

**BUMPER ISSUE** 39 cars that changed the world

**AUTOCAR**

FIRST FOR NEWS AND REVIEWS **EVERY WEEK**

autocar.co.uk

8 February 2017

**VERDICT**



Now tell us what you think...

# New Golf GTI

Now the world's best all-round hot hatch

**WIN a  
Fiesta ST**  
for three months **p19**



Buy a £1k  
used Clio



**DRIVEN**



**C63 AMG CABRIO ROAD TEST**



**AT LAST, A CIVIC WE'D BUY**

**THE LEGEND IS BACK  
NEW BMW M5 SCOOPED**



**PLUS**

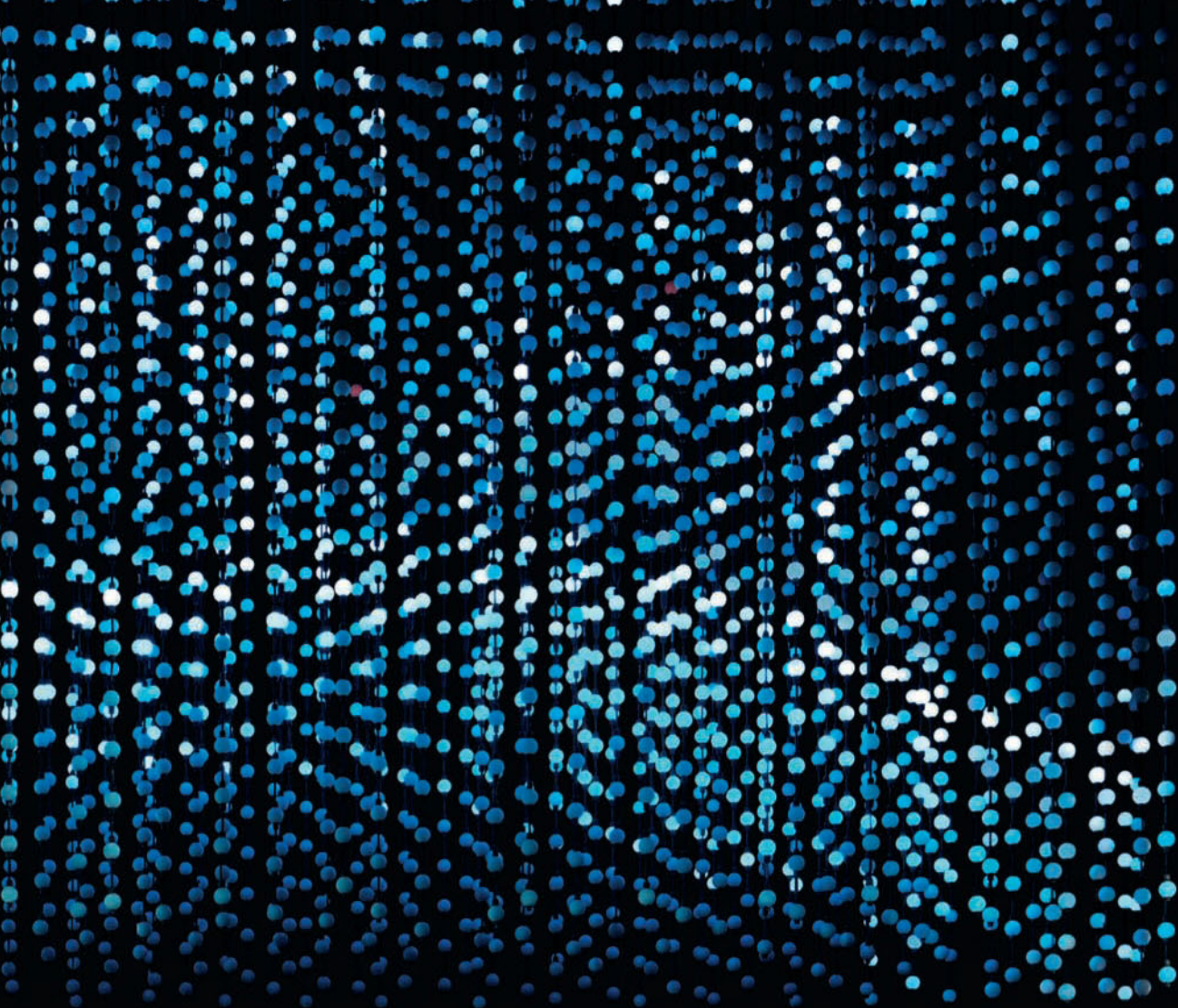
- » How to buy a used cop car
- » Next Porsche 911 - first pics



# The all-new Audi A5



Official fuel consumption figures for the all-new Audi A5 Sportback range (including S5 Sportback) in mpg (l/100km) from: Urban 28.5 (9.9) – 58.9 under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption. Images are shown for illustration purposes only. More information is available on the Audi website at [www.audi.co.uk](http://www.audi.co.uk) and at [www.dft.gov.uk/vca](http://www.dft.gov.uk/vca)



(4.8), Extra Urban 46.3 (6.1) – 76.3 (3.7), Combined 37.7 (7.5) – 68.9 (4.1). CO<sub>2</sub> emissions: 170 – 106g/km. Fuel consumption and CO<sub>2</sub> figures are obtained achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Fuel consumption and CO<sub>2</sub> figures correct at time of print [February 2017].

# Ford

## NEW FOCUS ST-LINE



**Go Further**

Official fuel consumption figures in mpg (l/100km) for the Ford Focus ST-Line range: urban 33.2-67.3 (8.5-4.2), extra urban 60.1-83.1 (4.7-3.4), combined 46.3-74.3 (6.1-3.8).  
Official CO<sub>2</sub> emissions 140-99g/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.



66

## NEWS

- BMW M5** Super-saloon gets standard all-wheel drive **8**
- Porsche 911** Next-generation model goes all-turbo **12**
- Volvo S90 and V90 Polestar** Hybrid power likely **15**
- Seat's SUV flagship plans** Firm plots Macan rival **16**
- Torotrak V-Charge** Supercharger tech seeks buyers **18**

## TESTED

- Volkswagen Golf GTI** Eighth-generation icon **22**
- Honda Civic 1.0 Turbo SR** All-new hatchback **26**
- Kia Rio 1.0 T-GDI First Edition** New turbo triple **27**
- Mercedes-AMG C63 S Convertible** **ROAD TEST** **28**

## FEATURES

- Caterham Seven Sprint** Anniversary model driven **38**
- Graham Macdonald interview** Caterham boss talks **44**
- The cars that changed motoring** We pick the top 39 **48**
- Euro NCAP crash tests** How safety has improved **60**

## OUR CARS

- Nissan Navara** Business-minded pick-up signs off **66**
- Honda Jazz** Spacious supermini says goodbye **68**
- Renault Clio Trophy** Potent hot hatch says hello **71**
- Hyundai ix35 Fuel Cell** Pleasantly normal to use **73**

## EVERY WEEK

- Steve Cropley** The momentum behind hydrogen **21**
- Subscription offer** Save 65% on the cover price **36**
- Motorsport** Jamie Chadwick interview **62**
- Your views** Mourning the passing of the Alfa Mito **64**
- Matt Prior** An alternative to building bypasses **90**

## DEALS

- James Ruppert** Used soft-top suggestions **74**
- Used buying guide** Renault Sport Clio 172 and 182 **76**
- Used car intelligence** How to buy a used cop car **79**
- Road test results** Autocar's data archive **80**
- New cars A-Z** All the latest models rated **82**
- Classifieds** Cars, number plates and services **88**



RENAULT SPORT CLIO BUYING GUIDE **76**

# THIS WEEK



COVER STORY

WE DRIVE THE NEW VOLKSWAGEN GOLF GTI **22**



MERCEDES-AMG C63 S CONVERTIBLE TESTED **28**



HIGH-TECH NEW BMW M5 SCOOPED **8**



"I DROVE A MODEL T TO GENEVA AND FELL SO MUCH IN LOVE THAT I BOUGHT ONE"

STEVE CROPLEY ON THE FORD THAT CHANGED MOTORING FOREVER **48**



WE CELEBRATE 60 YEARS OF THE CATERHAM SEVEN **38**

# The Tiguan R-Line. With £1,250 towards your deposit on Solutions PCP.\*



Get connected with the Tiguan R-Line. With advanced Car-Net technology that effortlessly synchronises all your technology and information in one place, you can stay connected wherever your drive takes you. For more information, contact your local retailer or visit [www.volkswagen.co.uk](http://www.volkswagen.co.uk)



**Volkswagen**

**Representative** \*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle. Available on Solutions Personal Contract Plan. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges up to 8.4p per mile. Offer available when ordered by 3rd April 2017 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication. Freeport Volkswagen Financial Services. Standard EU Test figures for comparative purposes and may not reflect real driving results. Model shown £32,555 RRP.

**5.1% APR**

Official fuel consumption figures for the new Tiguan range in mpg (litres/100km): urban 31.0 (9.1) – 49.6 (5.7); extra urban 44.1 (6.4) – 67.3 (4.2); combined 38.2 (7.4) – 60.1 (4.7). Combined CO<sub>2</sub> emissions 170 – 123g/km.

# 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](mailto: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 Özgül

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](mailto:robert@performancemag.com))

## SUBSCRIPTIONS

Tel 0344 848 8816

Overseas +44 (0)1604 251450

Email [help@autocar.themagazineshop.com](mailto:help@autocar.themagazineshop.com)

## SYNDICATION ENQUIRIES

Tel +44 (0)1962 867705

Contact Simon Fox ([syndication@autocar.co.uk](mailto:syndication@autocar.co.uk))

## LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024

Contact Isla Friend ([isla.friend@haymarket.com](mailto:isla.friend@haymarket.com))

## BACK ISSUES

Tel 0344 848 8816

Email [help@autocar.themagazineshop.com](mailto: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](http://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](mailto:autocar@haymarket.com). For more information, contact IPSO on 0300 123 2220 or visit [www.ipso.co.uk](http://www.ipso.co.uk)



Autocar is a member of the organising committee of Car Of The Year [caroftheyear.org](http://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](http://www.pefc.co.uk)



# COMMENT



## WHY THE DEATH OF DOWNSIZED DIESELS IS NOW UPON US



IT'S EASY TO be blinded by the vast figures surrounding the Volkswagen emissions scandal: multi-billion-dollar fines, millions of cars in need of 'remedial work' and thousands of UK owners joining a class action for compensation.

But it's a much smaller number that could yet have the biggest impact on the industry: 1.5, the capacity in litres of the all-new turbodiesel that VW had in development but which, Autocar has learned, has now been axed (p13).

The 1.5 diesel was due to replace the ageing 1.6 TDI and would have found a home in scores of VW Group products. The downsized diesel's role will instead be taken by mild-hybrid petrols; apparently the cost of the after-treatment needed to make small diesels meet stricter emission rules was as much as the cost of the engine itself. Diesels will instead become the reserve of larger cars and never be smaller than 2.0 litres.

'Is diesel going to die?' is an oft-asked question as awareness of the fuel's role in air quality problems increases. In the case of any car Golf-sized or smaller, the answer now seems to be yes. And let's face it, a downsized diesel-powered hatchback has never been as much fun or as desirable as its green-pumped equivalent.

**Mark Tisshaw** Editor

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

## EDITOR'S PICKS



### THE SEVEN AT 60

Our celebration of the iconic Caterham's past and future, p38



### QUICK-FIRE REVIEWS

We've added shorter reviews to our first drives section, p27



### THE FUTURE OF SAFETY

How Euro NCAP revolutionised car safety and where it will go next, p60



NEVER MISS AN ISSUE  
Subscribe p36

# NEWS

## GOT A STORY?

Email our news editor  
rachel.burgess@haymarket.com

# BMW unleashes new M5 with four-wheel drive

Super-saloon is due this year with standard all-wheel drive and more power, pace and technology than any M5 before it



AUTOCAR  
IMAGE

**B**MW will turn 32 years of rear-wheel-drive performance car tradition on its head this year with the introduction of its first four-wheel-drive M5.

The German super-saloon is set to run a reworked version of the outgoing fifth-generation model's twin-turbocharged V8 petrol engine, producing

upwards of 592bhp, along with a standard eight-speed automatic gearbox.

The four-wheel-drive model is described by senior BMW officials as not only the most powerful and fastest-accelerating but also the most dynamically capable and technically advanced M5 yet.

BMW senior vice-president

Hildegard Wortmann told Autocar last month that the model will be as significant as the latest 7 Series in defining the next generation of performance models.

Wortmann explained that in the same way that the 7 Series has set the agenda for upcoming driverless technology, the new M5 will

represent the next generation of M-branded cars.

"You will see in this car where we will take the [M] brand from here," she said. "I've driven it on track and it's really special. The engineers have done an excellent job. It's outrageous."

Following an illustrious line of rear-wheel-drive-only

predecessors, the new M5 is scheduled to make its world debut at the Frankfurt motor show in September before going on sale in the UK at a price expected to eclipse the £73,985 of the outgoing M5.

The newest member of M division's line-up will challenge the recently introduced 603bhp twin-turbocharged

“The new M5's 0-62mph time is expected to at least match the 3.5sec of the Mercedes-AMG E63 S”



New M5 is bigger all round than the outgoing model

4.0-litre V8-powered Mercedes-AMG E63 S 4Matic and the successor to today's 560bhp twin-turbocharged 4.0-litre V8-powered Audi RS6, which is planned for introduction next year.

The starting point for the sixth-generation M5 is the latest 5 Series, which is codenamed G30. The new M5

will feature a re-engineered body structure with a number of weight-saving initiatives, including greater use of aluminium and hot-formed high-strength steel as well as carbonfibre for the roof and bootlid. The new M5 is claimed to weigh close to the 1870kg of its predecessor despite a moderate increase in its

exterior dimensions and the inclusion of the four-wheel drive hardware.

The new body structure was leaked on the internet in a series of CAD/CAM images late last year. It's claimed to provide the new M5 with vastly improved torsional rigidity and the basis for a significant change in chassis tuning

compared with the outgoing M5, which was introduced to the UK in 2011.

Visually, the new car is set apart from other current 5 Series models by extensively restyled bumpers, an altered kidney grille design, wider front wings with chromed vent elements behind the front wheel arches to extract hot air

from the engine bay, M-specific mirror housings, wider sills, a prominent rear diffuser element and signature quad chromed tailpipes.

Dimensionally, the M5 has grown. Length is up by 36mm to 4935mm and the car is now around 8mm wider, at 1870mm. The wheelbase is also 7mm longer than that of its →

## “ An optional M Driver's Package will enable buyers to raise the new M5's top speed to 190mph ”

← predecessor, at 2975mm. In combination with front and rear tracks that extend beyond the 1625mm and 1580mm of today's model, this provides the M5 with a larger footprint than at any time since its introduction in 1981.

Power for the new M5 comes from a heavily reworked version of today's twin-turbo 4.4-litre V8 petrol engine, which carries the S63 designation. It features a modified induction process with changes to the intercooler and new twin-scroll turbochargers for improved combustion and thermal properties.

The 90deg V8 is said to deliver greater power and torque than the limited-volume M5 Competition Package

model launched as a swansong for the old M5 last year. With 592bhp and 516lb ft of torque, that model has the distinction of being most powerful M5 yet.

For context, the most powerful variant of the latest 5 Series, the new M550i xDrive, runs a milder version of the twin-turbo V8, developing 456bhp and 480lb ft.

Channelling the new M5's prodigious reserves to the road is an eight-speed torque-converter automatic gearbox. The replacement for the existing seven-speed dual-clutch automatic unit is based around the standard ZF-produced gearbox used in other 5 Series models. Software will provide up to five driving modes, including an M Dynamic setting, accessed



### SHOULD AN M CAR BE ALLOWED TO DRIVE ITSELF?

MARK TISSHAW

Future BMW M cars will come with autonomous driving modes. That's not sacrilege, according to BMW M boss Frank van Meel, but simple common sense.

Van Meel recalls driving a BMW M6 Convertible up California's Route 1, alongside the Pacific Ocean, on his way to San Francisco airport, having spent the afternoon thrashing a BMW M2 around the Laguna Seca circuit.

"The whole time [on the road] I got stuck," he says. "I couldn't look at the

ocean view, because the traffic was so stop and go. If I'd had an autonomous driving function, it could have taken over. I'd already had my fun on the track."

Autonomous driving functions in M cars are therefore "no contradiction", he believes. "If cars go to autonomy, that goes for M, too," he says.

However, he draws the line at tuning an autonomous M car to drive in maximum attack mode. "Anything is possible," he says, "but

you've still got to be a passenger... that wouldn't be comfortable.

"Autonomy is about being more comfortable and having time for myself. Go sideways and you're not relaxed. The cars will have M dynamics, but not like that."

However the industry develops – and despite all the challenges and hurdles to overcome, the step to autonomy now seems inevitable – van Meel says M will still stand in the future for what it stands for today.

through buttons mounted on the steering wheel.

The new gearbox is allied to a specially developed version of BMW's xDrive all-wheel drive system, which uses a multi-plate wet clutch located in the gearbox on the output to the front driveshaft. It provides

a continuously variable split between front and rear axles.

In M Dynamic mode, the four-wheel drive system is programmed to deliver 100% of drive to the rear wheels in a process similar to the drift mode made available on the latest E63 S.

With four-wheel drive providing added traction off the line, the new M5's 0-62mph time is expected to dip well below that of its rear-wheel-drive predecessor and at least match the 3.5sec of the new E63. That would make it 0.4sec quicker than the now

**AUTOCAR**  
IMAGE



discontinued M5 Competition Package and an 0.8sec improvement on the standard version of the previous M5.

Top speed will again be restricted to 155mph, although an optional M Driver's Package will enable buyers to raise it to 190mph with new engine management software and the fitment of Z-rated tyres.

Details of the new M5's chassis set-up remain under wraps. However, engineers involved in its development say it adopts a largely bespoke double wishbone (front) and multi-link (rear) suspension system, together with new electro-mechanical steering that includes the active rear-steer function available on selected 5 Series models.

The new M5 will be built alongside other 5 Series models at BMW's Dingolfing factory in Germany and production is set to begin shortly before its unveiling in September. As with its predecessor, the new model will be sold in saloon guise only.

**GREG KABLE**



**SPY SHOT**  
BMW M4 CS

## 'CS' tag poised to return on new range of hotter M models

A SERIES OF trademark applications filed by BMW has further fuelled rumours that its M performance car division is close to introducing a limited range of powered-up CS (Coupé Sport) models.

Information provided by the World Intellectual Property Organisation reveals that BMW has moved to protect a series of new model names, including M1 CS, M2 CS, M3 CS, M4 CS, M5 CS, M6 CS, M7 CS and M8 CS.

Although not all of these models are expected to make production, Autocar understands that at least three of the new CS models identified in the recent trademark applications – the M2 CS, M4 CS and M6 CS – have already been given the green light for production. At least one of them is expected to go on sale in the UK by the end of this year.

The new CS models have been conceived to rival Audi Sport's RS Plus and Mercedes-AMG's various S variants and they're set to play a crucial role in the

future sales strategy of BMW's M division, which recently announced record sales of 37,500 dedicated M models and more than 30,000 M Performance variants last year.

Likely to be offered in limited numbers, they are expected to be positioned between the standard M cars and the limited range of small-volume GTS track-orientated versions on price.

As well as more power, the CS models are set to receive other enhancements such as a new aerodynamic package, lightweight carbonfibre components and retuned suspension – all aimed at ramping up their performance.

However, they will not be quite as hardcore as recent GTS models, which have featured a pared-down interior, integral roll cage and adjustable springs and dampers.

Recent sightings of a modified M4 coupé being tested by M division engineers in Germany suggest that



M4 CS is tipped to be the first of a new tier of BMW performance models

the M4 CS could be the first of BMW's new tier of performance models.

Among the styling changes on the lightly disguised prototype are a reworked front bumper, new LED headlights and tail-lights similar in style to those on the recently facelifted 4 Series coupé and a distinctive bootlid spoiler.

With the M4 planned to retain its existing twin-turbocharged 3.0-litre petrol engine through to the introduction of a successor model in 2020, the M4 CS is not expected to receive any significant driveline changes.

Producing 425bhp in standard guise, the in-line six-cylinder unit has been upgraded to 493bhp in the limited-volume M4 GTS, which uses a power-boosting water injection process first trialled

on the M4 MotoGP safety car. Whether this innovation will appear on upcoming CS models is not yet known.

The first BMW CS model, the 2000 CS, was launched in 1965. Based on the so-called New Class, the Karmann-built coupé ran BMW's naturally aspirated 2.0-litre four-cylinder M10 petrol engine, producing 118bhp.

It was replaced in 1968 by the BMW E3-based 2800 CS, which was fitted with a naturally aspirated 2.8-litre in-line six-cylinder M30 engine with 168bhp.

The successor to this classic BMW model, the 3000 CS, used a more powerful 3.0-litre version of the M30 engine, producing 177bhp. That formed the basis for the iconic 3.0 CSi, which packed an even punchier 197bhp.

**RACHEL BURGESS**





The next 911 will share its platform with the Boxster

**SPY SHOTS**  
PORSCHE 911



# Next-gen 911 line-up to go all-turbo

Porsche's eighth-generation sports car to ditch natural aspiration entirely; due in 2019

**T**he next Porsche 911, including the GT3, will be powered exclusively by turbocharged six-cylinder engines when it arrives in 2019, marking the end of naturally aspirated units for the line-up.

The GT3 will produce more than 500bhp, while the standard models are set to get an extra 10-15bhp over today's Carrera and Carrera S when they arrive. The current

991-generation Carrera and Carrera S deliver 364bhp and 414bhp respectively, so the 992-generation 911 will produce from around 375bhp to 429bhp.

A hybrid 911 will also be introduced in 2020. The flat six engine will be combined with an electric motor which will provide limited pure-electric driving as well as performance-boosting functions.

The 992, which has been spotted in the Arctic Circle testing for the first time, remains the same length as today's 991 model, but the width of the car is set to increase slightly due to wider tracks. There is also a small increase in wheelbase, following the dramatic increase for the current model in order to create more space for rear seat passengers.

The 992 will be based on what is billed as a new modular sports car platform, although it is similar to the current 991 platform. It features a modified rear end and will be used under the next-generation versions of the Boxster and Cayman and could also influence the design and engineering of future Audi R8 and Lamborghini Huracán models.

The eighth-generation 911

will have vastly improved active aerodynamics with a full-width rear wing. An active front spoiler is also a possibility, although this can't be seen in the spy images.

While the current facelifted 911 range has benefited from a number of weight savings, the 992 will receive even more, thanks to a greater proportion of high-strength steel and aluminium. However,

## BIGGER BOOT FOR NEW INSIGNIA WAGON

The boot of the new Vauxhall Insignia Sports Tourer has 100 litres more space than that of the old model. Now offering up to 1640 litres, it beats the rival Ford Mondeo Estate by 35 litres.

The engine line-up for the estate, which will be unveiled at next month's Geneva show, will consist of a 247bhp 2.0-litre petrol, a new 1.5-litre petrol with 163bhp and 1.6 and 2.0-litre diesels. Equipment includes LED headlights, Intellilink connectivity and the Onstar assistance service.

Pricing is expected to be similar to that of the outgoing model, which starts from £20,229.

**OFFICIAL PICTURE**



The Insignia Sports Tourer's boot better than that of the Ford Mondeo Estate by 35 litres

## NO WAGON FOR NEW CIVIC LINE-UP

The new Honda Civic will not get an estate version, because the previous-generation Civic Tourer has not sold enough to justify it, according to Honda UK boss David Hodgetts. Tourers accounted for 23% of Civic sales in Europe and 14% in the UK.



## MERCEDES BOSS HYPES UP HYPERCAR

The forthcoming Mercedes-AMG hypercar, which will use F1-derived hybrid technology, will offer a "preview of things to come at AMG", according to Mercedes boss Dieter Zetsche. "We will define performance in the era of electric drive," he added.





## COMMENT

RACHEL BURGESS

The most exciting part of the next 911 is the potential of its new modular platform. An adapted mid-engined 911 racer, the 911 RSR, has recently hit the racetrack and although the next '992' 911 road car won't be mid-engined, the new modular architecture makes such a car possible.

Having produced the mid-engined 918 Spyder at a high price point, Porsche will now be able to make a more affordable mid-engined car.

The car maker can move forward with its long-standing plans for a £170,000 mid-engined flagship model to rival the Ferrari 488 GTB. It's a car which, I'm convinced, would be outstanding. Hurry up, Porsche.

carbonfibre will not be used in the structure of the standard models and will instead be reserved for high-end models such as the GT2 and GT3.

Four-wheel-drive versions will also become more efficient thanks to new electronic control software.

The interior of the new 911 is expected to reflect that of the second-generation Panamera.

GREG KABLE

# C-Aircross concept previews Juke rival

CITROËN HAS REVEALED its C-Aircross concept, which previews a production model that is set to rival the Nissan Juke and indirectly replace the current C3 Picasso.

The C-Aircross is expected to be seen in production form later this year, with UK sales set to begin early next year.

Its styling eschews the MPV look of the C3 Picasso for more of an SUV shape.

The concept's dimensions are very similar to those of both the C3 Picasso and the Nissan Juke, and it has 18in wheels, a panoramic sunroof and rear-hinged rear doors for easy access. Citroën

says aerodynamics have also been a focus, with the model featuring air inlets on the bumper and front door guards and a diffuser at the rear.

The interior features a head-up 'vision board' display in place of conventional dials and a 12in touchscreen in the middle of the dashboard. There are also a number of storage spaces, including built-in storage bags concealed in the back of the seats as well as an area for storing bags out of sight under the centre console.

Two side cameras replace the exterior mirrors, and

the concept also sports the on-board high-definition dash cam system that already features on the C3. It allows the sharing of photos and videos via social media.

While the production C-Aircross won't offer four-wheel drive, it will use Citroën's electronic Grip Control system, which helps driving on difficult terrain.

Engines will match those available in the current C3 and C4 Cactus and include a 1.2-litre Puretech petrol and a 1.5-litre HDi diesel.

Prices for the small SUV are expected to start from around £16,000.



The C-Aircross will replace the C3 Picasso



OFFICIAL PICTURES

## Volkswagen abandons 'too expensive' downsized diesel

VOLKSWAGEN HAS HALTED development of the 1.5-litre four-cylinder diesel engine originally scheduled for introduction next year in the upcoming Polo.

In combination with the turbocharged 1.5-litre four-cylinder petrol unit launched in the facelifted seventh-generation Golf, the cancelled powerplant was set to form part of a small engine offensive by Volkswagen.

However, high engineering costs, increasingly tough CO<sub>2</sub> and NO<sub>x</sub> emission standards and waning demand for diesels

in Europe's B segment in the wake of the Dieselgate scandal have led to VW abandoning its small diesel engine strategy. Instead, the firm will focus on small-capacity petrol-electric hybrids, according to VW's head of research and development, Frank Welsch.

Welsch singled out the high cost of developing an after-treatment system for a successor to the existing 1.6 TDI unit. "The added cost is anything from €600-€800 [£520-£690] in materials for the after-treatment system," he said. "It is as expensive as

the engine itself. To add a diesel in the Polo is 25% of the cost of the car."

Welsch wouldn't put a time frame on when VW would cease to offer diesel in the Polo and its future derivatives, including a small SUV. However, he indicated the days of the current 1.6 TDI are numbered. Asked how long it would be available, he said: "Three to four years, maybe five."

VW will continue to use its larger turbocharged 2.0-litre four-cylinder diesel.

»» VW GOLF GTI FIRST DRIVE P22



Diesel Polos will only be offered for 'four or five' more years

### USED MINIS LOSE THE LEAST

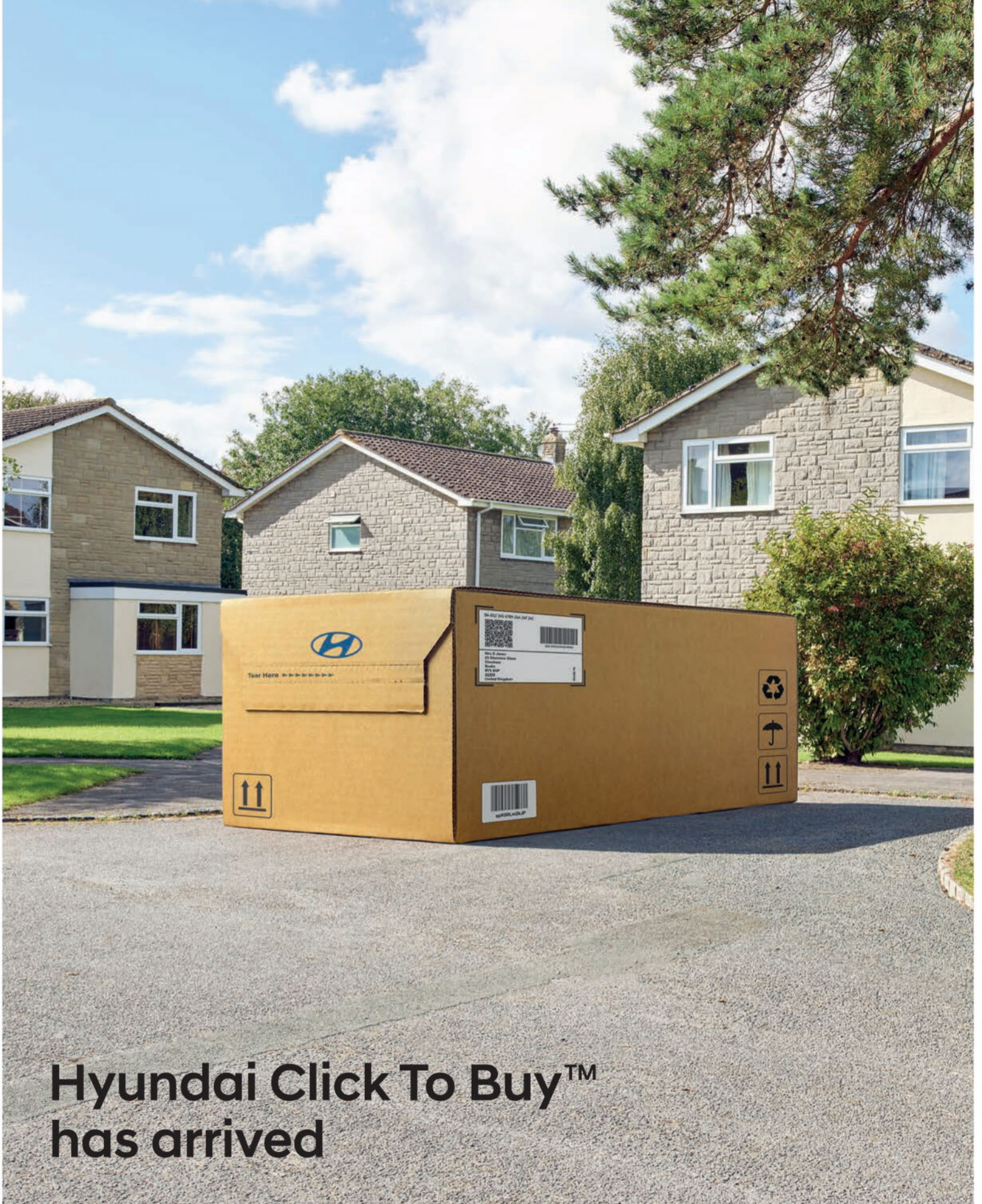
Minis depreciate the least out of the UK's top 13 car brands, according to Carspring. The online used car seller found that Minis lost 46.88% of their value after 34,700 miles. Toyotas performed the worst, with an average loss of 74.59%.



### ANNIVERSARY ZENVO TARGETS 250MPH

Zenvo will unveil a TS1 GT 10th anniversary model at the Geneva show. The extensive redesign of the original ST1 will use a twin-supercharged 5.8-litre V8 making in excess of 1150bhp. The car will cost around £1m and is said to be able to top 250mph.





# Hyundai Click To Buy™ has arrived

Car buying just got a whole lot easier. With just a few simple clicks online you can choose, trade-in and buy a brand new Hyundai and get it delivered to your home. More out of the box thinking from Hyundai.

Visit [hyundai.co.uk](http://hyundai.co.uk)



Polestar badging will soon be more common on Volvo's V90 and S90



# Hybrid punch for Polestar Volvos

Hot versions of the S90 and V90 will turn to hybrid power and are due to launch in 2018

New Volvo S90 and V90 Polestar models won't launch until at least 2018 but will use high-performance hybrid power as the Swedish firm seeks to further differentiate itself from German rivals.

The decision to launch with hybrid power is motivated by Volvo's desire to be perceived differently from the likes of Audi's RS, BMW's M and Mercedes-AMG. However, company bosses have indicated that developing electrified performance cars will take time, pointing to a 2018 launch.

At last month's Detroit motor show Lex Kerssemakers, president of Volvo America, said the new-look Polestar won't launch for around two years, but added: "There's a

plan, but nothing to talk about. We will talk soon, but we're still working on it internally."

Volvo UK's managing director, Jon Wakefield, declined to reveal specifics, but said: "Polestar is going to come out with something very exciting and a little bit different. We think it is going to shake up the market."

Although there has been no official confirmation of the powertrain, Polestar officials have previously indicated that they were looking to optimise the T8 hybrid system, which is available on all of the new-generation Volvos based on the firm's Scalable Platform Architecture (SPA).

In the XC90, the T8 combines a 314bhp 2.0-litre four-cylinder petrol engine

that is both supercharged and turbocharged for 295lb ft with an electric motor producing 81bhp and 177lb ft. By comparison, a BMW M5 has 552bhp and 501lb ft.

Although the power and torque outputs are expected to rise for the Polestar models, Volvo engineers are also said to have focused on improving response and drivability while possibly sacrificing some of the standard car's all-electric range of 24 miles.

Having collaborated with Polestar since 1996, Volvo bought the tuning and motorsport company outright in July 2015 and last year recruited Volvo UK's then managing director, Nick Connor, as its chief executive.

**JIM HOLDER**



## ARE HOT HYBRIDS A GOOD THING?

**JIM HOLDER**

The wall of opposition put up by naysayers of electric power is being brought down brick by brick. Volvo's decision to take the lead by launching a range of hybrid-powered performance cars signals another shift in the balance of power.

Like it or not, powertrain electrification is taking hold and entering the mainstream. The truth is that legislation demands it, even if customers do not instantly think to ask for it.

The key question for Autocar readers will be whether hybridisation of performance cars is a positive, or a necessary evil. In recent years, few environmental breakthroughs have truly improved the driving

experience, but here things could be different.

It's hard to believe that anything will live up to the performance (and sounds) of a free-revving normally aspirated engine. But there are signs – first signalled by the Ferrari LaFerrari, McLaren P1 and Porsche 918 Spyder, then the BMW i8 and Honda NSX, and now more attainable models – that electric power can deliver an all-new and quite captivating driving experience.

The first firm to crack the performance hybrid recipe at a relatively affordable price has the potential to set a blueprint for our motoring future. That's why the world will be watching Polestar's progress with a particularly keen interest.



T8 hybrid system could play a part in Polestar's plans

## 'REBORN' RANGE ROVER COSTS £135K

Land Rover has revealed the first model from its Reborn classic car restoration programme. The 1978 Range Rover two-door is one of 10 to be restored by the factory and costs £135,000, around £35k more than a new V8 Range Rover.



## EURO NCAP MARKS ITS FIRST 20 YEARS

Car safety organisation Euro NCAP is celebrating its 20th anniversary, during which time it claims to have helped save 15,000 lives. Since launching its crash testing strategy, UK car occupant deaths and injuries have reduced by 63%. See p60.



Sporty SUV could be a 5+2 and Seat's new range-topper in 2020



# Seat plots Macan-style SUV

New Seat flagship could be part sports car, part SUV in the Porsche Macan mould

Seat is considering whether a new "sports car-like crossover" could become its flagship model for a launch around 2020. A third, large SUV is pencilled into Seat's future plan at the pinnacle of its range, but the exact design and positioning has yet to be determined.

Seat boss Luca de Meo said: "A crossover – a [Porsche] Macan kind of concept – could

be the emerging kind of model – a model that is a mix between a sports car and an SUV. This is one of the segments we see growing."

Seat's design chief, Alejandro Mesonero, also said "a bigger SUV than the Ateca" is coming at some point, a model he also described as "something different".

The new model would be at the top of a range of three

Seat SUVs, joining the Nissan Qashqai-sized Ateca and the Nissan Juke-sized Arona that's due later this year.

The flagship SUV would be in addition to the 300bhp Ateca Cupra which Seat is planning.

Seat has ruled out building a large saloon as a new flagship because global sales of such cars are falling and the business case for an SUV is better than a saloon,

promising an increased return on investment. "There is no comparison between the potential of the SUV market bodystyle and the saloon," said de Meo at the launch of the new Ibiza in Spain.

The new model could be a five-seater or a 5+2. The latter would complement Seat's Alhambra seven-seat MPV.

"Why not give the option [of extra seats] to the owners?

Even if there are people who don't use them," said de Meo.

Seat is also planning new battery electric and plug-in hybrid models for 2020/21 when the European Union's stringent new 95g/km CO<sub>2</sub> emissions targets come into force.

Seat's chief engineer, Matthias Rabe, said its first battery electric model will be launched in 2019, followed a year later by a second model.

## European-spec Ford GT on offer for £171k premium

ONE OF THE first Ford GTs coming to Europe is being offered for sale for £171,000 more than the retail price – even though no cars have been delivered on this side of the Atlantic yet.

Supercar dealership Fragopoulos, which is based in Switzerland, has listed the GT for sale, with delivery in September this year.

Although the car's official price has not been confirmed by Ford, in Europe the GT is expected to cost up to €550,000, which is around £472,000 at current exchange rates.

The dealership's owner, Simon Fragopoulos, said the first GT it sells will carry a premium of €200,000 (£171,000). That means the buyer will pay up to €750,000, or £643,000.

Fragopoulos said third-party Ford GT retailers in the US were putting price tags as high as \$1,000,000 (£796,000) on the highly sought-after supercar.

With total production of the GT capped at 1000 units, Ford introduced a detailed selection process for buyers interested in the model. It picked GT buyers based on

responses to a questionnaire, with preference given to prospective buyers who will drive the car regularly, rather than collectors, who may not take it out on to the road, or speculative dealers, which hope to profit from the car by selling it on for a quick profit.

A Ford spokesman said: "The first GT application window was in spring 2016 and it will reopen in early 2018. The application process serves as a means to evaluate and select potential customers from a pool of candidates. Special consideration will be provided to loyal Ford customers."



Swiss dealer listing the GT is offering delivery in September

## Q&amp;A LUCA DE MEIO, PRESIDENT, SEAT

**Will you have electric cars ready for 2020 and the 95g/km CO<sub>2</sub> EU target?**

"Our challenge is to jump into it, but how can we afford to do it at €20k to €30k? That is the European market for family cars."



**Do you feel the need to be number one in Spain?**

"The real battle is to increase our share elsewhere, from 1% to 3% or 4%, say, in Italy. Grabbing 1% of the Spanish market to reach 10% is not a priority."

**Will the Ateca and the Arona help?**

"Yes. The Ateca has sold really well and it is only five months on the market. We have hopes that maybe it can be number one crossover in Spain this year."

**What about Seat's styling? Is it sufficiently Latin or too similar to the other VW brands?**

"It could be that there is a

convergence [in terms of Seat, Skoda, VW having similar styling]. We know this and we understand the risk of overlapping. There is a design criteria to frame each brand in the group. And Michael Mauer [VW Group chief designer] plays the referee on this. The Ibiza and Arona are closing a phase started by Leon and we wanted to give a family look."

**What can we expect from the styling of the next generation of new Seats?**

"We are going to make a big jump. And it will go exactly in the direction you'd expect of Seat: Southern European brand, sexy, emotional, both on the exterior and interior."

Rabe wouldn't identify the exact models but suggested they could be versions of existing electric technology rather than based on the new Volkswagen MEB electric car platform, shown recently as the VW ID concept.

This implies Leon models based on the existing VW Group MQB platform that underpins the VW e-Golf and Audi A3 e-tron.

Another change to Seat's long-term product plan is to drop the Toledo from its range. It was launched in 2012 as a low-cost family hatchback positioned below the Leon, but sales have been slow.

The Toledo platform is based on a stretched version of the old Ibiza's PQ35 platform and is shared with Skoda's Rapid and Spaceback, also slow sellers.

**JULIAN RENDELL**



## McLaren-BMW tie-up over new engine tech

MCLAREN AUTOMOTIVE AND BMW will develop combustion technology together as part of a new collaboration.

The technology is intended to deliver a higher output per capacity than is currently possible, according to McLaren. It said the aim is to help reduce CO<sub>2</sub> while increasing engine output.

Both the British car maker and BMW confirmed the technology is "destined for application in future [McLaren and BMW] engines". McLaren told Autocar it expects the technology to be implemented in a McLaren engine by 2020.

The project also includes a number of other partners and is part-funded by the British government through the Advanced Propulsion Centre.

Led by McLaren Automotive, the project includes McLaren's existing engine manufacturing

partner, Ricardo, as well as BMW Group and Grainger and Worrall, which will provide complex, lightweight casting technology. Other organisations involved include Lentus Composites, which focuses on composite structures, and the University of Bath, which has "advanced R&D capabilities in internal combustion engine systems efficiency", said McLaren.

The total cost of the project is £28 million, including £14m from government. The rest is being provided by the project collaborators.

McLaren Automotive boss Mike Flewitt said: "We will continue to independently design and build our own engines, and the benefits of this project will help us accelerate the development of our next generation of powertrains."

## CONFIDENTIAL

GOSSIP | RUMOURS | TRENDS

WOLFGANG DÜRHEIMER claims Bentley has been ahead of the curve, having invented autonomous driving a century ago. The Bentley CEO said: "Autonomous driving for us is old news. After all, Bentley customers have enjoyed autonomous driving for nearly 100 years, thanks to their voice-controlled chauffeurs."

A SALOON IS a much harder car to design than a hatchback or an SUV, according to the Lexus LS's design chief, Koichi Suga. "With an SUV or hatchback, you design the front and then close out at the back. With a saloon, you need to work on shape and proportions, and you have a boot so need to add more finishing touches at the rear end. You also have the front and rear pillar angles. This all makes it more challenging."



## WORLD'S QUICKEST ESTATE IS A MERC

Mercedes-AMG has revealed the world's quickest wagon yet, the E63 Estate, which achieves 0-62mph in 3.5sec in S 4Matic+ guise. The fastest Audi RS6 Avant takes 3.7sec.

It will go on sale in the UK this April. The 563bhp E63 4Matic+ Estate is expected to cost around £80k and the 603bhp E63 S 4Matic+ Estate around £90k. Both use the same twin-turbo 4.0-litre V8 as the E63 Saloon.

The boot capacity is 640 to 1820 litres, which, Mercedes claims, is the largest in the performance estate class.

## OFFICIAL PICTURES



E63 S 4Matic+ Estate covers 0-62mph in 3.5sec; on sale in April

MAZDA R&D BOSS Kiyoshi Fujiwara has revealed that it's the interiors of Mazda's models that will evolve most as the current generation of cars is replaced up to 2020. The main dynamic development will be the addition of the G-Vectoring torque control system to every model in the range apart from the MX-5.

HYUNDAI'S U-TURN ON the naming of its small SUV, from ix35 to Tucson, was customer-led. Tony Whitehorn, Hyundai UK's CEO, said buyers vastly preferred the Tucson name. At its best, the ix35 achieved 16,000 UK sales per year. Since the Tucson name was reintroduced, annual sales have increased to 26,000.



# Torotrak seeks customers for V-Charge supercharger

New, production-ready forced-induction tech adds power but reduces emissions

**B**ritish company Torotrak is pressing ahead with plans to commercialise its unique V-Charge supercharger system, despite suspending development of the technology last month.

The V-Charge is a new type of mechanical, belt-driven supercharger that is designed to support the trend towards the extreme downsizing of petrol engines and provide better performance and response than can be achieved by using a turbocharger alone. It can also be fitted to diesel engines to improve throttle response and reduce nitrogen oxide emissions.

Other benefits claimed for the V-Charge are that it is small and quiet, reducing the need for costly noise suppression, and it is light, weighing only 6kg, compared with around 10kg for a typical Roots-type supercharger. Unlike the new breed of electrically driven

compressors, it is mechanical and does not require a 48V electrical system.

Torotrak first showed a working prototype of V-Charge in 2012 and now plans to focus resources on electrified powertrain-related

technologies. Torotrak is a technology innovator rather than a manufacturer, developing concepts to advanced prototype stage with a view to selling a manufacturing licence.

Torotrak's business

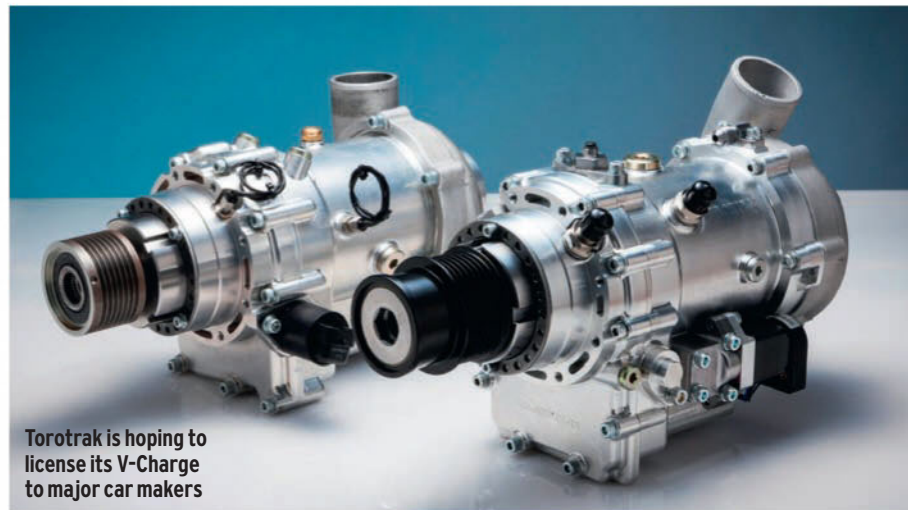
development manager, Richard Dunne, said: "We have developed the technology to a point that the concept is proven and it is ready to be commercialised, so there is no point in doing further work at this stage. Three major

manufacturers are taking a serious look at V-Charge and analysing how they can use it in their applications."

Torotrak has installed a V-Charge system on a Ford Focus Titanium 1.0T Ecoboost, on which it works in conjunction with a resized turbocharger to create a two-stage boosting system. This has given the engine similar power and torque to that of Ford's 1.5-litre Sigma engine, but with 12% lower CO<sub>2</sub> emissions. Power has risen from 123bhp to 158bhp and torque is up by 40% from 125lb ft to 184lb ft.

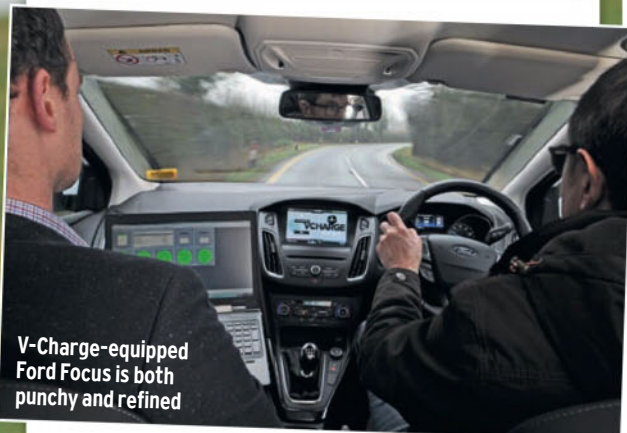
The V-Charge system's full name is 'variable-ratio mechanical boosting'. It uses technology based on Torotrak's unique, infinitely variable toroidal transmission.

Unlike a conventional supercharger, the speed of V-Charge can be continually varied via the engine management system in order



Torotrak is hoping to license its V-Charge to major car makers

## WHAT'S IT LIKE TO DRIVE?



V-Charge-equipped Ford Focus is both punchy and refined

Torotrak has opted for a two-stage set-up on its Ford Focus 1.0T demo car. The V-Charge works in conjunction with a larger-than-standard turbocharger in order to provide enough boost to generate the high top-end power output.

The V-Charge fits neatly on the rear of the engine, close to the front bulkhead, and is driven by a belt from the crankshaft, like the other ancillaries. A valve on the intake system allows intake air to bypass the V-Charge from around 3500rpm onwards, when the Ford's conventional turbo takes over.

The V-Charge could be switched on and off at will, providing a back-to-back comparison, albeit one with an oversized turbo.

From about 1200rpm the response really is punchy and diesel-like, even at slight increases in throttle opening. That flexibility remains through the mid-range, with the engine continuing to pull strongly even in the higher gears.

As revs build, the transition from V-Charge to turbocharger is seamless, with no step or hesitation in torque delivery. It's quiet, too, apart from some intake noise from the prototype plumbing of the induction system, with none of the tell-tale whine sometimes associated with superchargers.

It's an impressive development, which, aside from the induction noise, feels refined enough to pass as a production-ready system. **JC**

## V-Charge is designed to support the trend towards the extreme downsizing of petrol engines

to provide as much boost as needed, even at very low revs. Depending on engine speed, the compressor can be driven at up to 88,125rpm.

With a conventional supercharger, boost drops off as engine revs diminish. The same is true of a turbocharger, which produces less boost and suffers more lag as revs drop. With V-Charge installed, the 1.0T Ford engine is claimed to deliver diesel-like response from as little as 1200rpm, with the turbocharger taking over at around 3500rpm.

V-Charge uses a so-called 'variator', which consists of a set of toothless discs and

rollers which don't quite touch but interact through a thin film of traction fluid in order to transmit drive while continually varying the ratio. The drive then passes through an epicyclic transmission, which also consists of smooth rollers rather than gears. This multiplies the revs by 12.5 and drives a centrifugal compressor on the end of the unit.

Discussions with possible buyers are ongoing and despite the recently announced freeze in development, Torotrak is hopeful that V-Charge will enter production between 2020 and 2022.

**JESSE CROSSE**

# Win a Fiesta ST200

FOR 3 MONTHS



The lucky winner will get to drive a Ford Fiesta ST200 for three months, and the prize even includes insurance. All we ask is that the winner posts one social media post per week showing the fun they're having with this brilliant car.

To enter, go to the website [autocar.co.uk/fiestacompetition](http://autocar.co.uk/fiestacompetition) and upload an image that best demonstrates what you love about driving. Anything goes, from hand drawings to paintings or photographs. A joint Autocar and Ford judging panel will pick four finalists, before putting them to a public vote on Instagram and Facebook. The image with the most likes wins the prize.

### TERMS AND CONDITIONS

Competition closes on 22 February. Social media vote takes place between 23 February and 3 March. The car will be delivered to the winner by 10 March.

#### THE WINNER:

- Must be aged over 25 and have a valid and clean driver's licence, which they've held for at least five years
- Must be a UK resident
- Must hold an active Facebook, Twitter or Instagram account
- Further terms and conditions apply and can be found at [autocar.co.uk/fiestacompetition](http://autocar.co.uk/fiestacompetition)

## VW is world's biggest car group

VOLKSWAGEN HAS ENDED Toyota's four-year stint as the world's largest car group by sales volume.

The German giant's car, van and truck brands sold a total of 10.3 million vehicles last year, putting it ahead of Toyota's 10.2m. VW also

recorded a 3.85% sales rise, despite the eponymous car brand's ongoing legal claims in the US in wake of the diesel emissions scandal.

Felipe Munoz, an automotive analyst with JATO Dynamics, said VW was in a strong position by

leading in two of the three largest car markets, Europe and China: "The other reason why the Volkswagen Group is the biggest manufacturer globally is the gap between the perception of consumers and the reality."

"Despite the reputational problems, excellent quality standards continue to win over consumers."

VW boss Matthias Müller said: "The race for size is not an end in itself." He said VW's current success is the basis for "intensified efforts with future technologies".

Toyota said it expects its 2017 sales volume to remain constant at 10.2m. This is due to the US car market reaching peak demand.



The Volkswagen Group's global sales rose by 3.85% last year

# RAV4 HYBRID BUSINESS EDITION PLUS



TOYOTA

ALWAYS A  
**BETTER** WAY

## 0% APR

Representative\*

## £249

per month  
over 24  
months^

Multimedia  
system  
with satellite  
navigation

DAB radio

Reversing  
camera



## THE ORIGINAL SUV. NOW EVEN MORE ORIGINAL.

**SEARCH  
RAV4 OFFERS**  
TO FIND EVEN MORE  
GREAT DEALS.

**TOYOTA  
HYBRID**

**5** year  
TOYOTA  
WARRANTY

RAV4 Hybrid Business Edition Plus 5 door FWD 2.5 VVT-i Auto. Official Fuel Consumption Figures in mpg (l/100km): Urban 57.6 (4.9), Extra Urban 56.5 (5.0), Combined 57.6 (4.9). CO<sub>2</sub> Emissions 115g/km. All mpg and CO<sub>2</sub> figures quoted are sourced from official EU regulated laboratory test results. These are provided to allow comparisons between vehicles and may not reflect your actual driving experience. Model shown is MY17 RAV4 Hybrid Business Edition Plus 5 door FWD 2.5 VVT-i Auto £28,530. Price excludes metallic paint at £545. Prices correct at time of going to print. \*0% APR Representative only available on new retail orders of RAV4 Hybrid between 15th December 2016 and 31st March 2017 and registered and financed through Toyota Financial Services by 30th June 2017 on a 2 year AccessToyota (PCP) plan with 0%-35% deposit. ^Payment shown is based on a 24 month AccessToyota contract with £8,353.00 customer deposit and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered office Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. 8,000 miles per annum, excess miles over contracted charged at 12p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.



# Steve Cropley

MY WEEK IN CARS



It's snow joke: Zenvo makes its 1150bhp cars on an island in Denmark



Macdonald (on right) is Caterham's CEO

“  
Macdonald radiates a simple, unabashed love for the cars, the company and the people  
”

## MONDAY

Not long ago, I was seduced by Tesla billionaire Elon Musk's clever dismissal of the notion of a hydrogen society. ("Hydrogen is the fuel of the future and always will be.") Now I'm convinced he's wrong. Everywhere you look, hydrogen generation, fuelling and storage shows big potential. The recent establishment of a Hydrogen Council at Davos (uniting car giants and oil majors) has been rapidly followed by a deal between Honda and GM to make hydrogen fuel cells (for models they're already planning). Just before Christmas, the German government agreed to sink £200 million into hydrogen R&D. And in the UK, the first hydrogen fuelling station on London's orbital M25 is about to open.

Topping everything is my continuing happy experience with our Toyota Mirai ('miracle' in Japanese) that over the past 750 miles has become one of the smoothest, quietest, best-riding and easiest to use cars I've had. It does 270 miles on a tank and can be fuelled as easily as a petrol car but it emits only water. Miracle is the word.

## TUESDAY

Not often the phone rings from Denmark. At the other end of the line was Nigel Gordon-Stewart, a seasoned campaigner of the supercar industry who, after stints at McLaren, Lotus, Lamborghini, MG, De Tomaso and more, has

landed on the doorstep of Zenvo, makers of million-pound, 1150bhp, 250mph mid-engined sports cars on the island of Zealand. Gordon-Stewart relishes challenges and this is a big one: Zenvo's first car was publicly tarred and feathered by Clarkson & Co in their Top Gear days, when an early prototype caught fire.

You can guess what happened. The car's makers (clever people, I'm told) will have struggled to meet dictatorial TV schedules before their car was ready. Still, Gordon-Stewart reckons it is now. A revised model called the TS1 GT will be at next month's Geneva show and we'll tell you all about it.

## AND ANOTHER THING...

Need reassurance that great styling and a strong brand are what matters? VW's recent fortunes should help. From the depths of the diesel scandal, the VW Group has just overtaken Toyota as the best-selling car giant. Meanwhile, VW's new Golf GTI (driven, p22) is poised to become one of the world's most keenly sought driver's cars. It's all you need to know.



## WEDNESDAY

Spent a happy day at Caterham Cars, Kent, meeting CEO Graham Macdonald and watching Sevens being built (see p44). I'd been there before and was interested to see how much a move away from traditional line assembly to a 'cell' system (whereby a technician builds a car from start to finish) had improved quality, efficiency and worker satisfaction.

The major surprise was Macdonald himself, who started there as finance director a decade ago. I'd expected a dour money-man, but he's nothing like that. In fact, a keener car industry boss you simply will not find. Macdonald radiates a simple, unabashed love for the cars, the company, the people and the job. It has spread through the whole place, which is at capacity, profitable and heading for even bigger things.

## FRIDAY

In the media racket, it does you good to feel the effect of others' headlines. I rose several inches in my seat when the monthly web bulletin from our sister mag, Classic & Sports Car, popped onto my screen with 'Top Five Appreciating Modern Classics' as one of its offerings. I defy any lover of recent cars not to be seized by a need to know. Of course, my colleagues' selections were all entirely correct and deeply desirable. They were the BMW 'E46' M3, Subaru Impreza P1, Ford Racing Puma, Honda S2000 and Nissan 350Z. C&S reckons they're all cheap and available but all heading north. What struck me is that you could have the lot for the price of a base-spec Porsche Boxster.

## GET IN TOUCH

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

# FIRST DRIVES

NEW CARS TESTED AND RATED

**W**e might forgive American founding father Benjamin Franklin, were he alive today, for averting his attention from what's currently going on in his homeland. He wasn't a man short on hobbies. But if, for argument's sake, he adopted the state of the European car market as a welcome distraction instead of messing about with electricity or North Atlantic currents or whatever else might take his fancy in 2017, perhaps he'd modify his famous adage about life's only dependable certainties. They are death, taxes – and, it seems to me at any rate, the indomitable Volkswagen Golf.

VW can mire itself in a toxic emissions-fiddling scandal, it seems; it can be subject to a fallout that costs tens of billions of euros and key executives their jobs at many levels; it can take an axe to its new model investment programme and totally rethink its corporate strategy. Yet still the evergreen Golf thrives. It was Europe's most popular new car before the Dieselpgate scandal erupted in September 2015 and it continues to

be so now, by no small margin. It is nothing less than the most popular single model that the world's biggest car maker has ever made.

Still in its seventh model generation, the Golf has just received a major mid-life facelift that brings new styling, new engines, new-to-segment in-car technology and a slightly more aggressive price. The revision's headline changes are new 1.0-litre and 1.5-litre petrol engines that add better fuel economy and lower emissions to the petrol side of the car's armoury. The Golf also gets new infotainment, active safety and semi-autonomous driving technologies, new equipment and minor exterior and interior design tweaks, restricted mainly to the bumpers and lights.

Had *that* scandal not cost the company at least a billion euros in annual R&D spending just over a year ago, of course, you wonder if we'd be looking at a more widely revised car here. Handily for VW, there wasn't much wrong with the Mk7 Golf in the first place, the car having been immovable from top →



TESTED 2.2.17, MAJORCA ON SALE NOW PRICE £29,280

# VOLKSWAGEN GOLF GTI

Seminal hot hatchback gets a revamp to help it to fend off more powerful and overtly sportier rivals



#### TESTER'S NOTE

I love the standard GTI's handling and ride compromise but hope VW goes a bit more aggressive with the Performance Pack version this time around. The last car's gentle diff settings felt like a wasted opportunity. **MS**

## FIRST IN CLASS WITH GESTURE CONTROL

Whichever touchscreen infotainment system happens to be fitted to your new Golf, it'll be one based around VW's second-generation MIB electronic architecture – and there are 6.0in, 8.5in and 9.2in versions. Only the top-flight widescreen Discover Pro infotainment comes with gesture control, though – and it's an option even on the new GTI and R models.

The gesture control technology isn't as sophisticated as a BMW 7 Series's. It's adapted from the motion detection hardware fitted to the outgoing Golf, which could spot when your hand was near the screen and display touchscreen keys just at the right time.

The gesture control recognises only swipe motions and it's a bit hit and miss with those, but with practice you can flick left and right between lists of radio stations, music albums and menu screens.



New 9.2in Discover Pro infotainment system and 12.3in digital instrument cluster are both optional

← spot in our family hatchback class rankings since its UK arrival in 2013.

Since VW was good enough to include it as part of its European press launch, the revised Golf GTI provided our introduction to the various new components of the facelifted Golf range. The formative, original hot hatchback has been a useful telltale for the general well-being of the fast front-driver since its creation four decades ago. It's also the Golf that most of us care most about.

And the GTI is in fine fettle. In material terms, at least as far as most petrolheads would care, it hasn't changed much. But considering how

much the hot hatchback niche has transformed around the GTI of late, it's probably a bolder move on VW's part to leave the car so unaltered than it might have been to follow the crowd and to dial up the horsepower, the chassis rates and the price. Thank heavens VW didn't.

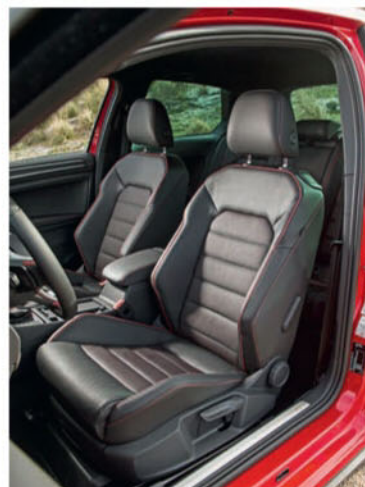
It has pumped up the GTI's power output by just 10bhp – enough to cut its 0-62mph acceleration claim by a solitary tenth of a second and to add just 2mph to its top speed. That gives the standard GTI's 2.0-litre turbo engine the same 227bhp that the outgoing GTI had when fitted with VW's optional Performance Pack.

A Performance Pack will be launched for the new car later this spring, boosting the GTI's power to 242bhp and likely adding the same electronically controlled limited-slip differential to the car's specification, among other things. The standard GTI, meanwhile, continues with the same variable-rate, 'progressive' power steering rack as before and the same passive sports suspension, which can be upgraded to adaptively damped Dynamic Chassis Control suspension at extra cost.

A pair of excellent leather sports seats, decorated with some attractive new red piping, awaited in our test

car. It was also fitted with the Golf's new Discover Pro infotainment system, with its 9.2in screen, and its new 12.3in digital instrument cluster. Like the leather seats, both are optional fitments.

The central infotainment set-up has a bright, crisp-looking widescreen display and, for the first time in any car of this size, it is navigable via gesture control (see sidebar). But I'm not sure it's an unqualified improvement on what went before, VW having dropped the handy rotary knobs for the volume control and map zoom and switched to a touchscreen-dominated control



Go-faster credentials are visually understated, but the front skirt is one sign; those leather seats are optional; 2.0-litre turbo has 227bhp and 258lb ft

“What defines the GTI's point-to-point pace more than its power output is its excellent suspension”



GTI gains pace in a strong, linear way and its suspension is sufficiently supple and controlled that surface imperfections rarely distract from the fun of driving

logic that can be fiddly and distracting. The new digital instruments aren't as impressive-looking or easy to customise as Audi's Virtual Cockpit dials, either, although they're pretty good.

Otherwise, the GTI's cabin is almost untouched. Material quality levels are high, the driving position is excellent and cabin space good. The attention to detail lavished on the underlying product – the humble Golf – really shines through.

So, in a segment now busy with more powerful rivals from Ford, Peugeot, Seat, Honda and others, how can the Golf GTI make 227bhp

feel like it's enough? Well, just as before, it's by the quality and linearity of the power delivery. This is an engine sufficiently responsive, consistent and free-revving that, by comparison with the more highly strung motors you find in rivals, it barely feels like it's breaking a sweat in motivating the hot Golf up to what can still be a very brisk pace indeed. The GTI is more than fast enough for the kind of cross-country roads with which hot hatchbacks were once intrinsically linked. I'd probably prefer one with a manual gearbox, although the six-speed DSG in our test car proved a strong, rounded and

quick-shifting option for those who like the idea of paddles on a hot hatch.

What defines the GTI's point-to-point pace and its capacity to engage its driver much more than its power output on those give-and-take roads, though, is its excellent, poised yet absorptive suspension. Because while rivals turn to ever firmer springing, the Golf sticks with the same sweet dynamic compromise that VW has been refining for four decades.

The GTI knows how to handle a bump. Our test car's adaptive dampers delivered its body control and handling alertness up to a nicely compelling level when ramped up to Sport mode but, even there, left room for some suppleness and kept the car stable and settled at all times. So you can drive the GTI hard over a really testing surface of cambers, hollows, lumps and sharp edges and it takes every one in its stride. The chassis filters out so much more than plenty of others would, but then keeps the car keen, adhesive and balanced through bends and gives you nothing but confidence to enjoy yourself.

The Golf GTI isn't the kind of car that forces its own contrived presence between its driver and the road, and it steers with much greater feedback and more coherent weight now (thanks, you suspect, to the Clubsport S's legacy) than ever it used to.

There are more exciting rivals in just the right moment, certainly. But the brilliantly judged sweetness

of the Golf GTI's ride and handling compromise, plus its remarkable completeness as both a driver's car and a premium product, continue to demand consideration by those who want a hot hatchback done to a classic recipe. This is a car positioned at the nexus of value, desirability, usability, road-appropriate performance and dynamic sophistication, and accessible driver reward. And in case anyone out there may have temporarily forgotten, that's exactly where a fast hatchback ought to abide.

**MATT SAUNDERS**

[@thedarkstormy1](#)

#### VOLKSWAGEN GOLF GTI DSG 3DR

Subtle changes are good news. This is one of the most complete performance cars you can buy

★★★★★

<b>Price</b>	£29,280
<b>Engine</b>	4 cyls, 1984cc, turbo, petrol
<b>Power</b>	227bhp at 4700-6200rpm
<b>Torque</b>	258lb ft at 1500-4600rpm
<b>Gearbox</b>	6-spd dual-clutch automatic
<b>Kerb weight</b>	1386kg
<b>0-62mph</b>	6.4sec
<b>Top speed</b>	155mph
<b>Economy</b>	44.8mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	145g/km, 28%
<b>RIVALS:</b>	Seat Leon Cupra, Peugeot 308 GTi



Driver engagement remains strong, largely thanks to the chassis set-up



#### TESTER'S NOTE

There will be a diesel-powered Civic, albeit not at launch. A variant using the carried-over 118bhp 1.6 i-DTEC isn't due until late summer. **NC**



TESTED 31.1.17, SPAIN ON SALE MARCH PRICE £20,180

# HONDA CIVIC 1.0 TURBO SR

New engines and improved dynamics bid to enhance the hatchback's appeal

**P**erhaps the most important thing to know about the new Civic is that Honda couldn't have tried any harder. In sweeping aside its previously regional approach to development, the firm poured fully a third of its total research and development budget into the new global model.

Marrying the five-door European car with international requirements means the hatchback gets the longest wheelbase in the C segment, but the new steel unibody is stiffer and lighter, too. It also receives a fully independent rear suspension where once a modest twist beam sat.

Also considerably less humble is the petrol engine choice. The sadly outmoded naturally aspirated 1.8-litre VTEC motor has finally been replaced with the cutting-edge (and inevitably turbocharged) options of 127bhp 1.0-litre three-cylinder or 180bhp 1.5-litre four-cylinder units.

The newness underneath comes with considerable newness ladled on

top. It's fair to say that impeccable C-segment styling of the sort that Volkswagen and Ford now turn in every life cycle remains a tough nut for Honda to crack, but at least there's no anonymity in this latest multifaceted design endeavour.

The interior, while losing the practicality of Honda's clever fold-up 'magic seats' and labouring under pernicky infotainment, is a more conspicuous success. The 34mm drop in hip point, rendered mostly by moving the fuel tank rearwards from its former position under the front seats, sinks the driver satisfyingly low behind a dashboard that is far more conventional than the one it replaces and all the more handsome and usable for it.

The way the Civic now drives is similarly deserving of praise. The virtues of its myriad hardware changes are manifested in an enduring sense of composure that assimilates everything from the ride quality to the unflappable handling.

The passive suspension is no less impressive than the adaptive set-up we tried in prototype format last year. Bump absorption is of a consistently high standard, and on Spanish roads the car didn't want for wheel control, even when upset under cornering loads.

This helps to make the Civic's basic poise a tangible asset. Better management of the transition between yaw moment, lateral g and body roll was a Honda development target, and it has duly rendered a car confidently in control of its faculties. Granted, the car's longer, wider footprint has certainly not upgraded any lingering sense of verve. This is innocuously balanced front-drive handling, with a slightly syrupy steering feel to match, but the Civic's precision and overriding sense of assurance are easy bedfellows.

The new 1.0-litre engine fulfils the now familiar brief for small three-pots. There's no particular wow factor in the necessary mix of

forced induction and familiar i-VTEC timing, nor in the 10.9sec it takes to thrum to 62mph, yet it remains a blown triple in its most modern vogue: usable, quick enough, quiet enough and parsimonious by design.

The engine's advantage over its predecessor in terms of weight, efficiency and low-end enthusiasm is mirrored in the new Civic's all-round superiority to the car it replaces. A global model it may be, but this remains a product tailored to suit European tastes. While its comfortable, conservative nature and orthodox packaging serve to stress its thoroughly mature, middle-of-the-road credentials, that doesn't detract from the likeably high quality of the Swindon-built car.

**NIC CACKETT**

#### HONDA CIVIC 1.0 TURBO SR

Doesn't advance the family hatch benchmark but now measures up where its predecessor fell short



<b>Price</b>	£20,180
<b>Engine</b>	3 cys, 988cc, turbocharged, petrol
<b>Power</b>	127bhp at 5500rpm
<b>Torque</b>	148lb ft at 2250rpm
<b>Gearbox</b>	6-spd manual
<b>Kerb weight</b>	1348kg
<b>0-62mph</b>	10.9sec
<b>Top speed</b>	126mph
<b>Economy</b>	55.4mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	117g/km, 20%
<b>RIVALS</b>	Ford Focus 1.0T 125 Zetec, Vauxhall Astra 1.0i 105 Elite



Exterior is divisive but distinctive; interior is conventional and better for it



TESTED 30.1.17, BUCKINGHAMSHIRE ON SALE NOW PRICE £17,445

# KIA RIO 1.0 T-GDI FIRST EDITION

New Korean supermini arrives in top-spec three-pot guise



There's something refreshingly unpretentious about the Kia Rio. Based on the 2016 Hyundai i20 and fitted with a new turbocharged 1.0-litre petrol engine (available in 99bhp guise with a five-speed manual gearbox as well as the 118bhp, six-speed version driven here), this seems to be a car that sets out to do a job well and without fuss.

But is that enough to make it worth your wedge of cash? Well, not really. The three-pot motor thrums along quietly when you're pottering around and is just as flexible as its rivals, but there isn't the fun, goading-you-on character that the Ford Fiesta 1.0 Ecoboost, Mazda 2 1.5 and Skoda Fabia 1.2 TSI have in their favour.

Handling is a similar story. The steering is light and quick enough

to suit about-town wheel twirling, and it weights up at higher speeds to deliver a reasonably confident front end, but there isn't the vim and vigour of the aforementioned competition. Ride comfort is also adequate most of the time thanks to soft-edged initial bump absorption, although it's rather lumpier than you might expect in the urban muddle.

The cabin is a strong point, with a variety of textures that look and feel pretty good, while the 7.0in touchscreen with sat-nav is about the best in class, although you only get this on cars in 3 trim and above. Impressively, two average-sized adults will be fine in the back, even behind a tall driver, and the boot is a good size – albeit with a large load lip.

This powertrain can be had only

with First Edition trim, which you'd have to be mad to pay for unless you can get a big discount. Even with heated leatherette seats and steering wheel, among other luxury bits, it's too expensive for a car of this ilk.

We also had a spin in the 99bhp 1.0 T-GDI Rio, which is cheaper, offered in more moderate trims and feels much the same to drive. But even in that more recommendable guise, its Ford, Mazda and Skoda rivals are cheaper (particularly if you want sat-nav) and more fun to drive.

Kia routinely offers great deals, so don't discount the fit-for-purpose Rio if the numbers stack up. But otherwise it's outclassed on some crucial fronts.

**VICKY PARROTT**  
@VickyParrott

## KIA RIO 1.0 T-GDI FIRST EDITION

Eminently fit for purpose but hard to justify next to a plethora of rivals that are more fun and better value

★★★★☆

Price	£17,445
Engine	3 cys, 998cc, turbo, petrol
Power	118bhp at 6000rpm
Torque	126lb ft at 1500-4000rpm
Gearbox	6-spd manual
Kerb weight	1160kg
0-60mph	9.8sec
Top speed	118mph
Economy	60.1mpg (combined)
CO <sub>2</sub> /tax band	107g/km, 20%
<b>RIVALS</b>	Mazda 2 1.5 Sport Nav, Skoda Fabia SE L 1.2 TSI



First Edition trim renders this Rio overpriced, despite its kit count



## FORD FOCUS RS MOUNTUNE FPM375

Price £32,149 On sale Now

**What's new?** An £899 upgrade that adds even more vim and vigour to the Blue Oval's all-wheel-drive mega-hatch

FORD PERFORMANCE AND Mountune have produced this official 25bhp and 30lb ft Focus RS upgrade, which can be added to your car for £899 without affecting the warranty. It doesn't make a drastic difference in everyday driving, but really go for it and the crisper throttle response and even more rabid performance start to show. The power delivery is intense and linear, with no ungainly peaks or plateaus.

Ultimately, the Focus RS is all about those moments when it feels more like a five-door Nissan GT-R than a hot hatch. This upgrade only makes those moments a fraction more spectacular, but it's a noticeable, euphoric difference. **VP**

★★★★★



## BMW M760LI XDRIVE

Price £132,310 On sale Now

**What's new?** The rapid M760Li xDrive is the latest in a growing range of M Performance models to hail from BMW's renowned M division

ITS SPECIFICATION MAY indicate upper luxury limousine, but don't let the M760Li fool you. Fitted with the most powerful production V12 yet built by BMW, a twin-turbo 6.6-litre unit producing 601bhp and 590lb ft, a better description might be plush four-door supercar.

With an eyebrow-raising 0-62mph time of 3.7sec, the 2180kg M760Li is the fastest-accelerating production car BMW has yet sold. Find the right stretch of road and it'll dispatch you to 189mph when fitted with an optional Driver's Package, while an active rear-wheel steer system provides it with the agility of smaller and more sporting BMW models. A triumph of engineering, but at a steep price. **GK**

★★★★★

READ MORE ONLINE  
[autocar.co.uk](http://autocar.co.uk)

# ROAD TEST No 5306 MERCEDES-AMG C63

AMG brings bi-turbo V8 power and a hot chassis to the drop-top C-Class

## MODEL TESTED **S CABRIOLET**

Price £73,025 • Power 503bhp • Torque 516lb ft • 0-60mph 4.6sec • 30-70mph in fourth 6.1sec  
• Fuel economy 21.1mpg • CO<sub>2</sub> emissions 208g/km • 70-0mph 43.8m



**W**e didn't road test the recent Mercedes-AMG C63 coupé, on account of the fact that we'd already tested the saloon and were hoping that an even more extreme Black Series version might come along at some point, and therefore doing so might prove to be AMG overkill.

However, there's something quite compelling about AMG at the moment, and the roll Mercedes' performance division is on makes the C63 S Cabriolet worthy of your, and our, attention. Besides, we haven't road tested a current C-Class Cabriolet yet, so this model

represents an intersection of what the two separate labels stand for.

The Mercedes-Benz C-Class Cabriolet is a comfortable, confident four-seat convertible, but one not noted at most points within its range for being a sports car. The AMG C63, meanwhile, is something else: a confident four-seater, certainly, but one that gives over so much to driving pleasure that comfort drops down the list of its priorities and abilities. Which makes you wonder: how far can you stretch, in any direction, the C-Class and AMG characters, and do they still meld when you try?

Let's hope so, because the arrival of the C63 Cabriolet takes the total number of C-Class derivatives with AMG elements in the mix to 12, across saloon, estate, coupé and convertible body styles, although many of those use the lesser twin-turbo V6 engine and are badged C43. It's a car we like a great deal, but it stops some way short of offering the full AMG experience.

The C63 Cabriolet ought to be something else again, then, what with it having the segment's only twin-turbo V8 engine, says AMG, proudly. A BMW M4 Convertible gets by with a twin-turbo straight six, it's true, but we're prepared to squint a bit and forget that the Jaguar F-Type R doesn't have rear seats – but it does have a V8, albeit supercharged. The C63 Cabriolet is alone among the three, however, in having more than 500bhp, at least in S form. Whether that's enough to make it the most compelling car in the segment is what we're here to find out.

## DESIGN AND ENGINEERING



There are a few trademark things that make an AMG version of a C-Class, and they're all present and correct on the C63.

We're happy to see that AMG is completely wedded to the idea of a V8 engine for the noise and response it offers, and the C63 is offered in two varieties: with 469bhp in its regular form or making 503bhp in the S guise tested here. The 4.0-litre twin-turbocharged unit has its turbos positioned on top of the engine, between the banks.

The same engine is used in the C-Class saloon and coupé, obviously enough, as well as the AMG GT sports car, although in the latter it has the addition of a dry sump.

In this S model it comes with dynamic engine mounts, which are soft when you're going in a straight line but firm up quickly when you start pushing on. It's a trait, we're →



C-Class-based cabrios are an AMG staple

## WE LIKE

Heroic V8 engine • Outstanding driver appeal • Luxurious and usable cabin

## WE DON'T LIKE

No quarter given on rolling refinement • It's not far off proper sports car money



• The bonnet's 'power bulges' aren't strictly necessary to make room for the V8 engine underneath, but they do give that impression.



• Mercedes calls the front spoiler an A-wing, and there are hints of an F1 car's front aero addenda about it. But here its purpose is to divert air into one of three intakes.



• Rising bar on the top edge of the windscreen is supposed to reduce wind buffeting but isn't all that effective. It's ugly, too, although you can barely see it when you're in the car.



• Front light surround melds easily into the wing of a standard C-Class, but here the arches are flared because the car is 64mm wider at the front (and 66mm wider at the rear).



• The C63 Cabriolet's shape demands a boot-mounted spoiler in order to minimise lift. When Mercedes says it's reminiscent of "a sharp blade", it's not kidding.



• These so-called 'simulated outlets' don't actually let any air out at the back, but they do improve airflow separation around the rear of the car.



• Lateral inward step at the bottom of the door as it leads into the sill emphasises width – something that might be lost with the absence of a roof.



• Most soft-tops have their roof up most of the time, so Mercedes has designed the C's hood to mirror, as closely as possible, the coupé's roof.



● Hood operation is via this switch console: up to lower, down to raise. Switch on left flank operates side windows; one on the right works the wind deflectors.



● Aluminium gearshift paddles are the same as the ones you get on a Mercedes-AMG GT super sports car. They look great, feel great and work great.



● Optional premium package includes a 13-speaker, 590W Burmester audio system. It sounds phenomenal, which will matter to many cabrio buyers.



## MULTIMEDIA SYSTEM



After the widescreen LCD instruments of the new E-Class, the smaller C-Class's analogue dials and 8.4in multimedia display are a bit technologically underwhelming.

Nevertheless, in terms of communication, navigation and entertainment sophistication, the C63 S offers plenty, including Comand Online with hard drive music storage, navigation with live traffic info, full voice control, plenty of app-based functionality via your smartphone's data connection and standard smartphone mirroring.

The navigation typically accepts spoken instructions at the first time of asking, even with the roof down, and its mapping and directions are reliable and easy to follow. When stationary, and with your phone fully connected, you can use the infotainment display as a web browser, or use the car to create a wi-fi hotspot for other media devices.

Mercedes' 'frontbass' stereos are powerful even in standard form, but the C63's optional Burmester set-up is excellent and will add value at resale time. Have it if you can.



← told by engineers (and not just those from AMG), that is particularly useful, given that engines weigh a good few hundred kilos, and to rigidly mount them when you're exiting a corner, accelerating or braking hugely assists a handling engineer's job by reducing the loose masses they have to contain.

Power goes to the rear wheels via what Mercedes calls its multi-clutch transmission (MCT), but don't confuse it with a dual-clutch gearbox. It's an automatic gearbox where wet clutches are in place of the torque converter; it makes for smoother shifts than a dual-clutch auto, albeit without the whipcrack response of their shift times.

As with nearly all new sports and executive cars, there are a bundle of drive modes for the powertrain and suspension. Here, the latter is by standard-fit 'ride control', which you can consider to be adaptive adjustable dampers, with Comfort, Sport and Sport Plus settings for the dampers on the four-link front, multi-link rear set-up, both with widened tracks over a regular C-Class. At the back is a limited-slip differential, which is mechanically controlled on the regular C63, or electronically controlled on this S version. The S also gets uprated front brakes over the lower-powered C63 Cabriolet.

## INTERIOR

★★★★★☆☆

The leather and Alcantara-clad driver's seat in the C63 S Cabriolet is heated as standard and, because it's motorised, automatically slides itself forwards and downwards when you fold the backrest out of the way in order to get access to the rear seats. Like a great deal else about this car, it easily satisfies the particular requirements that are likely to be made of it as part of its service in a sporting four-seat convertible.

Entry to the car is via a long door that can be a bit cumbersome in tight parking spaces. The act of getting into the back seats is much easier with the roof down than it is with it up, and once back seat passengers have successfully boarded they'll only find sufficient space to get comfortable if they're below average height. But in every one of those ways, the Mercedes-AMG is entirely typical of its four-seat cabrio breed; a Rolls-Royce Dawn is a little easier to squeeze into with the roof up, but it's not night-and-day different.

The car's dashboard layout is common with that of the C63 saloon, and so is the driving position. So the primary controls are well placed and the steering column is widely adjustable, while the conventional →

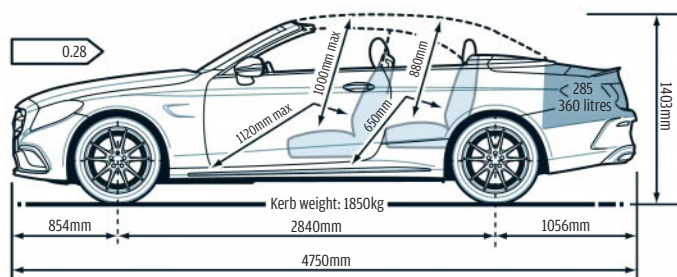


● Plenty of room up front for drivers large and small, with no evident compromise compared with the excellent ergonomics of the coupé or saloon.



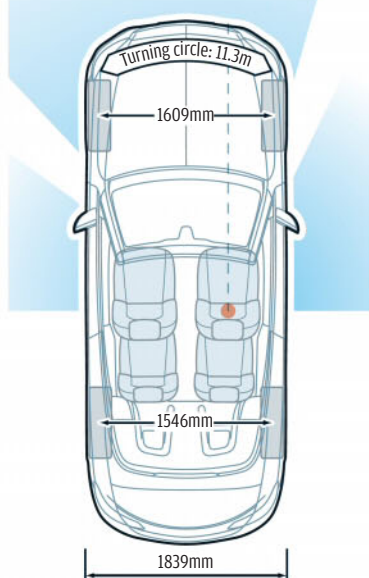
● Back row is a bit tricky to access with the roof up. There's space for smaller adults and kids, and two Isofix points. Seatbacks split 50/50 for through-loading.

## HOW BIG IS IT?



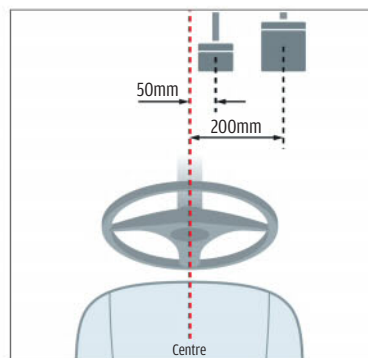
## VISIBILITY

View forwards is respectable, but it's slightly restricted over the shoulder and a bit pillar box-like through the cloth hood's rear window.



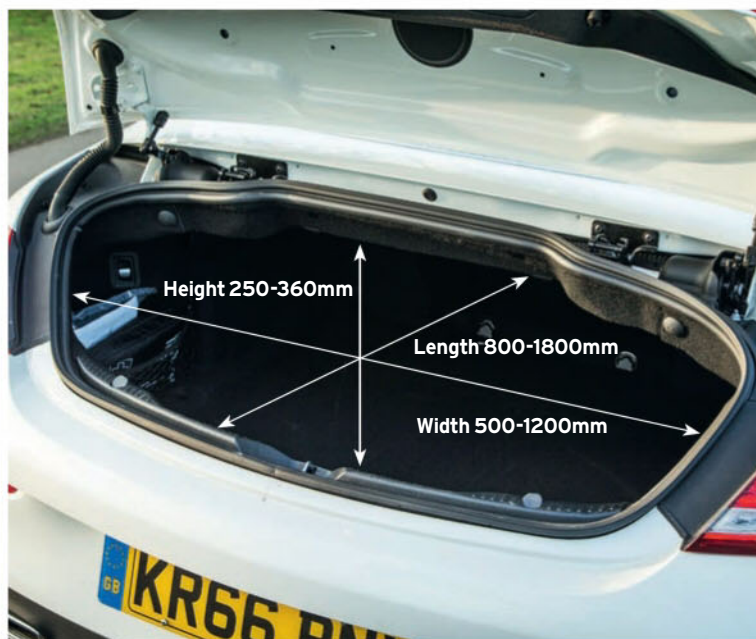
## HEADLIGHTS

Optional intelligent LED headlights have good range and brightness but don't always seem to avoid dazzling oncoming drivers.



## WHEEL AND PEDAL ALIGNMENT

Brake pedal is wide, making it reachable with your left foot, and accelerator is well located. Steering column has plenty of reach and rake adjustment.



● Boot is a usable size with the roof up, but you may need to leave it up in order to make loading and unloading possible.

◀ analogue white-on-black instruments are gently suggestive of enhanced performance and also very easy to read. The central colour trip computer display gives you digital temperature gauges for oil and transmission and lap-timer functions among many other things, and the tactile quality of the materials in front of you, from the downy suede covering on the steering wheel to the knurled metallic climate control switches on the centre stack, is top-notch.

The car's cloth hood is fully automated and operated via a chrome-finished lever conveniently placed just ahead of the cabin's centre armrest. It takes less than 20 seconds for the roof to be either lowered or raised, and the operation can be carried out while the car is moving at up to 31mph. It emits only a discreet electrical whirr as it cycles through its action and stows away invisibly in a compartment immediately above the car's boot.

With the roof in place, the C63's boot, at 360 litres, is as large as that of an average five-door hatchback,

and access to it is reasonable through a wide aperture. With the roof down, a fold-out storage bag cuts available cargo volume to 285 litres, and that makes sliding bigger loads into and out of the boot tricky. So the C-Class Cabriolet's practicality shortcomings are predictable, although they're easily negotiated provided your requirements of it are realistic.

## PERFORMANCE

★★★★★

You get an unmistakable sense of disdain for compromise from the C63 S Cabriolet – and you can detect it long before you've even reached for the door handle. Convertibles such as this don't generally come with 500bhp turbocharged V8 engines and the AMG's implicit promise, having got that engine, is to give you four-seat usability combined with proper two-seat sports car levels of speed, handling and driver appeal.

A big 'Odeg C' displayed on the C63 S's exterior temperature gauge on the day allotted for measuring our performance figures made it tricky to verify some of those implicit

promises. Like its rangemates, the C63 S does come with electronically governed launch control, but it's deactivated when the ambient temperature is at or close to freezing. And yet even without launch control and in freezing conditions, the car not only recorded a very impressive two-way 4.6sec 0-60mph average but also matched the Jaguar F-Type V8 S Roadster we figured in 2013 when sprinting from 30mph to 70mph – both through the gears and when locked in fourth gear.

Its throttle response feels near-perfect even through forced induction, and power is served up in a beautiful balancing act of torque linearity and building dramatic climax. All the more proof that where AMG V8 engines are concerned, and even with nearly two tonnes of kerb weight in the mix, you really can believe the hype.

An open-air delivery mechanism only makes Affalterbach's 4.0-litre twin-turbo V8 sound better. There's a slightly nautical vibe to the exhausts' idle, but that's replaced by a deliciously rich tonality when the

engine is under load – and you can choose between sweet and mellow at medium revs, or frantic and hair-raising up high. Thanks in part to the car's standard active exhaust, no six-cylinder cabriolet rival is as loud – and none other sounds as rich, as characterful or as enticing.

Power and thrill aren't everything an often-used sporting convertible needs, of course. When in place, the C63 S's cloth hood seals the cabin very well from wind noise, with the relatively loud hum of nearby cars being the only tell-tale sign that the car you're driving has passed up a fixed or folding metal roof for a canvas one.

With the roof down, the cabin is decently protected from the elements for those in the front seats, but less so for anyone in the back. Automated pop-up wind deflectors behind the rear head restraints and atop the header rail promise to add a layer of shelter, but, with the side windows up and in the front seats at least, we found they made too small a contribution to be worth their toll on the car's otherwise svelte styling.

## TRACK NOTES

Let's not kid ourselves: rear-driven AMG V8s like this are all about the skids. However, perhaps on account of a kerb weight greater than that of the C63 S saloon, or its altered axle kinematics, the Cabriolet doesn't slide in quite as benign a fashion and instead takes attitude slightly more suddenly than the four-door – but only with the ESP switched all the way out.

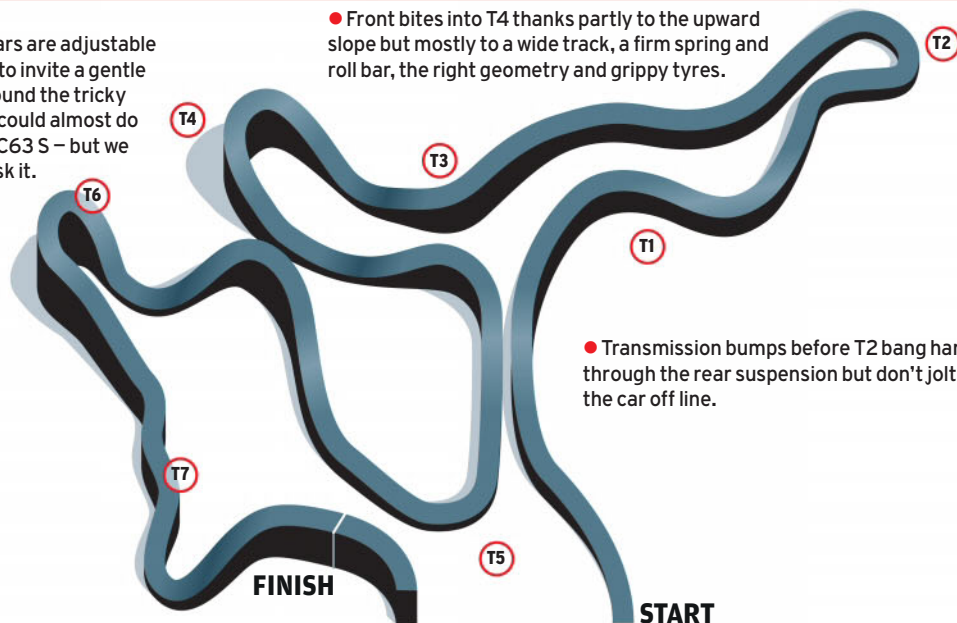
Even so, it's still anything but spikey or unpredictable on the limit. AMG's clever electronic rear differential gives you the option to either accelerate the car into oversteer or to 'back it in' under trailing throttle.

Either way, the positivity of the steering and consistency of the car's wheel control make it easy to balance the directional influences of both the front and rear axles and carve your way back to straight again with head-widening smoothness.

● Few cars are adjustable enough to invite a gentle slide around the tricky T6. You could almost do it in the C63 S – but we didn't risk it.

● Front bites into T4 thanks partly to the upward slope but mostly to a wide track, a firm spring and roll bar, the right geometry and grippy tyres.

● Transmission bumps before T2 bang hard through the rear suspension but don't jolt the car off line.



## ACCELERATION

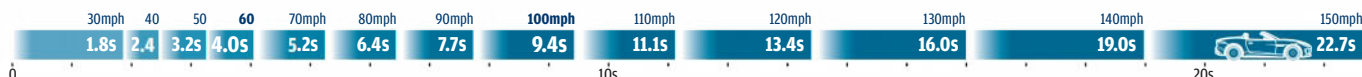
### Mercedes-AMG C63 S Cabriolet (Odeg C, icy patches)

Standing quarter mile 13.0sec at 113.7mph, standing km 23.1sec at 146.6mph, 30-70mph 3.4sec, 30-70mph in fourth 6.1sec



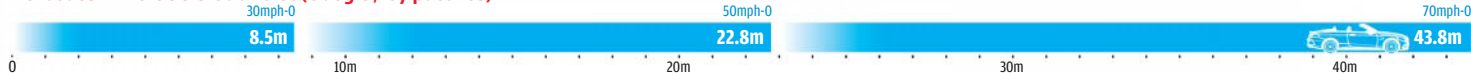
### Jaguar F-Type V8 S Roadster, 2013 (13deg C, dry)

Standing quarter mile 12.3sec at 116.1mph, standing km 22.3sec at 149.2mph, 30-70mph 3.4sec, 30-70mph in fourth 6.1sec



## BRAKING

### Mercedes-AMG C63 S Cabriolet (Odeg C, icy patches)



### Jaguar F-Type V8 S Roadster, 2013 (13deg C, dry)



“An open-air delivery makes the AMG V8 sound even better”



## RIDE AND HANDLING

★★★★★

Four-seat drop-tops are comfortable boulevardiers, engineered in acceptance of their structural limitations to do nothing as well as just cruise, right? Yet again, AMG didn't bother to read the script.

The C63 S is every bit as yobbishly damped and unapologetically well connected to the road surface as either the equivalent saloon or coupé, with one tester describing it as “flipping firm” (although he didn't use the word ‘flipping’). To some, that may make this car entirely unsuited to the laid-back sunbathing they imagine life in a modern soft-top to be, but to the hardcore enthusiast, starved of big rag-tops done with true sporting commitment, the C63 S is cause for celebration.

The car isn't, however, so firmly sprung that it won't settle to a comfortable cruising gait. The standard adaptive dampers allow for reasonable long-wave compliance in their Comfort mode, but you could count the number of reflectors in the average motorway cat's eye using just your backside, the seat cushion and the iron-mounted rear suspension.

The car's body control, meanwhile, is at once taut and progressive, its handling is keen, compelling and yet still intuitive and natural, and its steering is expertly matched for pace to the car's handling response while, wonderfully, remaining honestly

feelsome for an electromechanical set-up. And its uncorrupted, rear-driven, grunt-over-grip handling adjustability trumps it all. Is that worth the noisy, clunky ride? In our book, it is, without question.

That kind of dynamic set-up simply wouldn't work, of course, without an equally stiff body structure for the suspension to push against, but there's little more than the merest suggestion of scuttle shake in the car with the roof down. At its worst, there's an occasional shudder from the roof rails over broken roads with the hood in place. An occasional emanating shimmy, too, can be seen in the rear-view mirror making its way back from the windscreen through the cabin, rocking the passenger headrests in turn. By modern convertible standards, neither is really worth criticising.

## BUYING AND OWNING

★★★★★

Our experts predict a strong residual performance from the C63 S, retaining almost 40% of its value after four years, although when we say ‘strong’, obviously we do so advisedly if you're spending the other side of £70,000 on one now. It's superior to its close rivals, anyway.

You know how it is with all cars of this ilk: tax is high and insurance is expensive, as are maintenance bills. But treat a C63 S gently and you should see 27mpg; don't and you'll return under 10mpg. ➔



● The C63 S's suspension set-up is very firm, but the pay-off is fine body control and responsive, engaging handling, aided by well-judged and feelsome steering.

## MERCEDES-AMG C63 S CABRIOLET

On-the-road price	£73,025
Price as tested	£76,950
Value after 3yrs/36k miles	£33,025
Contract hire pcm	£973
Cost per mile	£1.31
Insurance/typical quote	48/£1154

### EQUIPMENT CHECKLIST

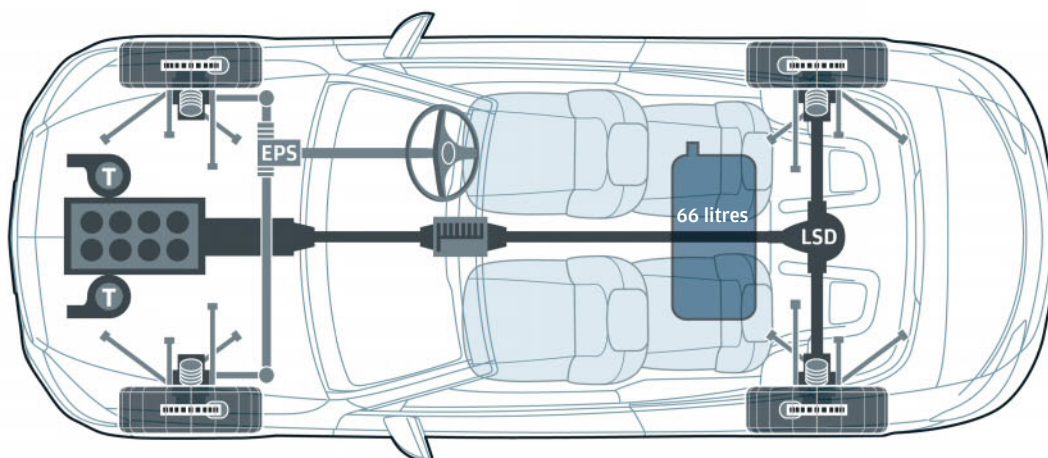
'Aircap' wind deflector	■
AMG Performance heated nappa leather seats	■
Split/folding rear seats	■
Reversing camera	■
Comand Online infotainment, with 8.4in display, HDD navigation, CD/DVD, voice control, 10GB music storage, DAB and wi-fi hotspot	■
AMG Ride Control adaptive sports suspension	■
AMG electronic differential lock	■
<b>Premium package, inc. leather-look dashboard, Burmester audio and intelligent LED headlights</b>	<b>£1295</b>
<b>Diamond white metallic paint</b>	<b>£895</b>
<b>19/20in forged alloy wheels</b>	<b>£1795</b>
Options in bold fitted to test car	
■ = Standard	
na = not available	

### RANGE AT A GLANCE

ENGINES	POWER	FROM
C200 Sport	181bhp	£36,830
C220d Sport	168bhp	£39,210
C300 Sport	242bhp	£41,245
C250d Sport	201bhp	£41,865
C43 4MATIC	362bhp	£51,135
C63	472bhp	£66,565
C63 S	503bhp	£73,025

### TRANSMISSIONS

7-spd automatic ■



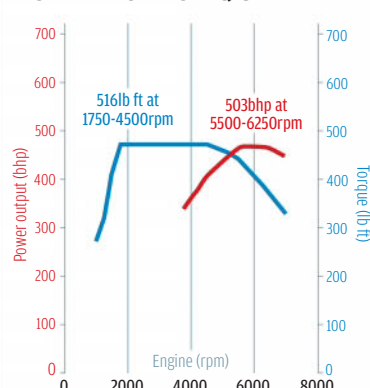
### TECHNICAL LAYOUT

Twin-turbo V8 has its compressors in a 'hot V' (between the cylinder banks) and is mounted longways, driving the rear axle via a seven-speed multi-clutch gearbox and an electronically controlled locking rear differential. AMG-specific multi-link axles front and rear. Weight distribution 54% front, 46% rear on the scales, identical to the C63 saloon. Weight penalty against a like-for-like four-door was 136kg.

### ENGINE

<b>Installation</b>	Front, longitudinal, rear-wheel drive
<b>Type</b>	V8, 3982cc, twin-turbocharged, petrol
<b>Made of</b>	Aluminium block and head
<b>Bore/stroke</b>	83.0/92.0mm
<b>Compression ratio</b>	10.5:1
<b>Valve gear</b>	4 per cyl
<b>Power</b>	503bhp at 5500-6250rpm
<b>Torque</b>	516lb ft at 1750-4500rpm
<b>Red line</b>	7000rpm
<b>Power to weight</b>	272bhp per tonne
<b>Torque to weight</b>	279lb ft per tonne
<b>Specific output</b>	126bhp per litre

### POWER & TORQUE



### CHASSIS & BODY

<b>Construction</b>	Aluminium and steel monocoque
<b>Weight/as tested</b>	1850kg/1961kg
<b>Drag coefficient</b>	0.28
<b>Wheels</b>	9.0Jx19in (f), 10.5Jx20in (r)
<b>Tyres</b>	255/35 ZR19 (f), 285/30 ZR20 (r)
<b>Spare</b>	Michelin Pilot Super Sport Mobility kit

### TRANSMISSION

<b>Type</b>	7-spd automatic
<b>Ratios/1000rpm</b>	1st 4.38/5.9 2nd 2.86/9.1 3rd 1.92/13.5 4th 1.37/19.0 5th 1.00/26.0 6th 0.82/31.7 7th 0.73/35.6 Final drive ratio 3.06:1

### ECONOMY

<b>TEST MPG</b>	<b>Track</b>	9.6mpg
	<b>Touring</b>	26.9mpg
	<b>Average</b>	21.1mpg
<b>CLAIMED</b>	<b>Urban</b>	23.5mpg
	<b>Extra-urban</b>	39.2mpg
	<b>Combined</b>	31.7mpg
	<b>Tank size</b>	66 litres
	<b>Test range</b>	306 miles

### SUSPENSION

<b>Front</b>	Multi-link, coil springs, adaptive dampers, anti-roll bar
<b>Rear</b>	Multi-link, coil springs, adaptive dampers, anti-roll bar

### STEERING

<b>Type</b>	Electromechanical, rack and pinion
<b>Turns lock to lock</b>	2.5
<b>Turning circle</b>	11.3m

### BRAKES

<b>Front</b>	390mm ventilated discs
<b>Rear</b>	360mm ventilated discs
<b>Anti-lock</b>	Standard, with brake assist

### CABIN NOISE

<b>Idle</b>	47dB
<b>Max rpm in 3rd gear</b>	80dB
<b>30mph</b>	67dB
<b>50mph</b>	72dB
<b>70mph</b>	75dB

### SAFETY

<b>ABS, ESP, EBD, EBA, Collision Prevention Assist Plus</b>	
<b>Euro NCAP crash rating</b>	Not tested

### EMISSIONS & TAX

<b>CO<sub>2</sub> emissions</b>	208g/km
<b>Tax at 20/40% pcm</b>	£450/£901

### ACCELERATION

MPH	TIME (sec)
0-30	2.3
0-40	3.0
0-50	3.7
0-60	4.6
0-70	5.7
0-80	6.9
0-90	8.3
0-100	10.2
0-110	12.3
0-120	14.3
0-130	17.2
0-140	20.6
0-150	24.8
0-160	-

### ACCELERATION IN GEAR

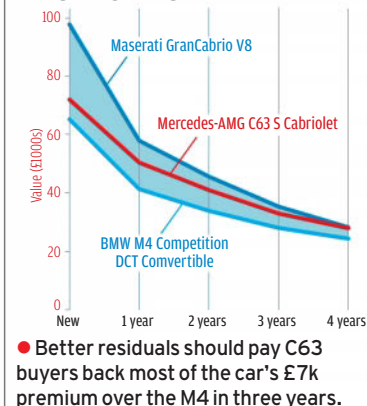
MPH	2nd	3rd	4th	5th	6th	7th
20-40	1.7	2.5	-	-	-	-
30-50	1.7	2.1	3.0	5.2	-	-
40-60	1.8	2.1	2.9	4.4	6.5	-
50-70	-	2.1	3.1	4.3	5.7	7.1
60-80	-	2.3	3.0	4.3	5.6	6.7
70-90	-	2.6	3.0	4.6	5.7	7.0
80-100	-	-	3.2	4.8	6.2	7.3
90-110	-	-	3.6	4.8	6.8	8.0
100-120	-	-	4.1	5.0	7.2	8.9
110-130	-	-	-	5.4	7.8	-
120-140	-	-	-	6.2	-	-
130-150	-	-	-	-	-	-
140-160	-	-	-	-	-	-

### MAX SPEEDS IN GEAR

1	42mph 7000rpm
2	64mph 7000rpm
3	95mph 7000rpm
4	133mph 7000rpm
5	155mph 5966rpm
6	155mph 4892rpm
7	155mph* 4355rpm

RPM in 7th at 70/80mph = 1967/2248

### RESIDUALS



● Better residuals should pay C63 buyers back most of the car's £7k premium over the M4 in three years.

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 C63 S Cabriolet, contact Mercedes-Benz Cars UK Ltd, Delaware Drive, Tongwell, Milton Keynes MK15 8BA (www.mercedes-benz.co.uk, 08001 565635). 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 5306**

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



## VERDICT

# MERCEDES-AMG C63 S CABRIOLET

Expensive AMG drop-top is a truly special hardcore treat



**I**t won't have escaped your attention that Mercedes-AMG makes expensive cars, and the C63 S Cabriolet is in that mould: an equivalent BMW M4 costs £7000 less, and the Audi RS5 Cabriolet was a sub-£70k buy when its production ended.

But when your product is as singular as this – unmatched on power, performance and handling reward and one of the only cars of its kind with a bombastic V8 – people will pay.

The C63 S has the material richness, tactile quality and infotainment sophistication to feel like a true luxury product. It has the practicality and good manners, too, to be used on a range of occasions. The strings to its bow are many. And yet it's a dedication to sporting purpose almost unprecedented in a car of this ilk that truly sets the C63 S apart.

We won't argue that it's a typical four-seat drop-top, or that its uncompromising dynamic nature would suit the majority of cabriolet buyers. They are reservations which, along with the price, cost precisely half a star's worth of our road test estimation. But for those who'd appreciate the C63 S Cabriolet, nothing else like it would come close.

## ROAD TEST RIVALS



**1**  
**MERCEDES-AMG C63 S CABRIOLET**  
**£73,025**

Brings remarkable dynamic focus where you least expect to find it. Brilliant to drive.



**2**  
**BMW M4 COMPETITION DCT CONVERTIBLE**  
**£66,005**

More refined than the Mercedes and almost as quick but not quite as exciting.



**3**  
**ALPINA B4 BITURBO CONVERTIBLE**  
**£62,950**

Alpina's time-honoured M car alternative works well in drop-top form. A fine cruiser.



**4**  
**AUDI S5 QUATTRO CONVERTIBLE**  
**£51,835**

First drive in roofless S5 is imminent, but we expect it will deserve to be in this company.



**5**  
**MASERATI GRANCABRIO**  
**£98,970**

Ageing Italian possesses a desirability that others do not. Closer to the C63 Cabriolet on driver appeal than some.



## TESTERS' NOTES



**MATT SAUNDERS**  
Wouldn't it make more sense to

push the hood lever down to fold the roof down, and pull it up for the opposite? Here, it's the other way round for some reason.



**NIC CACKETT**  
Another member of our test team referenced a

bassoon to describe the V8's warbling exhaust note, but he clearly had his orchestra sections mixed up. It's flugelhorn all the way.

## SPEC ADVICE

Easy. The S gets adaptive dampers, an active exhaust and the active diff as standard. The £1295 Premium package is a smart addition; avoid the biggest rims in order to soften the ride a bit.

## JOBS FOR THE FACELIFT

● Leave the suspension alone. Don't soften it, don't tweak it, don't go near it. It's perfect.

● Think about a more gently sculpted seat as standard. Those deep side bolsters are great, but they dig you in the ribs if you have to turn and lean into the back.

● Take that awful wind deflector off the header rail. It looks ridiculous.

VERDICTS ON EVERY NEW CAR, P82

**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

SCOOPE

**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 coupe

**A YEAR WITH A MAZDA MX-5**

So good we've actually bought it

**HURRY!**

**OFFER ENDS**

**12 MARCH**

**2017**

**ORDER ONLINE**

at [themagazineshop.com/aca/AC217M](http://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 251 450. 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.

7  
AT  
60



The Seven – created at Lotus and still evolving at Caterham – has been hurrying near, overtaking and then blasting into the distance for 60 years. Nic Cackett goes on a time-warp trip

PHOTOGRAPHY STAN PAPIOR

# TIME'S WINGED CHARIOT

**C**aterham could hardly have picked a better week to send us its new retro-look Seven Sprint. Two

days earlier, I'd been summoned to the semi-detached house my grandparents called home before infirmity and chronic forgetfulness finally ushered them into full-time care. With a place in the estate agent's window beckoning, the immediate family were there to siphon treasured memories from a six-decade mountain of dusty clutter. Occasional poignant moment aside, this wasn't difficult – until, that is, the jumbled shelves and ancient boxes of my grandad's workshop spilled their secrets.

Often still in their original wax paper or packaging, the most achingly beautiful hand tools, still sharp or shiny or else solid like a lump of basalt, tumbled from pre-history into the daylight of the disposable age. Grandad, a talented worker of wood and a teacher of its assemblage when not lecturing about mathematics, had clearly completed his last buying spree in the late 1950s, a time when being well made and durable meant you came stamped with a 'Made in Sheffield' trademark and shone like stained glass. He owned, among other things, a micrometer that makes a nuclear reactor core look flimsy, a hand plane of such absurd heft and forged metal splendor that my manliness literally trebled by holding the thing aloft to look at it, and an ancient yet functioning electric drill that started its life on the line at de Havilland, boring holes in the balsa wood and birch that made up the monocoque of a Mosquito fighter bomber.

Being a glorified typist, I have no practical use for any of this, of course – but the build quality, tonnage and overt imperial magnificence of the collection mean that I now own it all. And it is that magnetic wistfulness, I think, for the glow of the long-dead furnace at the core of Britain's pre-war and post-war workshop, and of the molten exceptionalism that it engendered for decades afterwards, that characterises the appeal of cars like the Seven Sprint. It is a trick, frankly, that Caterham has too often overlooked in its compulsive reflex to make its single product go ever more indulgently (and profitably) quicker. But 2017 has given the company good reason to look back as it marks 60 years since the Seven made its debut at the Earl's Court Motor Show.

The Sprint bears little resemblance to the model that actually adorned Lotus's stand that year. With its flared front wings, powder-coated chassis, wood-rimmed steering wheel and polished hub caps, the car is meant to celebrate the essence of the age rather than its substance. Underneath, it's unchanged from the current entry-level 160, driven by an 80bhp, 660cc Suzuki three-cylinder engine and its corresponding five-speed manual gearbox. But that's



fine. Much like the imagination-capturing Morgan 3 Wheeler, the hark-back theme hits the spot not just because you can have it in one of six special contemporaneous colours but also because the Seven itself still retains so much of the original car's conceptual brilliance.

Its designer, Colin Chapman, was a product of his age as well. Unquestionably and quixotically brilliant, and endowed with the savage drive and single-mindedness to make those qualities meaningful, he left a mark on motor racing that's well known and rightly acclaimed. His throwaway idea for an open-top sports car was not intended to last six decades – and not just because he eagerly offloaded it to a savvy car dealer when the time came but also because he lived so self-righteously and necessarily in the present anyway.

The Seven's gossamer spaceframe and stressed aluminium panels, pioneered in the even more threadbare Lotus Mark VI and perfected in the racing Lotus Eleven, was an elegantly engineered solution to the immutable predicament of kinetic stress and structural load. It was also relatively cheap and easy to make – ideal attributes when you're selling a kit for someone else to build.

Its ingenuity and low weight were



Seven Sprint is, in effect, a limited-run, retro-styled 160

“The Seven symbolised the in-built confidence and scrupulous yes-we-can ambition of the 1950s”



Sprint, like the 160, has an 80bhp, 660cc turbo triple

obviously derived from Chapman's race-addled preoccupation with performance but, in a wider sense, the car symbolised the in-built confidence and scrupulous yes-we-can ambition of the 1950s. The Seven existed because a comparatively tiny group of people dreamed it up, drew it, dashed off some calculations and then built it – a human-resource formula fundamental to many cutting-edge technological industries that Britain incubated in the decade that succeeded total war.

In the same year that Lotus rolled the Seven into Earl's Court, the Mullard Radio Astronomy Observatory was established just outside Cambridge – the telescope wing of the university's world-famous Cavendish Laboratory. Remnants of the war effort were still prominent. Even driving onto the site today, the ordnance dump that once handled mustard gas and other chemical weapons is visible in the solemn mounds of wind-blown grass that overlay forgotten bunkers.

They stand now, though, in the shadow of the observatory's real heritage: the magnificently grizzled hulks of the One-Mile and Half-Mile radio telescopes. Built on the track bed that once formed part of the abandoned Varsity railway line, the first array was also conceived in the late 1950s by Sir Martin Ryle and completed in 1964. The incremental spacing of the antennae (two fixed at either end, one movable on the now rust-red rails) was fundamental to the development of aperture synthesis – an imaging process that brought unparalleled clarity to the weak radio maps of deep space by effectively turning three 60ft-wide dishes into one a mile wide. So great was the increase in sensitivity and resolution that the computational effort was handled by Titan, the room-sized computer then housed in Cambridge's Mathematical Lab. Perfecting the technique earned Ryle – the first professor of radio astronomy at Cambridge – the Nobel prize for physics in 1974.

Today, the decommissioned telescopes stand motionless, their antennae pointed nobly skyward but heedless now of the universe's cryptic wavelength, seized in the steering gear and shrouded in bottle-green mould. Like much of the scientific detritus of Britain's recent past, the →

All 60 Sprints were sold within a week of the model's launch



Seven and Mullard observatory began life in the same year

← array is one part festering oddity, one part museum piece and two parts genuine engineering marvel. It is grandad's workshop upended and assembled, similarly pristine in obsolescence and anachronism. I'd number the steel latticework and have it reconstructed outside my bedroom window if I could – but I'll settle for having driven the Sprint slowly past on a spectacular winter's day, eyes craned permanently up, head somewhere in the reverie of a cloudless sky.

Ryle, a prickly character, had an office at the observatory to prevent him from quarrelling with colleagues at Cavendish. What better way would there have been for him to survey the machinations of his array than from the open deck of a 1960s-era Seven? By 1964, the Series 2 was available too – a skinny-wheeled model the Sprint comes much closer to echoing in its look and ethos. Its early 1.3-litre Ford Kent engine would have been nothing much like the 12-valve turbocharged triple that thrums away at the heart of the Sprint, but something of the unconstrained driving style – the amenable spring travel, the wispy steering, the occasional grouchiness of the live rear axle – would surely transmit between generations without needing a Titan to render it familiar.

At Mullard, the car feels as curiously intrinsic to the backdrop of Cambridgeshire fields as the mossy concrete and 50-year-old metalwork of the telescopes. Conversely, back in 2017 and on the A11 heading north, the Sprint seems microscopically small – even for a Seven. For a moment, I dwell on Chapman's reputedly laissez-faire attitude to safety and just how dangerous (by sanitised modern standards) it would be to thwack anything more substantial than a pothole.


However, the Sprint's attitude to progress is so congenial that my imagination has trouble running away with the thought. More so than any other Caterham, it indulges a merry tolerance of the speed limit. You seldom try very hard or worry about where you're going. The Sprint is soft-throated and dynamically buoyant – and because the larger timber steering wheel makes for a better lever, its direction can be massaged around with fingertips rather than a revolution of the wrists.

As is often the case, our destination appears no more slowly for the lack of effort. We've chosen to end up in Suffolk, under the flight path of RAF Lakenheath – the last proper airbase of the United States Air Force's once mighty presence in the UK. It, too, is a leftover of post-war vintage,

originally tasked as a spoke in the ever-spinning wheel of Strategic Air Command. Now it hosts the 48th Fighter Wing, which contains the tenuous reason for our visit: the F15 Eagle. As unlikely as it seems while watching the twin-engined, Mach-2.5 air superiority jet fighter ascend into the darkening sky on full reheat, the aircraft's design heralds from the late 1960s – almost exactly the same moment the Series 3 Seven was launched. The F15 was initially made smaller and lighter than it might have otherwise been to enhance its performance as a dogfighter, while the advent of the Series 3 was pivotal, because it was that car – and not the later, larger, all-glassfibre Series 4 – which Caterham's Graham Nearn paid Lotus the rights for in 1973.

The F15 entered service three years later. It has evolved. A ground-attack capability was added a decade later. It was a triumphant export. Its production line is still functioning and will be until 2019, almost 50 years since its first flight. The Seven, under Caterham's guardianship, has mimicked its gradual modernisation, sprouting more sophisticated suspension, offering the choice of a roomier chassis, moving from Ford to Vauxhall to Rover and back to Ford again in the engine bay, and still racing, still winning. Last year the



firm sold more cars than it has in 20 years. The Sprint was a significant part of that: all 60 examples were sold out a week after its launch at the Goodwood Revival. Its popularity with customers – and their apparent indifference to the £5k premium over a factory-built 160 S – will not have gone unnoticed. Don't be surprised if Caterham delves back into the sentimental memory box before too long. I hope so. There are few better or more charming time machines. 



Caterham has employed retro details on the Sprint that capture the original car's spirit rather than its actuality; underneath, it shows how far the Seven has developed in 60 years



You can have a basic 160 for £16,995 if you want to build it yourself. Factory assembly is an additional £2500. The £2995 S Pack, with the windscreen, roof and doors, you'll definitely want.

## GRAB YOUR OWN PIECE OF CATERHAM HISTORY

Don't despair if you've missed out on a Sprint; here are five diverse examples of extra-special Caterhams that you can buy second-hand



### HPC

There's a bit of mythology surrounding the 175bhp HPC (High Performance Course), so named because buyers had to do a performance driving course before taking delivery, yet prices aren't unreasonable. Later versions with the Vauxhall engine are torquier and more reliable than those with the original Cosworth BDA unit.



### 1.6 (K-SERIES) SUPERLIGHT

This was the car that spawned the Superlight models we know and love today. The combination of a free-revving 1.6-litre K-series and 'added lightness' was a winner. Although it was not the fastest Caterham, it was one of the sweetest to drive, with the perfect amount of power to exploit the chassis.



### 2.0 (DURATEC) ROADSPORT

For your first Caterham, you might prefer something a little more forgiving, and the latest Roadsport fits the bill. It's both fast and involving enough for most first-time Caterham owners, but the reliable engine, softer suspension set-up and smattering of mod cons make it less uncompromising.



### SUPERLIGHT R500

The big-hitting R500's 1.8-litre K-series engine was tuned to within an inch of its life to produce 230bhp. That means it'll need frequent fettling, but the reward is a preposterous 9000rpm redline and explosive performance. Later Duratec-engined R500s are great fun, too, albeit a fraction less characterful.



### LEVANTE

Want the most bonkers Caterham? Look no further. The Levante packed a 2.4-litre V8 that produced 400bhp in standard form, but if that wasn't enough, you could opt for the supercharged version, with more than 500bhp. As you can imagine, performance was mind-warping. Only eight were built.

7  
AT  
60



Caterham was established in 1973 by Graham Nearn

**T**o the naked eye, the Dartford street occupied by Caterham Cars doesn't much resemble the 'broad sunlit uplands' of Churchill's famous speech, even though the statesman lived nearby. Instead, Kennet Avenue is crowded, down at heel and industrial, and its best vista features a sandwich van at the end of the road.

Even so, when you consider Caterham's rapidly improving financial performance and prospects, maybe the allusion works. This manufacturer of the now 60-year-old Seven sports car has sprung back to its best after a decade of uncertainty that was fuelled first by the collapse of its engine and chassis suppliers, and then, bizarrely, by its own over-ambition.

Today, led by an optimistic and financially savvy CEO, Graham Macdonald, Caterham Cars is working again at full capacity. There's a 12-month waiting list and the company's morale and quality have both been boosted by new manufacturing methods. Best of all, Caterham is earning solid profits again and knows how to do even better.

As most enthusiasts know, the company was established in 1973 by Lotus dealer Graham Nearn, whose aim was to keep building the ultra-simple Lotus Seven sports roadster after Lotus founder Colin Chapman killed it because he felt it lacked the sophistication of a contemporary Lotus. When Sevens couldn't be Lotuses any more, the ever-practical Nearn named them after the location of his showroom, so customers could always find him. It worked.

By the early 1980s Nearn had outgrown his headquarters and moved to Dartford, where the company rolled along happily until about 1990, when difficulties started arising. First there was an early 1990s recession, then during the →

# DRIVING CATERHAM FORWARD

Caterham isn't resting on its laurels. Company boss Graham Macdonald tells Steve Cropley how new production techniques and a focus on driving pleasure will keep the firm relevant for years to come

PHOTOGRAPHY WILL WILLIAMS



# “Macdonald has a personal 620S and this year will race a car he has built from a kit”

← recovery, Seven demand began to be affected by the success of rivals, notably Westfield.

In 2005 Caterham Cars was sold to a private equity company, Corvin, whose targets and ambitions were considerably more aggressive than the founder's. But just as Corvin's new men, Ansar Ali and Mark Edwards, were reshaping things, the Rover Group collapsed and Caterham's supply of K-series engines ceased overnight.

Macdonald, unusual for his equal love of figures and cars, had just arrived as financial director. "Those were tough times," he recalls. "First there was the complication of changing from Rover engines to Ford, and then our chassis builder went bust. We'd moved to a new supplier in Westbury, Wiltshire, with the aim of saving money and scaling up from 10 to 15 chassis a week.

"The supplier bought expensive equipment for the job, but it didn't earn its keep and the costs sent them over the edge. We bought their business and convinced the bank to sell the new equipment. These days we have 20 people in Westbury hand-jigging and hand-welding chassis from laser-cut components we buy in from suppliers. It works fine."

By 2009 Corvin wanted to sell and eventually found Tony Fernandes, a Malaysian-based entrepreneur known for his rapid expansion of budget airline Air Asia. Within weeks Fernandes (who had wanted Lotus but been frustrated) announced aggressive plans to expand Caterham's horizons far beyond anything Nearn or anyone else could have conceived.

He rapidly acquired the former

Team Lotus (rebadged Caterham F1) and established a Caterham Technology and Innovation (CTI) centre in Hingham, Norfolk.

He also agreed a joint venture with Renault to produce modern-design Caterhams that would share key components and be sold around the world in partnership with Renault's revived Alpine range. They were bold plans that looked risky from the start, and it hardly helped that by 2012 Caterham's two principals, Ali and Edwards, had departed to start their own venture, later revealed as the Norfolk-based Zenos sports car company. That left Macdonald holding a particularly lively and troublesome baby – at which stage his role was upgraded to that of CEO.

Macdonald tried to improve things at Kennet Road, and there was plenty to do. "There were no financial controls," he says, "and although, like now, every Seven was built to order, nobody really knew how long it took to build one. We also had problems with wastage and supplier shortages. Cars were always getting held up because bits didn't arrive."

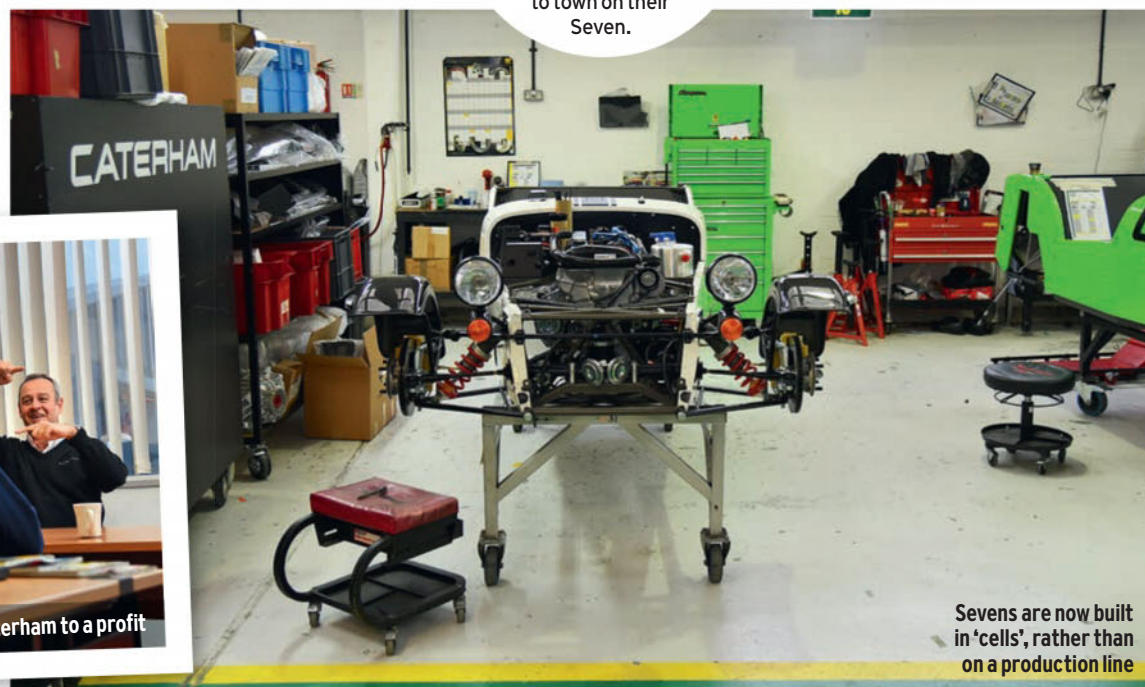
However, bigger stuff was happening at CTI in Hingham, and with the F1 team, very little of which was good news. By early 2014 the Renault joint venture had "concluded" and the F1 team was losing "millions a month". Both



Bonnets awaiting assembly demonstrate the range of colours available, now augmented by the Caterham Signature personalisation programme, which allows customers to really go to town on their Seven.



The level-headed Macdonald has steered Caterham to a profit



Sevens are now built in 'cells', rather than on a production line



and this year will scratch a long-felt itch by joining owners at the 2017 Caterham Academy, racing a car he has just finished building with his own hands from a kit. The programme will be fun, he expects, but it will also give him fresh insight into customers' needs.

Talking business, Caterham is very much back on the rails. It already holds more than 600 forward orders, which means every 2017 car already has a name against it. The 60-off batch of retro-styled, Suzuki-engined Sprint models, announced at last summer's Goodwood Revival, sold out in a week, and UK sales growth has been "tremendous".

Macdonald, who admits that at times his instinct for good sense blunted Fernandes's ambition, is very much the captain of the ship now and is doing things his way. The company has just replaced its old-style production line with a 'cell' assembly system. One technician assembles a car from start to finish, and that has improved quality and greatly enhanced Caterham people's pride in the job – as several told me themselves.

Caterham will make 540 cars this year and has designs on 575 next year – right on the limit of the factory's capacity.

The financial news is almost as good. In its latest half-year, the company has turned a respectable annualised net

profit of £300,000 on a £20 million turnover, and Macdonald says it will improve. Building Sevens is solidly profitable, he says, and will continue that way. As far ahead as you care to look, enthusiasts will want driving pleasure.

"Every time someone talks about autonomous or electric cars," he says, "I see it as an opportunity." **A**



Cropley (left) learns the intricacies of Seven production

needed winding up and Macdonald, now appointed group CEO, was put in charge of the tasks. Macdonald began a period of frenetic world travel to meetings with owner Fernandes, whose airline was by now encountering its own challenges.

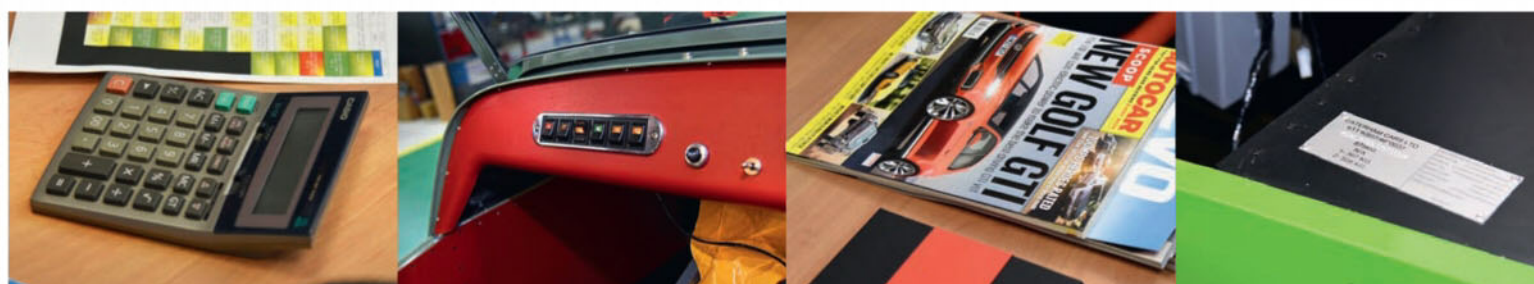
The F1 team went to Colin Kolles in June 2014 and CTI finally closed its doors in February 2015, with most of its 100 engineers going to Jaguar Land Rover, McLaren or Lotus – although not before they'd done some preliminary engineering

on the Suzuki-engined Caterham Seven 160, the £16,995 entry-level car that has since become a big success. When things began to calm down, Macdonald went straight back to his base in Kennet Road and swears he was glad to do so.

When you meet him in his unprepossessing office, you can instantly see how perfect Macdonald must have seemed to Fernandes for the difficult job that needed doing. Here was a fully trained accountant,

a natural-born optimist who'd already worked in big industry but who had also grown up with a car enthusiast father and spent much time as a teenager mending his MG Midget and Triumph Spitfire.

Macdonald swears he has grown to love Caterham and its cars as much as the customers do, to the extent of spending his own money on them. He has a personal 620S



Macdonald is a numbers man but has a love of cars that has grown to encompass the Seven; he likes to keep abreast of industry news; lightness remains a key asset of the Seven



39

# CARS THAT CHANGED THE WORLD



WORDS BY ANDREW FRANKEL

**N**othing changed the world like the car. A car is not just a convenience, a means of carrying people and things long distances in short periods of time. For more people in more places around the world than anything else, the car is freedom. It is something that lives outside your house that will take you pretty much anywhere you like, any time you want to go there. In almost all cases, it can be counted upon to be quiet, comfortable, fast and reliable. It is the most extraordinary device, man's greatest creation to date.

But there are cars and there are cars. Most simply try to improve on what's gone before. But a few have sought not merely to be better, but to be different. Sometimes it doesn't work – remarkably, Subaru's idea of a four-wheel drive system activated by the windscreen wipers failed to, ahem, gain traction – but just a tiny number have altered the course of automotive history for the better.

If cars changed the world, as they most assuredly did, these, then, are those that changed the world of the car.

1922

## Austin 7

The Austin 7 enjoyed a 17-year production run totalling nearly 300,000 vehicles, and that could be enough to warrant inclusion here on its own. But the 'baby Austin' really finds its place on this list because of what it became. It was a packaging template, demonstrating how it was possible to make a car using so few materials that it was small and cheap like never before.

That's why BMW licensed it to make its first car, and although Nissan didn't license it, it used the 7 as an example when producing its first vehicle. They even sold Austins in the US, although American Austin, the company, is more significant for making the first prototype Jeep.

1907

## Rolls-Royce Silver Ghost

Why have this as the earliest on our list, rather than the Benz Patent Motorwagen, the world's first car? Pedantically, you can't change a world that didn't exist prior to your arrival, but perhaps more persuasively, the Benz was so unsuited to doing distances that Carl Benz didn't even see fit to equip it with a fuel tank.

The Silver Ghost, by contrast, was the first car with modern car reliability. It was officially called the 40/50hp model, but one was painted silver, given a name that would pass into motoring folklore and sent off to drive from London to Glasgow 27 times. It was 15,000 miles and, apart from a fuel tap shaking itself shut, not a thing went wrong. The reputation of what came to be regarded as the world's greatest car company was started here.





**MATT PRIOR**

One more thing on the Austin 7: it's after the war, resources are scarce and airfields are functionless. Blokes like Colin Chapman want to start racing, so what do they do? They take an Austin 7 chassis, rip the body off and start modifying. The 7 spawned the birth of post-war British motorsport.



**1916**

**Cadillac Type 53**

Outwardly, the Type 53 deserves no special mention. But this was the first car to land upon the peculiarly intuitive arrangement of control surfaces that we now consider conventional. Previously, the automobile had been operated by levers and handles and pedals in (what now seem) bizarre configurations, but the Cadillac had a gearlever and handbrake in between the front seats and three pedals for the clutch, brake and throttle. Millions followed the trick.



**1922**

**Lancia Lambda**

We tend to think of independent suspension and monocoque construction among the innovations of the latter half of the car's life to date. Not so: this brilliant Lancia had both when almost every other car bolted a body to a ladder chassis and used steel leaves as a springing medium, the same technology used by the horse cart. The Lambda also had a V-formation engine. To fair, the Lambda didn't change the world – but it damned well should have done.



**1938**

**Volkswagen Type 1**

You know it better as the Beetle. It was ordered by Adolf Hitler, designed by Ferdinand Porsche and sneered at late in life for being slow, uncomfortable and terrible to drive. But it was the Model T of the post-war era, and when the last was built in 2003, 65 years after the first, more than 21 million had been made. If you stick to cars that remained directly related through their production runs and didn't just use the same name (like the VW Golf or Toyota Corolla), it is the best-selling car of all time.

**1908**

**Ford Model T**

It took 22 years from the birth of the car until the Model T brought motoring to the masses. The car was awkward to drive even by the standards of the day, but the revolution was the way in which it was built: mass production on an assembly line of a single model in a single colour.

It went on sale in 1908 at a cost equivalent to around \$20,000 today, a price that fell and fell as the efficiencies of the new production method became apparent. Soon, half of all cars sold in the US were Model Ts, and by 1923 it cost less than \$300 – around \$4200 in modern money. Built in 12 countries on four continents in unprecedented numbers, this was the car that did more than any other to put the world on wheels.



**STEVE CROPLEY**

For a while in the 1920s, half the cars on British roads were Model Ts. I drove one from London to Geneva a few years ago and fell so much in love with it that I bought one.



1936

## BMW 328

Proof, if ever there was, that it's not the ingredients that matter but the cook putting them together. Attention to detail was the 328's speciality, which is how a pretty but apparently conventional roadster became one of the most revered pre-war cars of all. Clever cylinder head work, world-class aerodynamics and rigorous attention to weight saving created a car that was light, fun and capable of 100mph on just 2.0 litres of engine capacity. BMW built its reputation on the back of it and dines out on it to this day.



1941

## Willys MB

The Willys Military model B may have been produced for just four years and others assisted in the trail-blazing of the large segment that followed, but the 'Jeep' was world famous in its own right and an icon before others embellished it. It possessed both the spartan purpose of a war machine and the uncanny car-like qualities of cheeriness and freedom of expression. Like the GIs who rode it into battle, only America could have produced it – and together they can justly claim a starring role in making the world in which we live.



1948

## Land Rover

A car of the purest expedience, built with an aluminium body because there was so much scrap after the war and shaped to have as few curves as possible to save on tooling costs, it was a stop-gap designed to last a few years. In fact, and as we all know, the light and rot-free bodies and the iconic shape would help it to achieve a lifespan of almost 70 years. Not the first, but the definitive off-roader and one that, incidentally, probably did more to save lives in far-off and inaccessible places around the planet than any other car.



1948

## Jaguar XK120

It's 1948 and Britain is broke, its people mired in post-war austerity. Rationing still exists. Then, out of nowhere, comes a new car from a company with a new name. It is the most beautiful thing you have seen. It has a new twin-cam straight six and promises 120mph when most cars struggle to reach half that. What's more, it's almost affordable. That was the XK120's proposition in 1948 and it was arguably the most desirable car this or any country had yet produced.

1954

## Mercedes-Benz 300SL

People will dispute forever the identity of the world's first supercar, but the 300SL, with its gullwing doors, has as good a claim as any. It was light and beautiful and its aerodynamics and direct-injected 220bhp 3.0-litre engine were literally decades ahead of their time, its 140mph top speed seemingly straight from science fiction. How quick was it at the time? Well, put it this way: a near-showroom-standard car was entered in the 1955 Mille Miglia and, among all the purpose-built prototypes, it came home fifth...



29

The number of Mercedes 300SLs produced with the ultra-rare, even more expensive all-aluminium body.

**1957**

## Fiat 500

If the Mini that followed it was a small-car revolution, the 500 was the ultimate evolution of accepted small-car wisdom of the day. Tiny and cheap it may have been, but it had Italy's best brains behind it: that iconic shape was the work of Dante Giacosa and its tiny two-cylinder engine that of Ferrari Formula 1 engine designer Aurelio Lampredi. To this day, for sheer inner-city chic plus park-and-turn-anywhere effectiveness, we haven't seen its equal.



**1955**

## Citroën DS

What if the DS had been rubbish? With a name that phonetically made it sound like its creators thought it was a god, it's doubtful that Citroën's reputation would have survived the hubris and ignominy. But it wasn't rubbish. It was brilliant, with its revolutionary hydropneumatic suspension, and sufficiently beautiful to be considered a work of art in its own right. It was so good, indeed, that 60 years after it was born, Citroën turned the name into a brand of its own. Time alone will tell how that one works out.



**1957**

## Trabant

The Trabant, for all its stupendous warts, provided concrete evidence that personal mobility was no less valued beyond the Iron Curtain than it was in Milan, London, Paris or New York. The 'spark plug with a roof' was dirty, turgid, ugly and notoriously uncomfortable. But it was very hard-wearing – the Duroplast body parts made it a recycling ground-breaker – and highly sought after by East Germans. Around 3.7 million were built – proof enough that the car was to be undeniably the 20th century's definitive chosen mode of transport.



**1957**

## Toyota Toyopet Crown

The Toyopet Crown's fame is that it was the first Japanese car to be sold in the US. It sold well in Japan, but it proved too small, slow and unreliable for the US, where Toyota sold only a couple of thousand before suspending passenger car sales in 1960. But sensing compact cars like the Crown were part of America's future, US car makers began producing their own, with which, having learnt its lesson, Toyota returned to compete in 1964. By 1966 it had 600 dealers, and today the Camry is often the best-selling car in the US.

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



**MASERATI GIBLI. 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](http://www.maserati.co.uk)



**MASERATI**

***Ghibli***

Official fuel consumption figures for Maserati Ghibli MY17 range in mpg (l/100km): Urban 20.5 (13.8) – 36.7 (7.7), Extra Urban 39.8 (7.1) – 57.6 (4.9), Combined 29.4 (9.6) – 47.9 (5.9). CO<sub>2</sub> emissions 223 – 158 g/km. Fuel consumption and CO<sub>2</sub> figures are based on standard EU tests for comparative purposes and may not reflect real driving results. Model shown is a Maserati Ghibli Diesel MY17 at £52,725 On The Road including optional mica paint at £660 and 20 inch machine polished Urano alloy wheels at £2,205.


**MARK TISSHAW**

Making cheap cars go fast did not begin with the Mustang, but it was the genesis of the complete package. It was a car that brought not only speed to the masses, but also exclusive-looking style and presence.

**1964**

# Ford Mustang

The original Pony Car and a greater influence on the American muscle car scene than even the Corvette. It was achingly cool, better to drive than any US car built up to that time and, crucially, dirt cheap. A proper legend.


**1959**

## Lotus Seven

It was so simple that you could assemble it in your garden shed yet ultimately so quick that it got banned from various race series to let the others stand a chance. Even more than the Elan (see below), this is the apotheosis of Colin Chapman's minimalist philosophy and the car upon which two companies – first Lotus and then (from 1973) Caterham – built their reputations.


**1961**

## Jaguar E-Type

Oh, to have been at the Geneva show when the wraps came off this. It would have seemed scarcely possible that a car this beautiful could be all ready for production, let alone as fast as it looked. Yet it was all this and one more crucial thing besides: it was affordable. For people shopping in the real world, it's probably the greatest single advancement of the sports car art there has been.


**NIC CACKETT**

The Mini's longevity makes me feel old. It was still in production when I turned 17, and a mate owned a cherry red Cooper S that went like a stabbed rat. That was 20 years ago this year.

**1959**

## Morris Mini Minor

Constant velocity joints. It's bizarre to think that had its engineers not adapted these joints to eliminate unwelcome steering interference, Alec Issigonis might have canned the car altogether. In the event, he came up with a packaging solution that made better use of limited space than any car in history. It was not the first front-wheel-drive car, but it was the first to perfect the technology, starting a revolution that changed the way almost all affordable cars would be designed.


**1963**

## Lotus Elan

That the Elan was light, beautiful and quick was almost incidental. It was the fact that no road car up until that time had handled so well that ensured the Elan its place in history. The surprise today is how few have got even close to it since.

3

The number of years Lamborghini had been in existence before it revolutionised supercar design with the Miura.



1966

## Lamborghini Miura

Because the matter is so subjective, no one can categorically state that the Lamborghini Miura is the best-looking car ever to go into production. But we can perhaps agree that no other has a substantially better claim. It was more than just a pretty face, too. By placing its 4.0-litre V12 engine behind the driver, it began a revolution that transformed the way supercars would be designed.



1970

## Range Rover

The pedants will tell you that the Range Rover wasn't the first true luxury SUV – it was the Jeep Wagoneer – and therefore it can't have invented the category. Ignore them. In terms of influence, there had been no SUV of greater significance since the original Land Rover. Until the Range Rover, the simple ability to go off road was considered all any SUV had to exhibit. The Range Rover showed that not only was it possible to be devastatingly effective in mud, snow and sand, but also that its occupants could be comfortable.

1974

## Porsche 911 Turbo

Even in 1974, turbocharging was an old and dark art. Aircraft had used it, racing cars had used it (most improbably, a Cummins turbo diesel engine had powered a car to pole position at the 1952 Indy 500) and even the odd American street car had used it. But it was Porsche that first perfected it as a road-going technology. How? Through years of racing turbocharged cars in the Can-Am series in North America, culminating in the 1100bhp Porsche 917/30 that, in 1973, won every race it contested. The 911 Turbo was seen that autumn and put on sale the following year, pioneering a technology whose relevance, more than 40 years later, is greater than ever.



1987

## Ferrari F40

To this day, there are journalists who will tell you that, for sheer visceral excitement, the F40 remains unmatched, at least among production cars, and I'm one of them. Everything has moved on in the 30 years since the F40 was revealed – everything except the thrill. One more thing: this was Enzo Ferrari's last car and, of his street machines, certainly his greatest hit.

What did the ailing and ancient Enzo think of it? Happily, we know the answer, thanks to a reply he gave to precisely this question in 1987. With undisguised glee, he simply said: "This car is so fast it'll make you shit your pants." And although I am pleased to report he was not literally correct, he was, figuratively speaking, right on the money.



1980

### Audi Quattro

The first car to prove that four-wheel drive could be used for something other than going off road. The Quattro showed that it could also broaden the ability of cars only ever intended stay on road by providing levels of traction in a performance car that not even Porsche 911 drivers could imagine. Put simply, it made more of the car's performance available more of the time and, at the same time, created a legend upon which Audi trades to this day.



1975

### Volkswagen Golf GTI

No, it wasn't the first hot hatch any more than the Range Rover was the first luxury SUV or the Renault Espace the first MPV. But like these others, it was the Golf that caught the public's imagination and turned an interesting curio into a class and then an entire movement within the car industry. And it was so simple: a slightly larger engine, some better suspension and a mildly tweaked appearance. All the clear thought required to give birth to a true legend.

1989

### Mazda MX-5

You could argue that the MX-5, aka the world's most successful sports car, is actually too good for inclusion here. You might suggest that a car so good that it deterred almost all manufacturers from making a rival can, by definition, have hardly changed the world. Then again, if you were around when the MX-5 came out and thought you knew what a fun and affordable sports car was like, it would have blown your mind into a thousand pieces. It changed the game so much that it has played pretty much by itself ever since.



# 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**



1994

# McLaren F1

We thought we knew what fast was. After all, we'd driven the Ferrari F40, the Porsche 959 and even the Jaguar XJ220. Turns out we knew nothing. The McLaren F1 provided the single greatest step in street-legal performance there has ever been or will ever be. And it did so with space for three and their luggage yet cast a shadow no greater than that of a Porsche 911. Oh, and in scarcely modified form, it won Le Mans first time out.



F-16

The fighter jet that Honda used as inspiration for the NSX's glass cockpit and exceptional visibility.



1984

## Renault Espace

One of the most clearly realised cars yet conceived. It was light and mechanically unremarkable yet so spacious and full of common-sense storage and packaging ideas that it immediately seemed extraordinary that the car had existed for nearly 100 years without anything like it being invented. If a car's place in the annals of automotive history can be defined by its ability to do the job for which it was designed, then few have done better in their own time than this.



1989

## Lexus LS400

When Toyota dispatched a group of engineers and managers to the US in 1984 to learn about luxury cars, they discovered several things, most of them unsurprising, including that when people upgraded from a Toyota, they bought a BMW or a Mercedes-Benz. If you want to join them, beat them, Toyota decided. The Lexus LS400 that appeared in 1989 set such high standards that industry engineers were still calling it an NVH (noise, vibration, harshness) benchmark seven years later.



1990

## Honda NSX

You have to remember the context. Mazda's MX-5 had appeared from nowhere and become the best affordable sports car in the world. The Lexus LS400 had done something similar in the luxury car arena. Nissan's new Micra was as good a small car as could be built. And then Honda pulled the NSX out of the hat. It was better to drive than a Ferrari 348 (much), as good to live with as a Porsche 911 and as easy to drive as a Ford Fiesta. Japan's rise looked unstoppable. And the NSX did change things, just not for Honda or Japan. Its real influence has been felt elsewhere: Ferrari, in particular, hasn't built a complacent car since.



1999

## Toyota Prius

You may like the Toyota Prius or you may think it an abomination on wheels, but you cannot deny its claim to have changed the automotive world. And remember its influence is felt most keenly not in Europe, where the proliferation of diesel has held it back, but in its native Japan and, particularly, the US. However you view the prospect of our increasingly hybridised future, it all started here.



1999

## BMW X5

BMW called it an 'SAV', or sports activity vehicle, but really it was the first off-roader anyone might choose to drive for fun. And when fitted with a 4.8-litre V8, fun it was. With Porsche Cayennes, Jaguar F-Paces, Bentley Bentaygas, Maserati Levantes and, soon, Aston Martin and Lamborghini SUVs, the idea of the entertaining SUV is now well established. In the 20th century, it was a revolution.



2003

## Rolls-Royce Phantom

After its disaster with Rover, many feared a BMW-engineered Rolls-Royce could spell the end for our most blue-blooded brand. In the end, nothing could have been further from the truth: the Phantom was the finest-riding car yet built and offered one of the most tasteful yet opulent interiors anyone could imagine. It redefined luxury travel and regained Rolls-Royce its reputation.



2006

## Audi R8

You might have backed BMW to be the first finally to produce a viable alternative to a Porsche 911. Or even Mercedes-Benz. But Audi, creator of sporting cars renowned the world over for their aversion to apexes? None other. The R8 was a sweet-sounding, fine-handling, great-looking thunderbolt from the blue and the most accessible mid-engined supercar since the NSX.

2013

## Porsche 918 Spyder

This could have been Ferrari's LaFerrari or the McLaren P1 but, as the first to be announced and shown, Porsche's claim to have ushered in the era of the hybrid hypercar is indisputable. Even now, it is probably the most sophisticated car of its type to come to market, offering an envelope of performance, technology and usability never before conceived, let alone achieved.





**MATT SAUNDERS**

The Porsche 918 Spyder smashed our dry handling track lap record at MIRA when we road tested it – and was even sufficiently forgiving and easy to drive to do so with me at the wheel. It's still my favourite hypercar, and I'd bet it always will be.



**2013**

**BMW i3**

Perhaps this should be the Nissan Leaf, the first affordable, purpose-built, all-electric car from a major manufacturer, but BMW's commitment and innovation were on a different level, resulting in a carbonfibre-constructed, lightweight, fun and fast electric car that in no way betrayed the promise of the BMW propeller on its nose.



**2012**

**Tesla Model S**

Probably the most influential large saloon of the decade. If it had been made by Mercedes-Benz, BMW or Audi, it would have been hailed as an all-electric revolution. In fact, it was the work of a company that, five years before the birth of the Model S, did not even exist. If you want the single biggest reason why all mainstream premium car makers, including Jaguar, now regard all-electric cars as integral to their future plans, you're looking right at it.

**2015**

**Ariel Nomad**

It's not every day that an entirely new kind of car is invented, but that's what the Nomad is: a sports car that works in all environments, from road to track, from sand dune to forest track. It may be the first such car, but it will emphatically not be the last.

**50%**

The percentage of Nomad owners who apparently use their car for rallies or competitions. Lucky them.



**VOTE FOR YOUR FAVOURITE**

You've read our choices for the 39 cars that changed motoring. We now need you to pick your favourite to receive the Autocar Readers' Champion Award at the upcoming Autocar Awards.

Visit our website to vote for your favourite from the short list. The identity of the winning car will be revealed at the Autocar Awards ceremony at the Silverstone Wing complex on 23 May.

**AUTOCAR**

**AUTOCAR AWARDS 2017**

**VOTE AT [AUTOCAR.CO.UK/READERSCHAMPION](http://AUTOCAR.CO.UK/READERSCHAMPION) NOW**



# The future of safety

Euro NCAP has played a key part in making cars safer in the past 20 years, but the consumer body isn't about to stop pushing. **Julian Rendell** finds out what's in store

**T**he sight of a 1997 Rover 100 crumpling into a ball of scrap as it impacts a test barrier remains alarming. Yet the comparative ease with which a 2017 Honda Jazz handles a similar collision is a graphic illustration of the safety advances made in the past 20 years of the Euro NCAP consumer crash test regime.

As Euro NCAP celebrates its landmark with this vivid back-to-back test, it is also eyeing the next 10 years of testing and will ramp up its famous star ratings to evaluate a new generation of electronic safety aids while also refining the crash test itself to achieve more realistic results.

Euro NCAP organises its test regime into five-year 'Roadmaps' to clearly signal to car makers how the star ratings will evolve. It is in the early stages of the 2016-2020 Roadmap, but consultation is under way to add new tests on advanced accident avoidance technology to run

from 2021 to 2025. "Euro NCAP has achieved a huge amount, but there are new safety advances coming all the time and we will evaluate them in the test to encourage standard fitment onto cars," says Matthew Avery of Thatcham Research, the insurance industry test laboratory and Euro NCAP's UK partner.

Euro NCAP's first 20 years has encouraged better safety cell design, and standard equipment now includes force-limiting seatbelts, front and side airbags and electronic stability control.

The future push is towards crash avoidance, and tests are coming in 2018 to evaluate if camera-based automatic emergency braking (AEB) can detect cyclists and, at night, pedestrians. Also in 2018, the test for emergency lane keeping (ELK) will be refined to assess if camera and radar sensors can detect broken white lines and the carriageway edge.

"Twenty per cent of the killed and seriously injured [KSI] are

on A-roads, and if we can avoid those collisions, we can make a big improvement in safety," says Avery.

The 2021-2025 Roadmap will encourage the standard fitment of autonomous emergency steering (AES), next-generation ELK and traffic across path (TAP), which hand over control of the car to sensors and computers programmed to prevent a collision.

Development of AES poses a significant technical challenge, says Avery, because it relies on multiple camera, radar and lidar sensors to detect a potential collision and steer the car to avoid an impact. "The steering wheel has to declutch so the driver can't override the sensors and the car has to make a complex decision in a split second," he says.

AES is expected to make production in around 2022-2023 in self-driving technology.

ELK has been tested since it was introduced, but the early systems weren't very effective, according to

Avery. A new, robotised, mobile rig will be deployed in 2018 to tighten the test at up to 70mph.

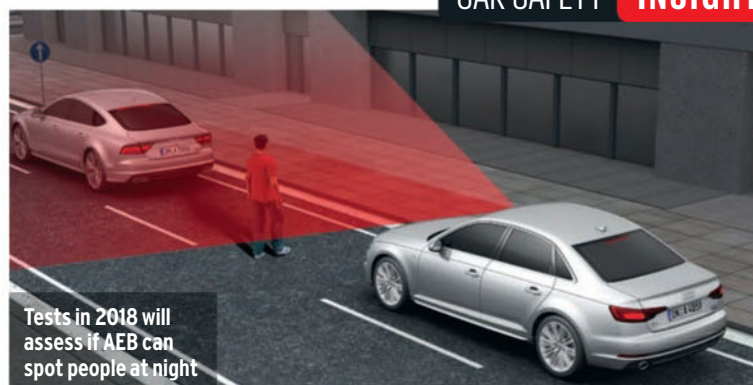
Another technology to be included in the star ratings is TAP, a radar sensor that applies the brakes to stop a shunt when a car pulls out from a side road. It works below 30mph at a range of 25m and is just becoming available on cars such as Volvo's XC90. Ultimately, the same sensors will stop a car emerging from a side road into the path of an oncoming vehicle.

Euro NCAP isn't leaving the 40mph barrier test procedure untouched, either, because it has two major revisions planned. The first will introduce 'compatibility', the real-world impact of a smaller car with a bigger one. The second will bring in more sophisticated, £500,000-each 'Thor' crash test dummies, which are already in use by car manufacturers.

Basic physics dictates that the heavier car in a shunt exerts a larger force on the smaller car, exposing the

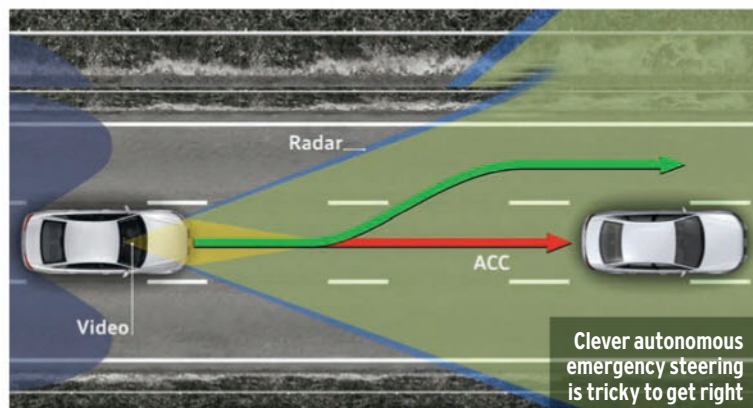


Rover 100 folded up in a 40mph impact; Jazz fared much better



Tests in 2018 will assess if AEB can spot people at night

“Euro NCAP was contentious at first, but the industry has learned to work with it”



## HAS EURO NCAP IMPROVED ROAD SAFETY?

Euro NCAP measures its success by the significant drop in road users killed or injured over the past 20 years. When the programme started, there were 3200 road fatalities in the UK. Twenty years on, that has dropped to 1600, and occupant deaths and injuries are said to have fallen 63% to 8500 in the same period.

In that time, Euro NCAP has tested around 630 individual models in a

total of 1800 crash tests and at a cost of £136 million.

The heavy investment and engineering development, of course, have come from the car industry, a point acknowledged by Matthew Avery from Euro NCAP's UK partner, Tatcham Research. "This is a partnership and the car makers have risen to the challenge," he says.

Avery ranks the three biggest safety contributions as stronger body engineering, load-limiting seatbelts and side curtain airbags.

He says: "When we started testing, the bodywork of many cars was just crumpling. Car makers have made huge advances in safety cells. Load limiter seatbelts help absorb the bigger loads on the occupants that follow on from the stiffer safety cells. And side airbags have been such life-savers. That's why we introduced the side-impact pole test."

The next entry on the list of life-saving equipment? Avery says: "Automatic emergency braking has cut accidents by 40% and is already proving a real life-saver."



Avery: "The car makers have risen to the challenge"

occupants of a smaller car to more danger, yet today's Euro NCAP test can represent only cars of the same size crashing into each other.

Although Euro NCAP emphasises that star ratings should be compared across the relevant vehicle class only – cars of similar weight – many drivers mistakenly believe that all five-star cars are equally as safe.

To address this, Euro NCAP will crash cars into a new 1500kg mobile deformable barrier (MDB), a soft obstacle riding on a wheeled trolley, which will transfer higher forces into a smaller car, compelling manufacturers to design safer small cars. It will also encourage better design of bigger cars with crumple zones perfected to treat smaller cars more gently.

When Euro NCAP was launched in 1997, it was contentious, with car makers unused to public scrutiny on the touchy subject of safety. But the industry has learned to work with Euro NCAP and Avery is

quick to praise car makers for the massive advances they have made, graphically demonstrated by those Rover 100 and Honda Jazz tests.

At the same time, Euro NCAP itself has become more thorough since the early days. For example, the procedure for evaluating AEB, introduced in 2014, has multiple test modes. These include city and inter-urban speeds with three pass/fail thresholds: avoid, mitigate and inactive. Points for the star rating are allocated on a scale of zero to 100%, with systems that 'mitigate' scored according to how much speed they scrub off. Further refinements will test AEB with different impact 'offsets'. Avery describes this as a "very severe test for the sensing systems that will be difficult for the car makers to design".

Euro NCAP is not standing still, but neither are car makers. The next 10 years promise more safety technology, better consumer testing and, most important, safer cars. **A**

WATCH THE VIDEO  
autocar.co.uk

Auto emergency braking has reduced accidents by 40%

# 'JUST ANOTHER RACER'

So says Jamie Chadwick of herself, but the opposite is true: she's a bit special. Sam Sheehan meets the youngest driver and first female to win a British GT title

**I**f you type the words 'girls in motorsport' into a Google image search – probably best you don't if you're in public – the vast majority of results are of scantily clad women. You have to skim past nearly two dozen pictures before you arrive at the first race suit-wearing person. This is bad.

It's also surprising because, unlike many other sports, motor racing is gender neutral. Neither sex has a natural advantage when driving a racing car. Yet here we are, more than 120 years on from the world's first motor race, and women are still, by and large, under-represented.

Things are changing quickly, though, and one of the UK's brightest rising stars, 18-year-old Jamie Chadwick, is a prime example. "Trying to explain to people that I'm a racing driver can be tough," she says. "But I like to do my talking on the track."

Chadwick certainly made waves in 2015 when she won the GT4 class of the British GT Championship. Driving an Aston Martin V8 Vantage GT4 alongside Ross Gunn for Beechdean Motorsport, she was the



Chadwick and Gunn won the 2015 British GT4 title in an Aston

first female to win a British GT title – and the series' youngest winner, at 17 years of age. Becoming the youngest winner of the Silverstone Dunlop Britcar 24 Hour race in the same year further confirmed her ability.

"I've always thought of myself as just another racer," says Chadwick when asked about her achievements that year. "For me, it's a nice novelty to have the accolade as the youngest and the first female to win British GT, but I'd be no different if I were a 40-year-old male. It makes no difference to me responsibility-wise or pressure-wise."

Chadwick's so far short but enviable career is a sign that things in motorsport are far better than they once were. Her gender has never been a cause of conversation when on track, and she says all of her male competitors see her in the same light as anyone else.

"I've not experienced any prejudice against my gender," she says. "If I've done well, I've never met any male that's been disappointed to be beaten by a girl. I'd like to think we're now in a day and age where gender is no longer an issue."



Chadwick: "I want to develop as much as possible as a driver"

One of Chadwick's biggest idols is Leena Gade, the first female racing engineer to win at the Le Mans 24 Hours. "When Leena won with Audi in 2011 in a role that's at least as important as mine, it was really inspirational as I was growing up," she says. Nevertheless, Chadwick concedes that there's still some way to go before women are fairly represented in the sport's top classes. She cites the lengthy absence of female drivers on the Formula 1 grid as a key illustration of the problem.

"It's a numbers game," she says. "If there's one girl for every 50 guys out there, inevitably with just 22 places

on the grid in F1, it's going to be a rare sight to see a female there."

Chadwick might just be the person to fix this, though, because she has her sights set on motorsport's top formula. "The dream for me has to be F1," she says. "It's the pinnacle of motorsport and it's where every young driver wants to be. But it's getting tougher and tougher to make the break, and getting through the junior ranks is a real financial strain."

For this reason, Chadwick explains, F1 can't be the only target. Her aspirations are to be a world champion, but in which class she can't yet say. "Whether that's in

sports cars or F1, I don't know. As long as I keep improving, that's what matters right now."

After 12 months out of full-time motorsport to focus on her final year of A-levels, Chadwick is now ready to burst back into racing. Where she goes in 2017 is yet to be confirmed, but her desire to progress is clear.

"I'm still really open-minded as to where I go from here," she says. "I want to develop myself as much as possible as a driver. The GT stuff is great at teaching you a type of race craft that you don't really learn in single-seaters, but single-seaters are more technically advanced."

Chadwick has her eye on an F3 drive, but she explains that it would also feel natural to try to pick up where she left off in GT racing. "I race because I love it, and as long as I'm driving, I'm happy," she says.

Whichever series this teenage racer ends up competing in, one thing is clear: she's part of a wider movement. A movement that proves the girls can beat the boys and, perhaps just as significant, one that shows Google's image search algorithm might not be very accurate any more. **A**

“The dream for me is F1. It's the pinnacle of motorsport and where every young driver wants to be”

FORD GT RACER

## RICHARD WESTBROOK

British driver on competing in the recent 24 Hours of Daytona



**How does it feel to be a Ford GT driver at the 24 Hours of Daytona?**

"Daytona is a really special race in America, if not the whole world. For an American brand, this is the big one. This is the American Le Mans 24. Going to the race four cars strong like we did in Le Mans: everyone takes this one seriously."

**Where does Daytona rank on your list of favourite races?**

"It's up there. In some ways, it is my favourite. It just comes at the perfect time of the year. When you have been at home getting itchy feet, it's really good to get back. The atmosphere is really great."

**Tell us about one of your most cherished memories of Daytona...**

"Probably making my debut here with a Daytona Prototype. We led for a long time and came very close to a victory, but a seatbelt issue put us two laps down."

**How does racing at Daytona differ from, say, Le Mans?**

"Daytona is special. You can be four laps down in the night and make it back because of yellow flags and safety car periods. That does not happen at Le Mans. Being a lap down at Le Mans, you're pretty much out of contention for first place. At Daytona, you are never out of the race. The most important thing is that you're on the lead lap with an hour to go. That's when the gloves come off. It's an endurance race, but it's all about the sprint in the end."

**Talk us through the feeling of driving at Daytona...**

"Speeds-wise, we can reach more than 180mph. You don't really feel the banking so much when you're on track. The time when you do notice it is behind the safety car going really slowly. At that point, you feel like you're almost holding yourself in the car. But when you are at high speed, the forces are pushing you back into the seat."

# YOUR VIEWS

WRITE TO  
autocar@haymarket.com

## Bravo Bentley

The Bentley Bentayga is superbly engineered and quite unique in the market at the moment, so it should be seen as an impressive achievement by anyone who appreciates great car design in the broadest sense.

Steve Cropley is clearly enjoying the one he's driving, noting that "we racked up 2000 miles over Christmas without even thinking about it" (Our Cars, 18 January), although at 21mpg, those 2000 miles would have cost more than £500 in fuel and sent nearly a tonne of CO<sub>2</sub> into the atmosphere.

## Rodger Bending

Via email

*Our long-term fleet is incredibly diverse. Often parked either side of the Bentayga in our garage are a Renault Twizy and Nissan Leaf – DR*

## Box of tricks

I sympathise with Vicky Parrot's frustration with the Nissan Leaf's cables (Our Cars, 31 January). May I suggest a medium-sized plastic box to store them in? The cables don't tangle around other items, are easy to clean when dirty and stop water from soaking into the boot.

Just a tip from a very happy Nissan Leaf (and BMW 530d) owner.

## Tim Pottle

Via email

## Tired of tyre noise

As a pedestrian, I'm annoyed by the passing roar of 225/40 tyres and wider. Even the basic Ford Fiesta is often so equipped.

The BMW i3 and i8, however, have exposed this monstrous expense for the uninterested motorist, since these cars seem to manage quite well on 155 and 205-section tyres.

It seems that most of us (Autocar readers excepted) are being taken for a ride by our tyres.

## Richard Battle

Via email

## Not top Trump

I need to replace my old and ailing Alfa Romeo 147 and had almost settled on a Ford Focus ST. However,



The i3 proves that narrow tyres work

## LETTER OF THE WEEK



## Why Alfa needs a supermini

Steve Cropley said he feels pangs of regret at the loss of the Alfa Romeo Mito, leaving the marque without a small car as a legacy to the delightful Alfasud (My Week in Cars, 18 January).

I couldn't agree more, especially as superminis are gradually moving upmarket in style and sophistication, without costing the earth.

The problem is how to make a small car – even a premium, sporty one – profitable without big volumes. The 'Punto beneath' didn't help the Mito. Maybe a next-generation Mazda 2 could assist.

## Rodger Williams

Via email

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



being politically opposed to President Trump's views, I found myself in a quandary over whether to buy a car from an American-owned brand.

Previously I would not have given a second thought to the brand logo on a product or where the company was based, but I ended up getting a Mini Cooper instead – and I couldn't be happier with it.

## Ola Ness

Via email

*Are anyone else's car buying decisions swayed by global politics? We'd love to hear from you – DR*

## Replacement regrets

I recently replaced my beloved BMW 535d F10 with an £80k Range Rover Sport Autobiography, and I feel I've made a mistake. The Range Rover is just a hugely expensive label with onboard tech that is nowhere near that of its rivals. I'd rather have a BMW X5 or Audi Q7.

## Lee Ryan

Via email

## Grim Griffith

I don't miss my TVR Griffith ('Not To Be Griffed At', 18 January). I never

gelled with the car, especially the ride, the terrible jumpiness of the engine at low speeds, the comedy electrics and the fit and finish (a gale used to blow through the driver's door gap when closed). It's a Marmite car for sure – and I don't like Marmite.

## Geoff Lowe

Via email

## Allspace, no need

I am struggling to understand why Volkswagen has created the Tiguan Allspace (First Drives, 11 January). It is entirely reminiscent of the standard Tiguan, which isn't surprising given that only 11mm has been added to the wheelbase and another 11mm elsewhere.

Even when parking the two models side by side, most people wouldn't see any difference. With all the costs involved in creating model variants, why didn't VW add a sensible amount, say 50mm overall? Then the US name of Long Wheelbase would be an accurate badge and the extra row of seats would be practical, removing your main criticism.

## David Allen-Butler

Via email

## BMW/Volvo hybrid-hybrid

Your plug-in hybrid group test was fantastic ('Turn on, Plug In, Cash Out', 18 January). It's a shame that the perfect plug-in doesn't exist yet, but I've thought of a solution.

Ideally you would want the Volvo Twin Engine design in something that drives as well as the BMW 3 Series. Then you can have your cake and eat it. So Volvo, pull your finger out, install your electric powertrain on a petrol engine in one of your more modern offerings and maybe you will have a winner.

Or maybe BMW could fit a similar electric drive system to Volvo's, in order to beat the opposition on all fronts. That way we could buy with our hearts as well as our heads.

It is interesting to see the petrol engine's economy up there with the diesels at motorway speeds, although I know the D5 is getting old.

## si73

Via autocar.co.uk

*Volvo already has its petrol-electric T8 Twin Engine in the XC90, and it's a great powertrain – DR*

## An oldie but a goodie

Matt Prior wrote about old cars he'd seen (Tester's Notes, 11 January).

Recently, I saw a Ford Granada and it brought back memories from when I started working for Ford.





This Ford Granada got Rob all misty-eyed about the old days

I worked in the Special Test department, where we tested various tyres before they could be approved for production.

One of the tests was for rolling circumference, for which we had a specially equipped Granada estate. The test involved driving at set speeds between two sensors on a banked track with the tyres fitted to the rear wheels of the car. Driving at 70mph on the banking with 12in tyres (as fitted to the Fiesta at the time) on the back was nerve-wracking, to say the least. Fond memories.

**Rob Glenister**  
Via email

#### Braking with tradition

My family is onto its second successive Volkswagen Up. It's the perfect runaround and best in class by miles in every way.

But at 28,000 miles there was a graunching sound from the brakes, but on inspection the original pads were about 10% worn, while the discs were completely shot.

The workshop advised that whereas about a decade ago one used to get two to three pad changes to a single set of discs, now it's almost the other way around.

This is hardly progress, so what has changed and why? Is this an attempt to ensure new brakes and discs are fitted every 30,000 miles?

**Christopher Bibb**  
Via email

#### Change of Formula

Now Bernie has gone, let's get back to proper racing. Ditch all the electronic aids and get the drivers to change gear manually by using a gearlever.

While it's great to have all the modern gizmos, it costs a fortune and only the big teams compete here.

Formula 1's new owners have a great opportunity to drive down costs and make the drivers work for a change, with no automatics or driver aids. But will it happen? I'm not holding my breath.

**Ludicrous Speed**  
Via autocar.co.uk



Bentayga is a great achievement – but hardly cheap to run

GREAT REASONS TO BUY

# NEXT WEEK'S ISSUE

ON SALE 15 FEBRUARY

## ROAD TEST



## Tesla Model X

Full test of the electric SUV that aims to give the established set a bloody nose

## INVESTIGATION



## Faraday Future

How seriously should the new EV start-up be taken? We find out

## FIRST DRIVE



## Toyota Prius Plug-In

Has the Prius finally become as good to drive as it is cheap to run?

## HOW TO



## Buy your first Ferrari

Steve Cropley reveals how it might not cost as much as you think

**SUBSCRIBE** [autocar.co.uk/subscribe](http://autocar.co.uk/subscribe) or see p36

# OUR CARS

## FEATURED THIS WEEK



FORD EDGE



FORD MUSTANG



HONDA JAZZ



HYUNDAI ix35 FUEL CELL



NISSAN NAVARA



RENAULT CLIO TROPHY



SKODA SUPERB



SUZUKI BALENO



### FINAL REPORT

## NISSAN NAVARA

Can a well-equipped pick-up really offer the same ownership proposition as an SUV? We've had six months to find out



DIY mods included carpeting the Navara's load bay

**I**t was only right that our Nissan Navara NP300 Double Cab pick-up truck was plunged straight into the action when it arrived last July.

This is a no-nonsense utility vehicle, after all, and from day one it was put to work transporting my bulky camera gear to myriad video shoots around the country.

It rarely got a rest thereafter and in six months covered 11,880 miles. That's one of the Navara's many impressive numbers. Some of the other most important ones relate to its impact on my wallet.

The Navara is classified as a light commercial vehicle, so the flat £140

VED rate takes the sting out of our CO<sub>2</sub>-based road tax system, despite its claimed 169g/km output. There are even competitive rates on fuel allowances, so this is predominantly geared up to be a business vehicle – if that's not stating the obvious.

Our Navara cost £29,621 all in, with its benefit-in-kind value set at £3170. So if you pay tax at 20%, it works out at £634 per year, or £52.83 per month. For a 40% tax payer, that becomes £1268 for the year, or £105.66 per month. From this perspective, it's genuinely one of the cheapest vehicles you could run. For private buyers, though, it's harder to make a case for it over more efficient

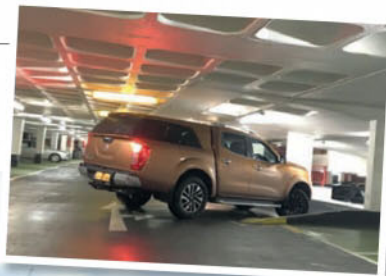
vans or SUVs that offer the same key attributes but for less money and better day-to-day running costs.

The Navara really found its form on the 50mph roads and motorways on which it spent much of its time, ticking along happily and smoothly. Push it hard, though, and the noise from the air intake became so loud that it could be mistaken for a bin lorry. Cats ran, dogs barked, kids turned their noses up, although that may have been because of the Terry's Chocolate Orange paintwork. Much of that noise found its way into the cab, too, and the audio system would have to be turned up to full volume to drown it out.

The infotainment, incidentally, is a standout part of the Navara's game. Broadly speaking, others do it better, but not in this sector. It conducts its business in a first-rate way through a 7.0in touchscreen. The stereo is loud without distorting and the bass is decent. Overall, the system's integration with the steering wheel controls and dashboard screen is reminiscent of Audi's Virtual Cockpit, and I loved it.

The twin-turbocharged 2.3-litre diesel engine's claimed 187bhp and 332lb ft sound gutsy on paper, but in practice I was often left wanting more of both – quite disappointing considering that this is the most

Tax breaks make the Navara cheap as a company car



Engine noise in the cabin was an issue when pressing on

## “The Navara garnered respect from my colleagues for hustling around the track”

powerful version available. Rivals such as the Volkswagen Amarok have much more usable grunt, especially if you're after a tow vehicle.

What the Navara also needs is a taller sixth gear, or even a seventh ratio. I was left yearning for the optional seven-speed automatic that Nissan offers – and not just for the extra ratio. Having sampled the auto for a week, I can confirm that it is by far the better package.

I wonder if the auto would deliver better long-term fuel economy too. Our Navara returned an average of 32mpg during its time with us. For a two-tonne steel mass with the aerodynamics of, well, a truck, that figure may seem reasonable to some, but not me, having burnt through £300 a month in diesel.

The automatic also lessens the discomfort of sitting on a driver's seat with a very flat base. By losing the clutch pedal, I could actually drive in reasonable comfort. Oddly, the leather in the automatic Navara was far softer than in ours, although Nissan says there has been no change in supplier or material.

Our truck didn't escape some DIY 'improvements', either. I added some carpet to the rear in order to stop the bed liner from churning its contents around like pennies in a washing machine. It's a shame that Nissan has

overlooked the less heavy-duty end of the pick-up market and not offered a wider variety of bed lining options. Also, an aftermarket tailgate hinge modification from Pegasus made raising and lowering the heavy panel much easier than it was previously.

During its six short months with us, the Navara really settled into its crucial role as my daily driver cum filming car. Our reviewer Alan Taylor-Jones said he was mightily impressed with it. He highlighted its all-round capabilities, the space on offer here in Double Cab form and the generous amount of kit it came with. Supplied in Tekna trim, it left me wanting for little – apart from some more reach on the steering column. That aside, it really did give a bit of everything – which is exactly what a pick-up is built for.

One of the Navara's standout performances was during filming for our Britain's Best Driver's Car feature in Wales. Being able to pile an enormous quantity of gear into the back and keep it secure as we moved around proved invaluable.

We even pushed the pick-up to its limit around Anglesey circuit. The rubber squealed but I didn't, instead staying calm and composed thanks to the multi-link suspension set-up. I had no fear filming from the flatbed, and the Navara garnered respect

### TEST DATA

#### NISSAN NAVARA NP300 TEKNA DOUBLE CAB

##### TEST STARTED 27.7.16

Mileage at start	5482
Mileage at end	17,362

##### PRICES

List price new	£24,792.50
List price now	£29,100
Price as tested	£29,621.50
Dealer value now	£25,500
Private value now	£24,500
Trade value now	£22,000

##### OPTIONS

Hardtop Premium £3300, electric sunroof £450, bedliner protection £360, fitted tool box £300, tow bar £275, aluminium entry guards £89, front and rear mats £55

##### FUEL CONSUMPTION AND RANGE

Claimed economy	40.3mpg
Fuel tank	73 litres
Test average	32.0mpg
Test best	44.1mpg
Test worst	19.0mpg
Real-world range	450 miles

##### TECH HIGHLIGHTS

0-62mph	10.8sec
Top speed	114mph
Engine	4 cyls, 2298cc, diesel
Max power	187bhp at 1500-2500rpm
Max torque	332lb ft at 1500rpm
Transmission	6-spd manual
Boot	Flatbed, 1-tonne capacity
Wheels	18in, alloy
Tyres	255/60 R18
Kerb weight	1963kg

##### SERVICE AND RUNNING COSTS

Contract hire rate	£229 per month
CO <sub>2</sub>	169g/km
Service costs	None
Other costs	£366 (new aerial, tail lift)
Fuel costs	£1800
Running costs inc fuel	£2166
Cost per mile	18 pence
Depreciation	£4121
Cost per mile inc depreciation	54 pence
Faults	None

##### PREVIOUS REPORTS

27 July 2016, 17 Aug, 31 Aug, 21 Sept, 12 Oct, 2 Nov, 7 Dec, 11 Jan 2017

### LOVE IT



#### INFOTAINMENT

Fantastic. Sat-nav is the highlight and the Bluetooth mic is impressive, especially over engine's din.



#### STORAGE BOX

Enormous (optional) lockable storage box kept all my random bits from going astray.



#### TRACTION IN 2WD

The ESP keeps everything in check so well that it's hard to justify four-wheel drive for the road.

### LOATHE IT



#### ENGINE

Lacklustre power in real-world conditions, meagre fuel economy and unrefined.



#### REAR WINDOW

The rear glass window can't be slid down. It would be useful to be able to do so at times.

from my road tester colleagues for hustling around the track.

The Nissan undertook further excursions, assisting Team Autocar's Three Peaks Challenge mountain assault by lugging them and their walking poles around the high points of England, Scotland and Wales. It was selected on the grounds of its spaciousness and being a 'proper 4x4', even though it was only used in two-wheel drive mode.

The Navara's time with us was a success. This is very much a 'what you see is what you get' motor. But it doesn't surpass better-riding, spacious estates such as the Skoda Superb, and it doesn't have that extra something that makes it a reasonable alternative to an SUV. If you want a pick-up, though, for work especially, I would have no hesitation recommending this one.

**JAMES HOLLOWAY**

OWN ONE? SHARE YOUR EXPERIENCE  
james.holloway@haymarket.com



FINAL REPORT

# HONDA JAZZ

Over its six months in our care, this practical supermini showed why those who buy one usually end up admiring it



**H**ow do we measure the popularity of a long-term test car here? Easy. It's not a matter of worldwide sales or cornering prowess. It's measured simply by the number of times the car's keys are borrowed from the owner's desk while the vehicle is in our tenure.

I have run cars on 12-month loans, most notably a posh Jaguar, an on-trend Nissan Qashqai and a smart Lexus SUV, where the keys were off my desk so much that I began to wonder if I'd actually dreamt them up. By contrast, in six months with my little Attract Yellow Honda Jazz, only two people actually asked to borrow it of their own volition and, having driven it once, they never asked again.

And that's a shame. Whether it was the colour that put the others

off, or the Honda's reputation for attracting a more mature owner, I don't know, but if they'd tried it, they would have found that there was quite a lot to like about this third-generation Jazz, not least that it does well nearly everything that you'd expect it to do well.

This is one of the reasons why the Jazz has always been popular in the UK, and this latest one embodies all the qualities for which the little Honda is legendary: there's no shortage of interior space and its practicality constantly proved a boon during my time with the car.

Dropping the clever Magic seats was the work of seconds, and the boot space with them down was voluminous. It laughed in the face of a weekly shop, too, or a car full of children or flatpack furniture (or occasionally all at the same time)

and it soon proved to be an excellent companion for trips to the tip. On top of all that, it was easy to get in and out of, easy to see out of and, best of all, remarkably economical for a car that spent most of its time either in commuting traffic or being belted down a motorway.

Our overall figure of 41.5mpg is a splendid result for a petrol-engined car and better than I've achieved in many diesel or hybrid cars. Indeed, the digital display in the infotainment system often showed well over 50mpg, but filling up the

tank revealed the readout, like many such, to be a trifle optimistic.

Our SE Navi car was handsomely equipped, too, with the most useful features for me being the front and rear parking sensors. We also had an integrated Garmin sat-nav with a Connect infotainment system and 7.0in touchscreen, which featured internet browsing and smartphone syncing. Alas, this was to prove occasionally frustrating, because the touchscreen was one of those that needed a second prod before any response was forthcoming, and

“  
This third-generation Jazz does well nearly everything that you'd expect it to do well  
”

Practical touches, such as these A-pillar windows, abounded



Bright yellow paint, a £500 option, made it stand out



All that Jazz: the Pearson family has each model covered



Urban driving allowed the alert steering to shine

its somewhat ambiguous menus meant simple acts, such as changing a radio station, weren't always as straightforward as I'd have liked.

However, throw in the car's unimpeachable reputation for reliability, perceived strong build quality and impressive safety kit, as well as its excellent residuals, and on paper our Jazz would seem to be a match for most of the cars in its class.

There is, though, a major fly in the ointment. I mentioned that the Jazz does nearly everything well that you'd expect it to do well, but what it doesn't do very well at all is go. Of course, no one expects supercar performance from a supermini, even one made by Honda, but our car was decidedly lacking in straight-line puff. Put your foot down and in certain situations nothing seemed to happen for a very long time indeed.

To summon up any sort of forward motion at all, you really had to boot it up to the redline and that, with an engine that was always a little too vocal and surprisingly harsh, was an unpleasant way to do business.

Road noise could be overly prevalent, too, and the general cacophony made motorways a tiresome affair.

On one such journey, travelling with my family from Surrey to Bristol, it was draining enough to sap the enthusiasm out of all of us and leave us with headaches. I'm not even sure that we've fully recovered now. It caused me to wonder if any sound deadening had been sacrificed to achieve the new Jazz's low weight.

The ride, too, was not quite right. Better than Jazz models of old but still too fidgety around town. The steering was alert and the

## TEST DATA

### HONDA JAZZ 1.3 IVTEC SE NAVI

#### TEST STARTED 9.6.16

Mileage at start 274

Mileage at end 5474

#### PRICES

List price new £15,605

List price now £15,605

Price as tested £16,105

Dealer value now £12,465

Private value now £10,965

Trade value now £10,330

#### OPTIONS

Pearlescent Attract Yellow paint £500

#### FUEL CONSUMPTION AND RANGE

Claimed economy 56.5mpg (combined)

Fuel tank 40 litres

Test average 41.5mpg

Test best 44.6mpg

Test worst 38.1mpg

Real-world range 336 miles

#### TECH HIGHLIGHTS

0-62mph 11.3sec

Top speed 118mph

Engine 4 cys, 1318cc, petrol

Max power 101bhp at 6000rpm

Max torque 91lb ft at 5000rpm

Gearbox 6-spd manual

Boot 354 litres

Wheels 5.5Jx15in, alloy

Tyres 185/60 R15

Kerb weight 1066kg

#### SERVICE AND RUNNING COSTS

Contract hire rate £201.65 per month

CO<sub>2</sub> 116g/km

Service costs None

Other costs None

Fuel costs £675

Running costs inc fuel £675

Cost per mile 13 pence

Depreciation £3640

Cost per mile inc dep'n 83 pence

Faults None

#### PREVIOUS REPORTS

20 Jul 2016, 3 Aug, 24 Aug, 14 Sep, 12 Oct, 26 Oct, 23 Nov, 4 Jan 2017

## LOVE IT



### RUNNING COSTS

Worst it returned was 38.1mpg, the best 44.6mpg. Not bad for mostly urban and fast motorway use.



### PRACTICAL INTERIOR

The Jazz's trump card: useful-size boot was easily augmented by the versatility of the folding rear seats.

## LOATHE IT



### REFINEMENT

Road noise made motorway journeys tiresome. The engine was vocal and quite harsh, too.



### PERFORMANCE

Its 1.3-litre four-cylinder engine needed revs to give its best, but its best, frankly, wasn't good enough.



### INFOTAINMENT

Touchscreen frequently needed a second prod and the logic of the menus wasn't always that intuitive.

gearchange slick, and there was just a slight suspicion that this car wasn't quite as well finished inside as the previous generations. Additionally, the driver's seatback angle was adjusted by ratchet rather than rotary dial, making it difficult to fine-tune,

To be honest, though, it was only this slight drawback with the driving dynamics that put a dampener on the otherwise sweet music I made with the Jazz during our six-month affair. If those driving manners had matched up to the practicality and general smartness of the rest of the car, I would have thought it easily good enough to rival the likes of the Skoda Fabia and the Ford Fiesta at the top of the class.

Not that, for some Jazz owners, driving dynamics matter that much. What they want is admirably delivered by this spacious and economical little runabout.

A final word of warning, though: if you do buy one, don't expect other people to be terribly interested in it, even if it is bright yellow.

**MARK PEARSON**

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

# ORACLE<sup>®</sup>

---

F I N A N C E

OUR CUSTOMERS DEMAND  
A DIFFERENT LEVEL OF PERFORMANCE...



FUNDING FOR PRESTIGE, SPORTS AND CLASSIC CARS.



OFFICIAL VEHICLE  
FINANCE PARTNER



OFFICIAL VEHICLE  
FINANCE PARTNER

08450 944 997  
[www.oraclefinance.co.uk](http://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.



FIRST REPORT

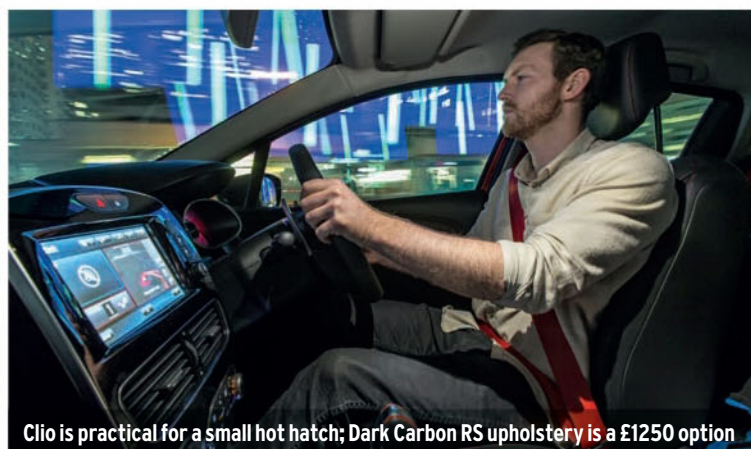
# RENAULT CLIO TROPHY

Is the most hardcore Clio more fun to live with than the regular RS? Let's find out

**A**t Autocar in years gone by, I imagine the thought of a lowly photographer running a fast Clio would have provoked grumbles from a horde of looked-over road testers. Insert the word 'Trophy' as it applied to the 182 version of the model and I suspect wholesale rebellion would have ensued, with tears and shouting and bonfires built from tripods and flashguns.

Now? Not so much. You'll hardly need to be told that the addition of an automatic gearbox and a less than brilliant turbocharged 1.6-litre engine has led to a conspicuous lowering of the Renault Sport Clio's previously stellar reputation. In regular format, this infamy was not undeserved, but Renault's second go – the facelifted car to which it has pointedly attached the Trophy nameplate – is well worth a longer, multi-month look.

Why? For a start, the power is up – by 20bhp to 217bhp – and the chassis is down – by 20mm at the front and 10mm at the back. Both, I suspect, are good things. Even better is the availability of a bespoke Akrapovic



Clio is practical for a small hot hatch; Dark Carbon RS upholstery is a £1250 option

“As a track day fan, I'm looking forward to this Clio's primary role more than anything”

exhaust, a noisy £900 tick we've emphatically made on the options list (along with a £350 Bose Premium sound system that'll provide a Spotify-supplied soundtrack once we're bored with the Slovenian one). Then there's the gently enhanced look – redesigned splitter, new 18in wheels and flag-inspired foglights, of which I'm rather fond. To this, we've added Flame Red id metallic paint (£1300) and Dark Carbon leather/cloth upholstery (£1250) to the inside.

Ah, yes, the inside. Previously, you may recall, I've run respectably proportioned motors; both the Ford Mondeo and Hyundai Tucson had big boots and respectably capacious seating. When introduced, the Clio

200 originally came with another promise beyond its raw performance: practicality. Its suddenly bigger, five-door format would make the Renault Sport special a proper small family car, with room for kids and clutter. I have none of one and a spectacular amount of the other. If the Trophy can cope with cases, tripods, ladders, flashes, bags and even the occasional need for having yours truly hanging out of the boot, then we'll know it has fulfilled that part of the supermini brief in a way that the Ford Fiesta ST (for example) definitely wouldn't.

Secretly, though, as a track day enthusiast, I'm looking forward to the Clio's primary role more than anything – namely, going harder,

faster and more frenetically than even its heated-up standard sibling was intended to go.

Renault Sport is notoriously good when it comes to organising track days for its fanbase, and its self-made circuit days extend to locations as evocative as Spa-Francorchamps. If the Trophy manages to suit me day to day and still proves grin-inducing on a track that contains Eau Rouge, it'll go a long way to resuscitating the car's standing at Autocar Towers.

That's for the future, though. For now, we're just bedding in, the Clio and me. I've driven it from London to Bristol and only far enough otherwise to get the snaps you see here. Thus far, I can say that it buffs up rather nicely for pictures but isn't as economical as I'm used to. I suspect the claimed 47.9mpg combined economy will remain as distant as Newfoundland is from the West Country – but otherwise, I'm keeping an open mind. The road test desk may yet come crawling.

**LUC LACEY**

## TEST DATA

### RENAULT CLIO RS 220 TROPHY

Price £22,425 Price as tested £26,520

Options Renault id Flame Red metallic paint £1300, Dark Carbon part leather/part synthetic/part cloth RS upholstery with RS logo on the front £1250, Akrapovic exhaust £900, Bose Premium sound system £350

Economy 30.5mpg Faults None Expenses None

Trophy's turbo 1.6 makes 217bhp and 207lb ft of torque



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

# 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**

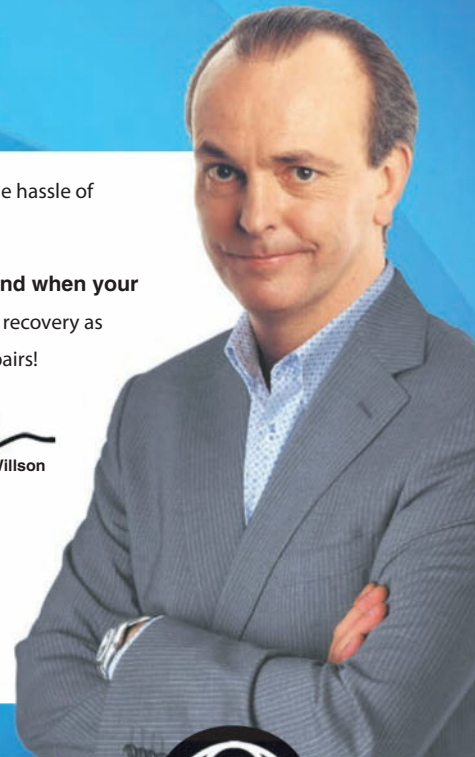


## QUENTIN WILLSON'S VIDEO GUIDE

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

Watch Quentin's Video Guide  
[www.warrantywise.co.uk/guide](http://www.warrantywise.co.uk/guide)

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



Get a Quote Online

[warrantywise.co.uk](http://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



MILEAGE 5346

# HYUNDAI ix35 FUEL CELL

Our fuel cell SUV makes the future of motoring feel normal(ish)

**T**he Hyundai is a remarkable car thanks to its hydrogen fuel cell, yet it is positively unremarkable to live with. For all the technical wizardry going on out of sight, I am going from A to B with scarcely a care in the world.

With the refuelling infrastructure in its infancy, there is the issue of range anxiety, but even that's hardly an issue. I can comfortably get 200 miles from a tank, so I haven't ventured beyond the Heathrow and Teddington fuel stations in south-west London. But should I need to, existing fuelling stations make trips to the south coast, west Wales or as far north as Sheffield possible.

But there are barriers, because, as with battery-electric cars' charging points, not all fuelling stations are run by the same people or on the same terms. You need to pre-plan journeys and make sure you're registered to access the



fuelling stations, and therein lies an infrastructure challenge that needs addressing. I've no doubt the issue is holding back EV adoption, and it has the same potential to restrict the uptake of hydrogen cars.

Likewise, I've had to adapt to how the ix35 uses fuel. As you'd expect, as speeds rise, so does consumption. In Eco mode at 60mph on the motorway, it uses fuel pretty much as indicated – a mile for a mile – but go faster and it drains exponentially. The same is true of other EVs and, in truth, fossil fuel cars. Mentally adjusting

to this has taken time, but there's an argument that all drivers would do well to learn the lesson of haste versus speed and the economical and environmental benefits of it.

Refuelling is now second nature. It takes about seven minutes from activating the security gates to leaving again and, clanking and chugging of the pump aside, it's very similar to refuelling the old-school way, and the per-mile cost is working out at the equivalent of about 60mpg.

**JIM HOLDER**

## TEST DATA

### HYUNDAI ix35 FUEL CELL

Price £53,105 (after £4500 gov't grant)

Price as tested £53,105

Economy na Faults None

Expenses None Last seen 18.1.17

## OWN ONE? SHARE YOUR EXPERIENCE

jim.holder@haymarket.com

MILEAGE 5960

# SKODA SUPERB



THE SUPERB HATCH has already racked up nearly 6000 miles. Nothing has gone wrong and it has become remarkably easy company, which means you have to go looking for things you don't like. So I did.

First, the digital radio makes you select an 'ensemble', a collection of stations on a certain transmitter, or something. But if you don't know which ensemble your preferred stations are on, it's a faff. And if you browse stations via the roller on the steering wheel, the display of them between the dials isn't alphabetical.

Then there are the parking sensors. If you're trying to park close to, say, a wall on the nearside – to make getting out easier – you get a constant buzz even though you're not

about to hit anything. I'd like a way to show the proximity but lose the noise.

Finally, the car tells you if the screen wash is low. Great, but it keeps telling you. The other day it told me eight times on my drive home. I know. I'll fill it up when I get there.

Still, this car is terrific. Look at anything and you'll find fault if you want to. In the Superb, you have to look harder than in most.

**MATT PRIOR**

## TEST DATA

### SKODA SUPERB 2.0 TSI 280 4X4 DSG LAURIN & KLEMENT

Price £35,165 Price as tested £36,200

Economy 29.6mpg Faults None

Expenses None Last seen 11.1.17

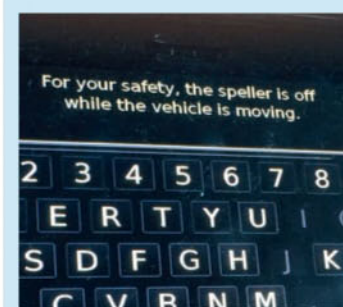


## Ford Edge

MILEAGE 11,094

LAST SEEN 11.1.17

I often head to south Wales for photo shoots, and the Ford's compliant ride and barely audible twin-turbo diesel engine are proving to be a relaxing combination on the motorway slog. And despite colleagues complaining about the Edge's propensity to pitch and roll in corners, I've come to enjoy its comfort-orientated dynamics. I mean, what do you expect from a fully laden SUV? **JB**



## Suzuki Baleno

MILEAGE 4109

LAST SEEN 11.1.17

I often drive into Surrey on Saturday mornings for Under 8s football and rely on the sat-nav to get us to venues. But if I ask my son to input a destination while on the move, he gets an error message: "The speller is off while the vehicle is moving." I appreciate the sentiment, but why can't the system have an override button for a passenger to use it? **MH**



## Ford Mustang

MILEAGE 1532

LAST SEEN 4.1.17

I've used the Mustang slightly less through winter, but its ability to switch from smooth GT to brutish weapon with a single gearshift and a prod of the throttle is hugely entertaining. It's proving to be a real head-turner, and lots of people want to chat about it. The usual question is not "What'll it do, mister?" but "How much power has it got?". **JC**



# USED CARS

WITH JAMES RUPPERT, THE HIGH PRIEST OF BANGERNOMICS

Alfa Romeo Spiders are appealing, but avoid older models



## PREACHING TO THE CONVERTED

An acquaintance wants a convertible in their life. **James Ruppert** has some ideas

**T**he best bit about being me is that I get to be at the epicentre of other people's car buying conundrums without the hassle of having to shell out any of my own money.

Recently I have been drawn into a mid to later-life crisis scenario with a neighbour who wants a convertible before it's all over for them. The first word out of her mouth was Alfa, quickly followed by Romeo.

It's easy to understand the attraction of just about any Alfa, even the ugly ones. What is less forgivable is just how unreliable and annoying they can be, mostly when they are a few years old.

Firstly, there's the convertible issue. Most of us like the idea of wind in our hair. Indeed, it can be a wonderful thing, but I would recommend that any potential buyer spend time talking to an owner's

club, going for rides in convertibles and maybe hiring one for a few days – ideally in winter and when it is raining. There is, of course, the folding tin-top option and most convertibles from the past decade are actually quite cosy. So what to buy?

A recent Alfa Spider is a thing of quite aggressive beauty, and they don't cost that much. A 2007 2.2 JTS with a full service history and one owner, being sold by a trader who will slap a warranty on it, is for sale for just over £7000 all in.

I saw one in silver and another in black with reasonable 50k mileages, and it's hard to argue against either of them on that basis. It's only when you dial back to a Bangernomics budget that Spiders of this vintage begin to look like a gamble.

Suddenly, though, I am hooked by 2003-2005 examples of the previous-generation Spider. They all seem to

be in silver and not-so daftly priced at between £2995 and £3995. They come with full histories, few owners and are being sold by someone who is obliged to stick a warranty on it. They looked awkwardly interesting back in the day and now stand out for all the right reasons. I'm not sure I would pay less than £1995, though. I've seen them below a grand and that could be a Spider too far.

I no longer allow a Mazda MX-5

into the convertible buying equation, because I assume everyone has already thought of it. For grown-ups who don't want to clamber in and out of a roadster, there's always the Audi A4. A 2.4 from 2003 is £2500, and I rather like that set of numbers. There are TDIs, but I wouldn't, and the other alternative is a 1.8 turbo.

So Alfa or Audi are two options, although alternatives further along the alphabet may also be available.

“  
I no longer allow a Mazda MX-5 into  
the convertible buying equation  
”



An A4 Cabriolet from 2003 will cost £2500

## TALES FROM RUPPERT'S GARAGE



MILEAGE 72,255

### VOLKSWAGEN POLO 1.4 MATCH

For a month or two there has been a mysterious squeak from the teenager's toy car. It was definitely the front suspension, and one might assume it would be bush related.

Trying to find some Polo downtime was difficult, but when we did it was dropped off at the garage. They replaced the front wishbone in a couple of hours and it was back on the road.

Apparently this sort of wear is common on the Volkswagen Group's supermini products. The whole job was a quite reasonable £153.28. They also had a look for the phantom water leak into the rear footwell, but without success.

## READER'S RIDE



### Ford Fiesta

Barry Dodkin had a diesel Fiesta Ghia that was written off in a low-speed accident, but he had a plan.

"I bought a 1.25 Zetec in a pub car park for £600," he says. "I swapped the alloys and bespoilered rear door from the Ghia. Since then I have rustproofed it every year and kept it serviced as a second car, which I use once or twice a week for my gardening work. I plan

to lower it 30mm with a suspension kit, fit 15in black alloys, a brake upgrade and, ultimately, have a 1.7-litre Puma engine and gearbox professionally fitted."

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

## WHAT I SPIED IN THE CLASSIFIEDS



£4k  
OPEN-TOP  
AUDI

### A4 Cabriolet with the right options

This 127,000-mile 2006 Audi A4 Cabriolet 2.0 TFSI looks nice. The seller has even costed out the original options at £3565, which isn't far off the £3995 asking price. So there's leather, heated front seats, Bluetooth, a Bose sound system, plus a full history and a fresh MOT, too.



£10k  
DROP-TOP  
ALFA

### An Alfa Spider that looks spot-on

Here is the perfect used Alfa Romeo Spider. The mileage on this 2007 2.2 JTS is fairly slim at 21k, and it has a full Alfa service history. There are leather seats, parking sensors, climate control and Bluetooth, all of which, rather more importantly, actually work. Just £9950 to you.



£4.5k  
SOFT-TOP  
3 SERIES

### A quick, quality BMW cabrio

Those after a quality convertible need look no further than a BMW. This 91,000-mile 2005 320Ci M Sport is a facelift example with black leather, seemingly like every other open-top on sale, plus it has aircon, cruise control and all that for £4495. The dealer suggests that the Alpine white finish is now a rarity. They could be right.

WHY YOU NEED A USED  
**RENAULT  
SPORT CLIO**  
IN YOUR LIFE

£650

About what a  
cambelt, dephaser  
pulley and oil  
and filter change  
should cost.



## CARRY ON CLIO

The Renault Sport Clio 172 and 182 have always offered great value, but now they're more affordable than ever. **John Evans** finds out more

**H**ot hatch lovers of a certain age have the Peugeot 205 GTi to go misty-eyed over, but what if you aren't pondering retirement? Say hello to the younger petrolhead's must-have: the Renault Sport Clio 172 and 182.

At launch in 2000, the 172 cost around £16,000, with the result that good runners with history are seriously cheap today. In fact, we came across one for £990 at a dealer, with the 'sold as seen' car described as having lots of history and a new timing belt and water pump. The downside? The MOT had expired.

Never mind, because just £500 more gets you a 172 with a full MOT, full history and the crucial cambelt and dephaser pulley jobs ticked.

The 172 Phase 1 was born in the long shadow of the legendary Clio Williams, so expectations were high. It didn't disappoint, thanks to a chassis honed by Renault Sport and a 2.0-litre engine with variable valve timing and 168bhp. A bodykit and 15in OZ alloys distinguished it from lesser Clios, while inside there were half-leather/Alcantara sports seats and air-con. It weighed just 1035kg and was good for 0-62mph in 7.2sec.

The Phase 2 version arrived in 2001 with restyled bumpers, xenon headlights, 16in alloys, redesigned sports seats and automatic, rather than manual, air-con.

A stripped-out version, called the 172 Cup, weighing 1021kg and with a 0-62mph time of 6.7sec, landed in July 2002. Look for the lowered

stance (it has stiffer suspension) and a restyled front splitter and rear spoiler. The air-con and anti-lock brakes were deleted.

Then in 2004 the 172 gave way to the 178bhp 182, and the extra power shaved a couple of tenths off the standard 172's 0-62mph time (although the latter actually feels gutsier to drive).

The 182 has dual exhaust tailpipes in place of the 172's single exit. They're different systems (the 182 has no spare wheel well in order to accommodate it) but both are heavy and rattle as the mounts give up. A cut-price 182 Cup followed, but while it was stripped of much of the kit that made the standard car so attractive, it was actually heavier (1090kg) than the 172 Cup and is not so well

regarded. More tempting were the optional Cup Style and Cup Chassis packs that allowed you to spec your standard 182 with the Cup's front splitter/rear spoiler and lowered, stiffened suspension respectively.

Today, condition, service history and provenance are more important than registration year or model type. The one version that bucks this trend is the rare and sought-after 182 Trophy, produced as a thank you to UK fans for their enthusiasm for the Renault Sport Clio. Just 550 were made – 500 for the UK, the rest for Switzerland. In place of the conventional coil and spring set-up, it has exotic Sachs remote-reservoir suspension. We loved it, and as this issue went to press, one was being advertised for £5600.

## HOW TO GET ONE IN YOUR GARAGE



## An expert's view

**CARL SMITH, REPAIR & RESTORE BODYSHOP**

"We're Renault Sport specialists. There's nothing we don't know about the bodies on Clio RS 172s and 182s, and how to repair them. The cars are getting on now and have had multiple owners. Some have had track day smashes, been patched up and passed on to unsuspecting buyers. Others have just been repaired on the cheap after a trip into a hedge. We can spot them a mile off. Rust is another thing, around the rear wheel arches and the rear subframe. We know where to look and can get to it before it takes hold."

## Buyer beware...

■ **ENGINE**

Check the engine doesn't rock on its mounts. Cambelt and tensioner change is every five years or 72,000 miles (have it done by a specialist); accessory belt every three years or 36,000 miles; oil and filter every 6000 miles. Listen for noisy dephaser pulley accompanied by power loss. Heavy exhaust back box on 172s can detach.

■ **GEARBOX**

Can get noisy from 60,000 miles with worn synchros and bearings and a crunchy third gear; likes fresh oil at 72,000 miles. Gearbox mounts can fail (listen for knocking during changes).

■ **SUSPENSION**

Front coil springs fail. Change in pairs at around £120 each plus labour. Front Sachs shocks on rare 182 Trophy can fail (try bgmotorsport.co.uk for new parts). Suspension bushes wear. Recall in 2003 for front suspension arm fault.

■ **BRAKES**

Expect 30,000-40,000 miles from discs/pads. Brake lines on rear axle can rust (about £72 per side). Recalled in 2002 for air pressure sensor fault causing loss of servo assistance.

■ **STEERING**

Rack bushes fail. Replace to restore steering sharpness.

■ **BODY**

Check for rust around rear wheel arches and behind bodykit. Check boot floor for deformation.

■ **LIGHTS**

Ballast packs in 172 and 182 xenons fail; used ones cost £40 or so on eBay. Misty headlights can be restored cheaply.

■ **INTERIOR**

Alcantara bobbles over time. Steering wheel's rubber thumb grips can 'melt'. An aftermarket wheel is the only fix.

## Also worth knowing

If the SERV fault light comes on, plug a reader into the diagnostic port under the ashtray and interrogate the system for a fault code. Problems that generate fault codes include poor running and starting issues.

## How much to spend

**£800-£1200**

Clio 172 Phase 1s, but mostly historied 2s with lots of owners and 80,000-100,000 miles.

**£1250-£2495**

Early 182s, some 182 Cups plus late and tidy average-mile 172s. Lots of history, some with new cambelt and dephaser.

**£2500-£2995**

More 182 Cups plus lots of 2005-plate 182s and ambitiously priced 172s.

**£3000-£3995**

More 2005 182 Cups plus most expensive 'standard' 172s and 182s.

**£5000-PLUS**

Clio 182 Trophy's start around here.



## One we found

**RENAULT SPORT CLIO 172, 2003/03, 83K, £1495**

Full history, year's MOT, recent cambelt and dephaser, tyres and condition all good. Trade seller says it drives very well. At this money, it's got to be worth a look-see and a spin up the road.



Clio 182 is marked out by its twin exhaust tailpipes



Both Alcantara trim and steering wheel's thumb grips degrade

Condition, service history and provenance are more important than year or model type

# 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](http://www.alloygator.com)  
or call us on 08450 707078



## 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](http://www.garagevac.co.uk)

**Garage  
Vac**

**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](http://www.furnitureclinic.co.uk)

**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](http://www.chipexpress.com)**

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

e: [email@chipexpress.com](mailto:email@chipexpress.com) t: 01727 730 956

# BLUES AND TWOS

With tip-top maintenance and huge savings to be made, a retired police car could prove to be a steal, says **Alisdair Suttie**



Cars such as the Ford Focus will be sold at around 75,000 miles

You could save around £5000 on a BMW X5

**F**ancy copping a used car bargain? Then choosing an ex-police vehicle could be a good way to avoid being robbed. There are substantial savings to be made if you don't mind making a few compromises – and that doesn't mean choosing any colour as long as it's white.

So why does a former police car make sense? Gareth Brooks from specialist seller Ex Police Car says: "These cars are maintained to the highest standard with the best parts. They have to be reliable, so services are never missed and items like tyres are always replaced before they're worn down."

Police cars don't necessarily have huge mileages, either. A lot of smaller cars, such as the Ford Focus and Hyundai i30 that are popular with forces across the UK, will be sold on when they reach 70,000 or 80,000

miles. That's no different from many ex-company cars. And a lot of police authorities order their cars in silver or blue so they are easier to sell on.

We found a 2012 Ford Focus 1.6 TDCi Estate with 96,000 miles for £4495 from a specialist ex-police garage. That price is around £1000 less than you'd pay at other dealers for a similar car.

However, the interesting choices are the larger patrol cars. They tend to be BMWs and Volvos, with some Audis thrown in. Average mileage will be around the 140,000 mark, but you can save £5000 on a 2013 BMW 330d with 150,000 miles under its wheels, paying just £9250. There are many other similar savings to be had

on 5 Series Tourings, X5s, Volvo V70s and also a few Skoda Octavia vRS models.

Before you assume they'll be scratched and bashed, they are sold with straight bodywork and in very clean condition. You can expect holes in the roof and bumpers where lights and aerials have been fitted, but invisible repairs are possible for £250.

As for the mechanical side, not only are these cars maintained fastidiously, but they are also driven by skilled police drivers. This means more mechanical sympathy than most cars experience, and that helps to preserve them very well.



Brooks adds: "We don't provide warranties as standard, although we can supply them, but these cars have been really well cared for and drive as they should. We also fit a stereo and all cars are sold with an MOT."

So where do you find ex-police cars to buy? There are a small number of specialist dealers across the UK. Most have a good selection of stock, although you should also be prepared to do without leather upholstery in many cases and expect some wear on the driver's seat.

Alternatively, you could visit an auction where the cars are sold off directly. Not only does this offer a vast amount of choice in one place, but it also means even lower prices – although you need to be familiar with how auction companies work before bidding.

With such large savings to be made on cars that have been meticulously looked after, picking an ex-police car might just be a used car steal.



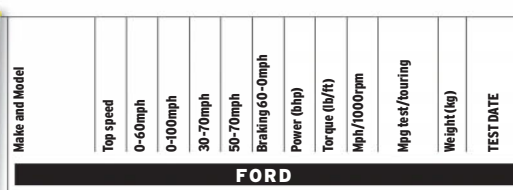
Patrol cars are driven sympathetically



Beneath the police kit, spec can be a bit basic

Facts, figures, from the best road tests

- » **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
<b>4 Series 2dr coupé ★★★★★</b>												
435iM Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
<b>5 Series 4dr saloon/5dr GT/5dr estate ★★★★★</b>												
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

<b>6 Series 2dr coupe/convertible ★★★★★</b>													
640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	46.4	42.1	33/45	1840	2.11.15	
<b>7 Series 4dr saloon ★★★★★</b>													
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	45.7	50.2	40/49	1795	11.11.15	
<b>i3 5dr hatch ★★★★★</b>													
1.3 Range Ext	93	8.1	-	-	7.6	*4.9	3.4	168	184	-	294wh/m	1390	22.1.14
<b>i8 2dr coupe ★★★★★</b>													
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14	
<b>i11 5dr SUV ★★★★★</b>													
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15	

<b>X3 5dr SUV</b>	★★★★★																		
Drive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1							
<b>X4 5dr SUV</b>	★★★★★																		
30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8	14.1						
<b>X5 5dr SUV</b>	★★★★★																		
DriveM50d	157	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.1	13.2						
30d	155	4.8	13.8	5.5	10.2	2.8	567	553	42.3	21/26	2350	13.5	15.5						
<b>x6 5dr SUV</b>	★★★★★																		
35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6	15.5						

BUGATTI											
<b>Veyron 2dr coupé</b> ★★★★★											
Super Sport	268	2.6	5.0	1.7	5.9	2.6	1183	1106	40.6	12/18	1995 2.3.1

CATERHAM											
<b>Seven 2dr roadster</b> ★★★★★											
CSR 260	143	4.1	9.8	3.1	4.4	3.3	260	200	22.8	24/26	570 11.10.05
160N	100	8.4	—	8.7	7.6	4.8	80	79	16.7	39/45	490 20.11.03

6205	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
<b>CHEVROLET</b>												
<b>Camaro 2dr coupé ★★★★★</b>												
6.2 V8	155	5.6	12.4	4.5	12.2	2.7	426	419	43.3	23/29	1175	20.6.12
<b>Corvette 2dr coupé ★★★★★</b>												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
<b>CHRYSLER</b>												

[illegible]

1.275Access	97	15.3	-	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
<b>DS</b>												
<b>3 5dr hatch ★★★★★</b>												
BlueHD120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
<b>4 Crossback hatch ★★★★★</b>												
BlueHD120	117	12.0	48.8	12.3	18.0	2.9	118	221	36.7	49/50	1290	6.1.16
<b>5 5dr hatch ★★★★★</b>												
2.0HDI160	134	9.1	26.5	8.7	11.0	2.9	161	251	40.1	42/55	1660	18.4.12
<b>FERRARI</b>												

488 GTB 2dr coupé ★★★★★													
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	-/-	1525	25.5.16	
F12 2dr coupé ★★★★★													
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509	29.7	13/18	1630	6.11.13	
FIAT													
Panda 5dr hatch ★★★★★													
1.2 Easy	102	14.6	-	-	15.3	19.9	3.0	68	75	22.2	39/49	1020	25.4.12
4x4 TwinAir	103	14.6	-	-	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★★													
Abarth 595	130	7.5	20.1	6.4	7.0	7.8	2.8	158	170	23.9	34/39	1035	26.2.14
500 Twinair	108	11.7	-	-	13	15.3	3.3	84	107	22.9	35/39	1070	24.11.10
Tipo 5dr hatch ★★★★★													
1.6 MJet Lounge	124	9.6	31.6	8.8	8.7	2.9	318	226	35.0	49/62	1295	2.11.16	
124 Spider 2dr hatch ★★★★★													

B-Max 5dr MPV ★★★★★												
1.0T Ecoobest	117	11.6	39.0	11.1	11.0	2.8	118	147	23.6	35/41	1345	2.1/3.
Fiesta 3/5dr hatch ★★★★★												
1.4Zetec	109	11.9	43.4	11.9	21.8	2.7	95	94	21.9	34/41	1090	15.10.08
ST-2	137	7.0	17.0	6.0	7.1	2.6	180	177	26.5	32/41	1163	15.5/13.
Focus 5dr hatch ★★★★★												
1.5TDciZetec	121	10.9	36.3	10.9	10.3	3.35	118	199	33.1	59/63	1343	28.1/5.
RS	165	5.3	13.9	5.3	6.9	3.5	345	325	27.3	28/37	1599	4.5/16.
Grand C-Max 5dr MPV ★★★★★												
2.0TDCTi	124	9.2	28.6	8.8	11.1	2.8	138	236	35.6	37/48	1705	17.1/10.
S-Max 5dr MPV ★★★★★												
2.0TDCTi	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8/15.
Grand Tourneo Connect 5dr MPV ★★★★★												
1.6TDCTi	103	13.2	-	13.9	19.1	2.9	114	236	26.7	40/45	1785	6.8/14.
Mondeo 4dr saloon/5dr/estate ★★★★★												
2.0DICI	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1/5.
Mustang 2dr coupe ★★★★★												
5.0V8GT Fback155	5.2	11.6	4.2	9.4	2.7	410	391	35.1	19/25	1720	24.2/16.	
Ecosport 5dr SUV ★★★★★												
1.5TDICI	99	14.3	-	15.2	14.4	2.7	89	151	28	39/48	1384	3.9/14.
Kuga 5dr SUV ★★★★★												
2.0DICI	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3/13.
Edge 5dr SUV ★★★★★												
2.0DICI	131	9.7	27.6	9.2	5.6*	2.6	207	332	37	36/39	1949	27.7/16.

<b>G40R 2dr coupé ★★★★★</b>												
2.0	140	6.3	17.2	6.1	8.3	3.6	175	140	22.6	28/-	880	5.10.11

<b>Civic 5dr hatch</b> ★★★★★												
2.2i-DTECEX	135	8.3	24	7.9	12.2	-	148	258	38.7	38/55	1480	11.12

HYUNDAI

<b>i20 5dr hatch</b> ★★★★★												
1.4SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1/14

**INFINITI**

2.2 Premium	143	8.7	25.0	8.7	51*	3.0	168	295	42.5	49/59	1750	5.2/14
-------------	-----	-----	------	-----	-----	-----	-----	-----	------	-------	------	--------

**JAGUAR**

[illegible]

**JEEP**

**Cherokee 5dr 4x4** ★★★★★  
2 01404x4|td 117 12 3 43 4 13 0 13 8 2 7 13 8 258 347 39/43 1846 24 6 14

<b>Picanto 5dr hatch</b> ★★★★★	1.0l	95	13.8	-	14.9	24.4	3.2	68	70	21.3	33/54	950	3.8.11
--------------------------------	------	----	------	---	------	------	-----	----	----	------	-------	-----	--------

<b>Rio 5dr hatch</b> ★★★★★	1.4i2	114	11.4	39.1	11.5	19.1	3.0	107	101	23.3	40/50	1155	14.9.11
----------------------------	-------	-----	------	------	------	------	-----	-----	-----	------	-------	------	---------

Niro 5dr SUV ★★★★★												
1.6GDI DCT 2	101	9.7	30.0	9.5	12.8	3.5	139	108/125	31.9	49/50	1500	31.8.16

<b>Sorento 5dr 4x4</b> ★★★★★												
2.2CRDiKX-4	128	9.3	28.6	9.4	*5.7	-	197	325	35.2	35/39	1953	8.4.15

<b>Discovery Sport 5dr SUV ★★★★★</b>												
HSE Luxury	117	8.9	27.6	9.0	11.8	2.4	188	310	47.2	34/37	1863	18.3.15

<b>Range Rover Evoque 5dr SUV</b> ★★★★★												
2.2DS4	121	8.4	30.8	9.5	*5.7	3.1	187	310	37.3	30/36	1815	13.7.11

SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15
-----	-----	-----	------	-----	------	-----	-----	-----	------	-------	------	---------

**LEXUS**

IS300h	143	8.1	20.2	7.3	*4.3	2.7	220	163	-	39/48	1720	21.8/13
<b>CT200h 5dr hatch</b>	★★★☆☆											
CT200h	112	11.1	27.2	11.4	*3.0	2.7	124	105/152		41/52	1450	22.3/11

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
<b>GS 4dr saloon ★★★★★</b>												
GS250	144	9.2	26.0	9.0	16.2	2.9	207	187	34.4	26/32	1695	1.8.12
<b>NX 5dr SUV ★★★★★</b>												
300h	112	9.7	30.4	9.1	*5.6	2.7	194	na	—	32/38	1905	1.10.14
<b>RC F 2dr coupé ★★★★★</b>												
RCF	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15

### LOTUS

<b>Elise 2dr roadster ★★★★★</b>												
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
<b>Evora 2dr coupé ★★★★★</b>												
Evora S2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
<b>Exige S 2dr coupé ★★★★★</b>												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

### MASERATI

<b>GranTurismo 2dr coupé ★★★★★</b>												
4.2GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
<b>GranCabrio 2dr cabriolet ★★★★★</b>												
4.7V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
<b>Ghibli 4dr saloon ★★★★★</b>												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
<b>Levante 5dr SUV ★★★★★</b>												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16

### MAZDA

<b>2 5dr hatch ★★★★★</b>													
1.5Sky-V-GSE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15	
<b>3 5dr hatch ★★★★★</b>													
2.2SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	
<b>5 5dr MPV ★★★★★</b>													
1.60 Sport	111	12.5	—	—	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
<b>6 4dr saloon/5dr estate ★★★★★</b>													
2.2SportNav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13	
<b>MX-5 2dr roadster ★★★★★</b>													
1.5SE-LNav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15	
<b>CX-3 5dr SUV ★★★★★</b>													
1.5DSE-LNav	110	10.3	34.7	10.3	10.3	—	—	104	199	34.8	59/60	1275	22.7.15
<b>CX-5 5dr SUV ★★★★★</b>													
2.2SportNav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12	

### MCLAREN

<b>570S 2dr coupé ★★★★★</b>												
3.8V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
<b>650S 2dr coupé/roadster ★★★★★</b>												
3.8V8Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
<b>P1 2dr coupé ★★★★★</b>												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	—	7.5.14

### MERCEDES-AMG

<b>C63 4dr saloon ★★★★★</b>												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63S C'vrtble	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
<b>GT 2dr coupé ★★★★★</b>												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
<b>SLC 2dr convertible ★★★★★</b>												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16

### MERCEDES-BENZ

<b>A-Class 5dr hatch ★★★★★</b>												
A 200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A 45-AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
<b>B-Class 5dr MPV ★★★★★</b>												
B 200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
<b>C-Class 4dr saloon/5dr estate ★★★★★</b>												
C 220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
<b>CLA 4dr saloon/5dr estate ★★★★★</b>												
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 S1'S Brk134	101	29.7	9.6	11.9	3.4	134	221	33.5	53/59	1555	18.11.15	
<b>E-Class 4dr saloon/5dr estate/2dr convertible ★★★★★</b>												
E 250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
<b>CLS 4dr saloon/5dr estate ★★★★★</b>												
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S'Brake155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13	
<b>S-Class 4dr saloon/2dr coupé ★★★★★</b>												
S 350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S 63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
<b>GLA 5dr SUV ★★★★★</b>												
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
<b>GLC 5dr SUV ★★★★★</b>												
GLC 250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
<b>M-Class 5dr SUV ★★★★★</b>												
ML 250	130	8.8	24.8	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
<b>GL 5dr SUV ★★★★★</b>												
GL 350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
<b>SL 2dr convertible ★★★★★</b>												
SL 500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12

### MG

<b>3 5dr hatch ★★★★★</b>												
1.53FormSpt.	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
<b>GS 5dr SUV ★★★★★</b>												
1.5TGI Excite	118	8.9	25.5	8.3	12.4	2.8	164	184	29.3	29/38	1395	20.7.16

### MINI

<b>Mini 3dr hatch ★★★★★</b>												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
<b>Clubman 5dr hatch ★★★★★</b>												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
<b>Convertible 2dr convertible ★★★★★</b>												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16

### MITSUBISHI

<b>ASX 5dr SUV ★★★★★</b>												
1.8D1D3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
<b>Outlander 5dr SUV ★★★★★</b>												
2.2D1D GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHREV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	—	44/38	1810	16.4.14

### MORGAN

<b>Plus 8 2dr roadster ★★★★★</b>												
4.8V8	—	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
<b>3 Wheeler 2dr roadster ★★★★★</b>												
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/touring	Weight (kg)	TEST DATE
----------------	-----------	---------	----------	----------	----------	-----------------	-------------	----------------	-------------	------------------	-------------	-----------

### NISSAN

<b>Note 5dr hatch</b> ★★★★★													
1.2 AcenTa Prm	106	12.6	—	—	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
<b>Pulsar 5dr hatch</b> ★★★★★													
1.5 dCin-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14	
<b>Juke 5dr SUV</b> ★★★★★													
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	
<b>Leaf 5dr hatch</b> ★★★★★													
Leaf	91	10.9	—	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
<b>Qashqai 5dr SUV</b> ★★★★★													
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	
<b>X-Trail 5dr SUV</b> ★★★★★													
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14	
<b>GT-R 2dr coupé</b> ★★★★★													
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16	

### NOBLE

<b>M600 2dr coupé ★★★★★</b>												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

### PEUGEOT

<b>208 3/5dr hatch ★★★★★</b>
------------------------------

# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://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.
- ☆☆☆☆☆ **5-70%** 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 unrefined ★★★★★  
**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-£86,420  
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



**ALPINA D4**  
'Genuine economy laced with genuine power. A real-world heavyweight'  
MORE AT [AUTOCAR.CO.UK](http://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



**FORD FIESTA ST**  
'Our reigning hot supermini provides enormous fun for the money'  
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 unrefined 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

#### GTCCalusso 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 MPV 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 Zetec, 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 LUXURY



**Mercedes-Benz S-Class** From £66,000  
Opulent, advanced, incredibly refined: the S-Class is the classic limo, expertly realised and utterly persuasive. ★★★★★



**Range Rover** From £73,000  
Whether outside the Dorchester or atop Ben Nevis, the Range shrouds you in an invincible sense of expense. ★★★★★



**Tesla Model S** From £59,900  
Superior range doesn't just make it a standout electric car; it's also one of the best luxury options around. ★★★★★



**BMW 7 Series** From £64,000  
Rules the roost on in-car entertainment and diesel powertrain sophistication – but otherwise too bland ★★★★★



**Jaguar XJ** From £56,000  
No other firm is currently mixing sportiness and aloofness with the skill of Jaguar. It makes the XJ a rare blend. ★★★★★

**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 TDCi150 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 TDCi150 Zetec

**Galaxy 5dr MPV** £27,845-£38,045  
Huge seven-seat MPV. Easy to place on the road. Not cheap ★★★★★  
**TESTERS' PICK:** 2.0 TDCi180 Titanium

**Tourneo Connect 5dr MPV** £16,545-£21,245  
Ford's van-based MPV is practical and spacious ★★★★★  
**TESTERS' PICK:** 1.5 TDCi120 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 TDCi120 Zetec

**Tourneo Custom 5dr MPV** £32,635-£36,950  
A Ford Transit developed to haul people about ★★★★★  
**TESTERS' PICK:** 2.0 TDCi130 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 TDCi210 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 TDCi150 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 TDCi160 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 Premium SE

**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 CRDi110 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 CRDi110 SE Nav

**i40 4dr saloon** £19,695-£27,595  
Useful, inoffensive and well-priced. No fireworks here ★★★★★  
**TESTERS' PICK:** 1.7 CRDi141 SE Nav

**i40 Tourer 5dr estate** £20,945-£28,945  
A practical estate but still rather dull and ordinary ★★★★★  
**TESTERS' PICK:** 1.7 CRDi141 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 CRDi115 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 CRDi136 SE

**Tucson 5dr SUV** £18,995-£32,700  
Classy, roomy cabin and predictable handling. Very competitive ★★★★★  
**TESTERS' PICK:** 2.0 CRDi185 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



**LOTUS EVORA 400**  
'An enhanced and more likeable Evora. Crucially, it's easier to live with, too'  
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 back yard, with noise, power and beauty. 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  
Middle 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



**MERCEDES-BENZ SL500**  
'The luxurious SL at its best. Bags of performance and refinement'  
MORE AT AUTOCAR.CO.UK

**Cee'd 5dr hatch** £15,105-£23,610  
Another looker from Schreyer but dynamically forgettable ★★★★★  
**TESTERS' PICK:** 1.6 CRDi134 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 CRDi134 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 CRDi134 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 2 ISG

**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 2 ISG

**Venga 5dr MPV** £11,995-£18,570  
Versatile interior, but firm ride and high price disappoint ★★★★★  
**TESTERS' PICK:** 1.6 CRDi114 3 ISG

**Carens 5dr MPV** £18,195-£27,150  
Nicely up to scratch now but no class leader. Good value, without feeling at all cheap or austere ★★★★★  
**TESTERS' PICK:** 1.6 CRDi114 3 ISG

**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 CRDi134 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-1 ISG

## 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-£4

## 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' PICKS:** 3.0 SDV6 HSE Dynamic, 5.0 V8 SVR

**Range Rover 5dr SUV** £76,350-£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 CO<sub>2</sub> 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 2.0 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:** S63 AMG

#### S-Class Cabriolet 2dr open

£110,120-£192,805

As above, with the option to open it up to the elements ★★★★★  
**TESTERS' PICK:** S63 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

Neatly 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 CO<sub>2</sub> 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

#### X-Trail 5dr SUV

£21,995-£32,110

There aren't many cheaper routes into a seven-seat SUV. Bit of a lightweight on power and 4x4 capability, though ★★★★★  
**TESTERS' PICK:** 1.6 dCi n-tec 2WD

#### NV200 Combi MPV

£20,297-£21,067

Van-based multi-seat vehicle is flexible and economical ★★★★★  
**TESTERS' PICK:** 1.5 dCi 90 Acenta 7st

#### E-NV200 Evalia MPV

£28,527-£31,869

Battery-powered people-mover is world's first seven-seat EV MPV ★★★★★  
**TESTERS' PICK:** 80kW Tekna Rapid

#### Navara NP300 5dr 4x4

£23,635-£31,845

A tough pick-up happy both on the road and off it ★★★★★  
**TESTERS' PICK:** 2.3 dCi 160 Acenta King Cab

#### 370Z 2dr coupé

£27,860-£38,050

Old-school, profoundly mechanical and quite hairy-chested. An Austin Healey 3000 for our age – but meaner ★★★★★  
**TESTERS' PICK:** 3.7 V6 Nismo

#### GT-R 2dr coupé

£79,995-£91,995

The monstrously fast Nissan has been tweaked and sharpened to close the gap on charismatic rival in the market ★★★★★  
**TESTERS' PICK:** 3.8 Track Edition

### NOBLE

#### M600 2dr coupé

£248,184-£277,309

Deliciously natural and involving; a bit ergonomically flawed. Outrageous pace and handling ★★★★★  
**TESTERS' PICK:** 4.4 V8 Sport Coupé

### PEUGEOT

#### iOn 5dr hatch

£16,995

Good electric powertrain, comically expensive ★★★★★  
**TESTERS' PICK:** 47kW

#### 108 3dr hatch

£8495-£13,585

Sister car to the Aygo – and distant second to most city car rivals ★★★★★  
**TESTERS' PICK:** 1.2 PureTech Allure Top

#### 108 5dr hatch

£10,485-£13,985

Five-door version is less appealing than its Citroën and Toyota siblings ★★★★★  
**TESTERS' PICK:** 1.2 PureTech Allure Top

#### 208 3dr hatch

£12,365-£22,665

A big improvement for Peugeot, if not for the supermini class ★★★★★  
**TESTERS' PICK:** 1.2 PureTech Allure S&S

#### 208 5dr hatch

£12,965-£18,915

As above, with added five-door practicality ★★★★★  
**TESTERS' PICK:** 1.2 PureTech Allure S&S

#### 308 5dr hatch

£15,930-£28,890

No name change, but the classy all-round appeal of the latest 308 is all-new. A bit tight on space but a serious contender nonetheless ★★★★★  
**TESTERS' PICK:** 1.6 THP 270 GTi by PS

#### 308 SW 5dr estate

£18,315-£27,815

Estate body style enjoys the classy appeal of the hatch ★★★★★  
**TESTERS' PICK:** 1.6 BlueHDi 120 Allure

#### 508 4dr saloon

£23,650-£31,500

Competent and likeable package, although it lacks any real spark ★★★★★  
**TESTERS' PICK:** 1.6 BlueHDi 120 Allure

#### 508 SW 5dr estate

£24,905-£37,550

As good as the saloon, only better looking ★★★★★  
**TESTERS' PICK:** 1.6 BlueHDi 120 Allure

#### 2008 5dr hatch

£13,970-£20,920

Efficient and well-mannered but facelift doesn't improve the shortness on space and style ★★★★★  
**TESTERS' PICK:** 1.6 BlueHDi 120 Allure

## AUTOCAR TOP FIVES TRACK CARS



1

### Elemental RP1

From £75,000

A tweaked Ford Ecoboost engine makes it fast, but it's the beautiful handling that leaves a lasting impression. ★★★★★☆



2

### BAC Mono

From £79,000

A sublime attempt to recreate the single-seater driving experience for the road. Utterly incomparable. ★★★★★☆



3

### Radical RXC500

From £143,000

Radical's revision of its road car delivers the power previously missing. A Nürburgring record holder in waiting. ★★★★★☆



4

### KTM X-Bow

From £143,000

Austrian motorcycle maker's take on a track day special. It's hard not to fall for the wonderful driving manners. ★★★★★☆



5

### Vuhl 05

From £60,000

Mexican track day car has a pragmatic and forgiving chassis. Turbo engine isn't the most characterful. ★★★★★☆

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 5dr SUV** £43,553-£68,073  
Spookily good handling. A sports utility vehicle in the purest sense ★★★★★☆  
**TESTERS' PICK:** 3.6 V6 Turbo PDK

**Cayenne 5dr 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** £1995-£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



**PEUGEOT 308 GTI**  
'Vivacious hot hatch runs the Golf GTI close'  
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 Drophead 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  
Pricey 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 SZ3

**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 SZ5  
**Jimny 3dr 4x4** £12,499-£15,279  
The smallest four-wheel-drive Suzuki is looking dated ★★★★★☆  
**TESTERS' PICK:** 1.3 SZ4

**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

Coupe-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

**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. Classless 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 open-top form ★★★★★  
**TESTERS' PICK:** 2.0 TDI 110i

**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 done 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

Not 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

**VOUHL****05 2dr open** £59,995-£89,995

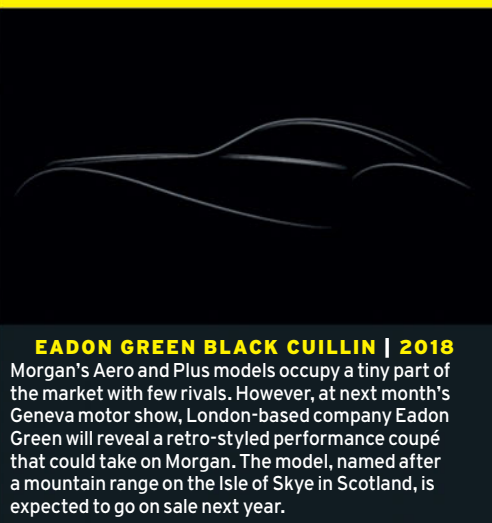
Mexican track day special has a pleasingly pragmatic and forgiving chassis. Turbo engine isn't the most characterful ★★★★★  
**TESTERS' PICK:** RR 2.3 Ecoboost

**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****EADON GREEN BLACK CUILLIN | 2018**

Morgan's Aero and Plus models occupy a tiny part of the market with few rivals. However, at next month's Geneva motor show, London-based company Eadon Green will reveal a retro-styled performance coupé that could take on Morgan. The model, named after a mountain range on the Isle of Skye in Scotland, is expected to go on sale next year.

**FEBRUARY**

**BMW** 5 Series, **Dacia** Duster update, **Isuzu** D-Max update, **Kia** Rio, **Land Rover** Discovery, **Mini** Countryman, **Peugeot** 5008, **Seat** Leon, **Volvo** S90 R-Design, V90 R-Design, V90 Cross Country

**MARCH**

**AC** Cobra 378, **Atalanta** sports car, **BMW** 670Li xDrive update, **Ferrari** GTC4 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, **Toyota** Prius Plug-in Hybrid, **Volkswagen** e-Golf, Golf Hybrid

**APRIL/MAY**

**Alpina** B3S, B4S, D5, **Audi** A5 Cabriolet, Q5, SQ5, **Avatar** Roadster, **BMW** 4 Series update, **Kia** Picanto, **Lamborghini** Aventador S (below), **Huracán** RWD, **Lotus** Exige Race 380, Exige Sport 380, **Mercedes-AMG** 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** Kodiaq, **Subaru** BRZ update, 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 (below), **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, **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

**OCTOBER/NOVEMBER**

**Abarth** 500X, **Audi** RS3 Saloon, RS3 Sportback, TT RS, **BMW** 2 Series update, 6 Series, X3, **Hyundai** i30N, **Kia** Stinger GT, **Mitsubishi** Qashqai rival, **Nissan** Qashqai, X-Trail

**DECEMBER**

**Aston Martin** V8 Vantage, **Audi** A8, **Bentley** Continental, **DS** SUV, **Faraday Future** FF 91, **Fiat** 124 Hardtop, **GLM** G4, **Honda** CR-V, **Jaguar** I-Pace, **Jeep** Compass, **Kia** Sorento, SUV, **Lotus** Evora 400 Roadster, **Nio** NP9, **Seat** Arona, Arona X-Perience, Ateca X-Perience, **Vauxhall** Grandland X, **Volkswagen** T-Roc

Stay up to date with the latest new car launches with Autocar's online news page: [autocar.co.uk](http://autocar.co.uk)



**VOLKSWAGEN GOLF R**  
'Blends sophistication with immense driver appeal'  
MORE AT [AUTOCAR.CO.UK](http://AUTOCAR.CO.UK)

# Elite Registrations

OPEN: BANK HOLIDAYS 10AM-4PM, MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

Tel: 01380 818181 [elitereg.co.uk](http://elitereg.co.uk)

We have been specialising in value for money registrations for over 40 years. We buy for stock and therefore we have become the source of supply for these registrations. All are offered on a first come, first served basis, subject to availability. We will be surprised if you find better alternatives, at a similar price, elsewhere. All are subject to VAT and the £80 Dept. for Transport transfer fee. Prices may fluctuate. See website for full terms. Write: P.O. Box 100, Devizes, Wiltshire, SN10 4TE

W6 AAR	£595	A7 ASK	£795	T321 BUT	£495
E9 ABA	£495	R26 ASK	£495	H4 BUY	£495
R26 ABB	£595	D18 ASP	£595	G66 BW	£4500
Y55 ABB	£495	ASR 44M	£595	BXG 862	£795
V2 ABC	£895	K5 ATB	£595	1984 C	£4100
W70 ABC	£495	C20 ATM	£495	1985 CA	£3100
T4 ABD	£495	A19 ATP	£495	W9 CAA	£495
ABE 25	£1400	P19 ATS	£495	R24 CAB	£595
P25 ABS	£595	R28 ATT	£595	P29 CAB	£595
J888 ABS	£495	X13 AUD	£695	R121 CAB	£495
R23 ABY	£695	F14 AUD	£895	553 CAD	£1900
Y400 ABY	£495	K800 AUD	£595	F11 CAD	£995
R31 ACC	£495	E5 AUG	£495	J32 CAD	£595
P28 ACH	£495	J7 AWB	£695	C555 CAD	£495
ACH I54	£2100	W7 AWM	£495	D11 CAF	£695
R25 ACK	£495	S86 AYW	£995	P21 CAG	£495
P121 ACK	£595	800 BA	£3400	R27 CAG	£495
M5 ACS	£1800	L55 BAB	£495	D83 CAG	£495
R31 ACS	£495	R29 BAD	£695	P24 CAH	£495
P10 ACT	£495	R121 BAD	£495	CAM 12A	£2500
K6 ADA	£695	W9 BAG	£595	P123 CAM	£795
P21 ADA	£495	C11 BAH	£495	X14 CAN	£495
R27 ADD	£495	Y9 BAH	£595	S19 CAN	£595
P21 ADE	£795	R23 BAL	£495	P24 CAP	£495
R25 ADE	£495	R23 BAL	£495	R24 CAP	£495
G42 ADE	£595	BAL 55E	£1400	G97 CAR	£595
B7 ADF	£595	R21 BAI	£595	CAR 12IS	£895
P24 ADM	£695	P28 BAM	£495	R500 CAR	£495
0055 ADM	£495	R555 BAM	£495	P29 CAS	£595
P123 ADM	£595	P23 BAR	£595	P26 CAT	£595
R23 ADS	£595	R25 BAR	£595	P29 CAV	£595
R31 ADS	£495	L98 BAR	£495	N900 CAV	£495
R25 ADY	£595	R21 BAS	£595	M16 CAV	£595
R31 ADY	£495	C20 BAS	£495	T900 CAV	£495
400 AE	£1400	X28 BAT	£695	CAD 890I	£595
W3 AER	£495	R21 BAY	£595	G7 CDB	£595
T65 AFC	£695	P26 BAY	£495	CDJ 757	£1300
AFH 38	£2100	BAZ 494	£895	J8 CDM	£795
P25 AGE	£595	BAZ 356I	£595	T1 CDP	£695
R29 AGE	£595	A5 BBA	£1400	G1 CDR	£495
N88 AGE	£495	K11 BBP	£495	G4 COW	£595
C2 AGH	£595	I95 BBP	£495	CEC 7D	£1300
R9 AGM	£595	P28 BBR	£595	R27 CEC	£495
ET AGP	£495	K6 BCB	£495	W3 CEE	£495
W6 AGR	£495	BCZ 29	£795	E11 CEE	£695
J9 AGR	£795	BEA 2Z	£2300	ACE5 CES	£495
P321 AJB	£795	S87 BEA	£895	N333 CFC	£595
N836 AJB	£495	R24 BED	£495	Y400 CFC	£495
P321 AJC	£695	P23 BEE	£495	824 CFJ	£495
B10 AJD	£495	BEI 5X	£1600	Y9 CGB	£495
P24 AJF	£495	P19 BEL	£495	R7 CGS	£595
P26 AJG	£495	R24 BEL	£495	R321 CHA	£495
R29 AJG	£495	BEI 26Y	£695	R19 CHD	£895
P29 AJH	£795	P27 BEN	£1300	CHE 8M	£995
HIH1 AJH	£1800	ASII BEN	£795	W10 CHR	£595
P121 AJH	£595	R29 BER	£495	P23 CHR	£495
A388 AJH	£495	R2 BES	£895	P5 CHS	£795
R31 AJL	£595	R23 BES	£495	C16 CHS	£795
M777 AJL	£495	BES 615	£1200	P400 CJB	£795
L500 AJM	£595	C11 BET	£595	R121 CJB	£595
P123 AJP	£695	R26 BET	£495	P123 CJS	£695
R600 AJP	£595	R31 BEV	£595	P26 CJC	£595
Y6 AJR	£495	G606 BEV	£595	P45 CKE	£695
K50 AJR	£495	P23 BEX	£895	P24 CLA	£495
P321 AJS	£795	BEZ 38	£795	P24 CLB	£595
P21 AKE	£495	BEZ 83S	£595	M333 CLK	£495
G9 AKH	£595	BF 5870	£1100	G833 CLN	£1300
J4 AKP	£595	943 BGR	£495	N5 CLS	£995
J44 AKY	£2100	811 BHT	£495	I995 CM	£2600
P21 ALB	£695	BHZ 24	£895	A9 CMG	£595
V9 ALD	£695	B11 690S	£695	P21 CMG	£595
P26 ALF	£495	F11 BJB	£495	R999 CMG	£495
R28 ALF	£495	C11 BJB	£495	L3 CMR	£595
V29 ALF	£795	P23 BJS	£495	293 CNK	£595
P27 ALG	£495	333 BJX	£695	P23 COB	£595
R27 ALL	£495	BJZ 27	£895	R27 COB	£595
N88 ALL	£495	67 BL	£4500	P24 CCO	£495
R29 ALP	£495	442 BLG	£1200	R25 CON	£695
P26 ALS	£695	P21 BLU	£495	J29 CON	£795
ALW I1Y	£1300	877 BME	£1200	R123 CON	£495
R23 ALX	£495	W6 BMH	£595	P555 CON	£595
J111 ALX	£795	P19 BMW	£895	F13 COR	£495
N900 ALX	£595	B26 BMW	£795	R21 COR	£595
P24 ALY	£595	BMW 695S	£595	P24 COS	£495
N25 AMB	£895	G3 BN	£1300	K4 COX	£1300
P321 AMB	£695	P24 BOB	£1400	Y444 COX	£695
P28 AMC	£495	K100 BOB	£1200	W11 CPB	£495
W5 AMF	£495	R24 BOO	£595	C15 CPS	£495
W555 AMG	£595	612 BON	£1400	213 CPW	£1500
R23 AMP	£495	P23 BOO	£595	R27 CRA	£595
M511 AMS	£495	P121 BOO	£495	W9 CRH	£595
R23 AND	£595	K3 BOW	£695	T9 CRL	£695
P25 AND	£795	R31 BOW	£495	R25 CRS	£695
P31 AND	£695	W18 BOB	£895	R121 CRS	£595
AF06 ANG	£495	P26 BOX	£795	L600 CRR	£495
P24 ANG	£595	M66 BOB	£795	C5 CRT	£495
W6 ANH	£595	R26 BOY	£595	C40 CRV	£595
V31 ANJ	£495	R121 BOY	£495	G5 CRW	£695
AJ09 ANN	£695	255 BP	£2800	I54 CS	£4400
ANN I3Y	£3900	P29 BRN	£495	B1 CSG	£695
H80 ANN	£995	P29 BRN	£495	B2 CSG	£495
M29 ANO	£495	P29 BRN	£495	CSJ 6T	£595
P29 ANS	£495	V88 BRY	£995	CSU 618	£695
W9 APL	£595	R123 BRY	£795	R29 CUT	£495
TT APS	£1300	673 BRY	£495	L9 CWS	£595
E5 APW	£595	BRZ 840	£495	299 DA	£3400
P28 ARB	£695	BS 8072	£1700	P25 DAB	£495
R29 ARB	£495	Y7 BSC	£495	R25 DAB	£495
B14 ARC	£595	Y7 BSH	£495	R26 DAC	£495
R121 ARC	£495	A3 BSM	£495	R24 DAD	£495
R25 ARD	£495	H9 BSR	£495	K7 DAF	£695
P28 ARH	£495	R24 BUD	£495	R21 DAH	£495
R23 ARK	£495	M44 BUD	£495	T25 DAL	£495
P28 ARL	£495	C8 BUG	£1100	R26 DAL	£495
P29 ARM	£495	C20 BUG	£795	M70 DAL	£595
R29 ARM	£495	K800 BUG	£595	P002 DAN	£595
D6 ART	£1300	R21 BUL	£595	P321 DAN	£595
P21 ART	£695	P23 BUL	£595	K11 DAP	£595
C55 ART	£795	I27 BUL	£1400	P21 DAP	£495
R121 ART	£495	R23 BUN	£595	P25 DAR	£695
E14 ARY	£1500	P21 BUR	£595	P321 DAR	£595
P31 ARY	£1500	R321 BUR	£495	P23 DAS	£495
BS55 ASH	£495	853 BUR	£1400	R23 DAS	£495
B600 ASH	£995	R23 BUT	£595	B888 DAS	£595

G6 DSJ	£495	38 FE	£3900	24 GU	£3900	P24 JAW	£595	P24 JSS	£495	J7 LER	£495	MIL 4792	£495	OYY 750	£895	W24 RJC	£595	P26 STU	£1500
DSV 942	£695	L6 FEB	£495	975 GUN	£495	R29 JAW	£495	MI JTG	£495	N3 LER	£495	1969 MJ	£2600	N4 PAB	£1100	F9 RJH	£595	S400 STU	£1100
X9 DSW	£695	FEE IIS	£595	C9 GUN	£1300	VIII JAX	£795	J3 JTH	£695	T0 LER	£595	Y97 MJ	£795	Y121 PAB	£695	S23 RJH	£595	STU 521	£795
Y9 DTB	£595	R21 FEE	£595	X28 GUS	£495	P321 JAX	£595	G7 JTW	£595	A16 LES	£1200	P200 MJB	£695	Y21 PAB	£695	924 RJH	£1600	P610 STU	£595
DT5 618	£1200	P23 FEE	£495	X004 GUY	£495	P25 JAY	£595	R26 JUL	£495	P90 LES	£795	W27 MJC	£795	T13 PAM	£895	RJJ 656	£495	S55 SU	£4500
P24 DUB	£495	FEN 5W	£595	G37 GUY	£495	R25 JAY	£595	JUN 3N	£1600	R29 LEW	£495	R29 MJJ	£595	V333 PAM	£795	N99 RJM	£695	J9 SUE	£2600
D33 DUD	£495	E19 FEN	£595	200 GYM	£695	P24 JCB	£595	P25 JUN	£495	R23 LEW	£495	P25 MJJ	£595	T800 PAM	£695	P321 RJM	£595	ME09 SUE	£595
R27 DUG	£495	J30 FEN	£595	G23 GYM	£495	R321 JCB	£495	P25 JUN	£495	R23 LEW	£495	P21 MJH	£595	S6 PAN	£695	P321 RJS	£595	R27 SUE	£1400
DUG 672	£1800	6398 FH	£1300	G27 7348	£495	V2 JCD	£795	P25 JUN	£495	R23 LEW	£495	P21 MJH	£595	T14 PAR	£595	200 RK	£3800	W100 SUE	£595
R9 DUM	£495	FHR 947	£595	8179 HA	£1300	E9 JCE	£495	364 JXV	£595	R23 LEX	£495	P21 MJH	£595	R29 PAR	£695	476 RKP	£895	E899 SUE	£695
P24 DUN	£595	75 FJ	£4300	HAG 1AT	£595	D8 JCL	£495	E6 JWB	£695	R23 LEX	£495	P21 MJH	£595	P24 PAS	£695	P28 RKR	£795	SUI 656	£495
R24 DUN	£595	FJ 6159	£1600	R26 HAL	£495	Y6 JCK	£595	555 JXY	£595	LHM 607	£695	R24 MJF	£595	P21 PAS	£695	P28 RKY	£595	P26 SUT	£595
P121 DUN	£495	FJ 741	£795	K12 HAM	£595	D4 JCL	£695	N1 KAB	£595	LHM 883	£795	Y99 MJR	£695	A98 PAT	£1200	Y5 RLM	£695	S15 SY	£6500
G1 DY	£3700	R31 FLO	£495	W900 HAM	£495	F6 JCK	£595	E9 KAB	£595	LW 110	£795	P321 MJR	£595	D98 PAT	£695	991 RRM	£1200	M50 SYL	£595
H9 EAL	£795	T18 FLY	£695	R24 HAR	£495	K20 JCS	£695	T6 KAD	£595	3302 LJ	£895	R69 MJW	£695	A304 PAT	£695	42 RO	£3700	R21 TAC	£595
S617 EAN	£495	P21 FLY	£795	K50 HAR	£495	R321 JCS	£495	P25 KAM	£495	S31 LJM	£495	S333 MJW	£595	H3 PAW	£595	J10 ROB	£1700	D57 TAG	£595
R25 EAR	£495	R47 FLY	£495	R25 HAR	£495	R23 JCB	£595	R66 KAN	£495	P21 LJL	£695	M60 MMU	£595	E1 PBB	£795	G81 ROB	£795	S11 TAM	£1200
EB 712	£3600	544 FOL	£595	J10 HAT	£495	R26 JDC	£495	H2 KAP	£495	R21 LIS	£595	508 MMU	£495	PBB 335	£595	ROD 175W	£695	R23 TAM	£795
831 EBY	£1500	R25 FOS	£595	R21 HAT	£595	V6 JDD	£595	W10 KAR	£595	R21 LIS	£595	508 MMU	£495	I02 PBP	£595	286 ROD	£1700	T25 TAR	£595
E7 ECK	£595	G25 FOX	£1300	R24 HAY	£795	P24 JDM	£595	Y12 KAR	£595	R21 LMB	£495	X200 MOG	£595	P87 4I	£595	R29 ROT	£595	PBX 743	£495
P24 ECK	£495	J40 FRA	£595	H4 HAY	£695	V3 JDT	£495	K444 KAR	£695	R21 LMB	£495	R24 MOL	£695	Y18 PCH	£595	ROG 4X	£1900	TBY 415	£695
L9 EDA	£495	FRE 545	£595	C1 HAW	£595	P21 JED	£695	R26 KAS	£595	R21 LMB	£495	R24 MOL	£695	P21 MJH	£595	W700 ROG	£695	P27 TUD	£1200
T2 EDD	£2100	FRY 70Y	£595	S2 HE	£4400	R23 JED	£595	P25 KAS	£595	R21 LMB	£495	R24 MOL	£695	Y99 MJR	£695	D3 ROL	£1300	R11 TED	£1200
Y9 EDD	£495	L99 FRY	£595	R29 HED	£495	JEF 348N	£795	L14 KAY	£595	R21 LMB	£495	R24 MOL	£695	PDX IRJ	£795	R9 RON	£2300	T21 TIT	£895
Y1 EDD	£495	3333 FS	£3200	VII HEL	£1100	R900 JEF	£595	P23 KAY	£595	R21 LMB	£495	R24 MOL	£695	PDX IRJ	£795	R9 RON	£2300	T21 TIT	£895
Y1 EDD	£495	L10 FUN	£495	R23 HEL	£795	R7 JEL	£795	KAZ 565	£595	R21 LMB	£495	R24 MOL	£695	PDX IRJ	£795	R9 RON	£2300	T21 TIT	£895
J6 EDD																			

# 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!**

<b>49 P</b> £49,999.99	<b>57 X</b> £29,999.99	<b>59 V</b> £29,999.99	<b>8 DAM</b> £24,999.99
<b>XWS I</b> £8,499.99	<b>5337 H</b> £4,279.99	<b>I CXU</b> £7,879.99	<b>P9 ULS</b> £29,999.99
<b>191 PHW</b> £2,299.99	<b>BIG 919</b> £1,999.99	<b>B7 AMY</b> £3,499.99	<b>P29 JON</b> £2,239.99
<b>H24 DAV</b> £1,639.99	<b>XFV 458</b> £1,599.99	<b>BOA 777S</b> £1,299.99	<b>L46 00N</b> £1,299.99
<b>SAM 573</b> £7,999.99	<b>MB16 MJB</b> £1,159.99	<b>320 SYA</b> £919.99	<b>VIL 595</b> £679.99
<b>JON 151W</b> £2,239.99	<b>JO16 NNE</b> £11,479.99	<b>5116 JN</b> £2,479.99	<b>JO16 NNA</b> £9,079.99
<b>5555 SJ</b> £5,999.99	<b>JAG 976V</b> £1,279.99	<b>Y90 BMW</b> £1,159.99	<b>D4 VEA</b> £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**

**B 45**

**£37,500**

www.beefregistrations.co.uk  
**01455 882885**

**C J 4**

**£45,500**

www.beefregistrations.co.uk  
**01455 882885**

**D 98**

**£30,500**

www.beefregistrations.co.uk  
**01455 882885**



The Personalised Numbers Agency

**WE ARE LOOKING FOR  
PRESTIGE PLATES FOR  
WAITING CLIENTS**

Established 1974

61E Seamoar Road, Westbourne,  
Bournemouth BH4 9AE



www.pna.co.uk sales@pna.co.uk

Prestige	111 GJ	M 36	321 T	D10 NNE	TON 17	ST08 BBS	AH 33	CK 20	31 JH	MC 64	10 PW
AAS 8	7 GS	FSO 1	94 T	D1 SHY	V1NEE	SKY 7V	AH 66	33 DL	29 JB	11 MG	29 PW
6 AH	GS 146	7 NJ	500 T	5 DOS	W6 RAY	82 SUE	AK 25	47 DM	53 JB	51 MG	73 RB
AK 4	HAJ 1G	4 NJU	111 TK	EMA 2	91 MC	N4 SXY	30 AR	39 DS	34 JB	MG 65	32 RB
4 AK	HB 7	NT 2	TOM 3Y	E13ONY	E16EEN	MJ04 STU	38 AS	73 DS	JB 39	75 MJ	68 RD
AK 6	4 HER	NO 4	898 TR	F1 TTA	J4 HNY	SOR 1N	49 AS	DL 95	JB 72	22 MU	92 RD
AK 7	1 HKV	18 O	1 UA	FAT 1E	LOS 9	TES5S	82 AT	52 EA	39 JD	56 ND	34 RE
911 AK	3333 J	OI 3	9 USA	GW11 SON	MAX 960	T1 SET	65 AN	20 EF	41 JN	33 NF	27 RM
3 BF	91 J	20 OC	36 V	555 HRH	LL10 YDS	T44 LKS	10 BA	33 EJ	JP 11	29 NL	RG 65
BF 50	4 JAK	5 OOT	WM 6	JON 1N	RUG 6Y	70WN	30 BV	12 EP	87 JW	84 NT	RG 67
BF 11	53 JB	1111 P	WC 45	JOY 1S	S4 YAD	T11 RES	42 BL	45 EP	81 KK	11 OU	RG 69
BN 6	4 JEY	21 P	4 WD	K1 RRK	M4 SLK	T11 YRS	92 BL	EE 11	17 KL	50 OT	54 RL
C 144	9 JF	999 PH	96 X	K4AHN	SH11 LMA	TY11 RES	86 BL	33 FD	45 KR	80 OL	96 RM
4 CAT	JJ 2	POR 5H	1 XD	KH15 HAN	S45 KEY	T111 YRE	56 BN	27 FK	KS 17	OO 77	39 RN
5 CAT	JJ 3	PR 8	6 XK	NAS1R	27 SU	T111 YRS	67 BN	48 FP	36 KS	53 PD	RP 11
8 CAT	333 JJJ	11 RC	20 Y	1 RAT	45 SU	TAD 4M	23 BO	FV 10	KW 48	11 PF	59 RS
4 CEO	321 JK	1 RH	<b>Names</b>	4 RON	46 SUE	TAK 1N	56 BR	43 FW	56 LA	69 PN	93 RW
2 DOG	4 K	2 RW	AD11 DAS	13 ROB	SAM 924N	27 TOM	32 CA	37 GS	19 LD	50 PE	32 SM
DT 6	88 K	5 RY	AMY 6	ROV 3R	SAN 124S	505 TOM	CB 46	58 GT	11 LE	69 PE	86 SN
E 33	KS 5	6 S	AMY 62	TH11MAS	SAY 111D	JEZ 166	54 CB	19 HE	30 LE	16 PR	SN 13
EG 6	KS 6	8 S	AS11 LEY	T1 TCH	SAZ 595	<b>2x2's</b>	93 CB	HM 33	42 LE	98 PR	39 SR
F 1	LJ 2	2 SLK	AND 1P	TON 9	SAZ 616	AA 82	97 CB	56 HM	92 LJ	60 PS	51 SW
FC 6	LJ 3	5 SPY	B111 ALS	1 TUG	YE54 SFX	43 AB	43 CS	10 HY	47 LW	15 PY	71 SW
2 FMW	LJ 4	1111 T	B11 RDE	5 HER	ST07 BBS	70 AB	13 CT	16 JH	92 LW	15 PU	79 TB



Telephone Now 01202 877395

WE HAVE MILLIONS MORE PLATES AVAILABLE



# Matt Prior

## TESTER'S NOTES

**Bypass bypass: Cornwall council wants to relocate people rather than roads**



**I**n one of last week's less shocking news items, a council in Cornwall has suggested that the best way to meet local air quality targets could be to move people out of the affected areas. Yes, that's 'moving them' as in, 'compulsorily buying families' homes and relocating them in new houses that have been built farther away from the traffic congestion'. Presto, they breathe easier, only a bit farther away. The new homes would still be nearby, obviously. They're not monsters!

Funny old world, when this is one of the less odd things going on in it. I don't imagine it will happen, although it does have the ring of an 'all options on the table' idea that gets mentioned between biscuit breaks and which everybody is slightly surprised to find bulldozers acting on five years later.

And it's peculiar that a region whose income is based around people visiting its historic towns and enjoying its communities, open



London is further penalising diesel cars

## Bypasses take vehicles away from houses and keep traffic moving

spaces and fresh air – but which is blighted by the time it takes to get to and around the place – wonders if the best way to improve things is to put houses on the open spaces and devastate the communities but leave visiting traffic stationary and thus not make Cornwall any easier to visit, or its air any cleaner.

Apparently it's cheaper than building bypasses, even though we have a housing crisis and I thought that new houses had roads going to and from them. So instead of one bypass, you build houses served by congested minor roads.

It's an example of how phobic about building roads we've become. Which is a pity, because I know how a bypass transformed Petersfield town centre, where I grew up, and how much cleaner and more pleasant Hindhead is since they put a tunnel under it. In both cases – in all bypass cases – it deals with the problem, by taking vehicles away from houses and keeping traffic moving.

The alternative is that the car continues to be demonised, which is stupid, because we need it. London did it when it built bus stops that extend into the road so cars couldn't overtake and phased traffic lights to deliberately slow traffic. Turns out there's nothing quite so bad for air

quality as a running engine that's going nowhere. Who knew?

But still the vilification continues. This week Westminster Council said it will increase the amount it costs to park diesel cars there. London is to increase the congestion charge for diesels. VW has hardly improved the reputation of the diesel, but in neither case are these authorities acknowledging the quantity of harmful particulates that come from vans, taxis, buses or lorries. And in neither case does it do anything to improve anything but the bottom line of the council's finances.

The thing is, it's not like experts – come on, some of us do still listen to them – don't understand this. In one 2012 report, titled 'Understanding the Value and Impacts of Transport Investment', the Department for Transport concluded that: "In simple terms, the better our transport system, the more of our lives we can spend being productive and doing the things we enjoy, with the people we care about, in a better environment." Governments and councils would do well to remember it.

### GET IN TOUCH

✉ [matt.prior@haymarket.com](mailto:matt.prior@haymarket.com)  
@matty\_prior

## ENJOYED THIS ISSUE?

Head to [autocar.co.uk](http://autocar.co.uk) to find even more of the latest news, reviews, opinion, galleries and videos



### Video: Audi TT RS showdown

Ingolstadt's hot coupé takes on the Ford Focus RS and Mercedes-AMG A45



### Skoda Octavia facelift driven

Do mid-life updates sprinkle more magic on to Skoda's practical family car?



### Geneva motor show preview

What to expect at the fast-approaching biggest motor show of the year

### ALSO FIND US AT



[youtube.com/autocar](https://youtube.com/autocar)



[autocar.co.uk/facebook](https://autocar.co.uk/facebook)



[twitter.com/autocar](https://twitter.com/autocar)



[autocar\\_official](https://autocar_official)

### SUBSCRIBE

[autocar.co.uk/subscribe](https://autocar.co.uk/subscribe)

For all our latest print and digital subscription offers

# BEEF REGISTRATIONS

THE ULTIMATE REGISTRATION COMPANY

## Dateless numbers wanted!



**5 GCP**

www.beefregistrations.co.uk

£5,900

**WIII AMS**

www.beefregistrations.co.uk

£125,000

**SIR AL**

www.beefregistrations.co.uk

£36,100

**777 DC**

www.beefregistrations.co.uk

£12,800

**MRT 4N**

www.beefregistrations.co.uk

£125,000

**CJ 4**

www.beefregistrations.co.uk

£45,900

**D 98**

www.beefregistrations.co.uk

£30,500

**B 45**

www.beefregistrations.co.uk

£37,500

**700 A**

www.beefregistrations.co.uk

£20,200

**4 AHM**

www.beefregistrations.co.uk

£7,800

**50 GP**

www.beefregistrations.co.uk

£14,900

**8 CBW**

www.beefregistrations.co.uk

£6,500

**22 BOB**

www.beefregistrations.co.uk

£12,900

**6 CDP**

www.beefregistrations.co.uk

£6,500

**A 6000**

www.beefregistrations.co.uk

£12,500

**8 TJC**

www.beefregistrations.co.uk

£7,800

**17 JV**

www.beefregistrations.co.uk

£9,000

**26 JV**

www.beefregistrations.co.uk

£8,400

**800 NS**

www.beefregistrations.co.uk

£8,500

**LI54 COX**

www.beefregistrations.co.uk

£6,800

Tel: 01455 882885

[www.beefregistrations.co.uk](http://www.beefregistrations.co.uk)



**PEUGEOT**  
MOTION & EMOTION

# TAKE A CLOSER LOOK. THE PEUGEOT 308 GT LINE.



FROM **£249** RENTAL  
PER  
MONTH

FULL LED  
HEADLIGHTS

COLOUR TOUCHSCREEN WITH  
SAT NAV & REVERSING CAMERA

[peugeot.co.uk/308](http://peugeot.co.uk/308)

**PEUGEOT 308 GT LINE**

CONFIDENCE **BUILT IN**

**PEUGEOT RECOMMENDS TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 308 Range are: Urban 34.9 – 80.7 (8.1 – 3.5), Extra Urban 57.6 – 97.4 (4.9 – 2.9), Combined 47.1 – 91.1 (6.0 – 3.1) and CO<sub>2</sub> 139 – 82 (g/km).

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. \*Initial customer rental £2,152. PEUGEOT initial rental £1,000. Optional final rental £7,150. 6,000 miles per annum. 48 month contract. This is a finance lease, you will not own the car at the end of the contract. Terms and conditions apply, participating dealers only or visit [peugeot.co.uk](http://peugeot.co.uk). **PEUGEOT Motor Company PLC is acting as a credit broker and is not a lender.** We may introduce you to a limited number of lenders. A guarantee may be required. Over 18's only. Finance subject to status. Finance provided by and written quotations available from PSA Finance UK Ltd, Quadrant House, Princess Way, Redhill, RH1 1QA. Excess mileage charges may apply.