465

A real go-anywhere vehicle. Available with seven-seats ★★★★★
TESTERS' PICK: 2.8 D-4D Active

Hilux 5dr 4x4 £22,955-£35,265

A real go-anywhere vehicle with the added practicality of being a pick-up ★★★★★
TESTERS' PICK: 2.5 D-4D Active Double Cab

GT86 2dr coupé £22,705-£28,695

Who knew Toyota had another dynamic masterstroke in it after the Lexus LFA? Almost as much fun as a limited budget can buy. Splendid ★★★★★
TESTERS' PICK: 2.0 Aero

VAUXHALL

Viva 5dr hatch £8745-10,145
Plenty of space for the money but lacking equipment and youthful joie de vivre ★★★★★
TESTERS' PICK: 1.0 75 Ecoflex SE

Adam 3dr hatch £12,110-£19,045

Certainly looks the part, but there are better superminis ahead of it ★★★★★
TESTERS' PICK: 1.4 150 Rocks S

Corsa 3dr hatch £9745-£18,630

Very refined, stylish and practical, but its engines aren't so good ★★★★★
TESTERS' PICK: 1.0T 90 Ecoflex SE

Corsa 5dr hatch £13,250-£19,200

A more practical version of the Corsa, which is refined and practical ★★★★★
TESTERS' PICK: 1.0T 90 Ecoflex SE

Astra 5dr hatch £15,445-£22,965

Good handling and nice engines but its working-class roots still show through ★★★★★
TESTERS' PICK: 1.0T 105 Ecoflex Tech Line

Astra Sports Tourer

5dr estate £16,735-£24,255

More composed and practical than the hatchback ★★★★★
TESTERS' PICK: 1.6 CDTi 160 Biturbo SRI

Insignia 5dr hatch

£17,439-£32,404

Nearly as good as a Mondeo. Inert steering ★★★★★
TESTERS' PICK: 2.0 CDTi 170 Ecoflex SRI

Insignia Sports Tourer

5dr estate £19,669-£33,704

Hugely spacious but no fun to drive ★★★★★
TESTERS' PICK: 2.0 CDTi 170 Ecoflex SRI

Meriva 5dr MPV £13,410-£22,395

Clever Flexdoors make sense for young families. Nice to drive ★★★★★
TESTERS' PICK: 1.4T 140 Exclusiv

Zafira Tourer 5dr MPV

£18,615-£29,580

Looks upmarket but feels less so on the inside. Some clever packaging features make good use of what space there is. Ordinary to drive ★★★★★
TESTERS' PICK: 1.4T 140 Exclusiv

Vivaro Combi MPV

£23,623-£25,216

Vauxhall people-mover based on its popular van ★★★★★
TESTERS' PICK: 2.0 CDTi 90 Ecoflex SWB

Mokka X 5dr hatch £19,655-£26,765

Compact and competent but short on persuasive quality just like the Mokka ★★★★★
TESTERS' PICK: 1.4T 140 Design Nav

VXR8 4dr saloon £55,550-£56,220

Charismatic Vauxhall is more brutish and unsophisticated than some. Unbeatable on horsepower-per-pound, though ★★★★★
TESTERS' PICK: 6.2 V8 Maloo LSA

**TOYOTA GT86**

'The most enjoyable small sports car for a generation'
MORE AT AUTOCAR.CO.UK

VOLKSWAGEN**Up 3dr hatch** £8995-£11,350

VW's city car is no revolution – just a trademark effort to beat its rivals on finish, refinement, desirability and economy ★★★★★
TESTERS' PICK: 1.0 60 Look Up

Up 5dr hatch £9395-£25,280

Ditto above, with added five-door convenience ★★★★★
TESTERS' PICK: 1.0 60 Look Up

Polo 3dr hatch £11,525-£20,370

Still the sensible choice in a lot of ways: usable, refined, easy-going, desirable and very solidly built ★★★★★
TESTERS' PICK: 1.0 TSI 110 SE L

Polo 5dr hatch £12,155-£21,000

And even more useful with five doors ★★★★★
TESTERS' PICK: 1.0 TSI 110 SE L

Golf 3dr hatch £17,625-£33,100

A little expensive it may be, but there's enough quality here to justify the expense. Classiness democratised ★★★★★
TESTERS' PICK: 2.0 TSI 220 GTI

Golf 5dr hatch £18,280-£35,820

As above but in the five-door form most buyers are likely to opt for ★★★★★
TESTERS' PICK: 2.0 TSI 220 GTI

Golf Estate 5dr estate

£18,980-£34,455

And even more practical in load-lugging body style ★★★★★
TESTERS' PICK: 2.0 TSI 300 R 4Motion DSG

Golf SV 5dr MPV £19,255-£27,610

MQB platform gives the Golf proper MPV proportions. Still no C-Max, though ★★★★★
TESTERS' PICK: 2.0 TDI 150 SE

Jetta 4dr saloon £19,155-£25,055

Big boot, pleasant dynamics and good pricing. A bit dull ★★★★★
TESTERS' PICK: 2.0 TDI 150 SE

Beetle 3dr hatch £16,820-£25,390

Huge improvement, but the Golf hiding underneath is a superior car ★★★★★
TESTERS' PICK: 2.0 TDI 150 Sport

Beetle Cabriolet 2dr open

£19,775-£28,545

Huge improvement and quite chic in an open-top form ★★★★★
TESTERS' PICK: 2.0 TDI 110

Scirocco 2dr coupé

£21,040-£34,390

A complete coupé. Entertaining, practical and stylish ★★★★★
TESTERS' PICK: 2.0 TSI 280 R

Passat 4dr saloon

£22,680-£40,180

Lands convincing blows with quality, usability, smart looks and civilised manners. A touch too conservative to be entertaining, though ★★★★★
TESTERS' PICK: 2.0 TDI 150 SE

Passat Estate 5dr estate

£24,230-£41,730

Smart-looking and civilised estate ★★★★★
TESTERS' PICK: 2.0 TDI 190 SCR GT

CC 4dr saloon £25,475-£33,515

Loses a name and adds some flair but never compels ★★★★★
TESTERS' PICK: 2.0 TDI 184 GT

Touran 5dr MPV £22,270-£31,535

The medium-sized people-carrier does conservatively – but done very well. Refined and wieldy, with excellent infotainment options ★★★★★
TESTERS' PICK: 2.0 TDI SCR 150 SE

Sharan 5dr MPV £26,680-£36,660

Full-sized seven-seater offers outstanding versatility and space with tidy handling and VW-brand desirability ★★★★★
TESTERS' PICK: 2.0 TDI 150 SE

Caddy Life 5dr MPV

£19,759-£26,316

Rugged workhorse built to supplement the Touran and Sharan ★★★★★
TESTERS' PICK: 2.0 TDI 150

Caravelle 5dr MPV

£37,686-£55,362

Rugged workhorse built to carry people ★★★★★
TESTERS' PICK: 2.0 TDI 204 SE

California 5dr MPV

£38,214-£55,790

Rugged workhorse built to carry people and put them up for the night ★★★★★
TESTERS' PICK: 2.0 TDI 150

Tiguan 5dr SUV

£22,510-£36,375

An improvement on the previous generation, but is it a winner? ★★★★★
TESTERS' PICK: 2.0 TDI SCR 150 SE Nav

Touareg 5dr SUV £43,935-£49,895

An unusually straightforward sort: comfy, capable, refined and obedient-handling. Five seats only ★★★★★
TESTERS' PICK: 3.0 V6 TDI 262 SE

Amarok 5dr 4x4 £25,419-£35,931

Volkswagen quality of build and interior matched to a rugged exterior ★★★★★
TESTERS' PICK: 2.0 BITDI 180 Trendline

VOLVO**V40 5dr hatch** £21,950-33,775

Not perfect, but a handsome, well-packaged, pragmatic and likeable car: rare commodities in the class ★★★★★
TESTERS' PICK: 1.6 T3 R-Design

S60 4dr saloon £22,395-31,625

New frugal four-pot diesel has given Volvo's middleweight a new lease of life. Determinedly understated, mature and laid back ★★★★★
TESTERS' PICK: 2.0 D4 SE Lux Nav

V60 5dr estate £23,075-£52,270

Mature and appealing cabin, nice looks and smooth drive. Too small ★★★★★
TESTERS' PICK: 2.0 D4 Cross Country Lux Nav

S90 4dr saloon £32,555-£42,055

The new mid-size executive car ready to take on the Germans ★★★★★
TESTERS' PICK: D4 Inscription

V90 5dr estate £34,555-£44,055

The new luxury Swedish saloon in a more practical estate form ★★★★★
TESTERS' PICK: D4 Inscription

XC60 5dr SUV £32,685-39,890

Refreshing car design from Volvo, made more competitive by its engine revolution. Not quite as spacious as some but has useful features ★★★★★
TESTERS' PICK: 2.0 D4 R-Design Nav

XC90 5dr SUV £46,850-£64,555

Cleverly packaged, smartly styled, competitively priced and pleasing to drive. As close a thing to a class-leader as Volvo has had in a long time ★★★★★
TESTERS' PICK: 2.0 D5 Inscription AWD

VOHL**O5 2dr open** £59,995-£89,995

Mexican track day special has a pleasingly pragmatic and forgiving chassis. Turbo engine isn't the most characterful ★★★★★
TESTERS' PICK: RR 2.3 Ecoboost

WESTFIELD**SPORT 2dr open** £20,588-£28,745

Entry-level Westfield. Sport Turbo is very quick and fun but no Caterham ★★★★★
TESTERS' PICK: 1.6 Sigma 155 Sport

ZENOS**E10 Odr open** £26,995-£39,995

The latest in a long line of English mid-engined marvels. Earns its stripes immediately; expect a dedicated following ★★★★★
TESTERS' PICK: 2.3 R

WHAT'S COMING WHEN**SKODA CITIGO | APRIL**

This badge-engineered version of the Volkswagen Up has been on sale since 2011, so Skoda has given it a facelift. The Citigo's bonnet, grille, bumpers and foglights have been redesigned, and it gets new LED headlights. Inside, slight changes include a new instrument cluster and a new optional multi-function leather steering wheel. **Price £10,070 (est)**

FEBRUARY

BMW 5 Series, **Dacia** Duster update, **Isuzu** D-Max update, **Kia** Rio, **Land Rover** Discovery, **Mini** Countryman, **Peugeot** 5008, **Seat** Leon, **Toyota** Prius Plug-in Hybrid, **Volvo** S90 R-Design, V90 R-Design, V90 Cross Country

MARCH

AC Cobra 378, **Atalanta** sports car, **BMW** 670Li xDrive update, **Ferrari** GT4 Lusso T, **Honda** Civic, **Hyundai** i30, **Jaguar** F-Type update, F-Type 400 Sport, **Nissan** Micra, **Renault** Captur update, **Seat** Leon Cupra R, **Skoda** Octavia update, **Volkswagen** e-Golf, Golf Hybrid, **Zenvo** TS1 GT

APRIL/MAY

Alpina B3S, B4S, D5, **Audi** A5 Cabriolet, Q5, SQ5, **Avatar** Roadster, **BMW** 4 Series update, **Kia** Picanto, **Lamborghini** Aventador S, Huracán RWD, **Lotus** Exige Race 380, Exige Sport 380, **Mercedes-AMG** E63 Estate, GT Roadster, GT C Roadster, **Mercedes-Benz** E-Class Coupé, GLA, V-Class Camper, **Noble** M600 Speedster, **Piecha** AMG GT-RSR, **Porsche** Panamera, **Renault** Scenic Hybrid Assist, Grand Scenic Hybrid Assist, **Skoda** Octavia vRS 245, **Kodiq**, **Subaru** BRZ update (right), **Levorg** update, **Volkswagen** Golf update

**JUNE**

BMW 5 Series Touring, **Seat** Ibiza, **Skoda** Citigo update, Rapid update, **Suzuki** Swift, **Vauxhall** Insignia

JULY

Alfa Romeo Stelvio, **Alpine** A120, **BMW** M4, Bristol Bullet, **Citroën** C3 Picasso, **Fiat** 500L update, **Jaguar** XF Sportbrake, **Kia** Soul EV, **Maserati** Ghibli update, **Mazda** CX-5, **Mercedes-AMG** E63 Estate, GT R coupé, **Mercedes-Benz** E-Class All Terrain, **Renault** Koleos, **Mégane** Hybrid Assist, **Vauxhall** Crossland X (left), **Volkswagen** Arteon

**AUGUST**

Lexus LC, **Ferrari** F12 M, **Kia** Niro PHEV, **Volvo** XC60, S90 T8, V90 T8

SEPTEMBER

Alpina B5 Touring, D5 Touring, **Ford** Fiesta, **Honda** Civic Type R, **Mercedes-AMG** GLC63, **Mercedes-Benz** E-Class Cabriolet, S-Class, X-Class, **Smart** Fortwo Electric Drive, Fortwo Cabriolet Electric Drive, Forfour Electric Drive, **Ssangyong** Rexton, **Subaru** XV, **Toyota** Yaris update

OCTOBER/NOVEMBER

Abarth 500X, **Audi** RS3 Saloon, RS3 Sportback, TT RS, **BMW** 2 Series update, M2 update, 6 Series, X3, **Hyundai** i30N, **Kia** Stinger, **Mercedes-Maybach** G650 Landulet **Mitsubishi** Eclipse, **Nissan** Qashqai, X-Trail

DECEMBER

Aston Martin V8 Vantage, **Audi** A8, **Bentley** Continental, **DS** SUV, **Faraday Future** FF 91, **Fiat** 124 hard-top, **GLM** G4, **Honda** CR-V, **Jaguar** I-Pace, **Jeep** Compass, **Kia** Sorento, SUV, **Lotus** Evora 400 Roadster, **Nio** NP9, **Range Rover** Velar, **Seat** Arona, Arona X-Perience, Ateca X-Perience, **Vauxhall** Grandland X,

Elite Registrations

OPEN: BANK HOLIDAYS 10AM-4PM, MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

Tel: 01380 818181 elitereg.co.uk

These personalised registrations (our stock & client held) are offered on a first come, first served basis, subject to availability and our acceptance of your agreement to purchase from us. Thousands more available. Prices fluctuate. Most are subject to VAT and all are subject to the £80 Dept. for Transport fee. See our website for more registrations plus terms of business and FAQ. Trading for over 40 years. Write: P.O. Box 100, Devizes, Wiltshire, SN10 4TE

W6 AAR	£595	A5 BBA	£1400	G7 CDB	£595
H9 AAT	£390	I95 BBP	£795	CDJ 757	£1300
W30 AAW	£290	Y24 BBY	£590	J8 CDM	£795
R26 ABB	£590	P28 BBY	£595	TI CDP	£595
V2 ABC	£895	I97 BCA	£1300	X5 CDR	£990
ABE 25	£1400	368 BCA	£1200	G4 COW	£595
F17 ABE	£720	D9 BCM	£790	CEC 7D	£1300
P25 ABS	£595	BCZ 29	£795	CE8 CEE	£800
P28 ABS	£895	CI BDC	£995	PR61 CES	£1100
R29 ABY	£595	WI BDS	£1400	CEZ 3332	£290
F17 ACC	£790	CS BDS	£890	N333 CFC	£595
ACH I54	£1900	BEA 2D	£2100	L8 CGS	£595
P121 ACK	£595	587 BEA	£895	R91 CHD	£795
7 ACN	£4500	3 BEC	£13274	CHE 8M	£995
P10 ACT	£595	R24 BED	£595	W10 CHR	£595
G501 AD	£2200	BEL 5K	£1600	P5 CHS	£795
K6 ADA	£695	BEL 26Y	£695	CIG 383	£695
P21 ADE	£795	AL55 BEL	£690	P400 CJB	£695
R25 ADE	£695	P477 BEN	£590	R121 CJH	£595
ADE 413A	£990	P27 BEN	£1300	P123 CJS	£695
B7 ADF	£595	L10 BEB	£1900	J80 CKA	£190
P24 ADM	£695	R2 BEB	£895	P45 CKE	£695
P123 ADM	£595	BES 615	£1200	D154 CKY	£190
R25 ADY	£595	CI BET	£595	P24 CLB	£595
X403 ADY	£290	P3 BEV	£1700	LE52 CLK	£390
400 AE	£4100	D13 BEV	£1200	683 CLN	£1300
T65 AFC	£595	R27 BEV	£995	N5 CLS	£895
P25 AGE	£595	T10 BEV	£895	G10 CLW	£595
R29 AGE	£595	P200 BEV	£790	CLZ 1790	£290
J77 AGF	£250	B878 BEV	£595	I995 CM	£2500
R9 AGM	£595	P23 BEX	£895	AR CMC	£995
R9 AGR	£795	BEZ 38	£795	P21 CMC	£595
AIG 5018	£290	BEZ 838	£595	M400 CME	£190
NI AJA	£1200	BF 5870	£995	L3 CMR	£695
X121 AIB	£695	BF 6960	£1800	R28 CNB	£390
P321 AIB	£595	A4 BFH	£590	293 CNK	£595
R29 AIG	£595	AI BGO	£690	CS CNM	£390
P29 AJH	£695	RI BGS	£990	P23 COB	£595
H111 AJH	£1700	BH2 24	£895	R27 COB	£595
R31 AJL	£595	BL 6908	£695	J70 COB	£695
L500 AJM	£595	W30 BJC	£290	662 COE	£1700
P23 AJP	£695	333 BJC	£695	M50 COG	£590
R600 AJP	£595	B1J 27	£995	K70 COL	£490
Y6 AIR	£995	67 BL	£4400	R25 CON	£695
K50 AJR	£595	442 BLG	£1200	J29 CON	£795
A400 AUS	£695	T2 BLW	£390	P555 CON	£595
GR AKH	£595	D2 BMB	£590	K4 COC	£1200
J44 AKY	£2100	877 BME	£995	Y444 COG	£595
P21 ALB	£695	N603 BMW4E	£490	M400 CPJ	£190
W99 ALB	£490	AL07 BMW £290	£2100	L3 CPW	£4100
Y008 ALD	£390	P19 BMW	£895	R27 CRA	£595
V9 ALD	£695	W26 BMW	£795	W5 COT	£595
V29 ALF	£795	BW57 BMW £490	£990	T9 CRL	£695
L6 ALL	£1090	220 BMW£3200	£290	R25 CRS	£695
P26 ALS	£695	63 BN	£2900	R121 CRS	£595
ALW I11Y	£1200	BI BNF	£790	403 CRV	£595
P23 ALX	£795	750 BNP	£1930	G5 CRW	£695
J111 ALX	£695	BNS 25	£390	I54 CS	£4400
N900 ALX	£595	P24 BOB	£1400	BI CSD	£695
P24 ALY	£595	1000 BOB	£1200	CSU GIB	£695
MB06 AMB£390	£1200	612 BON	£390	N3 CTB	£595
N25 AMB	£695	P23 BOB	£595	L9 CWS	£595
P321 AMB	£695	K3 BOW	£695	299 DA	£3400
P24 AMC	£695	X3 BOB	£1400	UT04 DAD	£290
W555 AMG£595	£1400	W18 BOX	£895	K7 DAF	£695
AMW 659V £390	£290	P26 BOX	£795	M702 DAN	£595
R23 AND	£595	M66 BOB	£795	P002 DAN	£595
P25 AND	£795	S107 BOY	£290	P321 DAN	£595
P31 AND	£695	SC08 BOY	£290	P24 DAN	£595
BD14 ANE	£590	R26 BOY	£595	P321 DAN	£595
P24 ANG	£595	255 BP	£2800	B888 DAS	£595
W6 ANH	£595	I686 BP	£1880	XV02 DAV	£290
A109 ANN	£695	89 BR	£7055	83 DAS	£290
ANN I3Y	£3900	J66 BRH	£290	D89 DAV	£895
H80 ANN	£595	V88 BRH	£995	S002 DAY	£290
J70 ANO	£490	R123 BRY	£795	A18 DAY	£1300
N5 ANP	£590	673 BRY	£1900	DAY 76N	£1400
I222 AP	£2500	B5 8072	£1700	P2 DBM	£595
W9 APL	£595	T1 BSC	£890	CJ05 DCJ	£190
TT APL	£1300	BSK I53	£890	W9 DCL	£595
ES APLW	£595	C2 BTY	£390	A4 DCN	£595
P28 ARB	£695	S600 BUC	£490	W6 DCR	£595
B14 ARC	£595	M44 BUD	£595	G5 DCW	£595
ARF I4S	£390	C8 BUG	£595	4155 DD	£1900
X100 ARJ	£390	C20 BUG	£695	SH02 DDY	£590
D6 ART	£1300	K55 BUG	£890	65 DE	£4700
R21 ART	£695	R21 BUL	£595	P26 DEB	£1400
C55 ART	£795	I27 BUL	£1300	0056 DEB	£990
E14 ARY	£1500	F1 BUN	£2420	B12 DEE	£1100
S31 ASA	£595	R23 BUN	£595	P23 DEE	£1100
P31 ASH	£1300	P24 BUR	£595	P4 DEK	£595
J505 ASH	£795	R23 BUR	£1400	P26 DEL	£595
B600 ASH	£895	853 BUR	£595	207 DEL	£1600
AT ASK	£795	S900 BUB	£590	R21 DEN	£595
M222 ASM £390	£290	S9 BVC	£290	P24 DEN	£1400
D18 ASP	£595	BI BWG	£590	R130 DEN	£1090
K5 ATB	£595	P3 BWS	£390	W200 DEN	£695
K155 ATH	£490	T6 BWS	£390	S222 DEN	£795
J1 ATP	£990	BXG 862	£695	P900 DEN	£595
X13 AUD	£695	2192 BY	£1400	Y31 DER	£595
F14 AUD	£895	1984 C	£3900	548 DER	£1400
AUD I6J	£1400	1985 CA	£3100	K9 DES	£595
K800 AUD	£595	R24 CAB	£595	L66 DES	£795
J7 AWB	£695	P29 CAB	£595	516 DES	£1500
H10 AWD	£290	S53 CAB	£1800	P23 DEV	£595
VI AWJ	£790	F1 CAD	£995	N55 DEV	£690
AXI 812	£590	J32 CAD	£995	DEW I2F	£695
S86 AYD	£990	D10 CAL	£695	B104 DEX	£910
800 BAZ	£3200	ABU CAL	£290	DEZ 250	£795
BAB 42S	£890	CAM I2A	£2500	T9 DFT	£190
R29 BAB	£695	P123 CAM	£795	DFV IY	£590
W9 BAG	£595	S19 CAN	£595	3468 DG	£1300
Y9 BAL	£595	G97 CAR	£595	N6 DGB	£695
BAL 55E	£1300	CAR I21S	£895	V4 DGB	£695
R21 BAM	£595	P29 CAS	£595	C10 DHA	£1500
P23 BAR	£595	T25 CAS	£390	CI DHA	£490
R25 BAR	£595	P26 CAT	£595	L33 DHR	£290
R21 BAS	£595	F801 CAT	£595	M4 DHT	£390
C20 BAT	£695	D9 CAW	£595	M77 DHT	£290
W9 BAW	£390	M16 CAW	£595	D16 G520	£490
R21 BAX	£595	CAD 8233	£690	V53 DIB	£795
BAZ 494	£895	CAZ 8901	£595	L700 DIB	£695
BAZ 3561	£595	500 CBM	£1900	T90 DIC	£695
BAZ 9321	£690	D10 CCY	£390	P321 DIC	£595

R21 DJG	£695	479 EPB	£695	R28 GEO	£695	444 HXY	£695	JTS 929	£2420	LK 8	£4800	L8 MPY	£790	L065 OUT	£490	V20 RAI	£895	L10 SAL	£1300	783 TMP	£795
R23 DJJ	£695	92 ER	£4900	GER I48	£1800	IBZ 2654	£390	G7 JTW	£695	J7 LIL	£490	MR 6646	£2500	99 OYR	£895	P23 RAI	£795	R23 SAL	£995	777 TMT	£190
82 DJJ	£595	ER 342	£440	C8 GES	£695	ILZ 750	£595	JUN 3N	£1600	L1 LU	£7954	MC59 MRCE	£390	09 Y75	£895	RAJ 798X	£890	JH04 SAM	£795	277 TNY	£1100
S44 DJM	£595	H454 ERA	£190	GF I46	£3700	IND 750	£595	J77 JVB	£290	P7 LLA	£590	W23 MRK	£695	N4 PAB	£595	DR54 RAL	£290	K009 SAM	£890	T02 I9X	£1100
R200 DJM	£595	Y9 ERC	£595	TI GFH	£695	T30 JAC	£1400	364 JYV	£595	B5 LBL	£490	MSB 691	£2200	P29 PAD	£695	M99 RAM	£695	P21 SAM	£2200	LI TOG	£1100
R79 DJP	£695	ERG 224	£1200	779 GFR	£595	E999 JAC	£1200	E6 JWB	£695	K55 LLS	£390	CI JMB	£595	CI PAE	£1380	NK13 RAN	£990	SAM 50Y	£3300	JW05 TOM	£590
W11 DJP	£595	CI ERH	£695	M8 GGS	£5900	R33 JAE	£590	RI JXT	£590	MI LND	£490	C2 MSN	£290	L2 PAM	£1500	DW04 RAO	£190	P121 SAM	£1300	R13 TOM	£1400
R26 DJR	£595	A9 ERJ	£390	R7 GHC	£580	K8 JAF	£695	555 JXY	£595	50 LOD	£2500	YI MSL	£995	T05 PAM	£490	B16 RAO	£290	SP65 SAN	£290	P26 TOM	£1300
D21 DJJ	£595	N4 ERN	£795	GIL I449	£890	Y7 JAG	£1600	PI JYC	£590	123 LOH	£290	J12 PAM	£595	92 PAM	£3900	V5 RAP	£790	Y11 SAN	£795	TOM 211Y	£995
728 DKG	£595	421 ES	£2700	GIL 8659	£695	T55 JAG	£1600	NI KAB	£995	K155 LOH	£590	7426 MU	£1300	V333 PAM	£795	U02 RAS	£190	S12 SAN	£995	TOM 270Y	£1400
I92 DKH	£595	ESB 462	£1580	R70 GJG	£290	JAH I2D	£895	H2 KAP	£695	470 LOO	£595	T21 MUL	£795	800 PAM	£695	RAS IIF	£3550	SW07 SAR	£290	W64 TOM	£695
CLZ 1790	£290	NA DLC	£595	ESK 937	£595	333 GJ	£3100	G6 JAK	£1880	225 KAT	£995	R21 LOU	£1380	S6 PAM	£895	B10 RAV	£695	S24 SAR	£695	J7 TOP	£695
531 DLT	£595	ESS 8Y	£595	V400 GLE	£290	JAK I92	£7500	L12 KAY	£995	910 LOO	£595	G11 LOT	£695	P28 PAD	£590	ER RAY	£1400	SAW 689	£1800	L692 TOY	£490
R7 DLV	£290	I7 ESS	£2400	CI DMC	£1200	CI DMC	£1200	P22 JAM	£795	P23 KAY	£895	DII MUM	£795	P29 PAD	£695	P6 RAY	£1400	SBU 823	£795	7 TPR	£5880
CI DMC	£1200	N99 ESS	£795	R23 EST	£595	I990 GM	£2700	E72 JAN	£1400	KAY 99V	£990	R29 PAR	£695	P24 PAS	£695	T22 RAY	£1300	J00 SCL	£190	I25 TR	£3600
CI DMC	£1200	6036 ET	£1300	G1 GMA	£12000	E599 JAN	£795	KAZ 565	£995	CI LPP	£690	R7 MUR	£895	P21 PAS	£695	R29 RAY	£1300	K100 SCL	£190	J8 TRA	£1400
CI DMC	£1200	P24 ETJ	£695	N6 GMB	£695	M700 JAN	£1200	KAZ 6694	£595	V444 LRE	£390	R7 MUR	£895	P21 PAS	£695	M54 RAY	£590	J200 SCL	£190	G2 TRB	£390
CI DMC	£1200	818 ETM	£1300	A9 GME	£390	G9 JAP	£595	59 KE	£3600	LSA 945	£1400	8539 MX	£795	P24 PAS	£695	P600 RAY	£590	P24 SCL	£895	TRT 87	£2300
CI DMC	£1200	DI0 GME	£390	D10 GME	£390	D9 JAR	£1200	222 KAT	£995	L666 LSB	£390	7002 MY	£1200	P24 PAS	£695	RAZ 213	£695	V300 SCO	£390	824 TRT	£695
CI DMC	£1200	G7 GNL	£1700	A16 JAR	£595	W07 JAR	£595	KEN 22P	£1200	R1 LTY	£590	440 MYS	£390	P24 PAS	£695	J50 RBS	£1200	C5 SCR	£695	K155 TRV	£490
CI DMC	£1200	B6 GOW	£390	R21 JAS	£595	40 KEN	£390	86 KEN	£3300	942 LTT	£1100	282 MYX	£795	P24 PAS	£695	RC 843	£1200	I970 SD	£2400	43 TIO	£695
CI DMC	£1200	G11 GOW	£695	CI DMC	£1200	CO02 JAT	£290	R22 KEN	£795	P55 LUK	£695	J1 NAF	£1500	P24 PAS	£695	RC 843	£1200	SDN 332	£1300	4025 TV	£1400
CI DMC	£1200	424 EVO	£2800	CI DMC	£1200	R29 EVO	£795	R22 KEN	£795	N5 LUK	£695	IO2 PBP	£595	P24 PAS	£695	RC 843	£1200	C14 SDD	£390	24 TS	£4200

PrimoRegistrations.co.uk

**PRIMO
REG
PLATES**

☎ 01252 49 1111

Order online or via phone
7 days a week
@ No extra cost



**Search Through Over
43 Million Number Plates**
with the Lowest Prices on the Internet!

0% CREDIT NOW AVAILABLE!

49 P £49,999.99	57 X £29,999.99	59 V £29,999.99	8 DAM £24,999.99
XWS I £8,499.99	5337 H £4,279.99	I CXU £7,879.99	P9 ULS £29,999.99
I9I PHW £2,299.99	BIG 9I9 £1,999.99	B7 AMY £3,499.99	P29 JON £2,239.99
H24 DAV £1,639.99	XFV 458 £1,599.99	BOA 777S £1,299.99	L46 00N £1,299.99
SAM 573 £7,999.99	MBI6 MJB £1,159.99	320 SYA £919.99	VIL 595 £679.99
JON I5IW £2,239.99	JOI6 NNE £11,479.99	5I16 JN £2,479.99	JOI6 NNA £9,079.99
5555 SJ £5,999.99	JAG 976V £1,279.99	Y90 BMW £1,159.99	D4 VEA £8,479.99

We urgently require quality registrations to buy or sell

*All subject to our terms & conditions and availability. All prices INCLUDE compulsory DOT transfer fees and vat (where applicable). We accept all major credit/debit cards. Primo Registrations sell registrations owned by ourselves, our clients, and unissued government stock.

**If you want to
advertise here,
please contact
Hannah Mathew
on 0208 267 5733**

AI JI
On retention, Private Sale
Open to offers
michaeldromore@live.co.uk
T: 07802 392866

17 JV
£9,000
www.beefregistrations.co.uk
01455 882885

RNJI
£49,500
On retention
Private Sale
dmbilling@btinternet.com

D 98
£30,500
www.beefregistrations.co.uk
01455 882885

B 45
£37,500
www.beefregistrations.co.uk
01455 882885

Silverspeed

**Realistic priced numberplates
& quirky selection of cars**

1 GJX	£5995
80XK	£2995
5YCL	£1950
8KXG	£1995
IIIAAG	£2395
44RYV	£1395
444RYV	£795
VJIB5	£995
VXI676	£395
6I5NVO	£895

Premium selection

8070X (BOTOX)	£3995
MAD44M (MADDAM)	£3495
YOU63F (YOUSEF)	£3995
JAY2E (JAY ZE)	£3495
8HCX	£1895
5NJY (SANJAY)	£2995



BMW i8 Electric Hybrid 2015

Sophisto Grey (Black) Frozen grey leather, SAT NAV, Head up display, only 2,900 miles amazing 4x4 car no road-tax, no congestion, 35mpg approx. or more..... **£69,995**



Mercedes C220 2014/64 CDI

Diesel, auto, New model, 37,000 miles, hi spec, 1 owner **£17,995**

**Call: 07961 808069 | Email: alspeed@live.co.uk | established over 20 years
SW London**



Matt Prior

TESTER'S NOTES



Look, I'm sorry about this, I really am. I'm as guilty as anyone. As soon as a car maker says it has reduced the number of buttons it uses on the dashboard of a new car, I've been front-row and centre, politely golf-clapping like everybody else, commending them on a job well done for cleaning up that dreadful car interior, so it looks much nicer.

Bravo. Well done, finally banishing those awful cabins that look like low-end stereos, with all that black plastic and diddy buttons strewn all over the place. Let's have more of that cleaner look, the one that resembles a Swedish bedroom, with loads of light woods, soft fabrics and little bits of sun-flecked satin-finished metal. Bring on the warmth, the welcoming lightness. Ah, yes, the future.

Except, actually, sorry, don't. Not to this extent, anyway. It's not that I've changed my mind per se, it's just that, well, it's gone a bit too far. Car firms have become like a puppy that doesn't



Cluttered, yes, but at least it's usable

“ It's fine to hide certain functions within menus if you don't use them very often ”

know when a game isn't amusing any more because much of my arm is now inside your mouth, bleeding.

The great button reduction programme has become a populist movement that needs an intellectual check. I think in contemporary cultural terms it's called 'jumping the shark', although it sounds as ridiculous when applied to a car as it does when attributed to a television programme. But basically it means: don't take all of the buttons away.

There comes a point, you see, after you've removed so many buttons and replaced them with icons in sub-menus on a touchscreen, that, quite frankly, it becomes almost completely unusable while driving. It's almost – and I choose this word carefully – dangerous.

Yes, it's fine to hide certain car functions – and Lord knows, cars have a lot of them these days – within menus if you're not going to want to use them very often. It makes total sense to have most navigation options a couple of menus away, perhaps, too, the radio bandwidth selector, or the way to turn lane-assist warnings off and on.

But there are some things you shouldn't hide beneath a sub-menu, no matter how clever and intuitive you think the touchscreen is,

because I'll tell you now, compared to a button, it isn't. Heating and ventilation controls, the heated seat control, the only way to scroll through radio stations: leave 'em be on the dashboard.

Actually, while I'm confessing: this whole touchscreen thing in general. I used to really like a touchscreen. I still do, in a way. But it's hard to hit the right icon on a touchscreen when a vehicle is moving. I don't know about you but when I'm driving, I want to look at the road a lot, almost all of the time, ideally, so I choose my moments to adjust settings carefully. But I can't hover my finger over an icon indefinitely while not looking, and picking the right icon and hitting it takes deliberation and time. A rotary dial with – guess what? – a button to assist with the controlling, doesn't.

So I take it back. Yes, making a car interior look lovely is all well and good, but there's a reason we invented buttons in the first place. Nice though it is to have clean-looking car cabins, it's not so usable that the button should be un-invented just yet.

GET IN TOUCH

✉ matt.prior@haymarket.com
 @matty_prior

ENJOYED THIS ISSUE?

Head to autocar.co.uk to find even more of the latest news, reviews, opinion, galleries and videos



Video: back-seat drifter

Can you drift a Subaru BRZ while sitting in the back seat, using a broomstick?



Audi A5 Cabriolet driven

Audi's premium drop-top in 248bhp 2.0-litre four-pot petrol turbo guise



Opinion: four-wheel cheer

Why four-wheel steering is having a renaissance in modern cars

ALSO FIND US AT



youtube.com/autocar



autocar.co.uk/facebook



twitter.com/autocar



autocar_official

SUBSCRIBE

autocar.co.uk/subscribe

For all our latest print and digital subscription offers



THE SOUL REVOLUTION



**ADVANCE
PAYMENTS START AT**

£2,795

THE NEW KIA SOUL WHEELCHAIR ACCESSIBLE VEHICLE

The Sirus Kia Soul is our vision of a modern wheelchair accessible passenger vehicle. Compact, stylish, and based upon a highly acclaimed family car, we have taken all of our engineering know how and created our first rear passenger conversion for many years.

0121 505 7777 SIRUSAUTOMOTIVE.CO.UK



CITROËN C4 CACTUS **RIP CURL** WITH GRIP CONTROL **MADE FOR ADVENTURE.**



CITROËN
SIMPLYDRIVE

3 YEARS*
INSURANCE*
ROUTINE SERVICING
CAR TAX
WARRANTY
BREAKDOWN COVER

FOR 18+ YEARS WITH TELEMATICS



RIP CURL

CRÉATIVE TECHNOLOGIE

citroen.co.uk

Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km) (Range). Highest: C4 Cactus PureTech 82 manual with 17" wheels: Urban 5.6/50.4, Extra Urban 4.0/70.6, Combined 4.6/61.4, 107 CO₂. Lowest: C4 Cactus BlueHDi 100 S&S manual with 15" wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

CITROËN prefers TOTAL. Model shown: C4 Cactus Rip Curl PureTech 110 S&S manual OTR price £19,360 (incl. Sport Red paint at extra cost of £250). Terms and conditions apply. Finance subject to status. Citroën UK Ltd is acting as a credit broker and is not a lender. Finance provided by and written quotations available on request from PSA Finance UK Limited (company registration number 01024322) Quadrant House, Princess Way, Redhill, Surrey, RH1 1QA, UK. Citroën Financial Services is authorised and regulated by the Financial Conduct Authority. To finance your purchase we will introduce you to Citroën Financial Services the exclusive provider of Citroën SimplyDrive*. Minimum age 18 with Telematics, otherwise 25, maximum age 75. Policyholder must have a minimum of 2 years NCD to use on the vehicle and all drivers must meet eligibility criteria including minimum 2 years' full UK licence or with Telematics drivers are required to install the Telematics Box & consent to Data capture & transmission to qualify for insurance and all drivers must hold a full UK licence. Insurance subject to cancellation if you receive four warnings for poor driving. For all drivers, limits on claims/convictions and excesses apply. 3 years motor insurance is provided and underwritten by U K Insurance Limited which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority.