



On the track in Lambo's ballistic corner-killing machine

FORD GT
The secrets of 2017's
hottest supercar revealed

Audi TT RS duels with BMW M2

Hypermiling **Bentley's SUV**in epic 2000km challenge

DiscoveryThe civilised way to conquer all terrain



Panamera Turbo brings tech to high-speed autobahn missile





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Issue 64 March 2017

Welcome...



As far as monumental occasions go the Cavern Club, a diving corkscrew of stairs beneath a restless Mathew Street in Liverpool has experienced its fair share. Residency by The Beatles garnered it immortal rock and roll respect almost exactly 56 years ago with another 291 appearances to follow until Beatlemania swept the nation

forcing it to outgrow the club's unassuming brick-faced walls and low-lying arches.

Then my phone buzzed, serendipitously to the song 'Baby you can drive my car' which was being performed by a band donning a similar mop of hair and laid-back irreverent fashion sense as worn by their heroes. The message confirmed that Top Gear had been renewed for South Africa, although this issue you're holding still seemed an unfathomably long way into the future. In fact it was less than two months' away.

The previous editor signed off forlornly but wittingly in his assessment that the way people consumed media had irrevocably changed, expunging the last remaining tethers of credibility in its wake. A dire picture in which print, a dinosaur of modern communication, was replaced by ghost-written opinions that could be refreshed, altered, copied or erased altogether.

But the band on stage, covering the same infectious melodies looped around nuggets of wisdom, were proving beyond doubt that the most influential rock band had not aged simply because their instruments were comparably old fashioned to the embellishment of synthesisers or beat-matching apps readily available on the app store.

The round-the-world rockers at Cavern Club and the throngs of people upstairs clambering to get in had come to see where the Beatles played; to touch the walls, drink in the nostalgia even though they most likely own the entire album collection on cloud storage or iTunes. Revelling in the anachronism of something timeless, sincere and performed by a hugely talented fab-four which in motoring parlance I would so boldly claim possessed similar influential and risk-taking qualities to our new team. Meet them in our Top Gear Garage and enjoy the read.

Let's rock on.

N.J.ROBERT

ANDREW LEOPOLD EDITOR-IN-CHIEF



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Never been one for sophistication but better for it. Faster than its ancestor

060 Ferrari California T HS

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PUBLISHER'S NOTE

All good things.



My dearest darling mother used to have a saying she'd hammer home when myself or my sister wanted something. "We need it now, otherwise we will spontaneously

"All good things come to those who wait." Frustrating if you wanted a chocolate bar or ice cream before dinner. My wife has employed the exact same strategy

with our children (I'm including myself here) when we want something NOW.

Can you empathise? Four years ago I contacted Immediate Media for the publishing rights to Top Gear Magazine. I was informed that they had already started contract negotiations with another local publisher, but would let me know if things didn't work out. Well, four years later the opportunity to add Top Gear to our stable came up again and after buying two sports cars in the space of six months I knew my only way to add additional cars to my collection would be through the pages of a magazine.

I wasn't about to fire up the asking for forgiveness is better than permission strategy again, so instead, an aggressive and very ambitious timeline was pitched by my team to our UK counterparts for us to get this March issue of Top Gear South Africa on sale.

Sometimes everything works out under a new set of circumstances. A smooth transition for our regular readers required late hours spent in our office getting every detail of this magazine up to the standard that Top Gear demands - and now

Andrew Leopold who is the brain-trust for the TG operation has been instrumental in the South African motoring media industry over the past 12 years. I have worked with him for the past four years in his capacity as motoring editor on three other in-house titles and can't think of anyone better to steer the South African Top Gear ship.

Seems like my mom was right all those years ago. Four years seemed like a lifetime's wait to publish a magazine that I have always been incredibly passionate about but it has absolutely been worth the wait.

DIRK STEENEKAMP



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INTERWEB, FACEBOOK, TWITTER, LETTER, CARRIER PIGEON. YOU SEND IT, WE PRINT IT



Ferrari stating the rather obvious with its new 812 Superfast. Awful naming convention for a rather compelling car

Njabulo Siya Mbatha

"Aesthetically not on par with the gorgeous, standard F12 Berlinetta (the ultimate GT), but should put that pesky Aventador S in its place"

Duncan Duffin - "Thank goodness it's not turbocharged... just pure power"

Edwin Simpson - "Not the prettiest Ferarri..." - Top Gear Magazine South Africa - "Classic GT proportions: long nose, to house that V12"



Guess The Wing Tumelo Tukz Mapoti Porsche Panamera. Not sure about specific model, but I'm guessing

the Panamera Turbo...



Top Gear doing some tyre kicking for SA Car of the Year at Kyalami

Will the Mercedes A 45 AMG take the bait or is that 0.5l deficit the problem?

Isaac Murunwa Tshabuse - "If only Benz could work on their suspension on the A 45 to make it more stable on bumpy roads till then I will choose RS3 any day" - Top Gear Magazine South Africa - "Second generation A 45 a notable

lean Cash - "The new A 45 has 290kw its 145kW per litre the Audi has a 2.5-litre motor which calculates to 117.6kW per litre so Merc wins again"

Vashal Lakhraj - "AMG are using a brand new engine for the next A 45 so definitely more power over its predecessor"

Top Gear SA Is back

improvement in this regard"

Marc Mpoloken - "Great news!! I had resorted to reading old issues again and again. Hope to see the news issue on shelves in Botswana"

Willie Els - "The best news I received today!!! Please just keep us informed when we can expect the first issue in store? I do not want to miss it and are currently in the process of moving so will not be able to subscribe immediately! Again thank you for listening to us!!!"

Jonathan Schutte - "Great news! Welcome back guys. You may not have been gone long, but you've been missed! Can't wait for the March issue"

Christopher List - "Awesome stuff guys. Good news indeed. I am looking forward to the mag on the shelf. Greetings from Cape Town"

Sphamandla Lani Zungu - "Can't wait... I've been collecting Top Gear mags since 2013"

Owen Willoughby - "Best of luck and I'm sure you guys will continue where we left off. It's going to be one hell of a ride!"

News

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Pagani Huayra Roadster

Mr Horacio Pagani describes the latest Huayra Roadster as one of his more rebellious creations. And for a man whose previous work includes a gold carbon fibre special edition, he's not going to underdeliver on that summation. There are two roofs; a carbon fibre one hemmed around a glass section or a fabric one stowed in the boot. It's best with neither.

The twin-turbo Mercedes-AMG V12 is up to 567kW and 1000Nm but the aerodynamics and active suspension allows Pagani to claim a 1.8G lateral acceleration on road tyres – something of a record for pub stats. Not that these are ordinary road tyres, Pirelli was commissioned to produce a specific tyre for the 21-inch rears.

Active aero places two flaps front and rear, a smooth floor untangles airflow plus lightweight aluminium in the suspension cleaves weight to the point where the coupe is now the heavier one by a portly 80 kilograms.

You can stare but you can't buy, even if you do have around R30 million. All 100 units have been sold but there's always room for another special edition model that will be rebellious-er.



Suzuki 1.2 GLS RS

Besides on their two-wheeled machines, Suzuki's involvement with the letter R, nevermind RS, has no real merit in their range of cars. A Suzuki Swift Sport RS could be quite a thing but a 1.2

GLS RS set apart by darkened rims, spoilers on every leading edge and driven by 63kW of altitude-starved power is R20 000 of kit that isn't going to do a lot for igniting Suzuki's nascent performance division. The seats ditch fabric for dual-tone black and blue covers but the rest is standard Suzuki fare - good



quality and functional if now a teeny bit dated. Another terrific city runabout crippled at the hands of badge expectation.



Fiat 595 Abarth

Eleven choices of wheel design, extra colours and light clusters bedecked with daytime lights brighten up the 595 Abarth on the outside with minor interior changes including the 7-inch TFT screen fitted to a cabin that's functional in black fabric, smarter in leather or racy in Alcantara. Bluetooth audio booms through a 400-Watt Beats by Dre system comprising eight-channel amplifier, tweeters and 8-inch subwoofer. The feisty 132kW 250Nm 595 Competizione bites down to a gripper front end enabled by a mechanical limited slip differential that forms part of the Performance Package with 17-inch alloys, seats reinforced by carbon fibre and bespoke badging.



Rolls-Royce Black Badge Range

The words Rolls-Royce and Racetrack may start with the same letter but the launch of the brand's exclusive Black Badge at Kyalami felt highly unusual and far removed from traditional champagne and canapés were under no circumstances short of putting down a deposit were you gestured toward a drive encircling the showroom.

If the standard Wraith and Ghost models were not attention seeking enough for you, a full black makeover as part of the Black Badge may do the trick. The name intimates champagne-popping tech millionaires, rubbing it in our faces that they are cooler, better looking (money makes you good looking) and have more Instagram followers.

The first question very few people have been in a position to raise, then answer, is can a Rolls-Royce perform on a racetrack? Performance wise, yes. With 465kW and 870Nm for the Wraith and 450kW and 830Nm on the Ghost, those are some supercar figures indeed. The issue though is not power but rather weight. At approximately 2.5 tons, the Wraith doesn't respond well to being manhandled. Naturally the Wraith was the car that was used for this exercise as it's the sportier of the two, leaving the Ghost as a parked showpiece for luxurious hyperboles and selfies.

The Black Badge is not just a power and aesthetic upgrade, the suspension supposedly implies racier overtones. I'd love to tell you that body roll wasn't present and that the car felt as planted as a BMW M5. This would be a lie. The Wraith was impressive in this regard as it still managed to be nimble before powering through tight corners in ways you couldn't imagine a car of that size capable of. It was like watching your larger aunt do the twist at a family gathering; she shouldn't be doing it but the band claps her on righteously.

Driving this new range summed up the fact that Rolls-Royce is looking to break through its usual image and reach out to young tech-savvy socialites for whom a jaunt around Kyalami in a Wraith is desperately normal.



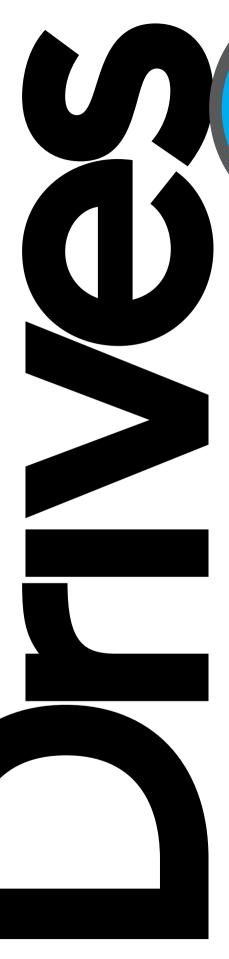
Renault Live Showroom

Fewer new car dealerships are being visited, that's according to a study which reports an average decline from 1.8 visits to 1.1 visits per owner. Not that dealerships have become fallible steps in the purchase decision but consumers are walking in having done their research, all they need is an up-close validation of the product. Responses include Bentley's pop-up dealership in a popular London Mall, Peugeot mitigated the schlep to a dealership with the We Come To You Campaign, delivering a test drive at your convenience while Renault's liveshowroom.co.za concept trialled to the media last month video streams live product interaction from their website throughout the day. Renault's execution is currently beset by an understandable clumsiness that capitulates to a rather dull experience but it also has the potential to revolutionise car purchasing, one megabyte at a time. Give it a try and mail us.









Every new car that matters, rated or slated

CONTENTS



Porsche Panamera



Volvo S90



Renault Kadjar XP



Toyota 86



Clash Of Clans







deceleration rates as well as gear selections and coasting phases for the next three kilometres.

Greater functionality through fewer buttons is common practice. From old to new, this was no small undertaking for Porsche who for a long time averted laborious touch screens or finnicky rotary dials by festooning their cabins with traditional tactility. But now technology has reached a point where both have almost uniformed the modern interface.

But the Panamera is different because while the highest equipped alternatives are shamefully beset by low-grade switchgear, this doesn't even share the same indicator stalks as a Cayenne. Porsche was spared the ignominy of re-engineering old architecture for a new purpose. It bodes well for the future.

An additional centre rotary dial would undoubtedly yield more accurate control against max G-force, especially now that Porsche has lowered the Panamera's driving position into full-on sport mode. We also couldn't help but feel the layout places the least-likely-to-be-used buttons nearer to you. I mean, why hide the sports exhaust button on the far side of the gearlever?

We do approve of Porsche's 12.3-inch

Communication Management touchscreen for its crisp feedback that anticipates your next move. Configurable dashboard displays either side of the permanent rev counter help curate appropriate information from navigation and night vision to lap timers and G force readouts with such fluency that Porsche modified the layout of the steering wheel to keep up.

The thing about this 404kW 770Nm - 22kW and 70Nm gains - Turbo's 4.0-litre V8 is how little the turbos actually need to work to crumple distance and how easily it maintains speed when moving up from its (top speed) sixth gear and kicking off its running shoes for an economical eighth gear.

And let us take a minute to celebrate Porsche's launch control. Besides 0-100km/h in 3.6 seconds, the system won't force you to restart should you muddle the order of ESP Off, Sport Mode On and left foot on brake... That's the world's most brutal launch control system condensed to the fewest steps. Take note Mercedes-AMG.

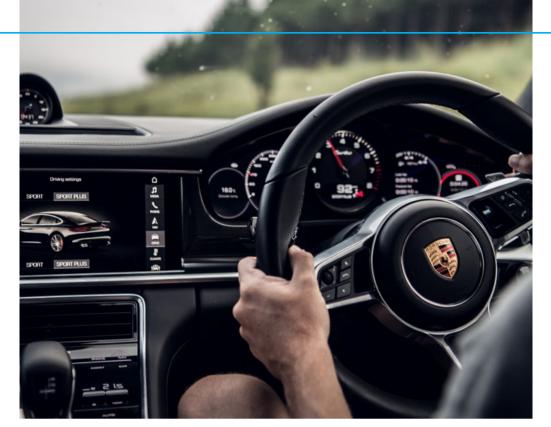
Didn't think Porsche could improve its dual clutch PDK gearbox but shift by wire is evidence that Porsche's motorsport division is keeping the taps wide open on development

exchange. Regretfully didn't use them enough but Panamera just isn't the type of car you go flicking paddles in a rather pointless attempt to harvest more speed. Potentially there's a Turbo S for that, but we doubt it...

Takes some engineering to completely anesthetise one from this sort of speed. At the very least we'd expect to notice some sort of steering vibration or variation to its feedback as suggestions to slow down but the whole thing stays frosty, fixated on a spot far in the distance.

On a 911 Turbo I'm not convinced you need rear-wheel steering but the Panamera's 5-metre long wheelbase is a better study for it. Either way it steers incredibly well, as it needs to for a car now 6mm wider and 34mm longer, with active roll stabilisation and torque vectoring smoothing out the lines.

Haven't sat in a Porsche that has wowed me below the everyday 80km/h mark like this does. To think a year ago we got excited when the 911 Carrera came with Apple Car Play, now that's the Panamera's least impressive feature. Porsche has safeguarded itself against the future while simultaneously stamping out lap records on the Nurburgring.



March | 2017

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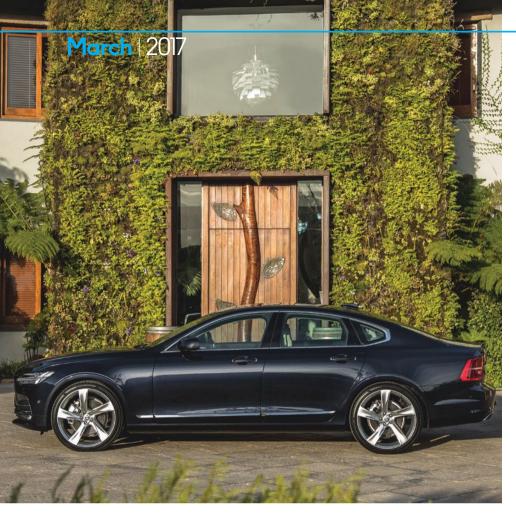


Porsche still likes to keep the one button, one function approach



The inside of the wheel is cramped by colossal calipers and discs





Not so 90s anymore

but now all is compl R R821 200

n the past the higher you climbed Volvo's range, the inverse effect it caused on desirability. Squarer, blunter, beiger... Models like the V40 and extinct C30 cocktailed renewed energy but even they carried the remnants of an unhappy marriage with Ford. Geely swooped in, Volvo created its scalable platform, trimmed the engine range down with a 4-cylinder Drive-E and the XC90 emerged as South Africa's 2016 Car of the Year. A titanic transformation that has now spilled over into the S90.

The problem for Volvo is that their best products occupy the lofty echelons of the respective SUV and sedan brackets, so to access their best products you need to start with over R650 000. The current V40 is so far off these two we prefer not to view it as all that integral to the brand's progression.

But I digress, that's a short-term problem and technology, as we know, generally gets deposited down the line so with some patience the entire plan will unfold.

The grille and headlight combination will stand Volvo in good stead and with optional 21-inch wheels, that for once do not scrub wheel arches, S90 conveys extravagance rather than foolhardy aspirations sold through optional Line or Sport packages. This is a big car, longer than the XC90 and E-Class, wider than the German too, so granted presence comes easy. A tweak to the turning circle is as important as the car's myriad camera angles.

Volvo's D5 PowerPulse engine is the strongest in its class, eclipsing the common 140kW with 173kW and another 50-80Nm where it counts. Loaded with anti-lag bells and whistles like the two-stage, seriessequential twin-turbocharger system with





variable geometry. Any remaining lag is flushed out by compressed air fed through to the high-pressure turbo.

Being stuffed with radars, sonars, comfy leather and processing power carries a weight penalty so come the 0-100km/h Volvo doesn't wear its power advantage quite as patently. It's better in dynamic mode but where to from here? BMW, Mercedes and Audi all offer a 3.0-litre diesel lump, but slathering Volvo's range with Drive-E 4-cylinders is commendable but not soul stirring.

Cars in this class are judged on the suspension's ability to cushion against improperly repaired tarmac. The E-Class is particularly good at it but the S90's overall suppleness without the optional air suspension didn't wow us, being tardy when the road suddenly required more accuracy from its damping, highlighted by an all-wheel drive system capable of more.

Pilot Assist autonomous control is now at the point where it does more than the highway cruise. Top Gear gave it several back-road tests which obliged with queues of slow moving traffic but didn't always meet the criteria for clear lane markings. You can put all your trust in the adaptive cruise control to not bump into the car ahead but Pilot Assist with steering control disengages without much warning, yet



when the system has all the information the S90 is capable of small steering adjustments up to 130km/h.

Volvo's standard entertainment system, a 9-inch touchscreen, requires a minute to master because some of the menu tiles aren't visible from the home screen. Majority of screens leave the actual hard work to a separate touch point while Volvo recreates that tablet interface with pleasant



haptics. It's not filled with quirky animations or even a vibrant set of colours or fonts but any touchscreen that can command climate settings in the same length of time as a standard button is tremendous.

The attention to detail is superb. Any company that gives a cigarette lighter a diamond-cut finish has higher motivators for quality than what's generally regarded as acceptable. In the grand scheme of things the drive mode selector isn't often used, yet Volvo turned this unassuming little wheel into a feature of exquisite design. Multiply that approach all over the cabin.

Evaluate the Volvo for its quality, design, interface and outstanding value. On these gauges the S90 is peerless but once driving feel enters the discussion the Drive-E powertrain and shift response from the 8-speed box produces fairly mild, soccer mom amounts of excitement.







currency for the Renault Kadjar XP with its R40 000 worth of extras glued to the same R364 900 that in the past would have handed you the keys to an entry-level Expression. For now Renault has safely committed to building 100 Kadjar XP models and should they succeed and the Rand continues to gain power, that number could swell.

In fact, Kadjar XP could potentially find itself in a position to replace that model but if not, it's back to the conservative Expression model sans the weekend-gear scribbled on the XP. It's a decision that isn't easily reversible.

If anything Renault Kadjar proves that R40 000 doesn't go a very long way in vehicle upgrades. The 17-inch wheels dissolve a lot of that, but this is 2017 and an SUV with anything smaller causes serious harm to a car's macho image. They can stay. Yet the decals are inoffensive, the roof racks can spend most of their time cluttering your garage and the tow bar folds away from view. Updated fog lights with cornering

KADJAR

control respond to the indicators rather than steering input. Didn't know that 200mm ground clearance qualified it for side steps either.

The 1.2 turbo is hooked to a light six-speed manual gearbox to shepherd all 96kW and 205Nm. Even though Renault has fitted the Kadjar XP with a tow bar, we got the impression the rest of the package would prefer not to be used in this way. In a realistic routine, Kadjar fulfils its family remit without any fuss or fatigue.

If the engine lacks mid-range punch, it counters with creamy smoothness from a squishy soft throttle pedal that over 4000rpm translates into speed. There's a bit of body roll dialled in for ride comfort which shows surprising amounts of common sense in a segment saturated with compromised SUVs.

The Kadjar XP misses out on the touchscreen but in this rare instance we're not disappointed because the dashboard appears neater now that it doesn't have to rearrange itself to accommodate one. Buttons rejoice in the simpler layout while outright functionality certainly didn't handle smartphones or media with inferior connectivity.

The problem with limited edition models is they can weaken the core brand

by overdelivering. Whether you use all the XP's accessories or not, a model that excludes them at the same price suddenly exposes serious inconsistencies in value. Kadjar XP needs to be a replacement, rather than a limited edition.







WE SAY: REFRESH HASN'T DONE MUCH TO THE ENGINE. A MISSED OPPORTUNITY?

lenty has changed with the Toyota 86-s mid-life update. On the outside, there are snazzier lights front and back and an optional spoiler. Inside, new infotainment (which SA won't be getting) and some plusher materials. Underneath the skin, meanwhile... oh, I don't know. I didn't bother to check. I just wanted to jump in and drive the thing.

It's that sort of car, you see. And my lack of professionalism proved helpful: it immediately highlighted the 86's improved steering. A check later on reveals that Toyota has made the wheel smaller, but a handful of other chassis mods seem to have really ramped up the communication spilling into your hands. It's ace.

Those mods comprise more effective aero, stiffer suspension, and new (read "skiddier") modes for the stability control. Toyota says it's "remade everything", but

you'd need both new and old 86s and an empty track to list tangible differences. What a fun afternoon that'd be... In short, then, this car is still as brilliant as before. Every mechanical control - steering, gears, pedals - is extremely tactile. They all work off each other perfectly. You drop the seat low, pull the wheel towards you, and feel immediately in place to enjoy yourself. The basics have been nailed.

Good job, as you have to concentrate hard to make it work. Compared with a Mazda MX-5 (its most direct rival), it's edgier at its limit and much less forgiving of half-arsed inputs. It can frustrate when you're not in the mood. But when you are, it's a much more satisfying car.

You'll notice I've avoided mentioning power. The 86's underachieving 2.0-litre flatfour engine still produces just 147kW and 204Nm, and almost stops the car from feeling special. It just means you have to rev

it as hard as you dare, but it doesn't sound exciting enough when you do.

But this is otherwise a brilliantly set up car, and while you can get some very talented hot hatches for the same money, their centres of gravity feels like they're on a roof rack compared to this specialist little Toyota. It's a niche choice, the 86, but a highly recommendable one. STEPHEN DOBIE





WE SAY: AUDI'S 294kW TT NUKES BMW'S BABY M COUPE FOR RAW SPEED, BUT WHAT ABOUT EVERYTHING ELSE?

t's hardly been a year for forgone conclusions, has it? Brexit... Trump... Kimye's wedding vows lasting longer than 20 minutes... you'd be a brave soul to call almost any head-to-head early these days. But surely a fast Audi TT - even one as ballistic as the new 294kW TT RS - can't topple the best M car of its generation? The BMW M2 is everything its bigger brother, the M4 isn't: A friendly, entertaining sports coupe that thrives on having a simple spec. The BMW has it all to lose here. Stranger things have happened...



The TT RS splutters flatulently when simply prodding the steering wheel's red starter it's a surprise there's any unleaded left to pump into the 2.5-litre turbo engine, but in fact enough enters five offset-fired cylinders ahead of the front axle to match a Ferrari 360's output. Except with two clutches and four powered wheels, the acceleration is of the Enzo variety. This particular RS has optional carbon, optional Alcantara,

optional red highlights and two standard "Super Sport" seats which are bumgrazingly low and nicely clasping. I prefer it to the current R8's cockpit - the heater controls are better resolved, storage cubbies are easier to access and it's slightly more angled at the driver. You'll have spotted that Audi is racking up a

chunky list of extra-cost gear. This particular car doesn't have adaptive suspension or ceramic brakes, but it's worth R2m. The BMW, with a comparatively

> simple spec with manual box, posh iDrive and the best paint, scrapes under R900 000. Although you can't actually buy either of these cars right now.

The BMW's waiting list needs deep pockets to jump, and Audi's RS is set only to arrive in South Africa between Q2 and Q3 of 2017, along with the Audi RS3 sedan. As the kilometres mount up, you start to notice that turbo lag is more pronounced than the latest four-pot turbo engines. The ride (here on standard dampers) runs out of travel at high speed, and the pedals are fixed too high up the footwell, so the driving position is awkwardly kinked unless you're of a short-leg, long-body persuasion.

So the TT RS gives itself to you on day one, minute one. You set off, you go fast, and its talents are laid bare. The M2 asks more of you, if you're not to be left feeling it's a phat 2-Series with biblical tyre roar. What's the best thing about the M2? How unmistakably rear-drive it feels. There is a palpable moment as the torque takes hold when you



Sports exhaust? Option. Red stitching? Option. Big rims? You get the idea





feel the car tense, then push itself forward from the rear axle, like a swimmer getting a boost off the pool wall. It's the chassis - the planted, responsive, encouraging chassis that's the star. The M2 is a 'greater than the sum of its parts' car.

Steering? Pretty remote. Gearshift? Pleasant but a tad notchy. Brakes? Powerful, but the pedal is as squidgy as the steering wheel. And the M2's motor, despite having sharper response than the Audi's, lacks character and doesn't reward a top-end rev-out too keenly. Audi has got the BMW's engine on toast, frankly. The straight-six is a good, solid, decent motor, but not an M car star. Yet all of this fine, 7 outta 10 stuff melds together in the most approachable, involving M car of its generation. It's good when you're good, but doesn't punish when you cock-up. It feels broad, muscular and brash - a bit of a wide



boy. Swapping back into the TT RS, there is a lot to like. Slicing 26kg off the front axle with a lighter, aluminium-cased engine has done the RS all sorts of favours. You simply would not credit this TT with being a relative of the terminally nose-heavy RS3.

like the M2. Fails

It's much more in the vein of the TT S fearsomely quick across the ground, but you're travelling too fast before it starts to come alive underneath you.

It's somehow less disappointing that the Audi has numb steering and overservoed brakes, that it's not particularly entertaining beyond the eye-drying, pant-wetting quantity of its performance. Because it's a TT. Never the sharpest tool in the box, the TT. But this RS is the best one Audi has ever built, rampantly turbo charged, grippy, agile and enjoyable. Awkwardly, it's still not got as sparkling a chassis as a fast Golf though. Weird. That said, it's not going to keep you coming back for more smiles as often as what's possibly the best BMW M car of its generation. The M2 is good enough to rise above foregone conclusion semantics. It is

infectiously fun: Part M-car throwback, part modern-day hero. It doesn't feel the most modern inside, or the most sophisticated, but driving a machine that aches for you to have a laugh will never go out of fashion. OLLIE KEW





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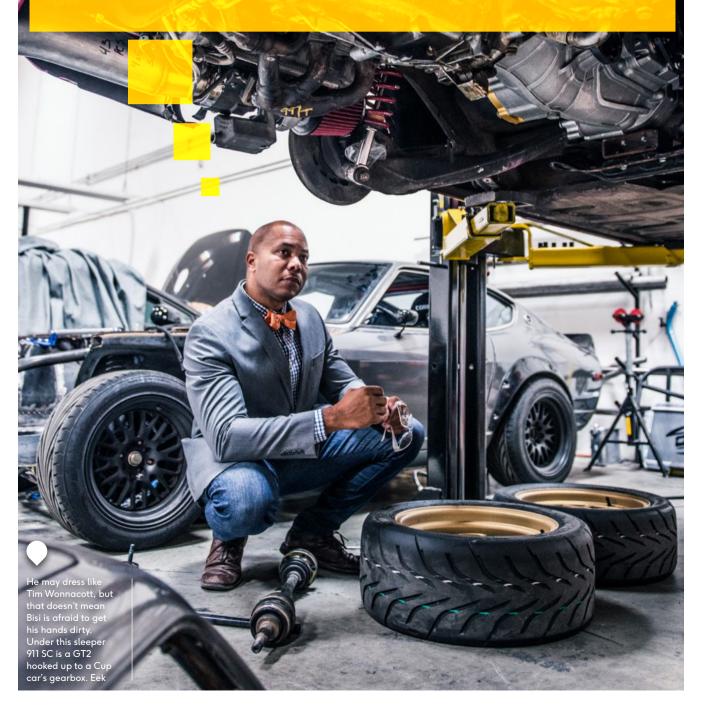


NEW METAL

Nutty professor

MEET BISI EZERIOHA, THE NIGERIAN STREET RACER WHO USES SCIENCE TO MAKE 1000HP ODDBALLS

WORDS & PHOTOS: ROWAN HORNCASTLE



INTAKE



ixing my gaze onto his little orange dicky bow doesn't help. This is very real. This is happening. I think my brain is actually going to explode.

That's what it feels like when a thicko like me enters the third hour of dense conversation with scientist/racer/über tuner Bisi Ezerioha. Listening to Bisimoto Engineering's inimitable and engaging founder reel off chemical structures, scientific formulae and data as if he were a fleshy operating system, while applying them to his toy box of physics-bending 'Frankencars', has been some kind of academic waterboarding.

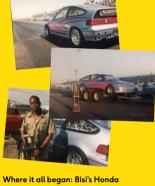
To Honda fans, Bisi is known for bending physics more times than Uri Geller has spoons. To drag racing nuts, he's "that" crazy obsessive alchemist of naturally aspirated power. He's recently polarised the Porsche community too. Plus, given your mom the ability to do front-wheeldrive burnouts in a 746kW people carrier on the way to church.

It all started in Nigeria back in the early Seventies when a young Bisi uttered his first word - "Car". Being the first child of six growing up in a household of scientists (his mother a biochemist, father a geologist) he was quickly weaned off baby milk and onto a diet of the periodic table and books. He attended university - aged just 15 - to study chemical engineering, but it was when he emigrated to the USA at 16 to continue his studies that things got interesting.

Needing a cheap, reliable runaround, he bought a Honda CR-X. When its exhaust punctured, amplifying the little Honda single-cam engine's addictively zingful rasp, he decided to modify it, and with his scientific background this wasn't going to be a bodge job.

"Technical things come to me quite easily",





CR-X. It took him to school, made him some money street racing and eventually, king of the strip. Tribal graphics were good for 15kW

he says. "And I love figuring things out and making them better. So I applied that to my passion for cars."

Insight... in the world

He became obsessed with the single-cam engine: Breaking it down, finding its limits, where it could be improved and applying changes to see the results. It became a four-wheeled science experiment. At its peak, his 1.6-litre CR-X made 177kW. Back then, with that engine and no forced induction, the figure was dubbed witchcraft.

Not having access to a drag strip, he fell into the early Nineties Compton street-racing scene. "They were the times of my life", he says. Profitable too. With some races carrying a purse of R134 000, it was good money for a student. He started making a name for himself. By now, Bisi was well and truly bitten by the go-faster bug. He entered the pharmaceutical industry to make enough cash to finance a semi-professional drag racing career.

Clearly, he needed a new ride. Not one to go for the easiest option, he bought a first-gen Honda Insight. Yep, that largely neglected humdrum millennial hybrid was set to be a drag car. "I saw it on the road and thought, 'That's a race car!", Bisi says. As you can imagine, he'd done the sums. "It has a drag coefficient of 0.25 - a godsend! Do you know how much that saves? Even though it weighs slightly more than my CR-X, I gained two-tenths and eight kilometres per hour per quarter-mile with the same engine."





Roof box? Check. Air suspension? Check. 746kW? Check

INTAKE









But being an engine fanatic, he also had plans for what should go under the hood - settling for an

uninspiring lump out of a 91 Accord, an engine with no recognition and that no one cared about. But Bisi belligerently wanted to show that hard facts can overrule fads. Plus, as a scientist, he knew that the key to making power was in the cylinder-head.

With 358 kilowatts, it was the most powerful naturally aspirated SOHC Honda engine in the world. And the Insight was the first naturally aspirated Honda to break the 250km/h barrier in the quarter-mile, as well as become the first to do so in only nine seconds while running petrol.

Not wanting to pay the extortionate mark-up for race fuel, Bisi also made his own high-octane moonshine. This pissed people off. So to retaliate,

he altered the chemical balance of the fuel to make his exhaust smell like fruit punch or grape (he tried chocolate - "it smelt nasty").

The Insight elevated him to godlike status in the scene. It kept smashing records. Bringing plenty of trophies - and attention his way. Notably from other racers who wanted him to manufacture bits for them. So, in 2006, he set up Bisimoto Engineering in Ontario, California, USA.

That's the laboratory that I find myself in, a 4600m2 industrial unit that acts as a torture chamber and test facility for Bisi's skewed imagination. It has everything he needs, an engine room, dyno, fabrication centre and wears the tidiness of a toddler's playroom.

liberated from a drug dealer in Inglewood, LA), a twin-turbo 373kW Cayman and a pink psycho sleeper SC that looks fairly stock but hides a 996 GT2 engine and a Cup car sequential gearbox under its skin.

But the 911 that Bisi used to prove his scientific tuning philosophy was transferable is his electric blue 930 Turbo. It's hard to miss, primarily because its twin topknot turbos hang under the exposed bumper like a pair of shiny gonads.

Using the revered 930 body - a notorious spiky car nicknamed the "Widowmaker" - as a base, Bisi wanted to add more power to an already white-knuckle car. In order to throw a curveball at the Porschephiles, he used the

> unreliable bastard engine from the 996 (the largely unloved amorphous shaped 911 with fried-egg lights). His mission statement was to prove he could do a better job at reliability

than the Germans while also getting over 746kW from it.

"People saw the worst Porsche engine ever; I saw an opportunity", he says. He lugged an expired one into his engine room, broke it down, examined the mechanical catastrophe, pondered, re-engineered and then reassembled it with his own parts. Oh, then stuck two whopping great 65-millimetre turbos on it for good measure.

"Bisi is known for bending physics more times than Uri Geller has spoons."

Since his retirement from racing, Bisi has gone big into turbocharging. He's now very well-known for building cars with four-figure power outputs whilst retaining drivability and performance. He's also biiiiiiig into Porsches currently owning over a dozen - all scattered in various states of tune and completion. They include two slantnoses (both dirt-cheap online classifieds specials - one real, the other fake and



He fed it to his dyno, and his dyno didn't like what he made. "It shutdown at 835kW", he says. "I was beyond excited." But instead of finding a beefier dyno to stick it on, Bisi hopped into the driver's seat and tried some field testing. On a side street by his facility, he built the boost and dropped the clutch. The car had so much power and traction the car wheelied down the street.

Suitably terrified, Bisi returned to his shop and castrated the turbos immediately... then fitted slightly smaller ones. It currently has 641kW at 1.1bar, which in Bisi's crazy world is, apparently, "perfect".

This reputation for mad figures and changing perceptions has led Bisi's main work to be commissioned manufacturer builds for SEMA – the tuning industries' annual Mecca in Las Vegas.

Companies like Honda, Hyundai and Ford give him a mundane car, a load of cash and say "Do your worst". As you can imagine, this is a red rag to a bull. His previous works include a Honda Odyssey minivan with over 1000bhp (745kW) going through the front wheels, a rear-wheel-drive, manual gearbox Santa Fe with over 746kW and an EcoBoost Ford Mustang with, you guessed it, over 746kW.

But where does it go from here? "I like setting very lofty goals and achieving them", he says, spooling up with excitement. "I really want to sink my teeth into combining super hybrid technology with high-powered petrol engines – something I'm going to explore hopefully next year."

What that basically means is a McLaren P1's torque-fill (using an electric motor's instant torque to fill in the big turbos lag) on steroids. It has potential to be crazy. Do I doubt that he can make it work? Well, given his flawless record so far, I wouldn't want to bet against it. But I may need a Bisimoto upgrade for my brain before I can get my head around it...

The Bisiness

ENOUGH YAKKING, LET'S FIND OUT WHAT ONE'S LIKE TO DRIVE

Bisi's words roll around my head as I turn the key of a matt-black wide-body Porsche 964. "I build cars your mom could drive... but if she decides to go over half throttle, that's her problem."

Slung behind me is one of his trademark turbo conversions. Luckily, it's only chucking out 298kW – "lemon and herb" on Bisimoto's spice scale.

What happens if you go past half throttle? Nothing. There's more anger to the flat-six but no real change in pace. You have to wait until near 4000rpm for that. That's when the turbo goes from a faint whistle to full-on head-in-a-Dyson-Dryer and... bam! Houston, we have lift-off.

Hold on, hit the throttle,

wait for the turbo lag

The whole car starts consuming the landscape ahead of it at twice the rate it did three thousand revs ago. The soundscape through a gear is addictive: rough, bassy and – oddly – V8-like low down. Classic, glorious flat-six in the mid-range and pure anger at the top end. But it's the overrun that's the cherry on top – a belch of noise, fire and excitement that's reminiscent of a Group A racer.

rigues the senses in equal measure. And how



Exotic fuels are nothing new in drag racing. Methanol and ethanol are regularly used to make cars faster... but then there's "Bisi fuel". He takes normal pump gas and homebrew race fuel, then adds chemical esters to make it smell like fruit punch. Now that's what you call exotic.



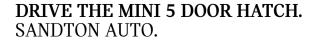
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THE TOPGEAR TOP 9

Fiorano's fastest Fezzas

SO WHICH CARS, MOST OF THEM DRIVEN BY RAFFAELE DE SIMONE HIMSELF, HAVE GONE FASTEST AROUND FERRARI'S OWN TRACK?



•FERRARI LAFERRARI (2013) 1:19.70

It took a 716kW V12-meets-electricity hybrid power source, everything Ferrari knows about road-car aero and presumably quite a large brave pill, but the LaFerrari finally took Ferrari below the 1min 20s mark.



•FERRARI F12 (2012) 1:23.00

Though the more vindictive tdf has stolen some of its infamy, the F12 remains a savagely fast front-engined supercar. Hyper-fast steering and a 544kW kick to match put this big GT fourth on the all-time fastest Fandango chart.



FERRARI 599 GTO (2010) 1:24.00

Spiritual predecessor to the F12tdf (as an amped up V12 GT with a habbit for not suffering fools), the GTO looks pretty tardy, three seconds down on today's pace. It had 493kW, for goodness' sake...



•FERRARI F12TDF (2015) 1:21.00

1.3 seconds further down the road is the angry, evil F12tdf, complete with rear-wheel steering, wild air-dicing bodywork and a wailing 573kW V12. Aren't front-engined Ferraris supposed to be big-hearted GTs?



•FERRARI 458 SPECIALE (2013) 1:23.50

We're still not sure how Ferrari managed to make the 458 better, but the Speciale (+28kW, -90kg) pulled off the near-impossible. The mid-engined naturally aspirated V8 Ferrari bowed out in some style.



FERRARI ENZO (2002) 1:24.90

Ferrari's ultimate supercar for the 2000s wore its aerodynamic credentials proudly on the angular, F1-esque body, even if its heady downforce claims used, um, rather interesting maths. The start of a tech revolution, mind.



FERRARI 488 GTB (2015) 1:23.00

It's a measure of how crackers the supercar arms race has got that the 488 – basically the go-to, entry-level Ferrari Berlinetta – is quicker than a stripped 458 and the iconic Enzo. That's what twin-turbos are for.



•FERRARI 458 SPECIALE A (2014) 1:23.50

And just to prove that was no fluke, the folding hard-top-equipped Spider version, which Ferrari insisted on calling the Aperta, matched its more focused twin's time. And was sold out before the public ever saw it



FERRARI 458 ITALIA (2009) 1:25.00

Okay, the achingly pretty 458 is the slowest in our top nine, but coming in a scant tenth slower than the mighty Enzo with a whole 75kW less to deploy is hardly shameful. No manual box meant easy-peasy lap times.



START

7:10

Alarm goes off, quickly followed by the first of several espressos. I'm off to Maranello to do every schoolboy's dream job - drive Ferraris. Obviously there's more to it than just driving for the sheer fun of it - I have to give the 'okay' to every area that influences the dynamic performance and functional aspects of all the new models.

8:20

I arrive at the Vehicle Experimentation Facility. Time for another espresso before the morning briefing with my group of development drivers: reviews, planning, training, authorisations, permits, paperwork. Just like any other job really.

Third espresso, then it's time to see whether my checklist of activities for the day is feasible (rarely) or if any problems arose overnight while the guys in the workshop were preparing the car.

9:30

A pre-test briefing is done in front of the prototype rather than on a computer, as you need to touch it. The data I can look at after the test drive - I want to get into the car without any preconceptions and with my objectives clear in my head.

9:40

An hour of testing. The route is selected to suit the car and is usually on the track at Fiorano or in the hills south of Ferrari. It could be tyres, brakes, sound, NVH, ergonomics, engine, aerodynamics or transmission. I have nothing to do with the styling. If I was only thinking in terms of my role, then you'd get a Ferrari that was truly ugly to look at, but brilliant to drive.

10:50

Meeting with some of the technicians working on the upcoming HMI [Human Machine Interface] architecture,

bodyshell, electronic and electrical systems, such as the dash and steering wheel, which does more than just turn the wheels nowadays.

12:10

The boring bit: Inputting the written feedback from the earlier test into the

12:45

The exciting bit: Lunch.

13:30

I skim through my urgent emails and try to avoid the temptation of yet another

14:00

Visit the Prototype Construction Department, a kind of racing division where the prototypes and mules are assembled. This is where we do the ergonomics testing on the static interior bucks - analysing the latest iterations of components and the distances between all the various interior elements.

15:30

Second test drive. There isn't much traffic at this time of the afternoon, so it's a good opportunity to use the notoriously pot-holed roads around Maranello for suspension development

16:30

Every few days, I travel further afield for the tests that can't be done at Fiorano. Imola, Mugello, Balocco, the Nürburgring, or even further to more exotic locations like Finland or Patagonia.

21:00

Meet the team who are already there and have unloaded the cars from the truck. We have a briefing about the next day's activities, then dinner.

23:00

Collapse into bed.

END



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Bigfoot Car Detailing Centre South Africa is an official partner of Rupes S.P.A Milan Italy.

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Why Bigfoot Car Detailing Centre?

I have been involved in the detailing industry for over seven years now. My days as a professional detailer began with Swissvax a good few years ago. The day I decided to make it into a business, my main aim was to differentiate myself from the rest of the companies out there and I did this by associating myself back then with a premium brand like Swissvax, which was my stepping stone. Ever since then I have been lucky to establish a loyal client base including corporates such as Porsche SA, Daytona Group, Audi etc. However, servicing my clientele was purely as a mobile business.

I've always had the dream of establishing a centre but not just any detailing centre, something that would stand head and shoulders above the rest. My moto was from the beginning "When you do something, do it the right way or don't even do it at all."

Along came the launch of the Rupes Bigfoot Car Detailing Centres, with the first one being set up in Qatar. What they did with that centre resonated with me and what I wanted to achieve with setting up my own centre here in South Africa. From polishing systems, to the revolutionary machinery, to the science behind the centre design, to the technical specifications around the lighting systems to the entire corporate image. Everything was just unbelievable to witness and I saw my vision of developing a world class detailing centre in the Rupes Bigfoot brand.

The opportunity to create a centre like no other in South Africa presented itself and I grabbed it with both hands.

The rest as they say is history.

The detailing industry in South Africa is still immature in comparison to the United States or Europe, however it has come a long way over the years with people starting to understand what the industry or rather what the profession is about. It's not just about cleaning cars. One of my main goals is hoping to create a greater awareness about the industry and profession as well and share the knowledge I have gained over the years. One of these ways will be via the Bigfoot Detailing Academy.

A first for South African detailing, I have been invited to the Bigfoot European Seminar in March to present the SA detailing centre as well as to facilitate training sessions to over 400 attendees. I will be sharing the stage with some of the world's most renowned detailers, Gideon King, Larry Kosilla and Jason Rose to name a few.

Bigfoot Detailing Academy

The centre in JHB will also become the first formalised detailing academy in South Africa with a formalised training curriculum developed by Rupes Global Training Director Jason Rose.

Jason has been involved in surface treatment for 35 years and many may know him from his involvement with Meguiars and he is one of the most respected technicians in the detailing industry.

Bigfoot Product Range

Opening of the centre has also presented the opportunity to distribute the spectacular range of Rupes Bigfoot Polishers and accessories as well as the new range of Rupes Car Care Products. The innovative range of Bigfoot polishers flipped the industry on its head and has revolutionised the industry worldwide. It has become the detailer's tool of choice due to its ease of use, being very safe on paintwork and extremely efficient.

Bigfoot Car Detailing Service Offering

We have various service offerings from our basic paint protection detail which takes about eight hours. Complete interior detailing to our most comprehensive treatment - The Bigfoot Signature Detail, which will take anything from about five days to complete.

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Ready





echnically, we're off-road. In fact, we're off-land. As first drives go, the deck of an aircraft carrier is an unusual location, but then Land Rover's tagline is "above and beyond".

The new Discovery certainly passes the "50m test" – the steering wheel is lovely, and it idles discreetly – but any further than that and we'll fall into the water below.

The warship HMS Queen Elizabeth is currently in the final phase of production at the Scottish shipyard Rosyth, one of two supercarriers commissioned for the Royal Navy after years of government handwringing, mainly because these things don't come cheap. In fact, this is part of a R104bn investment (in tandem with HMS Prince of Wales), although you do get a lot of metal for your money. Around 65000 tons of it, in fact, and she's 280 metres in length, has a deck level width of 70 metres, and a height of 56 metres. This is a big ship, the biggest the British navy has ever built, and pretty much on par with the USS Nimitz class. Big.

Power is measured in megawatts, and combines two Rolls-Royce gas turbines, and four big diesel engines, ponying up a total of 55 928kW. The propellers are driven by four electric motors. There are two bridges, one for navigation, the other to co-ordinate

flying operations. She'll carry 40-plus fighter jets, mainly F-35 Lightning IIs, and one of the radar systems can track an object the size of a snooker ball 20 kilometres away. She's due to be delivered to the British Navy command in February, but it'll be 2020 before HMS Queen Elizabeth is fully operational. "It's a bit like running-in a car", Commander Steven Prest tells me. "We certainly don't expect everything to work perfectly first time out."

This is understandable on a monumentally complex warship, but the new Discovery must land glitch-free.

Interestingly, especially for a product whose core values revolve around robustness and versatility, this MkV Disco is something of a slave to software. There are 71 separate ECUs, and so much code zooming about that it's known as the "digital Discovery". Queen Elizabeth – the monarch, not the war machine – used to fix the diff lock on her old Defender manually. Not much chance of that on the Disco 5. Now you need to be Bill Gates.

TopGear is among the first outsiders to sortie into the glorious wilds of the Blair Atholl estate in the new car. Our Discovery wears the lightest of camouflage, and is one of the 150-odd pre-production evaluation cars. So our drive comes with the usual caveats about bits not fitting perfectly, even

if these cars are actually hand-built and should theoretically be perfect. Aside from huge ships, today's drive is off-road only; full impressions will have to wait another few months.

The new Disco builds on Land Rover's manifesto that posits this as the world's most useful family car. A generation ago, that would have been a Ford Cortina Estate, and you certainly wouldn't get one of those up the rutted track we're currently on. The new Disco's body is 85 percent aluminium, which cuts 480kg off the base car's weight (it's now 2115kg unladen), and the entire body-side is a single pressing to improve rigidity while being less complex to manufacture. There's another single-piece pressing for the floor, the dash structure is magnesium, and lightweight steel is used on the front and rear sub-frames. The air suspension features a double wishbone layout at the front, and an integral multi-link rear to contain roll without hurting the ride, while preserving the impact resistance an SUV needs.

There can't be many more civilised ways of demolishing a wilderness than this. Not once in two hours of demanding off-roading do we hear any nasty, graunching noises, never mind getting even vaguely stuck. A good proportion of those many ECUs govern



INTAKE









the car's Terrain Response 2, which automatically monitors and optimises throttle, steering and traction, while the All-Terrain Progress Control (ATPC) is effectively an off-road cruise control (clever, but like all these things requires a leap of faith, especially on a near-vertical descent). Ground clearance (283mm) and wheel articulation (500mm) sees us manage a perilous rock crawl with no bother at all. This is heavy-duty off-roading for dummies.

"We wanted to create a vehicle that was easy for as many people as possible to use", Chief Product Engineer Alex Heslop says. A 2-speed transfer box is available as an option, for anyone who really does want to go further, including up rivers or through floods; Disco 5 has a 900mm wading depth, thanks to a "labyrinth intake" system that basically means the engine can breathe underwater. "It could go deeper", Heslop tells me, "but above that figure you lose traction at the rear, and the car begins to float. And you need to open the rear doors to

combat that, which isn't ideal".

Open those on dry land, and another of the car's USPs is apparent - there's now room inside for seven, rugby-playing, full-size adults, all of whom can have heated seats. LR is also pioneering Intelligent Seat Fold in this car, via the main touch screen, switches in the luggage area near the C-pillar, or by using a smartphone app. With row three folded, there's 1231 litres of stowage space; fold row two, and it's practically a mobile home. Between the giant door-bins, cubby and underfloor areas, there's 172 litres of storage, and four iPads or a pair of two-litre water bottles can fit in the centre console. Up to four 12V sockets and nine USB charging points can be specified, and in-car 4G wifi can support up to eight devices.

The driver and passenger get JLR's InControl Touch Pro multimedia set-up that includes a 10-inch touchscreen, dual view, satnav with a new "commute mode", and all sorts of other displays and graphics.

Software madness. (And I remember a used

car dealer of my acquaintance who used to have a nice side gig flogging knock-off ECUs for the late Nineties Ford Galaxy.)

We switched between the 190kW 3.0-litre TDV6 and 250kW 3.0-litre Si6 petrol, both of which felt smooth and unobtrusive, at least at the speeds we were limited to, as we meandered past heather, thistle and bracken. There's no doubt that the new Disco has been created with a class-leading focus on the things that active families actually need. But three things are bothering me. Firstly, the outgoing car apparently polarised too many potential customers, so the new car is necessarily generic-looking. Secondly, although there were rubber floor mats in our test car, the Disco is definitely a premium proposition.

"It might not look or feel it, but trust me – the new car is more rugged and capable than the old one", Alex Heslop insists. Too early at this stage to mention accurate pricing, but you could have approximately 90 000 of these or two new aircraft carriers. Your call.





t's taken over 50 years, but Porsche might just have realised there's a better place to put the 911's engine. Yep, after half a decade of hiding in the boot, the 4.0-litre flat-six in the new 911 RSR has budged forward to a new home ahead of the rear axle. So - aside from the 1996 911 GT1, which wasn't really a 911 - this is the first mid-engined 911 in history. It made its debut at the 24 Hours of Daytona in January, before doing all rounds of the World Endurance Championship including Le Mans. But if you thought this might hint at some special, road-going version, just hold your horses. "For day-to-day, rear engine is still the best solution for the space it gives you for back seats", said Porsche motorsport chief Dr Frank-Steffen Walliser when questioned by TopGear. What is this, 1963?



A radar-based warning system will help avoid "misunderstandings" with any fastapproaching LMP1



Unlike sweaty old race cars, the RSR has aircon, and even electrically adjustable wing mirrors with a memory function. Ask them anything!



The CFRP steering wheel, which is not a wheel, has an integrated display, fixed shift paddles and a quick-release mechanism



With the engine now in the correct position, there's room at the back for approximately one square kilometre of diffuser

NEWS IN BRIEF

PHOTO BOMB

JAG'S NEW OPEN-DOOR POLICY

According to a recently leaked patent application, Jaguar Land Rover is developing a system that allows you to unlock your car with a

selfie, rather than carrying any sort of key. Cameras under the windows will recognise you as you approach, but won't open the doors until

you've performed a special gesture or pose – perhaps a salute, or the classic pouting face – to make sure it's you, and not a thief holding up a photo.



RSING ABOUT

The first Porsche to wear the RS badge was the 1973 911 Carrera RS 2.7. Carrera is the Spanish word for "racing", and RS stands for "rennsport", which roughly translates as the German word for "racing". So the Carrera RS was actually the 911 Racing Racing, which must mean the 1974 Carrera RSR was, in fact, the Racing Racing Racing. Glad we could clear that up.



BIG FAT NUMBERS OF THE MONTH

4.6s

Average amount of time your eyes are off the road if you send

R45bn

Paid by Toyota to US customers with rusting trucks

R169 000

Cost of a 12-month Bugatti Veyron warranty from UK-based Warrantywise



TRUMP THIS

After a month of political comedy, America finally has something to be proud of after 1152 Dodge Rams broke the world record for the longest parade of pickup trucks. Except it hasn't, because all of the Rams were registered in Europe and the parade happened at the Nürburgring. Still, at least it beat the old record of 638 trucks. set in Mexico.



A VERITABLE ARSENAL OF INFO, SOME OF IT USEFUL



Rumble in the jungle

If you've driven a lag in the last 10 years, you'll know the starter button flashes before you press it. If vou've ever been bored enough to time these flashes, you'll know they aren't random and actually pulse at 72bpm, which, according to JLR, is the "resting heartbeat of a live jaguar". Presumably that's a sleeping one, but still, top marks to the bloke with the stethoscope...

TRICK OF THE EYE

A "gravity hill" – also known as a "magic hill" or "magnetic hill" is an optical illusion in which a slight downhill slope appears to get out ar

AMERICAN ENGLISH

Americans say trunk; we say boot. And for once, we're both right. The trunk was once an actual trunk, as in a travel case strapped to the back of a carriage. Similarly "boot" most likely comes from the French "boîte", meaning "box". Although it could also refer to the rear compartment on which the horse driver sat, which was used, among other things, to store boots.





KEEP ON TRUCKIN'

US couple Greg Cayea and Heather Thompson have broken the world record for the longest road trip in one country, after travelling 48 280 kilometres through 39 states. At the time of writing they're still going, filming two minutes of every hour they're on the road, keeping a witness logbook, and sleeping in their presumably rather fragrant Subaru Outback.



Gadgets

Deck the walls

RIP DOWN YOUR POSTERS AND RAISE THE SKATES



The most important part of a skateboard is the underside. That's what you want everyone to see as you soar gracefully over the halfpipe... before returning to Earth like a shot seagull. So a deck isn't proper unless it's painted, though instead of the usual graffiti and cartoons, Californian company Garage Welt decorates its skate-planks with artwork of heroic cars. Each is made from seven-ply American maple, and although you can fit trucks and wheels, you're more likely to want the optional wall mounts. garagewelt.com

INTAKE



GROUP B PRINTS

It's 30 years since Group B cars were banned, so to celebrate their brief but brilliant chapter in motorsport history, graphic artist Ricardo Santos has produced a special edition box set featuring 10 of his excellent illustrations. Each is nearly half a metre square, so you could use them as wallpaper or do the grown-up thing and buy frames. ricardo-car-artwork.com









WALL GRAPHICS

Wall art you can apply with a squeegee and remove without a trace. Designs include the steering wheel from the Toleman TG183B – better known as Senna's first F1 car – and a little teddy bear in a racing helmet, which was famously the logo of Hesketh, James Hunt's first F1 team. Not into these? You can even design your own. retrogp.com





Style Urban warrior

CITY STYLE, DONE RIGHT

01 Barbour International hopsack scarf.

Doubles as a chequered flag, which will come in handy should you be tasked with marking the end of a motor race. barbour.com

02 Alpha Industries L-2B Scout Bomber Jacket.

A Water repellent bomber that's green colour was instituted during the Korean War to better help camouflage a downed pilot behind enemy lines mimics the original L-2A jacket specs by the US Air Force. alphaindustries.com

hunterboots.com 03 Herschel grey beanie hat. Herschel is most famous for its bags. A beanie is basically a tiny sack. The synergy is mindblowing. topman.com 04 Black

> formal joggers. These slacks are so smart you could almost wear them to work. You shouldn't, but you could. newlook.com

05 Nike Lunar Charge. Techy trainers with hints of Nike's greatest hits, such as eyelets from the Air Max 90 and neoprene booties from the

Air Presto. endclothing.com





INTAKE





RIDE IN STYLE AND COMFORT.



Everyone thinks they know every corner there is in their city. But what if there was more? Places beyond all of these, waiting to be discovered. With the introduction of the new Trailblazer, it's all possible. It features satellite navigation standard, a range of active safety features, and hands-free functionality from the latest generation Chevrolet MyLink infotainment system, making unlocking your city exciting.

THE NEW 2017
CHEVROLET TRAILBLAZER

FIND NEW ROADS



INTAKE



Watches

Wrist reward

LIST OF THE TOP FIVE WORTH OWNING

TAG HEUER MONACO CALIBRE 11

TAG Heuer Monaco Calibre 11 was launched in 1969 as one of the first automatic chronographs in existence. Jack Heuer named it in honour of the famous Monaco GP Formula One course. With its square case and now-famous Calibre 11 automatic movement, the Monaco was even seen on US actor Steve McQueen's wrist in the 1971 film Le Mans. An absolute classic in the chronograph world, the Monaco was discontinued after only a few years. The design saw a McQueen re-issue in 1998 and was later re-launched by TAG Heuer in 2003. Vintage and limited edition Monacos are extremely desirable and claim a considerable fee in the used market. Whether you're channelling Steve McQueen or Walter White, The TAG Heuer Monaco Calibre 11 will provide a unique wrist presence. It can be purchased from R95 000; picotandmoss.co.za



ROLEX SUBMARINER

It was 1954 when Rolex originally released the Submariner, and the watch industry hasn't been the same since. The Submariner was never released as a luxury product but rather a professional diver's watch that anyone could enjoy. It attained cult status for being a damn good sports watch. Later, in the 1980s when the mechanical watch gained a more luxury status, Rolex began its long path to become the world's most desirable luxury timepiece brand. The Submariner is their most popular model and for good reason. Durable and legible, its slick style remains timeless, and most importantly, it is suitable for most any man (and many women) regardless of look, style, or age. It goes without saying that the perennially good design of the Rolex Submariner is alive and well today; in its newest renditions featuring a 40mm wide case available in steel, two-tone, or 18k white or yellow gold. The Submariner is pricey, with the average price ranging around R120 000 - but it's sure to be timeless and retain its value; rolex.com





OMEGA SPEEDMASTER

Regardless of price, prestige, history or technology, the Omega Speedmaster is widely considered to be the quintessential sports chronograph. Do you want a handsome but not flashy chronograph with a great history, distinctive look, and a long enough life to offer many different variations? That's a Speedmaster. Why? The Omega Speedmaster was good enough for NASA, who strapped one to Buzz Aldrin for his 1969 moonwalk. The Moon-watch is basically the Submariner of chronographs. There are lots of versions and plenty in the used market. They hold their value well and have evolved relatively slowly. Whether you fancy a manually wound or the updated co-axial automatic Speedmaster, you really cannot go wrong. You'll own a piece of horological history, priced from about R65 000 to R190 000 for steel versions; omegawatches.com



AUDEMARS PIGUET ROYAL OAK

Facing bankruptcy in the expanding wake of the quartz revolution, the Royal Oak is the watch that saved Audemars Piguet, making them the brand they are today. Knowing they needed a revolution and not evolution; Audemars Piquet brought in none other than Gerald Genta to design a watch that could introduce the brand to a bigger market. Genta created the AP Royal Oak ref 5402ST which launched in 1972. Its price tag was so aggressive that not only did it vastly exceed the price of any of its competition; it even out-priced most gold watches on the market. The world had no reference for a steel luxury sport watch, making the Royal Oak an all-in play by Audemars Piguet. While the Royal Oak may have been a polarising idea from its inception, it created a new watch archetype, the luxury steel sport watch. The market's acceptance grew fast enough to keep Audemars Piguet in business and the distinctive Genta design is a now an integral part of their brand iconography: Royal Oak Offshore 44mm, steel case, ceramic bezel on rubber strap, the retail price is R514 500; picotandmoss.co.za/architects-of-time



BREITLING NAVITIMER

The early 1950s heralded in the era of a famous pilot watch; the Navitimer by Breitling. What made this piece famous was its combination of chronograph and slide-rule bezel. While not the first Breitling piece to offer these complexities, the Navitimer was quickly adopted by military and professional pilots. They found it to be a useful tool because in addition to telling time, it was able to offer a range of necessary in-flight calculations. This was thanks to the slide-rule and chronograph combo. When cockpits went digital, the utility of the Navitimer subsided, but today many pilots are still trained using traditional analog calculation systems; as a backup if electronics fail. Today, Breitling offers versions of the Navitimer with their own in-house movements and it remains one of the brand's top sellers. The suggested price for the Navitimer 01 46mm in steel with a leather strap and folding clasp is R112 600; breitling.com



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PAUL HORRELL ON...

The future of UK industry

WHAT IMPACT WILL BREXIT HAVE ON CAR MANUFACTURERS?

alf a year ago, Britain's motor industry learned it would in future be operating outside the European Union. The 170 000 people who work for the vehicle makers and their parts suppliers must be delighted that those six months have been used to create vital stability and a firm path into the future.

Dream on. No one has the foggiest idea.
Right now, Britain's industry is operating at near-record levels. But today's production is the result of investment decisions taken by car manufacturers five or ten years ago, when it was inconceivable they'd depart from the EU. Listen now to the industry's lobbying body, the Society of Motor Manufacturers and Traders, and you'd think Britain's off to hell in a handcart.

If Britain leaves the single market and defaults to typical 10 percent tariffs to and from the EU, the SMMT points out they'll be a whole lot less competitive when exporting. Which applies to almost half the cars built in Britian. Oh, and by the way, the average British components used in the manufacturing of British-made cars is just 41 percent, so Britain would also be paying import tariffs on those parts. Even on British-made cars sold in Britain.

And British car buyers would have to pay an extra 10 percent on cars imported from the EU. I asked SMMT Chief Executive Mike Hawes if there were any countries that have negotiated tariff-free

trade in cars, and he said none really. Plus by leaving the customs union, Britain will generate a whole lot more paperwork, contrary to the Brexit argument that red tape would be cut.

An end to EU immigration wouldn't suit car manufacturers either. Hawes says 10 percent of the people in the car industry (and an even higher proportion of engineers) are foreign EU nationals. So the SMMT would want exemptions similar to those in the construction industry, the City, healthcare, etc.

But hang on. If it's so bad, why did Nissan commit after the referendum vote to build a next-gen Qashqai and X-Trail in Sunderland? You'll remember Nissan CEO Carlos Ghosn going to see the Prime Minister before that commitment, having made threats that Sunderland was in danger if it didn't get compensation to offset any tariffs.

But he has a history of sabre-rattling – he maintained for years Sunderland might suffer if it stayed out of the Euro, and then said early in 2016 that it'd be bad if they left the EU. Both happened, yet Sunderland flourishes. So what compensation did the PM offer? Hardly any, surely: If Nissan got cash, the rest of the car industry would scream for the same, and then other sectors too and suddenly the government would be broke. Hollow threats meeting hollow promises.

Meanwhile, I'm told it's also almost certain that in the next few weeks Toyota will green-light the next Auris for Burnaston, Derbyshire.

The Nissan and Toyota decisions aren't simple, quick heads-ortails jobs. They will have been working towards them for years. And even if they see Brexit as a bum deal, they'd hardly be likely to close the doors on these giant, hugely expensive plants. But Hawes of the SMMT says five or ten years from now, they might not reinvest.

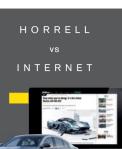
Uncertainty is about the only certainty. The UK definitively voted for a departure, but without clarity over a destination. The Prime Minister says, "Brexit means Brexit", but since it's a made-up word, of course it means itself, duh. Hard Brexit, soft Brexit. Norwegian-style Brexit. How about beef Wellington Brexit, soft in the middle with a crispy shell? Challenges clog Britain's highest courts over their Parliament's triggering of Article 50, and over whether or not they actually voted to leave the European Economic Area, something subtly different yet somehow the same as the single market. Then suddenly Brexit secretary David Davis

"How about beef Wellington Brexit: soft middle, crispy shell?"

pulls the rabbit-out-of-a-hat notion that Britain might pay to stay in the single market. Half his party were up in arms and Boris hit the roof.

The real trouble with any Brexit planning is that either side hates the other. At any mention of the subject, the air crackles with enmity. Normally, negotiation is meant to be about securing an outcome beneficial to both sides. In any Brexit negotiation – both within Britain on what its demands should be, and then as Britain sits across the table from the EU – it's about visceral loathing on either side and a desperation to get one over on the other.

Want my prediction? It's so complicated that we'll see any number of delays followed by interminable 'transitional arrangements' – aka fudges. In effect, like Heathrow's third runway or HS2, Brexit will never actually happen. The car workers can rest easy.



NEW/S.

Ten things you need to know: New BMW 5-Series

hazy leftie

Pretty but a letdown nonetheless because it looks almost indistinguishable from the current model. The 0.22Cd is impressive – a few years ago it could only be achieved by Active grille shutters were first introduced in the E60 (and regen braking to charge the battery), so why is this mentioned now? Where is the promised 1.5 triple petrol?

Paul Horrel

I don't think the 1.5 petrol is likely for the 5-Series. You're right about active grille shutters, but honestly there is so little that's truly new in this car I was running short of things to say.

You can find Paul most days overseeing the TopGear.com comments section

Do you agree with Paul? Head to topgear.com to leave your comments

BREXIT

Tor

Sy.

017





STAR TURN

The once ponderous Aventador closes the gap to agile Huracan with four-wheel steering. The V12 agrees to extra power in the process.

WORDS: OLLIE MARRIAGE

Everyone's fitting four-wheel steering now, aren't they? Porsche, Mercedes, Ferrari - they're all at it. We'll have it on hot hatches soon. Not that you'll notice - the system is intended to be subtle, the machinations of the hydraulic actuators designed to be unobtrusive. But this is Lamborghini and Lamborghini does not do unobtrusive.

Ahead is a slalom test, an easy secondgear weave through cones at 50km/h. No stress, just a gentle guide through to get a feel for things. I've done it already in the old Aventador, although its presence here is itself unusual. Car firms very rarely wheel out the old model at the launch of its replacement, probably for fear you'll notice areas where old beats new. But the slalom test is not one of those. Through it the Aventador felt like it was dragging an anchor, the steering slow, the experience slightly dull. That's the Aventador for you - a machine dominated by an engine that cowed the chassis. Only one thing was allowed to sparkle in here.

I go again in the facelifted model, the S, a badge that Lamborghini says is part of its heritage but hasn't adorned a car since the Countach back in 1978. A couple of flicks back and forth and I'm at the far end - less effort, more dexterity, more speed, more agility. I reckon they could have crammed the cones five metres closer together. This is going to be revolutionary for those lastminute swerves into that street down the side of Camps Bay where #supercarsofinstagram hang out. Above all, I really noticed it, I felt it. And I did for the rest of the day, even when they took the cones away and let us play on the proper circuit.

It's almost six years since Lambo introduced the Aventador to replace the Murciélago. In pretty much the same span of time, the Holy Trinity have been and gone, and McLaren has gone from a Drives standing start to having a three-model range with LT this, Spider that and GT R the other. Lambo's attention has been elsewhere: on the Huracán, on the Urus, on a bunch of diversionary one-offs such as the Egoista. Now it's time for the Aventador to be shown some love.

The facelift focuses on the chassis. Oh sure, there's another 30kW for the engine, liberated by mods to the variable intakes and valve timing, a higher rev limiter (8,500rpm instead of 8,350rpm), plus those extra carbon intakes on the back deck that gulp

more air down and give the new version a hunkered look, reminiscent of the Countach LP5000 QV. The addition of 4WS is the key facet, and necessitated a wholesale reengineering of the pushrod suspension. The settings of the adjustable magnetorheological dampers were tweaked to improve comfort at one end and response at the other, and the geometry was altered.

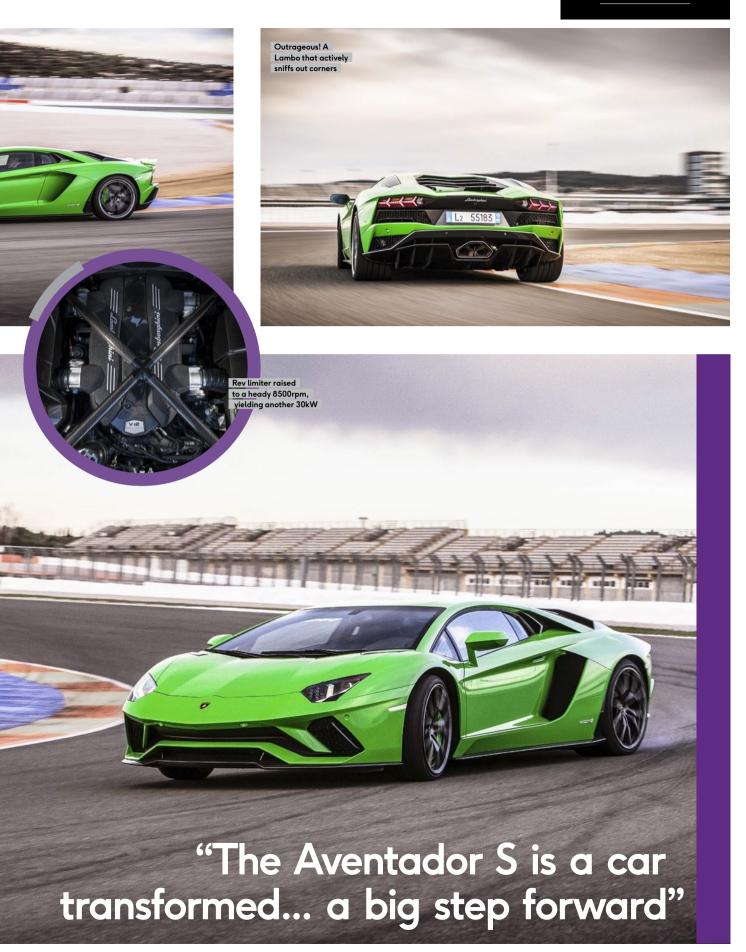
There's been more focus on aerodynamics - the rear wing is now active, controlled electronically by a new central brain that runs all the car's systems, front axle downforce is up by 130 per cent, there are vortex generators underneath to maximise airflow and neat vents that exit inside the front arches to release air down the flanks, cleaning up the flow. Despite the addition of 4WS, kerb weight hasn't increased, as the 6kg penalty was alleviated by a new exhaust system (spot the triangular arrangement of the three pipes) which weighs - wait for it - 6kg less. Lambo claims a 1,575kg dry weight for the carbon-tubbed, aluminium sub-framed Aventador S, which equates to a kerbweight of around 1,690kg.

The 545kW and 686Nm is still deployed through all four wheels via a Haldex central clutch, but there's no talk of torquevectoring or too much onboard technology. Step inside for evidence of that. You've got to love Lamborghini cockpits - for that is what they are - the way the door opens, the wide sill, the high, sloping centre console, the five-inch gap between the top of steering wheel and the headlining. These things talk to you, help to distract you from the frankly backward infotainment (last seen on an Audi A4 about a decade ago) and a seat that, well, Lambo has never done good seats. This one isn't as catastrophic as the SV's, but you sit too high, and the bolsters aren't proud enough of the firmly padded base so don't lock you in place as well as they should. But hell, flipping up the cover on the start button and summoning 12 cylinders to life tends to put everything else out of mind.

I'm at Circuit Ricardo Tormo in Valencia. Where there has been a storm likes of which hasn't been seen for over 40 years. Trees are down, hill roads are closed due to snow and, at the circuit, many of the corners are flooded. Which means no driving. Doesn't look like that in the pictures, I know. A frustrating couple of hours pass, and then the circuit is declared drivable. By Stefano Domenicali and Maurizio Reggiani. Yes, at













Lamborghini, it's the CEO and the head of research and development who go out, drive and declare the track open.

It's still sopping wet, but the Aventador S is a car transformed. I'd stop short of saying it's outright playful, but the agility, the steering, the weight management, the integration of all the systems... it's a big, big step forward. I normally hate variable-ratio steering – it's too artificial, especially when it's electrically assisted. But on first impressions this feels good – not only is it sharp off-centre, but accurate and confidence-inspiring, too.

Whoever's responsible for integrating the four-wheel steering deserves a bonus – just as with the slalom test earlier, the Aventador S is nimble during direction changes, you can sense the rear wheels lending assistance, and it feels good. This is unusual. As I said at the beginning, these systems are normally subtle, but Lambo does seem to have pushed the degrees further than most.

At low speed, the rears can turn up to three degrees (most systems I've come across turn no more than 1.5 degrees), effectively shortening the wheelbase from 2700mm to 2200mm. To improve stability at higher speeds the rears turn the same way as the fronts, adding a virtual 700mm to the wheelbase. You don't detect that so much, and while I'd love to comment on high-speed mid-corner stability, a 545kW Lambo is still quite a handful in the rain. Turns out the traction control still takes a lenient approach to discipline. At least the brakes are strong - carbon-ceramics are standard, and the 400mm front discs are not only massively powerful at high speeds but sensitive enough to be used mid-corner to trim your line if you like a spot of left-foot braking.

But it is drivable in these conditions, even when equipped with 355/25 ZR21 rear tyres. The fronts (255/30 ZR20) are far narrower. In fact the difference is uncommonly large and led the S to understeer at pretty much every corner. Given the drenched track you can't read too



much into that, but the important thing was that you could not only feel what the car was up to, but also do something about it. The Aventador's chassis is now far more responsive to inputs. Back off the throttle and it tightens its line, so you can adjust and manage it.

Just be warned: you need to have it in the right mode. This used to be difficult. Between Strada, Sport and Corsa there wasn't really a sweet spot and you couldn't choose your own settings for the drivetrain, steering and suspension. Now there's Ego, and you can. To be fair, Sport is a good choice, sending up to 90 per cent of torque rearwards, while Corsa, which is focused on fast laps, can only direct 80 per cent aft. In Corsa you also have to put up with a fairly savage ride and a completely savage gearchange.

Ah, the gearbox. It's still the seven-speed sequential manual, and although Lamborghini claims to have sharpened it up, compared to the latest twin-clutchers it's a dinosaur. The shifts are either noticeably slow or head-bangingly savage. Of course you can lift off to smooth them out, and you could argue that this is good characterbuilding stuff. But compare it with an Audi R8 or Ferrari 488 and, well, it's hopeless.

The gearchanges punctuate the wild excesses of the engine, but do they spoil the flow of this mesmeric, howling V12. 0-100km/h in 2.9secs, 200km/h in 8.8secs, a top end up towards the 350km/h mark? Not the point. It's about sensation. This motor doesn't just generate noise or vibration or acceleration, it has its own life force. God bless them for sticking with it, because this is transcendental.

Cutting edge it ain't, but you love the Aventador because of what it stands for. It's supercar 101: looks, noise, power, drama. Don't overthink it, just adore it for what it is. And appreciate the advances: the Aventador used to be a bit of a pantomime villain -

tremendous voice and presence, but rather one-dimensional. The addition of 4WS is, as I said earlier, transformative, the whole car not only sharper, but also more cohesive, moving predictably, inspiring confidence and bathing the V12 in an even brighter light. So the Aventador gets a new lease of life, one that's done nothing to unstitch the essence of Lamborghini, but a lot to smooth it out.

SPECIFICATION 6498cc V12, 4WD, 545kW, 686Nm 11.58l/100km, 394g/km 0-100km/h in 2.9secs, 350km/h 1690kg **VERDICT:** The engine is the star of the show, but the chassis can now keep up. The world is brighter for having such things in it.









On the venomous roads above Simon's Town Naval Base we come to terms with Ferrari's latest weapon – the supposedly sharper, more tactile California T Handling Speciale.

WORDS: RAY LEATHERN / PHOTOGRAPHY: PEETE MOCKE



pilling through the hillside above the Simon's Town Naval Base, the home of the SA Navy's controversial multi-billion-rand frigates, Maranello's newest Prancing Horse is making a charge up the toothy, switch-backed mountain known as 'Red Hill'. We know its 3855cc turbo engine is no slouch, but now Ferrari claims stiffer springs and Handling Speciale (HS) calibrations to the magnetorheological dampers and F1-Trac traction control enhance body control and endow it with better acceleration out of corners, particularly on bumpy roads. Well, then we've definitely come to the right place to give it a shakedown.

There's an airless, listless heat hanging in the air before we depart; the sun fixed high in the sky like a stage prop churning out significant BTUs, turning the ocean into a vast shimmering vanishing point. It's a quiet weekday morning but as if mimicking Ferrari's clever SCM3 adaptive suspension, every local is being drawn in

like iron filings to a magnet. Try rationalising to the one time Tifosi that this is fact Ferrari's least arresting styling effort, and you'll quickly understand the idiom 'falling on deaf ears' - it's a Fezza finished in Rosso Corsa, of course it's a sucker for attention. Once the cellphonewielding paparazzi have had their fill I thumb the starter and set off in search of more challenging terrain.

Immediately I note fit and finish is robust but the seats are surprisingly hard, limited in their adjustment and missing heating, cooling or memory functions, and the rear is more like a deep parcel-shelf best suited for shopping bags, certainly not two fully formed adults. Likewise, you'll need petite fingers to adjust the tiny air-con buttons and the touchscreen is totally indecipherable in direct sun. It's a surprisingly austere cabin as it turns out, without even a rear wind deflector to tranquilise interior air-swirl - but there's still that button- and manettino-festooned

BY NUMBERS

to retract the folding hard-top roof

theoretical seating

the claimed amount of turbo lag

CALIFORNIA'S ENGINE EVOLUTION WITH TURBO

YEAR kW & Nm 0-100km/h TOP SPEED **ENGINE** 4297cc 360kW / 2012 3.8sec 312km/h 299g/km 505Nm 2014 3855cc 412kW / 3.6sec 316km/h 250g/km V8 Turbo 755Nm



steering wheel to grab your attention. This may be a tame Prancing Horse - the giveaway being three selectable drive settings as opposed to Ferrari's 'regular' five - but once on the move the Special Handling pack (R229 961 worth) feels like a totally different proposition to the old Cali T.

It all flows from the man/machine interface happening at the wheel. Ferrari's steering setup is light and spry but because it's still electro-hydraulic it retains a tactility only approachable by the very best Porsches. Every texture transition over the road is felt through the tyres, as if by rote, and because Cape wild fires have raged through here in the last few weeks, sections of tarmac are scarred and rough as guts frankly. Not that that's any challenge for the HS's ride which is supple, giving the confidence to stitch corners together with incisive inputs. 16 per cent stiffer springs up front and 19 per cent at the rear have completely tamed the ungainly pitch and roll synonymous with its predecessor, and the quicker reacting magneride smooths the road as if by sheer alchemy.

Soon I'm rolling into Red Hill's inviting, furled bends, leaning on the carbon ceramic brakes (third evolution, now with excellent pedal feel), dropping gears like Excalibur on the paddle shifters and working the chassis harder than any droptop cabrio should ever expect to be worked. I fall into the routine with relish, gratitude even. It's so much more arresting than a non-HS-equipped car - its 1750kg no longer feeling like some commodious mass that's always a few milliseconds slow to react. The Speciale's new





posers but now you can take it to the dance, too





exhaust geometry doesn't add any extra power but thanks to a guttural kick at 2000rpm it no longer sounds 'thin', like a wallflower at low revs. Then on full-throttle upshifts there's a charismatic boom from the quad pipes, like distant canon fire locals no doubt convinced the navy's finally got round to fitting those weapons to SAS Spioenkop.

Acoustically alone this lends a renewed intensity to the drive, but like before there isn't non-linear turbo boost to unsettle the chassis. By tapering power delivery all the way up the rev range (max torque: 4750rpm, max power: 7500rpm) the V8 fairly emulates a roaring tsunami with every long pull to the 8000rpm redline. It's not as emotional as the old 458's flat-plain-crank roar - but it's technically proficient and you cannot argue against Maranello's finest achieving their goal of a lag-free turbo motor that delights with all the response of a naturally aspirated V8.

I could jounce up and down this road for hours, grinning from ear to ear, as I am. But we must settle atop the hill at the Scala Battery that keeps watch over the cheerfully industrious naval town, and draw our final conclusion. To say the California T is more

adept at wafting than hooning would be to indulge in the drollest understatement imaginable. It's still chiefly an attention seeker that's refined and comfortable enough to drive every day. In HS guise it's simply been imbibed with another side, more hardcore driving ambition, which elevates it out of mere luxury GT territory.

You could call the Handling Speciale a

patch, a fix for the California - a car that didn't drive with the flair and ferocity of a true Ferrari, and in some respects we'd agree with you. But when the end result is this good - a cabrio with the handling sophistication to take on this torturous mountain road and still make you howl with joy - we frankly couldn't care less what path it followed to get here. The Handling Speciale gets our nod!









hivering in a windswept car park next to Las Vegas Motor Speedway in near sub-zero temperatures, we watch as a pair of the US Air Force's finest fighting machinery, F-22 Raptors, slingshot into the crystal blue winter sky out of Nellis Air Force base. Engines on full reheat, every metallic sinew stretched to near breaking point in their quest to gain altitude and speed as quickly as possible.

As they vaporise into the heavens in a blur of heat haze and crackling jet noise, it's hard not to draw a comparison between the super-secret jets and the blue and white Ford GTs lurking just a couple of feet away from us. Both bleeding-edge, bunker-developed US-built products packed with still-secret technologies. Both, quite possibly, the fastest, most advanced of their breed. And both, most importantly, with a whacking great set of afterburners.

The only key difference right now is that, while it will be decades before we can truly understand the total capabilities of the

F-22 – it's so secret it cannot be exported to any other country – in the next few minutes we are not only going to find out a raft of new things about the next Ford GT. We – just three people – are also going to get to experience the car for the first time on a track.

Not drive it, mind – that idea got nixed a week earlier to much gnashing of teeth – but be driven in a near-finished car, first by Ford head product honcho Raj Nair. Then, with everything up to temperature, do a few laps with 2016 Ford GT Le Mans-winner Joey Hand. The track is a little-used testing facility, so it's very green and slippery. Plus, it's covered in a fine layer of wind-blown desert dust and grit. So it's not far short of a skating rink.

But that's Raj and Joey's problem. First order of business is to walk around the car and see what new things we can uncover on this all-but production-quality GT. The only things obviously missing on this car, which is going to spend its life at the Ford Performance school at the Utah Motorsports Campus, are final-spec software for the main screen and, yes, the cupholder.

We start at the front of the car with Raj and Dave Pericak – Ford Performance boss – on their knees with us pointing under the front bumper. "This is super cool," says Raj. "It's got an F1-style keel underneath [the benefits of this are the lower suspension arms can be attached to the car parallel with the road surface for optimum suspension geometry, mechanical grip and aero efficiency]. So we are generating a ton of downforce on the front."

Almost too much as it turns out. "We knew we were going to get pretty good rear downforce with the buttress concept," says Raj. "But we were generating more front downforce than we thought we would. So we had a centre of pressure problem – it was too far forward." The centre







of pressure is important as it affects the car's handling. Too much pressure on the front causes oversteer.

Too much on the rear leads to understeer. The solution? Active front flaps which regulate the downforce. "When the wing is down, the front doors are open. But when the wing is up, we can bring more downforce to the front end, so the doors close and keep the centre of pressure where we need it." And the car planted firmly on the ground. How firmly? Raj isn't saying just yet. "I'm not going to quote a number right now," he says. "But I'm telling you, it's significant."

We don't doubt that, especially after Dave shows us the rear wing. Far from being a simply profiled piece of plastic, it's alive. Wedged into its profile is a cam and electric motors that change the wing's shape according to the car's speed and mode. When the central brain orders it to create maximum downforce or drag, the trailing edge pushes upwards to create a gurney flap, which disappears again when the wing is stowed. So if you didn't know it was there you'd be none the wiser once the GT came to rest again.

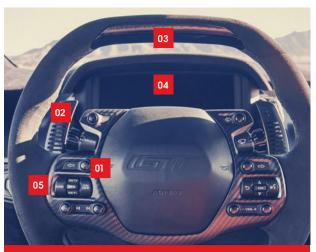












WHEELS, DIALS, BUTTONS AND KNOBS

Let's start with the good news: as the nose-lift system is hydraulic, the GT also has hydraulic steering, so the squarish thing you see here should be loaded with feel when we eventually get to 1) In a bid to keep

button rash to a minimum you'll notice Ferraristyle button indicators. 2) And above that, to the left, a driving mode dial. There are five settings to choose from: Normal, Wet, Sport, VMax and Track. 3) LED

lights, integrated into the top of the wheel tell you when it's time to reach for another ratio, and probably breath. 4) The instrument cluster is fully digital. 5) On the left is a cruisecontrol switch for lazy people.

However, the wing is not the GT's only party piece. The active aero is clever, but what makes it really special is that it works in sync with the active chassis. The GT's normal ride height is 120mm, but rotate the five-mode driving-style dial (more about that in a minute) to VMax or Race mode, and the car drops like it's falling in a vacuum on its Multimatic DSSV dampers to 70mm. It also jumps instantly back up to 120mm like it has been electrocuted when the dial is turned the other way. When a few millimetres difference in ride height can mean a second's improvement in lap time on a racer, you start to get the idea how this 50mm drop, along with all the other aero bits, could completely change the GT's performance.

Two other side benefits of this sentient system, which is all hydraulic, is that, because the system was already there, the steering is hydraulic, too. Which, as good as electric systems have become, should mean outstanding steering feel through the F1-inspired squarish steering wheel. It also means the sleeping policeman axle lift is lightning fast, not one of those slowly inflating and deflating balloons you get on most other supercars. You press the button and it's up. Then again and it's down. No drama, no delays and your GT's front end stays in one piece. Max speed with it up: 20km/h.

As Raj and Dave move to show us around the interior of the GT, Joey powers past the pits for the umpteenth time in his quest to bring the second, Liquid Blue, GT up to working temp. The car sounds good. Very good, which is a relief. After hearing the frankly flatulent racecar it didn't bode well for the road GT's



THE ENGINE BIT

Normally in the land of supercars, cylinder count is king, but the GT is different. "We started with aerodynamic efficiency – the efficiency of racing goes right down to the very core of its existence." That's Jamal Hameedi, chief engineer for Ford Performance. "Aero came first then we picked the most efficient EcoBoost engine we could find for that package."

The engine coaxed into the tapering fuselage is a 3.5-litre twin-turbo V6, producing "over 440kW", connected to a new Getrag-developed seven-speed twin-clutch gearbox. Unusually,

Engine

kW & Nm

Transmission

Performance

you'll find the two turbos and intercoolers tucked neatly into the pods over the rear wheels for optimum weight distribution... and because there simply isn't space to package them any closer to the block. From there the cool, compressed air is sent up through ducts in the hollow flying buttresses and down into the engine.

The turbos currently fitted to the engine are far larger than they need to be to stay within the FIA's balance of power rules. Raj Nair says they will be downsized before the car is homologated and goes on sale. Smaller turbos mean even

We've tried this anti-lag system on the new F-150 Raptor. which shares the same basic high-power engine configuration as the GT. In Baja mode, the engine refuses to bog even when confronted with torque-draining sumps of sand. So it bodes well for the GT's ability to fire itself out of corners even faster.

greater responsiveness so, along with Ford's patented anti-lag system (which stops the turbo speed from dropping below a certain rpm even when the engine is running off-boost), the GT should be even more alive than it is now.

BY NUMBERS

bare minimum kW target for the 3.5-litre twin-turbo V6

from first sketch to concept shown at 2015 Detroit motor show

taller than original GT40. Shouldn't we call it the GT43.5?

estimated price in ZAR for the lucky applicants picked to buy one

total over a four-year cycle

number of sets of golf clubs you'll be able to take with you

GENERATION GT40 1964-9 GT 2005-6 **GAME**



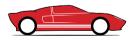
6999cc V8

362kW/643Nm

4spd manual, RWD

5.5sec/257km/h

1297kg Weight



5499cc s'charged V8

410kW/677Nm

6spd manual, RWD

3.7/330km/h

1520kg



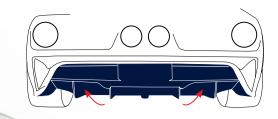
3496cc turbo V6

447kW/812Nm (est)

7spd auto, RWD

3.2/330km/h+ est

1200kg (est)



REAR WING

The GT's movable spoiler is a thing of beauty. Depending on your driving mode it will automatically alter its angle of attack for more or less downforce, and can even change shape: when max downforce is required, a gurney flap extends the trailing edge. It can even flip vertically to become an air brake when you stomp hard on the carbon-ceramic discs.

FRONT END

A Ford GT couldn't be a Ford GT without those flat headlights, cutaway nose and vents in the bonnet, but nothing is here purely for styling's sake. Air gobbled up by the front intakes is expelled through the bonnet so it runs smoothly over the wrap-around windscreen and along the roofline. Movable front flaps open and close depending on the angle of the rear wing, ensuring front/rear downforce is always perfectly balanced and you stay stuck to the road.

The racing version of the Ford GT has no rear bumper at all, to make way for a full-width diffuser that looks like the world's largest mandolin. It's one of the most aggressive rear ends on the LM GTE grid. The road car tones that down a bit for the sake of practicality and styling, but still uses vanes to suck that air smoothly out of the back of the car, creating an area of low pressure along the flat underbody and more downforce.

BUTTRESSES

The GT's gaping flying buttresses aren't just there to look pretty they help to channel air around the teardropshaped canopy and over the rear spoiler. Beneath them (and in front of the rear wheel arch) an intake feeds air to the turbo intercoolers, before expelling it through the centre of the bullseye rear lights.

Function and form. How the GT bends air to its will

"The car sounds good. Very good, which is a relief..."



sound signature. But not to worry. The road GT on full chat sounds just as visceral and urgent as any V8-engined race-bred road car. The reason for the racecar sounding so flat is its exhausts are side-exiting, so you only really hear half the engine at a time. The road car's exhausts are at the back, so all the sound concentrates into one aggressive metallic wail. This is a good thing.

Raj has now inserted himself into the cabin - you don't just jump in, it's a manoeuvre - and is starting to give us the first guided tour of the GT's interior. First up: the seats. The base is fixed to comply with unbelted head protection rules, but the backrest adjusts for recline. So the pedals and the steering wheel move manually instead. The wheel actually has not one but two adjusters, one for the large - or coarse - in/out adjustments. And another for the fine tuning. Never seen that before.

Likewise, the steering wheel isn't like many supercars' we've ever seen either. It's got a cruise-control switch, for a start. On a Le Mans-winning car? Raj defends it as "You know, there are times when you've got to get from one curvy road to the next curvy road..." And it's packed with other buttons and switches too (including Ferrari-style indicator buttons) as there is next to nothing other than a dial and row of buttons between the seats. On top left is the mode - choose from five: Normal, Wet, Sport, VMax and Track. Other interior firsts include a built-in steel race-legal roll cage. So it's pretty well race-ready right off the production line.

But that's enough talk, now it's time to feel what the GT is like moving around on a track. And when I say moving, I mean sideways... Having climbed into the passenger seat next to Raj (despite the GT's broad stance, the cabin is very narrow, about the size of a Lotus Evora, so you literally rub shoulders with the driver) we shoot off down the pitlane and onto the track. Raj is busy giving me a running commentary about the car, which is in Sport mode, but I'm trying to soak up the whole experience.

The GT feels tight, fluid and supple as it surges between the curves. The in-cabin





soundtrack is not V8 great, but more than acceptable. In this mode it eases over the red and white kerbs and feels urgent between them. Damn, I want to drive it! As we come onto the home straight for the first time, Raj opens up the taps, and we rocket toward the 90° right-hander. It feels every bit as fast as any Ferrari, Lambo, McLaren or Porsche of a similar ilk. The GT benchmarks? The Ferrari 458 Speciale and the McLaren 675LT.

After a slight dab on the brakes, Raj steers into the corner, exercises his right foot and, bam, there goes the rear end stepping out on us. "Ah, yes," he says countersteering into the slide with a giggle. "That shows how, when in Sport mode, we open up the stability control which lets you slide the car around a little bit. In Normal mode, it wouldn't have done that." But then we continue, the car dancing left and right, Raj, a long-time second-gen GT owner, offering his views on the car's handling capabilities.

Next up, Joey - choice fact: he has never driven any other supercar than the GT - gives us a joy ride with the GT in Race mode. Raj had said it would be a night-and-day difference but, honestly, it wasn't from the right-hand seat. Joey's a fabulous driver and the car is travelling much faster now, but still has the same sense of unflappable calm to it. The track is still very slippy so it's impossible for Joey to show me the limits of the brakes and handling, but it just feels extraordinarily solid and unshakeable around the whole lap.

Climbing out of the car, then watching as it high-tails it down the pitlane again, we've learned several great new things about this extraordinary car. But the one key burning question remains - what is it like to drive? For the answer to that we are going to have to keep waiting a while longer.



FROM RACE TO ROAD

Racer or road car - which came first?

OK, so they won Le Mans on the 50th anniversary of that first 24hr endurance race win - a monumental achievement on its own. But the GT guys then had to set about ensuring the GT was a winning road car, too. What was the priority when the car was being conceived and developed – road car or racecar?

"I would say it was equal," savs Rai. "We were talking about celebrating [the 50th anniversary of the win] by doing a homologation special of the Mustang. That would have just been a racecar and we'd have circled back and looked at how to make it road-legal. But when we switched to building a new Ford GT, we knew it had to be a great road car, but at the same time the whole point of celebrating

the 50th was to go to Le Mans and

We wanted to do something recognisable as a Ford GT, but not at all retro. A completely modern interpretation. We also threw out a lot of the early sketches because of the aero," he says. "They looked good but they were not going to deliver the aero we wanted.

"So a lot of the prioritisation of the styling of the car was driven by the aero and then – which is the opposite of normal production cars, right? – we looked at the interior.

"It's a blessing and a curse to do a racecar and a road car at the same time," adds Dave. "It's a blessing because, with a blank sheet, we were able to do all the things we needed to do to make an amazing racecar. The curse is we didn't have two different teams doing the two cars, which was an amazingly short amount of time to get this all done.

Which was harder to make? Both Raj and Dave agree: the road car. "I don't want to say the racecar was easier, as we built it and went back to Le Mans and won. That was one hell of a feat. It was difficult. But as we sit here and think about it, it's the road car with all its active aero, for sure."



"I BOUGHT ONE" **Amy Macdonald**

"It was like applying for a job. You had to outline your car history, and explain why you deserved one. At the time I owned a 458 Speciale and a Range Rover [Amy recently bought a 488 GTB], so I pointed out that I'm still pretty young and haven't had a lot of time to amass a big collection.

"Then the email confirmation came out of nowhere, sent at 5am one morning. I opened it expecting it to say, 'Commiserations, you haven't made it.' I emailed my mum, and she said, as she always does, 'How much is it?' 'Absolutely no idea,' I replied.

"They sent me another email with a welcome pack, and told me I'd hear more when the order window was open, and I could choose the spec. Then pay 50 per cent upfront, but 50 per cent of what? It's even more mysterious than dealing with Ferrari."

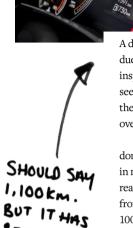
SET

Two tanks of fuel to cover 2300km in a 320kW Bentley. An impossible task, surely...

WORDS: STEPHEN DOBIE / PHOTOGRAPHY: STUART PRICE







BEEN AT

THE HANDS

LECKON WE

CAN IMPROVE

OF JOURNAUSTS.

A diesel Bentley. I'm cursing the idea right now, but not due to misplaced nostalgia. Nope. The Bentavga diesel has inspired the boss back at TG Towers to lay me down a seemingly impossible task: driving one back home from the Marbella press launch on just two tanks of fuel. That's over 2300 kilometres, if you're wondering.

The theory is sound. Bentley knows that its owners don't require 81/100km economy, but that there is luxury in making as few monotonous fuel stops as possible. The reality, though, is that I'll need to squeeze 1100 kilometres from a tank of fuel, when Bentley's claimed range is 1000kms. Impressive for a 2.5-ton, 320kW V8-engined SUV, but not enough.

Upon brimming the 85-litre tank as the sun sets on southern Spain, I'm immediately crestfallen: the range is reading 730km. I'm picking the Bentayga up off the back of being manhandled by journalists, though, and the reading is probably pessimistic after several days of "testing". Sure enough, the first hour out of Marbella and onto the motorway goes by without the number dipping. I've made a conscious decision to travel at the speed limit, too. There's no luxury in crawling along in the slow lane.

But as we approach our Seville hotel, the range drops to 720. Then 710. It's falling neatly with the distance, but it's doing so way too early in the journey. Against better judgement, I drop below 100km/h and tuck into the inside lane. I even elbow photographer Stuart into turning off his massaging seat, though spying his seven tons of camera gear (approx.) in the rear-view mirror, it's a vain gesture.

Whatever speed you travel at, the Bentayga is serenely quiet. It shares its 4.0-litre twin-turbo V8 with the Audi SO7, but uses it in a gentler tune, without any sound actuation. While the Audi pretends it's a V8 petrol, the Bentley gives you the impression it has no engine at all. Seriously: unless you force the eight-speed automatic gearbox to kick down a few gears, then everything from aloof acceleration to 120-plus cruising is all but silent.

The flip side is that you're a bit desensitised, and it's all too easy for speed to creep up with even the slightest twitch of your foot. Sticking to 100km/h straddles the fine line between torture and plain impossibility. When a beaten-up Dacia Logan overtakes as if we're a moped, I return to the 120km/h limit.

We're up against it, but inspiration comes with a sunrise visit to a wonder of efficiency, the PS10 solar power plant on Seville's outskirts. It might sound beardy, but it's staggering: a field of hundreds of mirrors project the sun's rays at a "power tower", which converts them to electricity. Minutes after the sun has poked its head above

the horizon, dozens of rays can be seen with the naked eye, connecting the ground with the tower's peak. It's genuinely astonishing.

It's also a perfect visual pep talk to get my arse in gear and drive home efficiently, like the boss demands. We venture north, but no matter how smoothly I'm driving - and how little of the LaFerrari-matching 900Nm I'm actually using - the



STILL OPTIMISTIC









TURN TO

COMFORT

FOR THE

ECO RUN

OR SPORT

FOR FUN.

82 MARCH 2017→ FACEBOOK.COM/TOPGEARMAGAZINESA

range is shrinking too hastily.

After a few pictures at Corta Atalaya, Europe's largest open-pit mine, Stu informs me where he'd like to shoot sunset. It's a hill in Valdezcaray, in Spain's northeast, barely a detour from our route. In fact, it shortens the distance. But as I plug the location into the Bentley's nav, the 7pm arrival time – an hour after sunset – tees up a fateful decision.

What happens next, dear reader, I'm not proud to retell. With the choice between bringing back a cool photograph or following the editor's orders - and the brilliantly twisting A-461 separating me from either - my hand slips in the direction of the Bentley's driving mode selector. It knocks the car into Sport as it does so and we head away from the mine with quite a lot of torque bombastically awoken from its slumber, not unleashed since the last journalist climbed out. I'll get a verbal warning for this.

My first counter argument in the disciplinary meeting, though, will be that I'm testing the car. Despite its diesel power, rotund weight and wanton luxury, there's still some

handling beneath the Bentayga's skin. It doesn't shrink around vou like a Porsche Cavenne, or even the SQ7. But the steering is nicely weighty, and it grips and turns unthinkably well for something so large. There are some clever electronics to thank, in the shape of an optional active anti-roll system. With the car in its feistiest mode, you can really sense its effect.

We've cut 20 minutes from the ETA as we return to the motorway, with all but the rest of the day a 120kph whisper. Stu has promptly fallen asleep, though not before reactivating a fullstrength lumbar workout. It seems he's given up on the fuel-sipping mission, too. And with gloomy inevitability, the refuel light pings on. The barren Spanish landscape is enlivened only by copious birds of prey, ready to gnaw on hopeless motoring hacks who've ran out of diesel, so I pull in for our second brimming of the tank. It totals 72.3 litres, after 720 kilometres at 9.7l/100km. We're 13 litres shy of filling the tank from empty, proving you'd have to play some serious fuel-light roulette to have any hope of 1000km per tank. My second point when I'm grovelling to the boss.

"We're soon clambering slowly over terrain no Bentley has ever seen" PROBABLY SHOULDN'T TAKE A BENTLEY UP A MONNTAIN. OOPS

Though the range has tumbled quicker than we'd like, the distance has not, and we arrive at the foot of Stu's "hill" - I'd err more on the side of "small mountain" - long after sunset. The gravelly hairpins leading there should be sign enough this isn't the place for a Bentley and when the road runs out, replaced by two eerie tyre tracks in the rocky, snow-speckled hillside, I know we should turn around. Problem is, my rebellious streak has been provoked. Again my

hand falls onto the drive select dial, knocking us into Mud and Trail mode and the ride height to its max, and we're soon clambering slowly over terrain no Bentley has ever seen. Oh God, now it'll be a written warning.

To warrant my fate, the view that greets us at the top is utterly... um, cloaked in darkness. But that's because we're looking ahead. There's a magical sky of stars above us, and Stu gets an even better shot than he'd hoped. Our crawl back down is a doddle: the Bentayga makes ludicrously easy work of off-roading, and with Hill Descent Control activated, we slither back to civilisation in as much comfort as we conquered Spain's highways. I'm deeply impressed.

Beds are awaiting us in Bordeaux, and an hour from sleep, the fuel light is back on. I decide to eke out some more distance this time, and pull in when the range is almost zero. Yet the Bentayga still only takes 77.5 litres, having covered a spookily identical 720 kilometres. I think I've found its realistic range...

So yes, we're barely in France and I've officially failed. Time to enjoy the run home, then, as I'm not sure I still have a job. There's an alluring detour between us and the Eurotunnel, in the shape of a little town called Le Mans. You might have heard of it. I've never been outside of 24-Hour weekend, and just to ramp up the "ghost town" vibe, there's deep mist pierced only by bright blue and yellow kerbing, tantalisingly marking out the bits of circuit that are actually public road.

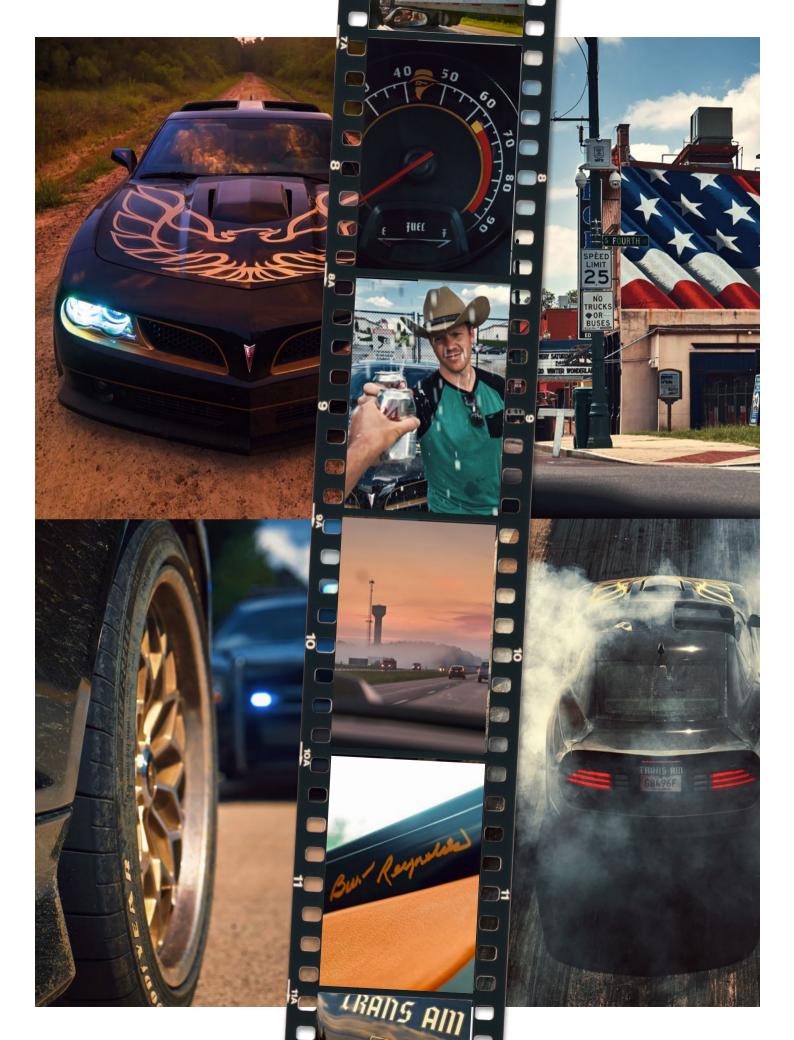
Driving them should be on every car geek's bucket list. Blasting a Bentley down the Mulsanne Straight, besides being a colossal cliché, is also a good opportunity to assess its drivetrain. Power is plentiful, though while Bentley claims this is faster than the SQ7, I'm not sure it feels it. But then Audi diesels have form in this part of the world. Get too impish with the throttle, and the soundtrack betrays the Bentayga's fuel source, too, though it's not clattery or unpleasant. It's just evidently not petrol. Keep it to yourself, but I think I'd enjoy Audi's sound effects software in here.

Our journey back to England, and a final photo on Margate's despondently quiet strip, is punctuated by one more fuel stop. The final few hours are as blissfully quiet as the rest, and as we complete the inaugural "2467kms of Marbs to Margs", the final reckoning is three-and-a-half tanks of diesel, slurped at 10l/100km.

Alright, I've failed at my task. Spectacularly. But I don't think the Bentley has failed at its. Going 1000 kilometres between fuel stops may be improbable, but in all other areas, the Bentayga makes shunning petrol as plush as can be. It's even proved fun on a circuit and faultless off-road. If I have lost my job, it's been the most luxurious sacking imaginable.







As film plots go, Smokey and the Bandit is particularly flimsy.

Bo 'Bandit' Darville (Burt Reynolds), is a hot-shoe truck rodeo driver approached by a wealthy, and extremely thirsty, businessman looking to throw a party in the dry state of Georgia. He offers the Bandit \$80,000 if he can drive from Atlanta, GA to Texarkana, TX and return within 28 hours, bringing back with him a truckload of bootleg Coors. Being the world-class opportunist he is, Bo insists on an advance to buy a brand-new 1977 Pontiac Trans Am to act as an outrider for his friend Cledus Snow, aka the Snowman, who'll be driving the truck. Punch the route into Google Maps, and you'll notice it's a fairly casual 19-hour round trip. Problem is, Bo insists on picking up a runaway bride and flirting incessantly. He clearly hasn't been studying his Highway Code either, and dislikes driving anywhere without armfuls of opposite lock. As a result he's pursued relentlessly by gurning Texas Sheriff Buford T. Justice. Now, 39 years after Smokey and the Bandit cemented the Trans Am into muscle-car folklore, the screaming chicken has been reborn. Pontiac is no longer with us, but the team at Trans Am Worldwide (TAW), new owners of the Trans Am name, have done a remarkable job of converting a Chevrolet Camaro SS into the authentic tribute you see here. This is the range-topping Bandit Edition, complete with removable T-top panels, black and gold in all the right places and a 7.4-litre V8 with a 2.9-litre twin-screw supercharger producing 535kW and 1130Nm of torque - that's more twist than the twin-turbo V12 in a Mercedes-AMG SL65. Yikes. And before you ask, yes, it comes with a Stetson as standard.

Our mission is simple: to take the '77 Trans Am's spiritual successor and follow in its father's tracks. We have 28 hours to buy some beer in Texas and get back to our starting point – the very Lakewood Fairgrounds in Atlanta where Bandit once plied his trade. Sounds easy? In the movies, perhaps, but in the real world eating, sleeping, refuelling and photography will need to be budgeted for. And when you've got a car like this, where's the fun in taking the direct route? Start the clock.

00:00 I've massively underestimated the time and care it takes to cultivate facial hair anywhere close to Burt's glossy 'tache. I gave myself a week and now look like a 15-year-old who's shaded his upper lip with a pencil in a sorry attempt to get served his first pint. No matter, this is America, and there are all sorts of strange-looking people here – maybe I'll blend in. We grab the keys to our Trans Am in the Lakewood Fairgrounds. Within minutes a policeman pulls up and tells us to "unleash those hungry horses, boys". I eye him and his enthusiasm suspiciously – he's clearly lulling us into a false sense of security before warning his radar-wielding Smokey chums up ahead that a fast-moving Trans Am is on its way. Then again, he could just be friendly.

O1:15 Disaster narrowly averted. With the T-roof open and the panels stored in the boot, the wind whips off my Stetson and snapper Webb Bland takes a glorious overhead catch. Burt's must have been glued on.

kilos on the trip. That sort of range doesn't bode well for a schedule with less wiggle room than Coulthard's tighty whities. There's no such thing as a short stop in this car, people swarm around it. One claims to have watched the film an oddly specific 109 times. After giving a third stranger the full tour – this includes pointing out Burt Reynold's endorsement signature on the dash, the buxom lady on the aircon graphics and original '77 Trans Am font on the dials – we make our excuses and run. But here's the thing; to some this car will be the tackiest thing on four wheels, but here in the Deep South, it's the second coming. We feel safe and accepted. Actually, scratch that, we feel like royalty – something exotic and Italian wouldn't get this much attention.

03:55 We've found a hairpin in Alabama. Wasn't expecting that. My explosion of excitement is diffused immediately when I can't find a way to turn the traction control off. We decide to run the corner a few times anyway, to get a feel for the car, and there are some, erm, issues. The first is the six-speed auto gearbox. It's a proper old-school slushmatic - you could smoke a brisket between gear changes. Best to use the paddles because they at least let you choose the shift points and plan your gearchanges in advance. Better still, save yourself \$3,600 and buy the manual. It can go around corners, it just doesn't really want to. But then, like the new Mustang, this isn't a sports coupe in the European sense it's much lardier than that. You feel that weight in the turns, but roll is pretty well contained - the main barrier to precision cornering is the truculent engine. Ask for a bootful at low revs, and it coughs, complains and goes nowhere until the corner is disappearing rapidly in your rear-view mirror. Then it catches, unleashing a war cry through the quad down pipes that's startling in its intensity, unsticking the 305-section Goodyear Eagles (with custom white lettering, oh yes) and then the traction control cuts in violently. Nothing happens smoothly, it's schizophrenic this car that's only happy when it's ticking over or biting your face off. And I love it already





04:20 Damn it. Have just discovered the traction control off button. Would dearly like to head back to the hairpin and see how it behaves fully lit, but the clock is ticking.

04:45 It's raining. No matter, because even with the roof panels off, the drops fly straight over the top of us. Neat trick. This is a long, straight road, the cruise control is on, the engine is settled and we're eating the distance - feels like the road trip has found its rhythm. Quite literally, in fact - we have country music on the radio and the interstate to ourselves. We're going to Graceland, sort of, and I can't stop smiling. It may have something to do with the four litres of sugary drink I've just ingested.

08:00 Beale Street in Memphis is an explosion of colour and music courtesy of the back-to-back blues bars. We're playing something a little more heavy metal out of our exhausts. It's a hit - love for the Tranny is strong. Soon there's a crowd firing questions at me: "How much power?", "Is that a Pontiac?", "How much does it cost?", "What's that on your lip?". We humour them for a minute, but I wish I'd printed handouts for any curious bystanders, rather than repeating myself until blue in the face. For both our benefit, here's how the flyer would have looked...

09:04 Pit stop at a Peterbilt truck dealer just outside Memphis, the same make as Cledus's in the film. They haven't changed much in the intervening 39 years - still perfectly bluff and unfeasibly shiny - the quintessential American big rig. I want one immediately and start weighing up parking options in central London.

09:10 Fuel stop number two: 690 kilometres covered. A dash light tells me we also require oil - worrying, as fluids were topped off when we set off this morning. Without a funnel to hand, an enthusiastic truck driver shows me how half a plastic bottle works just as well.

09:50 Sneaky. We slide between two lorries in the slow lane and allow a third to pass on the outside. For a few seconds we're invisible to other cars on the road. This move is called the 'Rocking Chair', a firm favourite with the Bandit. Shame there weren't any cops we needed to evade.

11:38 Full disclosure: I'm feeling a bit tired now. I have horribly dry eyeballs. Want some genuine travel advice? The road from Memphis to Texarkana is seriously boring - avoid it at all costs. I find myself favouring binary throttle inputs to try to burn fuel quicker, so we can put the roof on and stretch our legs.

"We have 13 hours left and 11 hours of straight driving to go. This is going to be squeaky"





12:00 For no reason other than extreme boredom, we pull off the interstate and find a gravel road the Bandit would be proud of. Conclusion: 500kW-plus and dirt equals limited traction (and a thick layer of dust everywhere if you don't put the roof panels back on). Idiot.

13:00 Fuel stop three: 1000 kilometres. Putting the roof on takes 20 mins and requires biceps like Burt in his prime, but more importantly leaves Webb and I sweating profusely. This is much to the amusement of a group of schoolgirls who want to get a picture in front of the car. "Do you guys Snapchat," one of them asks. We back away slowly, not entirely sure what this means. An old-timer flags us down before we leave and regales us with the story of his '66 Pontiac GTI in midnight blue, with a white interior and the 421 engine. I tell him TAW will make you a recreation of one of those, too. Seeing the Trans Am has made his month, and it's a moment of enlightenment for me, that the car appeals on so many levels: to fans of the film, fans of the Trans Am, fans of Pontiac and fans of fast, extrovert things in general (this final point applies to 99.3 per cent of all Americans).

13:21 A man in a Porsche 911 tries to race us at the lights, I let him go and luxuriate on the moral high ground. I don't blame him for having a pop, though. Even idling at the lights the lumpy cams shake the entire car on its springs, while the shaker hood wobbles in front of us. This car is a weapon of mass antagonism.

14:13 Thirteen minutes behind schedule, we hit our halfway point. Texarkana, a town straddling the Texas/Arkansas border, isn't somewhere worth hanging around for long, so we head straight for Chubby Cheeks Liquor - the finest, and quite possibly the only, drive-thru booze vendor in town.

14:46 We have the beer. Euphoria is quickly followed by melancholy, as we punch in our next stop. The Montgomery drag strip in Alabama is 900kms back where we came from, or eight hours in a straight shot. Atlanta is a further two hours past that. Hmm. Time to revise the schedule. We need sleep, but we only have 13 hours before our self-inflicted deadline and 11 hours of driving, without stops. This is going to be squeaky. We decide to break the Mississippi border before any shut-eye. Webb knows a "welcome centre" - essentially a car park with an armed guard. It's not The Ritz, but right now it'll have to do.

17:16 Fuel stop four: 1382kms driven. Our chosen gas station has a permanent cop assigned to it, sitting on the forecourt in his patrol car. This doesn't fill me with confidence. How many murders does a petrol station need before you get a permanent cop? Ten? I realise I have no idea what state we're in, let alone where. Cop car decals tell me it's Louisiana. The Tranny swallows another couple of quarts of oil. Seriously, what is it doing with all the oil?

17:45 It was inevitable I suppose, but as the trooper approaches my window, flashlight in hand, I can't help but fear the worst. Webb isn't helping: "Turn the engine off, hands on the wheel, window down and don't get out, he'll shoot your ass," he tells me with the wide eyes of a man who has first-hand experience. I've been clocked doing 130kp/h in a 100 and I'm already picturing my cellmate, Big Bubba. But I won't be meeting him tonight - it's just a ticket. If I were the Bandit, I'd drive off, drift across the central reservation and make a dash for the border, but I'm a Brit with a bad moustache, so I take my punishment and pull away as slowly and smoothly as the Trans Am allows.





18:59 Bed time. I pull up at the welcome centre, brush my teeth in a toilet that looks like bad things have happened in it and pass out in the car with a hat over my face. Thank you, Americans, and your sizable behinds - these squidgy seats are mercifully accommodating. Alarm is set for 90 minutes later.

20:34 There's the alarm – sweet Jesus, that's harsh. I am so sweaty. I'm sweating in places I have never sweated in before. And what the hell is that smell? It's a cross between a farmyard and a gym sock. Oh, it's us: the stench of two tired, clammy men.

22:36 It's impossible to underestimate the restorative effects of a sunrise. It resets your body clock and offers new hope. I feel my brain forgetting the lost night's sleep and steeling itself against the day ahead. And my goodness, Mississippi in the morning is worth getting up for - pink clouds above, a fine mist at ground level - the eyelids of the south are opening.

23:15 Fuel stop five: 1815kms covered. Another quart of oil. Crisps for breakfast. Living the dream.

26:30 Right. Decision time. If we make a beeline for Atlanta we might just scrape 28 hours, but how many times will I find myself in a monstrous muscle car with an entire drag strip at our disposal? It's a no-brainer, we sacrifice the grand prize for adventure along the way.

26:36 Arriving at Montgomery Motorsports Park, we're greeted by Robert Griffin, a one-legged man in a wheelchair who's delighted to see us, but has a southern accent so thick I can't understand a word he's saying. Turns out he's the cherry picker operator. Webb shoots me a terrified look. I'm introduced to Slick Jim, the boss, and given the world's briefest safety briefing. The look on their faces when it turns out a plummy Brit knows how to do a burnout is priceless.

26:58 Lights out and I'm off the line, slewing sideways, going ->



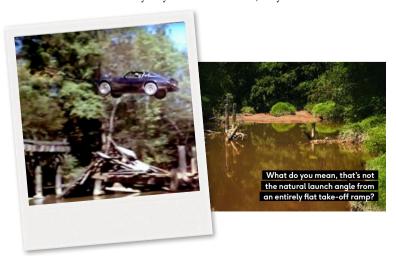
nowhere fast with the rear wheels spinning hopelessly in first, second, third, fourth. Frankly, I'm an embarrassment. The key I discover is less revs and starting in second, taking it easy on the gas and getting it hooked up earlier before unleashing the screaming mass of energy under the hood. The guys at TAW claim to be regularly hitting sub-11 quarters. Let's just say my three runs weren't quite there yet, but given more time and a pile of tyres, it could probably go even lower.

27:15 This place has everything, even a dirt road where Slick Jim lets me uncork my inner Bandit and crash through puddles (sorry, Webb - send the cleaning bill to the editor), confirming that with the traction control off, the Trans Am's natural angle is very sideways indeed.

28:00 There goes the deadline.

30:56 We stop by Mulberry Bridge, or what's left of it, where the Bandit's monumentally silly jump took place. The cops pull up, but know immediately why we're here. In fact, they know an officer who helped out the film crew with the stunt in '77. The road through the trees to the bridge no longer exists, but that film is in the fabric around these parts.

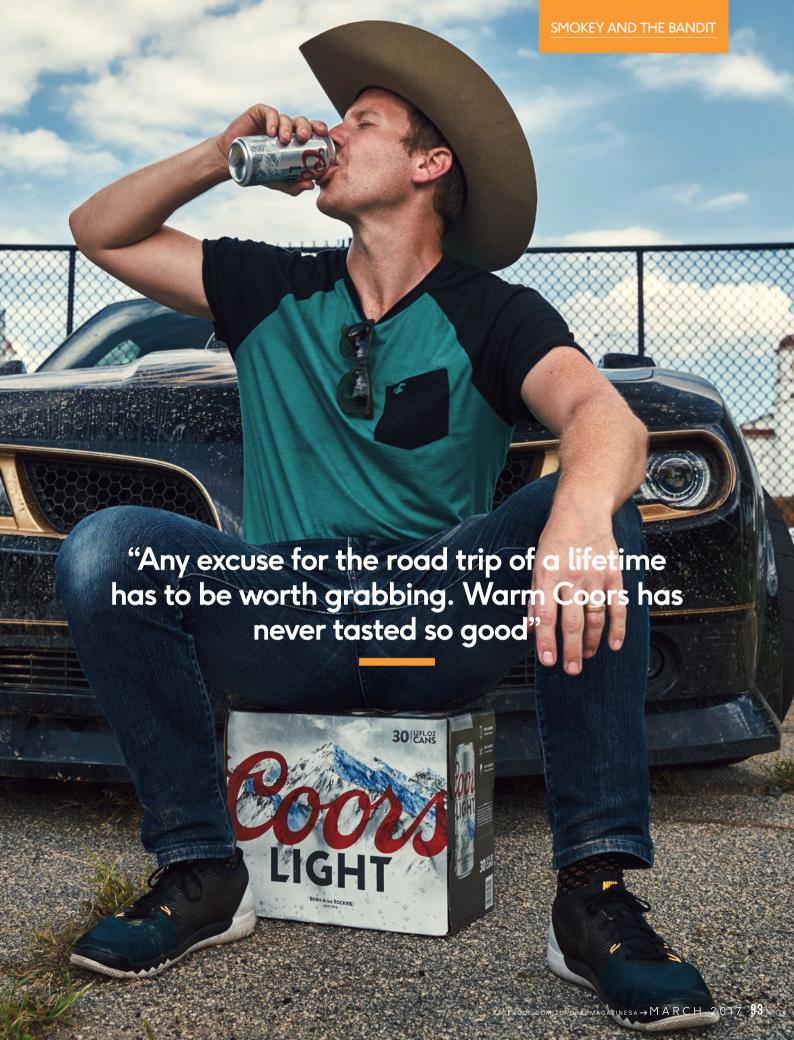
31:47 Stop the clock – we're done and back at Lakewood. The car is intact (the driver less so), and what a companion it's been. It's dumb, it's brash, but it's the American dream. Nothing I have ever driven has had such a positive effect on the people around it, myself included. So if a performance car's remit is to entertain and delight, the reborn Trans Am knocks it out of the park. I hope you appreciate, dear readers, that I could have lied to you. I could have fudged the result and claimed a spectacular victory against the clock, but I didn't. I wanted to tell the truth... and make excuses instead. The fact is the Bandit didn't have to take pictures, he had a CB radio and a lorry to work with to avoid cops, and he had a much smaller excess on his insurance policy. But 2300 kilometres in a little under 32 hours? I'll take that. Some will say driving across seven states to get beer you can buy in any store along the way is foolish, and I'd wholeheartedly agree. But any excuse for the road trip of a lifetime has to be worth grabbing. Warm Coors has never tasted so good.



Smokey 'n' mirrors

Given the film's director, Hal Needham, was also a career stuntman, the Trans Am's suspiciously flighty jump over the Mulberry bridge was never going to be half-cocked. As the story goes, Needham was forced to swap out the limpwristed 138kW 403 Oldsmobile V8 for a

gruntier Chevy engine, and one of the four cars Pontiac had given to him was destroyed when it returned to Earth. Not that GM was complaining, Trans Am sales jumped from 68,745 in 1977 (the year of the film's release) to 93,341 in '78 and 117.108 in '79





The B58 Bomber

Price/as tested R852 176 Model BMW 440i Driver Andrew Leopold Why it's here As a training course to full M4 ownership

2998cc, 6-cyl turbo, RWD, 240kW, 450Nm (1) 6.61/100km, 172g/km CO2

🔼 0-100km/h in 5.0 sec, 250km/h 鶞 1615kg

HELLO

This 440i, with 240kW and 450Nm, nestles below the

alpha male M4 after having a brief run under the 435i badge and before that as the 335i coupe. The decision to assign the even numbers to coupes along with the switch from the N55 engine to the B58, introduced during the latest round of cosmetic changes, prompted more badge kudos. And yes, the 440 Gran Tourer, a 5-door version which we secretly like, doesn't abide by the same rules.

Only the engine is different from the 435i to the 440i. But then the 4 Series does handle better than the 3 Series, a feat enabled by wider tracks, lower centre of gravity and a sizeable bulking of torsional rigidity that makes you wonder how the 3 Series stays on the road as well as it does.

This B58 replaces probably the best engine of the last decade but don't worry BMW hasn't altered the six-cylinder 3.0-litre turbocharged formula other than adding another 19ccs. The twin-scroll turbo has a 6% increase to turbine wheel size and 10% on the compressor end. A water-to-air intercooler integrated into the intake plenum lowers temperature for another 15kW and 50Nm. Terrified that a 4-cylinder will one day replace it. Will protest.

The M Sport Trim is nondescript for my tastes, but on the flip side some may appreciate its stealthy looks. Can't deny that it exudes sophistication as the sort of thinking man's performance car. Noticed the M Sport sills as I got in and the wheel but otherwise it doesn't make a lot of fuss.

In all the hype around M2 and M4, you forget that the pendulum rests at this point with probably the fairest chassis firmness and steering setup in the business. Outstanding car packaged around a heavenly engine miraculously better than the N55.

Andrew Leopold (The Cynical Guy)

Spend days asking myself these questions: How many people can accurately tell artificial exhaust noises from real ones? When will active cruise control learn to accelerate as the car ahead moves out the lane? Why do all electronic handbrakes make the same noise? Should cupholders be called phoneholders?





Nice guys finish last

Price/as tested R229 900 Model Suzuki Baleno GLX Driver Francisco Nwamba Why it's here Suzuki's laminated R200 000 recipe knows no limits.

(in 1373cc, 4-cyl petrol, front-wheel drive, 68kW, 130Nm (in 1300km, 120g/km CO)

🔼 0-100km/h in 10.9 sec, 175km/h 👜 915kg

I'm unsure of this car. I can't

HELLO really put my finger on why, but I just am. One moment I like it but when my insecurities get the better of me, I get uncertain about its appeal. Like the legendary Kanye West once said, "we're all self conscious" and he's right. As a young twenty-something-year-old, we're very conscious of what people think of us. Things like what we wear, what we drive and even who we're with all count. So when the logical part of me assesses the Suzuki Baleno versus the illogical side of me, I draw different conclusions.



On paper the Baleno makes a great deal of sense. First of all it's lighter than a Suzuki Swift which means it performs better. As a matter of fact the 1.4 litre in the Baleno feels much peppier than the 1.4 in the Swift, that's what happens when a car weighs under a ton. The overall driving experience of the car is a positive one, the car maintains that "better than normal" Suzuki quality and it handles better than the average hatchback. The amount of space offered in the Baleno also makes it a car suited for a young person transitioning to a life cycle that requires prams and what-not. For instance the size of the boot is good; deep enough to swallow the endless amounts of bags I carry around, including my 2.2 litre water bottle I keep on me for sipping post gym. I'm not really one for tracking litres/100km figures, but what I can say is that you need to try very hard to make it use fuel.

The heart is a powerful tool and can account for the majority of our buying decisions. As a member of the youth, cool

Francisco Nwamba (The New Guv)

A new-age journalist who is able to Google cars at a very young age. I am part of the generation that expects the car to pair, share, whilst having some flair. When not sipping on lattes, I am finding the next best thrill that motoring offers.

cars are the cars you want to own. Is the Baleno a cool car? Not really. See the Swift is the coolest Suzuki ever made so you keep comparing the Baleno to that. Aesthetically the front end is great but it's that rear that makes me second guess its design, specifically that chrome rear spoiler thing. The question I ask myself, as will many youngsters is this, "is the Baleno worth my R229 900?" To answer that question ask yourself, when somebody asks you what car you drive, does Suzuki Baleno sound right? Most of the young people this car is aimed at will give you many different answers, but I doubt the Baleno will be amongst the top.

It sucks to be saying this but it's a reality. I'm all for the good guy and the Baleno is just that, but you know what they say about the good guy...



The gravel and Grayston AMG

Price/as tested 2 152 200 Model AMG GLE 63 S 4Matic Coupe Driver Lance Branquinho Why it's here Because it's an AMG coupe. Allegedly

🔯 5461cc, V8 bi-turbo, AWD, 430kW, 700Nm 📵 11.91/100km, 278g/km CO,

🔼 0-100km/h in 4.3 sec, 250km/hh 鶞 2350kg

Sloping roofline SUVs. Interesting when viewed in profile, but rather an odd execution of the autobahn capable off-roader theme: sacrificing rear occupant headroom for style.

Even odder is the notion of a four- or five-door configuration classified as coupe. Mercedes remains adamant, since CLS a decade and a half ago, that there is no reason why two-doors a side cannot be classed as coupe. Quite.

We're supposed to hate on AMGs with sufficient ground clearance to actually go over traffic circles, instead of drift around them. But we don't. Perhaps it's the disarming exposure to a decade of Affalterbach Geländewagen which leaves me so very conflicted about something as far removed from Hans-Werner Aufrecht and Erhard Melcher's original AMG ideal, as GLE 63 S is.

There is no motorsport heritage here. GLE 63 is not a choice option for that Kyalami or Zwartkops trackday you've been planning for a friend's birthday. It's too heavy at 2350kg and much of that hovers above GLE's ground

clearance of 200mm: agile, it is not. The amazingly over-engineered 4Matic torque distribution and air-suspension, with all-wheel adaptive damping, are astonishingly adept in countering bodyroll and keeping GLE 63 travelling in somewhat the intended direction, but this is no GT S.

Nor is it a Geländewagen. Or is it? That's is the question which vexed me most about GLE 63: boldly styled with purposeful proportions but apparently ill-suited to both track and trail.

Prejudice on appearance is a terrible human weakness. I can never contract with a certain local network provider because its corporate colour is too similar to a certain local football team I dislike. Intensely. To check my prejudice, after commuting in Airmatic comfort almost at odds with GLE's 22-inch AMG alloys, I did with GLE 63 what Mercedes-Benz believes no owner ever will. I went off-roading.

You're not supposed to take any AMG that's not a Geländewagen to gravel, let alone sand or technical off-roading. The tyres are too compromised. The absence of low-range will cook drivetrain clutches.

Lance Branquinho (The Low Range Guy)

A former South African motoring journalist of the year impatiently awaiting the 928 revival, Lance was born in Namibia and therefore enjoys an environment with equal amounts of people to 4x4s. Still believes Henri Toivonen was the greatest helmsman of all.

There's a terrific equaliser about GLE 63 in any off-road environment: power. It's the Lamborghini LM2002 philosophy: add power and eventually you'll find traction. Those enormous cross-section tyres might have marginal deflation proprieties (40/45 profile 22s) but there's plenty wide at 285/325 and with 700Nm of rotational force spinning them, GLE 63's more capable beyond the bitumen than you'd ever believe.

The M157's nuclear popcorn maker soundtrack adds drama, the TFT instrumentation goes all Apollo 13, flashing every conceivable warning light, and those four enormous contact patches just keep displacing sand. Honestly, if you have a quarrying enterprise and desire an AMG you can actually deduct for tax, GLE 63 is the one: because it mines sand like no other, displacing volumes of the stuff.

After an entire day of trying to get stuck and failing miserably, I was even more at a loss about AMG sloping roofline SUVs. Staggeringly capable everywhere but the track. A very African coupe, then.

Italian by blood, Thailand built, Triton shared.

Price/as tested R402 500 Model Fiat Fullback 4x2 LX **Driver Avon Middleton** Why it's here Can't have a commercial range without a bakkie

(©) 2477cc, 4-cyl diesel turbo, RWD, 100kW, 324Nm (P) 7.91/100km, 207g/km CO

(a) 0-100km/h in N/A sec, 167km/h (b) 1805kg

Gone are the days when HELLO farmers in the Free State couldn't decide between the diesel and the petrol Hilux. Nowadays, the whole country is bakkie-obsessed and spoilt for choice and as the lunacy rises the sales figures follow suit. Just ask Ford and Toyota. It's fair to say that the pie has increased significantly and so Fiat Professional has gathered at the table to have its share with the Fullback.

The Fiat Professional Fullback is based on the tried and trusted Mitsubishi Triton - also now available in SA. It's built tough with leaf springs at the rear and coil springs at the front. It's perched right up there in terms of load bearing and towing ability and it feels solid and well put together. That 2.5-litre diesel engine is efficient yet respectably strong with 100kW and 324Nm of torque in the 4x2 version (up to 132kW and 400Nm in 4x4), so doesn't feel strained or powerless just as long as it is operating within its power range. Yes, it is less refined but when called in to perform some arduous tasks on a construction site or even to cart the old trees you've just DIY'd in your back yard, the Fullback feels up to the challenge.

It even has a touchscreen infotainment interface that is - actually quite unpleasant. You can't see much of the detail when the sun is out and it's too cumbersome to attempt to use while driving.

I grew up off the beaten track around the sugar cane fields and sugar mills of eastern Swaziland. Double Cabs were just a normal part of life. I learned how to drive in them. I learned the beauty of oversteer, the shortcomings of 4X2's that got stuck in the mud trying to back out of the fishing spots we frequented and I learned how hard they could work when called in to do some heavy slogging.

Fast forward some decades and my kids are smitten with the Fullback. The loadbin is a playground and make-believe dining room, the ride height and side steps make for an excellent climbing apparatus and they enjoy the fact that we can go off the beaten path to feed the turtles at the pond without Dad worrying about scuffing the bumpers or scratching the paintwork.

And isn't that the charm of bakkies? Ignoring dynamics and comfort there is an attraction to a car that can offer so much to a family. Like a trusted and loved family Labrador, the Fullback was a hit in the Middleton household.

Of course, the Fiat Fullback plays in a space that is dominated by some major

Avon Middleton (The Family Guy)

God First. Unapologetic petrolhead. I still love Formula 1 no matter what anyone says. I'm married with three kids and still haven't bought the best 7-Seater around because nobody has built a rear-wheel driven bi-turbo V8 7-seater... that I can afford.

FJUY JT GP

players. Don't be fooled by the badge. It doesn't exude some special Italian flair (it is built in Thailand) but it is an honest and robust alternative to the Hilux/Ranger establishment. It seems a worthy value proposition at about R40 000 less money and probably a few thousand more saved in insurance money.

But you must consider how much you value additional airbags, a more refined choice of engines with automatic transmission options, traction control, a much larger dealer footprint, smarter connectivity / infotainment and badge appeal that comes from the reigning champs of the SA bakkie market.





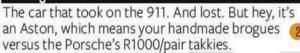
ASTON MARTIN



TopGear on Aston Martin:

James Bond's car company defines the term cool Britannia. An achingly beautiful range of cars which all look quite similar.

Vantage

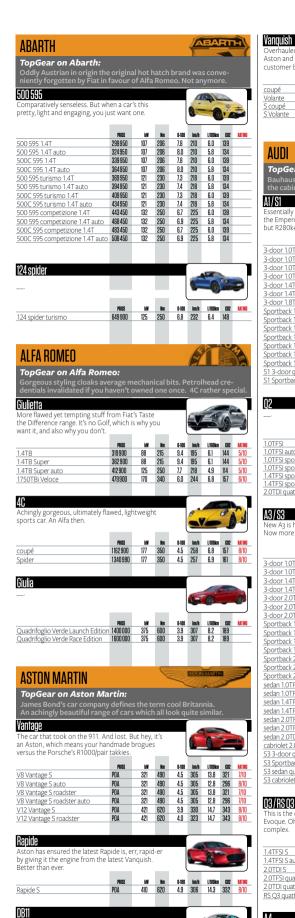




	PRICE	KW	Nm	0-100	km/h	L/100km	C02	RATING
V8 Vantage	POA	313	470	4.9	290	13	321	7/10
V8 Vantage auto	POA	313	470	4.9	290	12.9	299	7/10
V8 Vantage roadster	POA	313	470	5.1	290	13.8	321	7/10
4 V8 Vantage roadster auto	POA	313	470	5.1	290	12.9	299	7/10
V8 Vantage S	POA	321	490	4.5	305	13.8	321	7/10
V8 Vantage S auto	POA	321	490	4.5	305	12.8	296	8/10
V8 Vantage S roadster	POA	321	490	4.5	305	13.8	321	7/10
V8 Vantage S roadster auto	POA	321	490	4.5	305	12.8	296	7/10
V12 Vantage S	POA	421	620	3.9	330	14.7	343	8/10
V12 Vantage S roadster	POA	421	620	4.0	323	14.7	343	8/10



- TG SPEAKS
 Our verdict on the brand
 - SOME WORDS...
 ...about the car. These may or may not find favour with you
- **3 FUEL ECONOMY**Less is, um, more. same applies to 0-100kph, too
- MODEL CHOICE
 You won't find every car here, just the ones that count



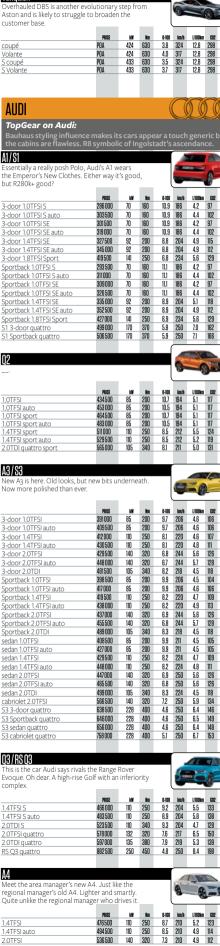
revolutionary Aston since DB9 in 2003 The Bond car company is modernising.

POA

coupé

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Sportback 3.0TDI quattro Sportback 3.0TFSI quattro	783 000 786 000	180 200	500 400	6.2 6.0	250 250	5.8 7.7	152 178	
coupé 1.8TFSI SE coupé 1.8TFSI SE auto	562000 579000	125 125	320 320	7.9 8.2	230 228	5.7 5.8	134 134	_
coupé 2.0TDI SE	606500 639500	130 165	380 350	7.8 6.8	225 250	4.7 5.9	123 138	
coupé 2.0TFSI SE coupé 2.0TFSI quattro	666 500	165	350	6.4	250	6.6	152	
coupé 3.0TDI quattro coupé 3.0TFSI quattro	785 000 787 000	180 200	500 400	6.2 5.8	250 250	5.8 7.5	152 174	
cabriolet 1.8TFSI SE	632000	125	320	8.7	222	6.2	143	
cabriolet 1.8TFSI SE auto cabriolet 2.0TDI SE	649 000 692 000	125 130	320 380	8.9 8.3	213 220	6.2 5.0	143 132	
cabriolet 2.0TFSI SE cabriolet 2.0TFSI quattro	724000 752500	165 165	350 350	7.4	245 240	6.9	148 159	
cabriolet 3.0TFSI quattro	874500	200	400	6.3	250	7.8	181	_
S5 Sportback quattro	921500	245	440	5.1	250	7.7	179	
S5 coupé quattro	921000	245	440	4.9	250	7.7	178	
S5 cabriolet quattro	921000 1011000	245	440 440				178 184	
S5 cabriolet quattro A6/86/RS6 Ingolstadt's compact limo rece	1011000 eives the fu	245 II nip a	440	4.9	250	7.7		76
S5 cabriolet quattro A6/S6/RS6	1011000 eives the fu	245 II nip a	440	4.9	250	7.7		7 (0
A6/86/RS6 Ingolstadt's compact limo recetuck with even more tech than	1011000 eives the fu	245 II nip a	440	4.9	250	7.7	184	
AG/SG/RSG Ingolstadt's compact limo rect tuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE	1011000 eives the full ever before 662000 695500	245 Il nip a re. ww 140 140	440 Ind Nn 320 400	4.9 5.4 0-100 7.9 8.2	250 250 kmh 233 232	7.7 7.9 L/100km 5.7 4.2	184 182 133 109	
AG/SG/RSG Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 2.0TFSI quattro	1011000 eives the full ever before 662000 695500 733500 822500	245 Il nip a e	440 Mm 320 400 400 370	0-100 7.9 8.2 7.1 6.7	250 250 kmh 233 232 244 250	7.7 7.9 1/100hr 5.7 4.2 4.7 5.9	184 109 122 171	
ASS (ASS) ASS Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFS ISE 2.0TDI SE 3.0TDI SE 3.0TDI SE	1011000 eives the full ever before PNDE 662000 695500 733500	245 Ill nip a re. w 140 140	440 Ind Nm 320 400 400	4.9 5.4 0-100 7.9 8.2 7.1	250 250 imh 233 232 244	7.7 7.9 L/100km 5.7 4.2 4.7	184 n 602 133 109 122	
AG/SG/RSG Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 2.0TFSI quattro SG quattro RSG Avant quattro	1011 000 eives the ful ever before 682000 685000 822500 1161500 1554500	245 Ill nip are. ww 140 140 160 185 331 412	Mm 320 400 400 370 550 700	0-100 7.9 8.2 7.1 6.7 4.4	250 250 250 250 233 232 244 250 250	7.7 7.9 1/100kr 5.7 4.2 4.7 5.9 9.2	184 109 122 171 214	
AG/SG/RSG Ingolstadt's compact limo rece tuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 2.0TBI SE 2.0TBI quattro SG quattro RSG Avant quattro	1011 000 eives the ful ever before 682000 689500 733500 882500 1161500 11554500	245 Ill nip a are. www. 140 140 160 185 331 412	440 Mm 320 400 400 370 550 700	0-100 7.9 8.2 7.1 6.7 4.4	250 250 250 250 233 232 244 250 250	7.7 7.9 1/100kr 5.7 4.2 4.7 5.9 9.2	184 109 122 171 214	
AG/SG/RSG Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 2.0TBI SE 2.0TBI SE 2.0TBI SE 2.0TBI SE 2.0TBI SE 3.0TBI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro	1011 000 eives the fur ever before \$2500 733500 82500 1161500 1554500 1554500 1554500 1554500 1555500	245 Il nip a re. NW 140 140 160 185 331 412	440 8m 320 400 400 370 550 700	4.9 5.4 0-100 7.9 8.2 7.1 6.7 4.4 3.9	250 250 250 250 233 232 244 250 250 250 250	7.7 7.9 Undoin 5.7 4.2 4.7 5.9 9.2 9.8	184 n 602 133 109 122 171 214 223 n 602 169	
AG/SG/RSG Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDISE 3.0TDISE 2.0TFSI quattro SG quattro RSG Avant quattro 17 About time too. New Q7 small bigger where it matters. Marg too. Maybe.	1011 000 eives the ful ever before the control of	245 Ill nip a re. WW 140 140 160 185 331 412	100 Mm 320 400 400 550 700 Mm	4.9 5.4 0-100 7.9 8.2 7.1 6.7 4.4 3.9	250 250 250 233 232 244 250 250 250	7.7 7.9 Lynony 5.7 4.2 4.7 5.9 9.2 9.8	184 n co2 133 109 122 171 214 223	
AG/SG/RSG Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro 1.8TFSI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro 2.0TFSI quattro About time too. New Q7 small bigger where it matters. Marg too. Maybe.	1011 000 eives the fuever before 682000 685500 733500 181500 1554500 eer on the control of the	245 Il nip a are. 140 140 180 183 31 412 uutside ffensi 185 183	#m 320 400 550 700 800 800	4.9 5.4 0-100 7.9 8.2 7.1 6.7 4.4 3.9	250 250 250 250 233 232 244 250 250 250 250	7.7 7.9 Undoin 5.7 4.2 4.7 5.9 9.2 9.8	184 n 602 133 109 122 171 214 223 n 602 169	
AG/SG/RSG Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 2.0TFSI quattro SG quattro RSG Avant quattro 07 About time too. New Q7 small bigger where it matters. Marg too. Maybe. 2.0TFSI quattro 3.0TDI quattro 47/S7/RS7 Sportback	1011 000 eives the full ever before 682 000 685 500 733 500 1155 4500 error the circular full ever before 682 000 685 500 733 500 1155 4500 1155	245 III nip a re. 140 140 185 331 412 basicingines	100 mm 320 400 400 370 550 700 8mm 370 600 mm	4.9 5.4 0-100 7.9 8.2 7.1 6.7 4.4 3.9	250 250 250 250 233 232 244 250 250 250 250	7.7 7.9 Undoin 5.7 4.2 4.7 5.9 9.2 9.8	184 n 602 133 109 122 171 214 223 n 602 169	
AG/SG/RSG Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro 1.8TFSI SE 2.0TFSI quattro 3.0TDI quattro About time too. New Q7 small bigger where it matters. Marg too. Maybe. 2.0TFSI quattro 3.0TDI quattro 3.0TDI quattro 47/S7/RS7Sportback Audi's niche-busting continues an A8 hatch, so it drives safely	### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 ##### 1011 000 ##### 1011 000 ##########	245 Il nip a e. Il nip a e. Il nip a la l	Man 320 400 400 700 700 700 810	0.000 7.9 8.2 7.1 6.7 4.4 3.9 0.00 6.9 6.9	250 250 250 250 233 232 244 250 250 250 250	7.7 7.9 LYMONT 5.7 4.2 4.7 5.9 9.2 1.73 6.3	184 n ca2 133 109 122 171 214 223 169 164	
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AG/S6/RS6 Ingolstadt's compact limo rectuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 3.0TDI SE 4.0TDI SE 4.0TDI SE 5.0TESI quattro 5.6 quattro 7.6 quattro 8.6 Avant quattro 8.7 About time too. New Q7 small bigger where it matters. Marg too. Maybe. 2.0TFSI quattro 3.0TDI quattro 4.7/S7/RS7 Sportback Audi's niche-busting continues an A8 hatch, so it drives safely interior, and a slightly more pr	### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 #### 1011 000 ##### 1011 000 ##### 1011 000 ##########	245 Il nip a e. Il nip a e. Il nip a la l	Man 320 400 400 700 700 700 810	0.000 7.9 8.2 7.1 6.7 4.4 3.9 0.00 6.9 6.9	250 250 250 250 233 232 244 250 250 250 250	7.7 7.9 LYMONT 5.7 4.2 4.7 5.9 9.2 1.73 6.3	184 n ca2 133 109 122 171 214 223 169 164	
AG/SG/RSG Ingolstadt's compact limo recetuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 3.0TDI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro 07 About time too. New Q7 small bigger where it matters. Marg too. Maybe. 2.0TFSI quattro 3.0TDI gruph more pr 3.0TDI quattro 3.0TDI quattro 3.0TDI gruph more pr	### 1039500 1757000 17	245 Ill nip a are. Ill nip a	1440 1500	0-100 7-9 8-2 7-1 6-7 4-4 3-9 6-9 6-9 6-9 6-9 6-9	250 250 250 250 233 232 244 250 250 250 250 250 250 250 250 250 250	7.7 7.9 1000 5.7 4.2 4.7 5.9 9.2 9.8 1000 17.3 6.3 1000 1000 1000 1000 1000 1000 1000 1	184 133 133 109 122 171 214 223 169 164	
AG/SG/RSG Ingolstadt's compact limo recotuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro TABOUT time too. New Q7 small bigger where it matters. Marg too. Maybe. 2.0TFSI quattro 3.0TDI quattro 3.7 Sportback quattro RS7 Sportback quattro	1011000 eives the full ever before the ever before the following the ever before the ever bef	245 Ill nip a re. I	1440 1500	0-100 7-9 8-2 7-1 6-7 4-4 3-9 6-9 6-9 6-9 6-9 6-9	250 250 250 250 233 232 244 250 250 250 250 250 250 250 250 250 250	7.7 7.9 1000 5.7 4.2 4.7 5.9 9.2 9.8 1000 17.3 6.3 1000 1000 1000 1000 1000 1000 1000 1	184 133 133 109 122 171 214 223 169 164	
A6/S6/RS6 Ingolstadt's compact limo rectuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 3.0TDI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro 1.8TFSI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro 2.0TFSI quattro 3.0TDI gattro 3.0TDI quattro 3.0TDI quattro 3.0TDI gattro 5.7 Sportback quattro 8.7 Sportback quattro 8.8 Will the A8 ever escape the S-Probably not, but then on this doesn't deserve to.	### 1011 000 ##### 1011 000 ##### 1011 000 ##### 1011 000 ##### 1011 000 ##### 1011 000 ##### 1011 000 ##### 1011 000 ###### 1011 000 ###### 1011 000 ###### 1011 000 ##########	245 Il nip a e.	## 320 400 400 400 550 700 8 mm 560 650 650 700	0-800 7.9 8.2 7.1 6.7 4.4 3.9 0-800 5.9 6.9 6.9 6.9 6.9	250 250 250 250 233 232 244 250 250 250 250 250 250 250 250 250 250	7.7 7.9 Unnoted 5.7 4.2 4.7 4.7 5.9 9.2 9.8 Unnoted 6.3 Unnoted 6.3	184 184 184 183 199 122 171 214 223 186 1864 1862 125 125 136 187 188 188 188 188 188	
AG/SG/RSG Ingolstadt's compact limo recottuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 3.0TDI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro O7 About time too. New Q7 small bigger where it matters. Marg too. Maybe. 2.0TFSI quattro 3.0TDI quattro 3.0TDI quattro 3.0TDI quattro 3.0TDI quattro 3.0TDI guattro 4.2TDI quattro 4.2TDI quattro 4.2TDI quattro 4.2TDI quattro 4.2TDI quattro 4.2TDI quattro	### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 #### 1011000 ##### 1011000 ##### 1011000 ##### 1011000 ##### 1011000 ##### 1011000 ##### 1011000 ##### 1011000 ##########	245 Il nip a e. W 140 140 180 331 412 Usutsidee 185 183 basic: ngines 200 235 331 412	### 320 400 370 550 700 600 650 650 550 700 8## 580 650 650 650 650 650 650 650 650 650 65	9-800 9-	250 250 250 250 233 232 250 250 250 250 250 250 250 250 250 25	7.7 7.9 LYDON 5.7 4.2 4.7 4.7 5.9 9.2 9.8 LYDON 7.3 6.3 LYDON 5.2 9.5 9.3 9.5	184 184 183 109 122 171 214 223 189 164 186 186 221 221	
AG/SG/RSG Ingolstadt's compact limo recotuck with even more tech than Still a bit dull. 1.8TFSI SE 2.0TDI SE 3.0TDI SE 3.0TDI SE 2.0TFSI quattro S6 quattro RS6 Avant quattro AD William Still a bit dull. 2.0TFSI quattro S6 quattro RS6 Avant quattro AT /ST/RS7 Sputiback Aud's niche-busting continues an A8 hatch, so it drives safely interior, and a slightly more pr 3.0TDI quattro 3.0TDI quattro 3.0TDI quattro 3.0TDI quattro RS7 Sportback quattro SS Sportback quattro SS Sportback quattro SS Sportback quattro SS Quattro RS7 Sportback quattro SS Quattro RS8 Quattro	1011 000 PINE 662 000 695 500 733 500 105 4500 105 4500 1012 000 1012 000 1012 000 1012 000 1013 500 1015 500	245 Il nip a re. Il nip a re	### 370 55	9-100 7-9 8-2 7-1 8-7 8-2 7-1 8-7 8-7 8-3 8-3 8-3 8-3 8-3 8-3 8-3 8-3 8-3 8-3	250 250 250 250 233 232 250 250 250 250 250 250 250 250 250 25	7.7 7.9 U100007 5.7 4.2 4.7 5.9 9.2 9.8 U10007 7.3 6.3 U10007 5.2 6.1 9.3 9.5	184 184 183 133 139 122 171 214 223 189 164 184 225	
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No V8, no manual, only a faint restyle? Has Audi

dropped a difficult second album charger?

Nope, not at all.

RFNTIFY

TopGear on Bentley:

Continental

The definitive posh VW until Bugatti spoiled the party, the Continental, in coupé and convertible guises, is a masterclass in cod-British style.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
GT V8	3562000	373	660	4.8	303	10.5	246	8/10
GT V8 convertible	3794000	373	660	5.0	301	10.9	254	8/10
GT V8 S	3791000	389	680	4.5	309	10.5	246	8/10
GT V8 S convertible	4168 000	389	680	4.7	308	10.9	254	8/10
GT W12	3909000	434	720	4.5	318	14.1	327	7/10
GT W12 convertible	4165 000	434	720	4.7	314	14.2	330	7/10
GT Speed W12	4163 000	467	820	4.2	331	14.5	338	7/10
GT Speed W12 convertible	4577000	467	820	4.4	327	14.9	347	7/10
Supersports	4450000	522	1017	3.5	336	15.7	358	
Supersports convertible	4850000	522	1017	3.9	330	15.9	362	

Flying Spur



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
V8	3622000	373	660	5.2	295	10.9	254	7/10
V8 S	3861000	388	680	4.9	306	10.9	254	
W12	4009000	460	800	4.6	320	14.7	343	7/10

Bentayga

Bentley aims to best the Range Rover with its fearsomely quick, luxurious and expensive Bentayga SUV.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
W12	3987000	447	900	4.1	301	12.8	292	8/10

Mulsanne

The replacement for the Arnage, and every bit as opulent and brilliant. If you can ignore the looks (who OK'd those headlights?) this is brilliant.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
Mulsanne	6152000	377	1020	5.3	296	14.6	342	7/10
Mulsanne Speed	6739000	395	1100	4.9	305	14.6	342	8/10
Mulsanne EWB	7384000	377	1020	5.5	296	14.6	344	

BMW

TopGear on BMW:

A car company run by engineers prioritising drivers, not p Has branched into making the best electric cars too, incid

1Series

Perhaps the pick of the premium hatches right now the 1 Series thrashes the opposition for driving. M140i is a bargainous gem



	PRIGE	KW	MIII	U-1UU	KIII/II	L/IUUKIN	GUZ	HAIING
118i	411742	100	220	8.5	210	5.3	123	5/10
118i auto	432200	100	220	8.7	210	5.1	119	5/10
120i	437 054	135	290	7.1	230	5.7	131	6/10
120i auto	457 284	135	290	7.1	225	5.5	126	6/10
120d	477 600	140	400	7.1	228	4.1	108	7/10
120d auto	498 400	140	400	7.0	228	3.9	103	7/10
125i auto	517340	165	310	6.1	243	5.7	130	7/10
M140i	631426	250	500	4.8	250	7.8	179	8/10
M140i auto	652802	250	500	4.6	250	7.1	163	8/10

2 Series Active Tourer

Nürburgring time for it. First FWD BMW completely misses the point.



	PRICE	kW	Xm .	0-100	km/h	1/100km	002	RATING
218i	443 914	100	220	9.3	205	5.2	121	7/10
218i auto	464828	100	220	9.2	205	5.2	122	7/10
220i	471380	141	280	7.5	230	6.0	140	7/10
220i auto	491382	141	280	7.4	228	5.7	133	7/10
220d	499900	140	400	7.6	227	4.5	117	7/10
220d auto	520700	140	400	7.5	225	4.3	114	7/10
225i auto	522652	170	350	6.6	240	5.9	138	7/10

2 Series follows BMW's new naming strategy but is very much its own car. And a rather good one at that.

ac criac.								_
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
220i coupé	479454	135	290	7.1	235	5.7	131	7/10
220i coupé auto	499684	135	290	7.2	230	5.5	126	7/10
220d coupé	514300	140	400	7.1	230	4.4	115	7/10
220d coupé auto	535100	140	400	7.0	230	4.1	107	7/10
230i coupé	523708	185	350	5.8	250	6.2	142	7/10
230i coupé auto	543140	185	350	5.6	250	5.7	130	7/10

220i convertible	564666	135	290	7.5	231	6.1	139	6/10
220i convertible auto	584554	135	290	7.7	226	5.7	131	6/10
230i convertible	608406	185	350	6.1	250	6.5	149	6/10
230i convertible auto	627838	185	350	5.9	250	6.0	137	6/10
M240i coupé	650326	250	500	4.8	250	7.8	179	8/10
M240i coupé auto	671702	250	500	4.6	250	7.1	163	8/10
M240i convertible	743 866	250	450	4.9	250	8.3	189	7/10
M240i convertible auto	764786	250	450	4.7	250	7.4	169	7/10
M2 coupé	885106	272	465	4.5	250	8.5	199	9/10
M2 coupé auto	939 510	979	465	13	250	79	105	9/10

New X1 gets FWD platform from 2 Series Active Tourer. Is less objectionable than old one in every single way.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
sDrive18i	491042	100	220	9.7	204	5.3	123	7/10
sDrive18i auto	512184	100	220	9.7	200	5.4	126	7/10
sDrive20i auto	554552	141	280	7.7	225	6.0	138	7/10
sDrive20d	538 600	140	400	7.9	225	4.6	120	7/10
sDrive20d auto	559400	140	400	7.8	222	4.6	120	7/10
xDrive20i auto	606592	141	280	7.4	223	6.4	148	7/10
xDrive20d auto	624240	140	400	7.6	219	4.9	130	7/10
xDrive25i auto	674934	170	350	6.5	235	6.5	151	7/10

3 Series / M3

Not only the benchmark small exec, but one of the best saloons of all. Many more versions are out now, and all are excellent.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
318i	481300	100	220	8.9	210	5.1	119	7/10
318i auto	502100	100	220	9.1	210	5.0	116	7/10
320i	519812	135	290	7.2	235	5.5	128	8/10
320i auto	540156	135	270	7.3	235	5.3	124	8/10
320d	551300	140	400	7.3	235	4.0	106	9/10
320d auto	572100	140	400	7.2	230	4.0	106	9/10
330i	602222	185	350	5.9	250	6.1	143	8/10
330i auto	621426	185	350	5.8	250	5.5	129	8/10
330d auto	689826	190	560	5.6	250	4.9	129	9/10
330e eDrive	756 000	185e	420e	6.1	225	1.9	44	
340i auto	759148	240	450	5.1	250	6.5	152	9/10
M3	1199636	317	550	4.1	250	8.3	194	8/10
M3 Competition	1335 536	331	550	4.0	280	8.3	194	8/10

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3 Series Gran Turismo

330e eDrive

way behind

3 Series with some extra bottom. Boot is very clever but explaining what it is rather less so As close to a Touring as we are going to get in SA.

	PRICE	kW	Nn.	0-100	km/h	L/100km	G02	RATING
320i GT	572866	135	270	7.9	230	6.6	153	6/10
320i GT auto	592868	135	270	7.9	229	6.2	145	6/10
320d GT	604800	135	380	8.0	230	4.9	129	6/10
320d GT auto	625600	135	380	7.9	226	4.9	129	6/10
2.40; CT outo	004740	940	AEO	E1	OEU	7.0	1EN	7/10

i3
The future is here, its electric and we love it.
The rest are now playing catch up. From a long

	PRICE	kW	Km	0-100	km/h	L/100km	G02
eDrive	597800	125e	250e	7.3	150	0.0	0
o Drivo BEv	672500	19En	2500	01	150	U C	19

Far superior to the last one, which, let's face it wasn't tricky. Interior is plusher and it now rides comfortably

PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
619 642	135	270	8.4	210	7.4	173	6/10
639 074	135	270	8.2	210	6.9	161	6/10
651126	140	400	8.1	210	4.9	129	6/10
726 988	180	400	6.5	230	7.0	162	5/10
819 306	190	560	5.9	232	5.7	149	6/10
846422	225	400	5.6	245	8.3	193	6/10
	619 642 639 074 651 126 726 988 819 306	619 642 135 639 074 135 651 126 140 726 988 180 819 306 190	619 642 135 270 639 074 135 270 639 174 135 270 651 126 140 400 726 988 180 400 819 306 190 560	619 642 135 270 8.4 639 074 135 270 8.2 651126 140 400 8.1 726 988 180 400 6.5 819 306 190 560 5.9	619 642 135 270 8.4 210 639 074 135 270 8.2 210 651126 140 400 8.1 210 726 988 180 400 6.5 230 819 306 190 560 5.9 232	619 642 135 270 8.4 210 7.4 638 974 135 270 8.2 210 6.9 651 126 140 400 8.1 210 4.9 728 988 180 400 6.5 230 7.0 818 306 190 560 5.9 232 5.7	619 642 135 270 8.4 210 7.4 173 638 074 135 270 8.2 210 6.9 161 651 126 140 400 8.1 210 4.3 129 272 898 180 400 6.5 230 7.0 162 818 306 190 560 5.9 232 5.7 149

4 Series / M4

The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
420i Gran Coupé	615 596	135	290	7.5	236	5.8	134	8/10
420i Gran Coupé auto	635 598	135	270	7.7	236	5.5	127	8/10
420d Gran Coupé	649500	140	400	7.5	240	4.2	111	8/10
420d Gran Coupé auto	670300	140	400	7.3	231	4.0	106	8/10
430i Gran Coupé	702422	185	350	5.9	250	6.1	143	8/10
430i Gran Coupé auto	721626	185	350	5.8	250	5.5	129	8/10
440i Gran Coupé	852176	240	450	5.1	250	6.6	154	8/10
420i coupé	615 596	135	290	7.3	236	5.8	134	9/10
420i coupé auto	635 598	135	270	7.5	236	5.5	127	9/10
420d coupé	649500	140	400	7.3	240	4.2	111	8/10
420d coupé auto	670300	140	400	7.1	232	4.0	106	8/10
430i coupé	702422	185	350	5.9	250	6.1	143	8/10
430i coupé auto	721626	185	350	5.8	250	5.5	129	8/10
440i coupé	852176	240	450	5.0	250	6.6	154	8/10
420i convertible	727450	135	290	8.2	230	6.2	145	8/10
420i convertible auto	747 224	135	270	8.4	230	5.8	136	8/10
430i convertible	838 976	185	350	6.4	250	6.6	154	7/10
430i convertible auto	857952	185	350	6.3	250	5.9	138	7/10
440i convertible	974946	240	450	5.4	250	6.8	159	7/10
M4 coupé	1257436	317	550	4.1	250	8.3	194	9/10

M4 coupé Competition	1393336	331	550	4.2	280	8.8	204	9/10
M4 convertible	1419 062	317	550	4.4	250	8.7	203	8/10
M4 convertible Competition	1554962	331	550	4.3	280	8.7	203	8/10

obnoxiousness bought the X6, so now we have to suffer an X4. Joy.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
Drive20i	741374	135	270	8.1	212	6.9	161	6/10
Drive20d	743 826	140	400	8.0	212	4.9	129	7/10
Drive28i	810 488	180	350	6.4	232	7.0	162	6/10
Drive30d	902206	190	560	5.8	234	5.9	156	7/10
Drive35i	912822	225	400	5.5	247	8.3	193	7/10

5 Series

					0				
	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING	
520d	780156	140	400	7.5	235	4.7	124		
530i	850294	185	350	6.2	250	6.2	141		
530d	963296	195	620	5.7	250	5.1	134		
10i	210 000	250	VEU	51	250	79	104		

5 Series Gran Turismo

A 5 Series with some extra bottom. The boot is a clever hatch-or-saloon, and the rear seats recline



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
520d GT	790636	135	380	8.9	215	5.5	144	5/10
530d GT	964762	190	560	6.2	246	5.8	153	5/10
535i GT	983108	225	400	6.1	250	8.2	192	5/10
550i GT	1248 816	330	650	5.0	250	9.2	214	5/10

original softroader is very good on the tarmac a two-tonne SUV. Second only to the Range Rover for utter road domination.



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
xDrive25d	977 064	170	500	7.7	220	5.6	146	8/10
xDrive30d	1059904	190	560	6.8	230	5.9	156	8/10
xDrive40e eDrive	1171100	230e	450e	6.8	210	3.3	77	6/10
xDrive40d	1192118	230	630	5.9	236	6.0	157	8/10
xDrive50i	1290656	330	650	4.9	250	9.6	224	7/10
M50d	1354742	280	740	5.3	250	6.6	173	8/10
M	1910532	423	750	4.2	250	11.1	258	7/10

A more grotesque, slightly less usable iteration of the perfectly practical BMW X5. Get it if the idea of a slipperier looking SUV appeals to you.



	PRIGE	KW	NM	U-1UU	KIII/N	L/IUUkm	GUZ	RATING
xDrive35i	1134692	225	400	6.4	240	8.5	198	5/10
xDrive40d	1251602	230	630	5.8	240	6.2	163	6/10
xDrive50i	1360170	330	650	4.8	250	9.7	225	5/10
M50d	1542656	280	740	5.2	250	6.6	174	6/10
M	1949232	423	750	4.2	250	11.1	258	7/10

6 Series / M6

9/10

Unusually, BMW launched the 6 Series as a convertible first. Also unusually, it made it a bit dull. The car is perfect in many ways, but just boring.



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
640i coupé	1198328	235	450	5.3	250	7.4	172	5/10
640d coupé	1242722	230	630	5.3	250	5.4	143	6/10
650i coupé	1595106	330	650	4.6	250	8.6	199	7/10
640i Gran Coupé	1250556	235	450	5.4	250	7.5	174	8/10
640d Gran Coupé	1295064	230	630	5.4	250	5.5	146	8/10
650i Gran Coupé	1641206	330	650	4.6	250	8.6	199	7/10
640i convertible	1296984	235	450	5.5	250	7.6	176	5/10
650i convertible	1680532	330	650	4.6	250	8.9	208	8/10
M6 coupé	1874568	412	680	4.2	250	9.9	232	6/10
M6 coupé Competition	2036868	441	700	3.9	305	9.9	232	7/10
M6 Gran Coupé	1954168	412	680	4.2	250	9.9	232	6/10
M6 Gran Coupé Competition	2101568	441	700	3.9	305	9.9	232	6/10
M6 convertible	2000166	412	680	4.3	250	10.3	239	6/10
M6 convertible Competition	2162556	441	700	4.0	305	10.3	239	6/10

7 Series

er's limousine, but that's not the p S-class still has a better sense of occasion and of cohesion, and that's probably what matters.



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
740i	1424276	240	450	5.5	250	6.6	154	6/10
730d	1449954	195	620	6.1	250	5.0	131	7/10
740e eDrive	1474 400	240e	500e	5.4	250	2.1	49	7/10
750i	1868 996	330	650	4.7	250	7.9	184	7/10
750Li	2016638	330	650	4.7	250	8.0	187	7/10
M760LixDrive	2679836	448	RNN	37	250	12 8	294	7/10

A supercar for spacemen. There's nothing else like it this is a performance car that makes a Prius look like a gas-guzzler



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
eDrive coupé	1985 500	266e	570e	4.4	250	2.1	49	9/10
•								



Like a pre-owned Daewoo Matiz, but worse A lot worse



	PRICE	KW	Mm	0-100	km/h	L/100km	002	RATING
0.8 TE	99995	38	70	20.0	138	6.8	156	2/10
0.8 TX	104995	38	70	20.0	138	6.8	156	2/10
1.1 TXE	114995	50	90	18.5	160	5.7	133	2/10

An average B-segment effort from Chery with no evidence of tracing paper in its design.



	PRICE	KW	Mm	0-100	km/h	L/100km	002	RATING
1.5 TX	149995	72	140	15.1	171	7.4	176	3/10
1.5 Swag	159 995	72	140	15.1	171	7.4	176	3/10

Fully loaded C-segment five-door with asthmatic 1.6 16v. No diesel for RHD markets. Huh?



	PRICE	kW	Km	0-100	km/h	L/100km	002	RATING
1.6 TXE	209 995	93	160	n/a	n/a	8.3	194	3/10

A RAV4 clone attempt done by the drones. best-selling model in South Africa. Baffling.



	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
1.6 TXE	239995	93	160	n/a	165	8.6	201	3/10

CHEVROLET

TopGear on Chevrolet:

ocal offerings are mostly evolved Daewoos, built in Korea. ery little bowtie DNA in evidence.

Spark

Semi-convincing alternative to the established budget city cars, but jury still out on rhino-meetselephant looks.



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
1.2 Campus	141200	60	108	13.3	164	5.4	129	5/10
1.2 Curve	140700	60	108	13.3	164	5.4	129	5/10
1.2 L	157700	60	108	13.3	164	5.4	129	5/10
1.2 LS	168200	60	108	13.3	164	5.4	129	5/10
1.2 LT	173 500	60	108	13.3	164	5.4	129	5/10

Utility ader gets the full Brazilian. Not as good as the old one.



	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
1.4	163900	68	120	12.8	160	7.2	171	6/10
1.4 UteSpaza Edition	171000	68	120	12.8	160	7.2	171	6/10
1.4 UteSurf Edition	178700	68	120	12.8	160	7.2	171	6/10
1.4 UteForce Edition	178700	68	120	12.8	160	7.2	171	6/10
1.4 Club	192500	68	120	12.8	160	7.2	171	6/10
1.4 Sport	217 400	68	120	12.8	160	7.2	171	6/10
1.8	182100	77	161	9.8	185	8.1	193	6/10
1.8 Club	196 600	77	161	9.8	185	8.1	193	6/10
1.8 Sport	224300	77	161	9.8	185	8.1	193	6/10

Affordable motoring and little else. The saloon is at least an interesting proposition compared to mainstream choices. The hatch not so much.



	PRICE	kW	Nm	0-100	km/h	L/100km	002	RATING
sedan 1.6 L	252700	86	155	12.8	190	6.7	157	3/10
sedan 1.6 LS	286000	86	155	12.8	190	6.7	157	3/10
sedan 1.4T LS	292100	103	200	9.3	195	5.8	135	5/10
sedan 1.4T LS auto	301900	103	200	10.4	204	6.8	157	6/10
hatch 1.6 LS	274500	86	155	12.8	185	6.7	158	3/10
hatch 1 AT LC	201.400	102	200	0.0	200	E 0	125	0/10

Captiva Facelifted car is still a cheap way into seven-seat SUV ownership, but there are far more enticing offers from other Korean brands.



	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
2.4 LT	409100	123	230	10.5	190	8.8	210	5/10
2.4 LT auto	428600	123	230	11.0	181	9.5	225	5/10
2.2D LT	444900	135	400	9.8	192	7.8	208	6/10

Trailblazer A bakkie-based SUV that does not give the might: Toyota Fortuner a run for its money.



	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
2.5D LT	471000	120	380	11.8	180	7.6	198	6/10

2.5D LT auto	489100	132	440	11.0	180	8.9	233	6/10
2.8D LTZ	562800	144	500	10.4	180	9.5	249	6/10
2.8D 4x4 LTZ	624300	144	500	10.4	180	9.5	249	7/10
2.8D 4x4 LTZ Z71	624300	144	500	10.4	180	9.5	249	7/10

DATSUN

TopGear on Datsun:

Revered racing name scandalously reincarna afety engineering. From India. Bad karma.





	PRICE	kW	Nm	0-100	km/h	L/100km	C02	RATING
1.2 Mid	106 900	50	104	13.3	161	5.2	123	3/10
1.2 Lux	126 900	50	104	13.3	161	5.2	123	4/10
1.2 Remix	159 900	50	104	13.3	161	5.2	123	4/10

Go+

A 50kW seven-seater MPV. Imagine the performance debit of that at Reef altitudes in South Africa. Just, no.



DODGE

TopGear on Dodge:

ost forgotten Chrysler sub-brand. Most certainly worth dod



Not half bad-looking, but you won't be saying that about its depreciation after two years.



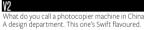
6.5 6.5

	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
3.6 R/T	512900	206	353	n/a	n/a	10.4	242	3/10
Crossroad 3.6	533 900	206	353	n/a	n/a	10.4	242	3/10

FAW

TopGear on FAW:

a Apanese compact car imitation by a Chinese company. Hatch Named after notorious Nazi WW2 ballistic missile. Not clever.





3 #Like	124995	67	
			Н



Don't confuse it with the similarly named luxury Volvo. This is more like a Chinese Avanza. Siriusly

					(_		_	
	paint			0.100		1200	692	neruo.	
	PRICE	KW	Mm	0-100	km/h	L/100km	-	RATING	
1.3 Comfort	179 995	67	120	n/a	160	7.5	177	n/d	
1.5	189995	75	140	n/a	n/a	8.1	191	n/d	
1.5 Comfort	194995	75	140	n/a	n/a	8.1	191	n/d	

FERRARI

TopGear on Ferarri:

Sickeningly kitsch theme parks don't detract from the cars, which are phenomenal and well beyond the capability of their owners.



The Ferrari that everyone thought was a Maserati now has a turbo V8. The purists will hate it, but it'll bring in buyers.



	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
California T	4392000	412	755	3.6	316	10.5	250	6/10
100					_			_

488

Evolved 458 that makes turbocharging that much more acceptable to the Tifosi. Trick aero. Looks ace.



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
488 GTB	5122000	492	760	3.0	330+	11.4	260	10/10
488 Spider	5692000	492	760	3.0	325+	11.4	260	9/10

GTC4Lusso

Evolution of the FF idea, a really big Ferrari hatchback Now has four-wheel steer to prevent three-point parking.



	PRICE	kW	Km	0-100	km/h	L/100km	602	RATING
GTC4Lusso T	5372000	448	760	3.5	320	11.6	265	
GTC4Lusso	6212000	507	697	3.4	335	15.0	350	9/10

FIAT

TopGear on Fiat:

Painless to park. Good to look at. Quintessential Itali port. South Africa has a lot of parking space though.

Not quite the sixties revival Fiat had hope for, but ar excellent city car lifestyle accessory, if a touch less of a driver's car than more substantial Mini.



	PMGE	KW	Km	0-100	km/h	L/100km	GB2	RATIMS
0.9 TwinAir Pop	179 900	63	145	11.0	173	3.8	90	5/10
0.9 TwinAir Pop auto	190 900	63	145	11.0	173	3.8	88	5/10
0.9 TwinAir Pop Star	204900	63	145	11.0	173	3.8	90	5/10
0.9 TwinAir Pop Star auto	215900	63	145	11.0	173	3.8	88	5/10
0.9 TwinAir 63kW Lounge	226900	63	145	11.0	173	3.8	90	
0.9 TwinAir 63kW Lounge auto	237900	63	145	11.0	173	3.8	88	
0.9 TwinAir 77kW Lounge	233 900	77	145	10.0	188	4.2	99	5/10
0.9 TwinAir 77kW Lounge auto	244900	77	145	10.0	188	4.2	99	5/10
500C 0.9 TwinAir Pop Star	240 900	63	145	11.0	173	3.8	90	5/10
500C 0.9 TwinAir Pop Star auto	251900	63	145	11.0	173	3.8	88	5/10
500C 0.9 TwinAir 63kW Lounge	262900	77	145	10.0	188	4.2	99	5/10
500C 0.9 TwinAir 63kW Lounge auto	273900	77	145	10.0	188	4.2	99	5/10
500C 0.9 TwinAir 77kW Lounge	269 900	77	145	10.0	188	4.2	99	5/10
500C 0.9 TwinAir 77kW Lounge auto	280 900	77	145	10.0	188	4.2	99	5/10

500X

The quest to cash in on the 500 continues. Not a bad crossover, but in South Africa most will probably prefer to go Renegade.



	PRICE	kW	Km	0-100	km/h	L/100km	602	RATING
1.6 Pop	279900	81	152	11.5	180	6.4	147	6/10
1.6 Pop Star	299 900	81	152	11.5	180	6.4	147	6/10
1.4T Cross	347900	103	230	9.8	190	6.0	139	6/10
1.4T Cross auto	364900	103	230	9.8	190	5.7	133	6/10

Fullback

It's a Mitsubishi Triton, with a Fiat badge and branding support. Could you imagine anything stranger to a South African bakkie buyer?



	PRICE	KW	Mm	0-100	km/h	L/100km	GB2	RATING	
2.4	232900	97	202	n/a	169	10.3	246	5/10	
2.5Di-D double cab SX	402900	100	324	n/a	167	7.9	207	6/10	
2.5Di-D double cab 4x4 LX	468 900	131	400	n/a	167	1.1	206	6/10	

FORD

TopGear on Ford:

lternative to VW, with a range of very tidily engined er has become Hilux's most credible rival in, well, fo

Not a previous generation Fiesta anymore. Very much its own emerging market platform. Credible, somewhat affordable, family motoring.



0-100

hatch 1.5 Ambiente	175700	82	136	11.8	175	5.9	141	3/10
hatch 1.5 Trend	187900	82	136	11.8	175	5.9	141	5/10
hatch 1.5 Titanium	203900	82	136	11.8	175	5.9	141	5/10
hatch 1.5 Titanium auto	215900	82	136	12.0	175	6.0	142	5/10
hatch 1.5TDCi Ambiente	197900	74	215	12.1	175	4.1	108	6/10
hatch 1.5TDCi Trend	207900	74	215	12.1	175	4.1	108	6/10
sedan 1.5 Ambiente	176900	82	136	11.8	175	5.9	141	6/10
sedan 1.5 Trend	188 900	82	136	11.8	175	5.9	141	5/10
sedan 1.5 Titanium auto	217900	82	136	12.0	175	6.0	142	5/10

Arguably the best supermini on sale. Pace setter or pacemaker, there's something for everyone here.



	PRICE	kW	Km	0-100	km/h	L/100km	GB2	RATING
5-door 1.4 Ambiente	226400	71	128	12.2	175	5.7	130	7/10
5-door 1.0T Ambiente	225300	92	170	9.4	196	4.3	99	7/10
5-door 1.0T Ambiente auto	239 900	74	170	10.8	180	4.9	114	7/10
5-door 1.0T Trend	240 900	92	170	9.4	196	4.3	99	7/10
5-door 1.0T Trend auto	250 900	74	170	10.8	180	4.9	114	7/10
5-door 1.0T Titanium	264900	92	170	9.4	196	4.3	99	7/10
5-door 1.0T Titanium auto	274900	74	170	10.8	180	4.9	114	7/10
5-door 1.5TDCi Ambiente	247900	55	185	13.5	167	3.6	94	7/10
5-door 1.5TDCi Trend	254900	55	185	13.5	167	3.6	94	7/10
3-door ST	325900	134	290	6.9	220	5.9	138	8/10

B-Max

B-pillars means easy access and brilliant packaging. Needs an auto, though.



	LUIT	NIII	nu.	0-100	MIN/II	L/ JUULIII	BUZ	ROLL BUILD
1.0T Ambiente	241900	74	170	13.2	175	5.1	119	6/10
1.0T Trend	265900	92	170	11.2	189	4.9	114	6/10
1.0T Titanium	291900	92	170	11.2	189	4.9	114	6/10

Ford rushes in with niche-filling B-Segment SUV Fiesta on stilts, anyone?



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
1.5 Ambiente	252900	82	138	11.6	175	6.5	154	6/10
1.0T Trend	280900	92	170	12.7	181	5.7	131	6/10
1.0T Titanium	307900	92	170	12.7	181	5.7	131	6/10
1.5 Titanium auto	312900	82	138	13.4	175	6.5	154	5/10
1.5TDCi Trend	283900	74	205	14.5	160	4.5	125	7/10
1.5TDCi Titanium	308900	74	205	14.5	160	4.5	125	7/10

Focus

perk the handling back up. Focus is back to its best.



								_
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
sedan 1.0T Ambiente	254900	92	170	11.1	192	5.0	110	7/10
sedan 1.0T Ambiente auto	267900	92	170	11.1	192	5.5	125	7/10
sedan 1.0T Trend	271900	92	170	11.1	192	5.0	110	7/10
sedan 1.0T Trend auto	285900	92	170	11.1	192	5.5	125	7/10
sedan 1.5T Trend	307900	132	240	8.7	222	5.6	128	7/10
sedan 1.5T Trend auto	324900	132	240	9.0	220	6.1	140	7/10
sedan 1.6TDCi Ambiente	296300	85	270	10.9	193	4.5	117	7/10
sedan 1.6TDCi Trend	301300	85	270	10.9	193	4.5	117	7/10
hatch 1.0T Ambiente	259900	92	170	11.1	192	5.0	108	7/10
hatch 1.0T Ambiente auto	272900	92	170	11.1	192	5.5	125	7/10
hatch 1.0T Trend	278 900	92	170	11.1	192	5.0	108	7/10
hatch 1.0T Trend auto	290 900	92	170	11.1	192	5.5	125	7/10
hatch 1.5T Trend	313900	132	240	8.6	224	5.5	127	7/10
hatch 1.5T Trend auto	330900	132	240	8.9	222	6.1	140	7/10
hatch 1.6TDCi Ambiente	315300	85	270	10.9	193	4.5	117	7/10
hatch 1.6TDCi Trend	326300	85	270	10.9	193	4.5	117	7/10
ST 1	440 000	184	360	6.5	248	6.8	159	8/10
ST 3	481900	184	360	6.5	248	6.8	159	8/10
RS	699 900	257	440	4.7	266	7.7	175	8/10

Ranger

so much more bakkie than before, plus it's bigger Gotta like the big bro F150 genes.



				(•	-	_	
	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
2.5	226900	122	226	n/a	n/a	10.8	257	6/10
2.2	238900	88	285	n/a	n/a	6.6	172	6/10
2.2 Hi-Rider XL	311900	118	385	n/a	n/a	6.9	182	6/10
2.2 Hi-Rider XL auto	327900	118	385	n/a	n/a	7.5	197	7/10
2.2 4x4 XL	376900	118	385	n/a	n/a	6.9	182	6/10
2.2 Hi-Rider XLS	357900	118	385	n/a	n/a	6.9	182	6/10
2.2 4x4 XL-Plus	381900	118	385	n/a	n/a	6.9	182	6/10
2.2 4x4 XLS	424900	118	385	n/a	n/a	6.9	182	6/10
2.2 4x4 XLS auto	439 900	118	385	n/a	n/a	8.1	214	7/10
3.2 Hi-Rider XLS	388 900	147	470	n/a	n/a	8.2	217	7/10
3.2 4x4 XLS	447900	147	470	n/a	n/a	8.3	218	7/10
SuperCab	111000			11/4	11,0	0.0		1,10
2.2 Hi-Rider	271900	88	285	n/a	n/a	6.9	182	6/10
2.2 Hi-Rider XL	350900	118	385	n/a	n/a	6.9	182	6/10
2.2 Hi-Rider XL auto	366 900	118	385	n/a	n/a	7.5	197	7/10
2.2 4x4 XL	409 900	118	385	n/a	n/a	6.9	182	7/10
2.2 Hi-Rider XLS auto	420,900	118	385	n/a	n/a	7.5	197	7/10
2.2 4x4 XLS auto	482900	118	385	n/a	n/a	8.1	214	7/10
3.2 Hi-Rider XLS	412 900	147	470	n/a	n/a	8.2	217	7/10
3.2 4x4 XLS	471900	147	470	n/a	n/a	8.3	218	7/10
3.2 4x4 XLT auto	529900	147	470	n/a	n/a	8.8	230	7/10
double cab	020000	14/	4/0	II/U	II/U	0.0	200	7/10
2.2 Hi-Rider	298900	88	285	n/a	n/a	6.9	182	6/10
2.2 Hi-Rider XL	389 900	118	385	n/a	n/a	6.9	182	6/10
2.2 Hi-Rider XL auto	404900	118	385	n/a	n/a	7.5	197	7/10
2.2 4x4 XL	431900	118	385	n/a	n/a	6.9	182	6/10
2.2 4x4 XL auto	446 900	118	385	n/a	n/a	8.1	214	7/10
2.2 Hi-Rider XLS	450 900	118	385	n/a	n/a	6.9	182	6/10
2.2 4x4 XL-Plus	446 900	118	385	n/a	n/a	6.9	182	6/10
2.2 4x4 XLS	513900	118	385	n/a	n/a	6.9	182	7/10
2.2 4x4 XLS auto	529900	118	385	n/a	n/a	8.1	214	7/10
2.2 Hi-Rider XLT	477 900	118	385	n/a	n/a	6.9	182	7/10
2.2 Hi-Rider XLT auto	492900	118	385	n/a	n/a	7.5	197	7/10
3.2 Hi-Rider XLT	515900	147	470	n/a	n/a	8.2	217	7/10
	529900	147	470		n/a	8.5	225	7/10
3.2 Hi-Rider XLT auto	573900	147	470	n/a n/a	n/a	8.3	218	7/10
3.2 4x4 XLT	588 900	147	470	n/a	n/a	9.0	236	7/10
3.2 4x4 XLT auto			470			8.2	236	
3.2 Hi-Rider Wildtrak	546 900	147		n/a	n/a			7/10
3.2 Hi-Rider Wildtrak auto	561900	147	470	n/a	n/a	8.5	225	7/10
3.2 4x4 Wildtrak auto	616 900	147	470	n/a	n/a	9.0	236	7/10

Tourneo Connect

Compact van with credibly contemporary turbo charged engines and loads of kit. Crossover obsessed South Africans won't bother, though.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.0T Ambiente	318900	74	170	n/a	165	5.6	129	5/10
1.0T Trend	328900	74	170	n/a	165	5.6	129	5/10
1.0T Titanium	398 900	74	170	n/a	165	5.6	129	6/10

Kuga

The Kuga has grown up and bought some sensible clothes. Sure, it's highly pricey but so are others.



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
1.5T Ambiente	383 900	110	240	9.7	195	6.6	154	6/10
1.5T Ambiente auto	399 900	132	240	9.9	200	7.0	162	6/10
1.5T Trend	421900	110	240	9.7	195	6.6	154	6/10
1.5T Trend auto	437 900	132	240	9.9	200	7.0	162	6/10
1.5T AWD Trend	467 900	132	240	10.1	200	7.7	179	6/10
2.0T AWD Titanium	516900	177	240	7.8	212	8.8	204	6/10
2.0TDCi AWD Trend	499900	132	400	10.4	200	6.2	162	6/10
2.0TDCi AWD Titanium	543 900	132	400	10.4	200	6.2	162	6/10

Fusion

The Mondeo returns, Smooth, refined and not too. American. Loads of clever kit. Well done Ford.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.5T Trend	419900	132	240	9.2	218	7.4	173	6/10
2.0T Trend	433 900	149	300	8.7	232	7.5	174	7/10
2.0T Titanium	508900	177	340	7.9	240	8.5	187	7/10
2.0TDCi Titanium	553900	132	400	8.6	225	5.1	124	7/10

Tourneo Custom



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.2TDCi SWB Ambiente	511400	74	310	n/a	157	6.5	172	6/10
2.2TDCi LWB Ambiente	521900	74	310	n/a	157	6.5	172	6/10
2.2TDCi SWB Trend	532900	92	350	n/a	157	6.5	172	6/10
2.2TDCi LWB Trend	539 900	92	350	n/a	157	6.5	172	6/10
2.2TDCi SWB Limited	577 900	114	385	n/a	157	6.5	172	6/10

Everest

Five-door version of crushingly successful Ranger bakkie. Toyota doesn't like it, which means you will. A lot

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.2 XLS	458900	118	385	n/a	n/a	6.9	182	
2.2 XLS auto	475900	118	385	n/a	n/a	7.3	193	
2.2 XLT	483 900	118	385	n/a	n/a	6.9	182	
2.2 XLS auto	501900	118	385	n/a	n/a	7.3	193	
2.2 4WD XLS	536 900	118	385	n/a	n/a	7.1	186	
3.2 XLT	560 900	147	470	n/a	n/a	8.2	217	
3.2 4WD XLT	634900	147	470	11.6	n/a	8.2	217	8/10
3.2 4WD Limited	698 900	147	470	11.6	n/a	8.2	217	8/10

Mustang

At last, a muscle car to call our own. Mustang nov here in right -hand drive, still feels very American.

	PRICE	kW	Nn.	0-100	km/h	L/100km	G02	RATING	
2.3T fastback	713 900	233	430	5.8	239	8.0	179	7/10	
2.3T fastback auto	734900	233	430	5.8	239	9.8	225	7/10	
2.3T convertible auto	795 900	233	430	5.8	239	9.8	225	7/10	
5.0 GT fastback	852900	306	530	4.8	263	13.5	308	6/10	
5.0 GT fastback auto	873900	306	530	4.8	263	12.0	287	6/10	
5.0 GT convertible auto	935 900	306	530	4.8	263	12.8	294	6/10	

FOTON



TopGear on Foton:

Another great name, sounds like an industrial boy band; R370k+ for a Chinese bakkie? No.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.8 on-road Comfort	209 995	96	280	n/a	150	8.0	212	4/10
2.8 off-road Comfort	249 995	96	280	n/a	150	8.0	212	4/10
2.8 off-road Luxury	259995	96	280	n/a	150	8.0	212	4/10
double cab								
2.8 off-road Comfort	299995	120	360	13.5	160	8.3	219	4/10
2.8 off-road Luxury	319995	120	360	13.5	160	8.3	219	4/10
2.8 off-road Luxury Granite	329995	120	360	13.5	160	8.3	219	4/10
2.8 4x4 Comfort	389 995	120	360	13.5	160	8.3	219	4/10
2.8 4x4 Luxury	409995	120	360	13.5	160	8.3	219	4/10

GWM

TopGear on GWM:

Best of the Chinese isn't really saying much. Was stu Now comically on par with Korean and Japanese price

And you get to tell people you drive an M4.



kW Nm 0-100 km/h L/1001cm CG2 RATING 17 138 n/a 170 7.2 172 n/d 189900 77

Steed 5

as a w

ech meets high value. Offer	2	E.	1 10	30					
orkhorse, but won't ever w	in the w	alk-off.					A	-0	
				. (-		w.	رت	
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING	
Vorkhorse	164900	73	180	n/a	n/a	9.9	251	5/10	

2.2L Workhorse	164900	73	180	n/a	n/a	9.9	251	5/10
2.2L Workhorse safety	179 900	73	180	n/a	n/a	9.7	251	5/10
2.0WGT Workhorse	199900	78	225	n/a	n/a	8.1	214	
2.0VGT 4x4 Workhorse	249 900	105	305	n/a	n/a	8.3	220	
2.2L double cab	189900	73	180	n/a	n/a	9.9	251	5/10
2.2L double cab SX	204900	73	180	n/a	n/a	9.9	251	
2.0VGT double cab SX	249 900	105	305	n/a	n/a	8.3	220	
2.0VGT double cab 4x4 SX	279900	105	305	n/a	n/a	8.3	220	

Steed 5E

2.4 SX

and pow turbodie

nchscreen audio, piano bla wered by an ostensibly sel esel. Chinese+luxury+bak	lf-develo	ped 2-I	itre		9	0	1			
	PRICE	kW	Km	0-100	km/h	L/100km	G02			
	234900	93	200	n/a	150	10.7	251			

200 305

n/a 150 10.7 n/a 150 8.3

251 220

256900 93 269900 105

289 900 105 305 n/a 150 8.3 220 <mark>5/10</mark> 2.0VGT Xscape

Steed 6

GWM's interpretation of American supersized bakkie design, hence ginormous grille and oversized headlamps. Six airbags and ESP. Needs more power.

rbags and ESP. I	Needs n	nore po	wer.	. (_				
	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING	
	299 900	105	305	n/a	150	8.8	233	6/10	
	329 900	105	310	n/a	150	88	233	6/10	

HONDA

2.0VGT SX

2.0VGT Xscape

TopGear on Honda:

World's greatest engine company a which you'll have no desire to buy.

Brio

Think of it as a smaller Jazz, without the clever bits Bombproof mechanical build quality.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
hatch 1.2 Trend	151 600	65	109	11.9	n/a	5.6	133	5/10
hatch 1.2 Comfort	166300	65	109	12.1	n/a	5.6	133	5/10
hatch 1.2 Comfort auto	179700	65	109	14.6	n/a	6.3	150	5/10
Amaze sedan 1.2 Trend	165 300	65	109	12.4	n/a	6.1	147	5/10
Amaze sedan 1.2 Comfort	177200	65	109	12.5	n/a	6.1	147	5/10
Amaze sedan 1.2 Comfort auto	190600	65	109	15.7	n/a	6.9	167	5/10

Individual and ingenious, the Jazz deserves to be bought by more people under ninety than it is.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.2 Trend	205700	66	110	13.5	175	5.6	135	6/10
1.2 Comfort	234200	66	110	13.6	175	5.6	135	6/10
1.2 Comfort auto	252100	66	110	14.3	174	5.6	136	6/10
1.5 Elegance	268600	88	145	9.9	180	6.0	143	7/10
1.5 Elegance auto	284000	88	145	10.6	180	5.8	140	7/10
1.5 Dynamic	285 600	88	145	9.9	180	6.0	143	7/10
1.5 Dynamic auto	301000	88	145	10.7	180	5.8	140	7/10

Hugely convincing facelift raises this iteration of the Ballade from budget to bearable.



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
1.5 Trend	238800	88	145	9.6	185	5.9	140	6/10
1.5 Trend auto	254200	88	145	11.1	190	5.8	137	5/10
1.5 Elegance	267800	88	145	9.6	185	5.9	140	5/10
1.5 Elegance auto	283200	88	145	11.1	190	5.8	137	6/10
1.5 Executive auto	307200	88	145	11.1	190	5.8	137	5/10

Has some ground clearance. And seven seats. Mobilio high rider. For Kalahari based Uber drivers



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.5 Trend	238900	88	145	n/a	n/a	6.3	151	5/10
1.5 Comfort	252900	88	145	n/a	n/a	6.3	151	5/10
1.5 Comfort auto	268300	88	145	n/a	n/a	6.2	148	5/10
1.5 Elegance	272900	88	145	n/a	n/a	6.3	151	5/10
1.5 Elegance auto	288300	88	145	n/a	n/a	6.2	148	5/10
-								

Civic sedan

What was once the Japanese compact sedan to have is now a forgotten thing amidst all the crossover mania. Has effectively replaced Accord.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.8 Comfort	330000	104	174	10.4	200	6.3	150	6/10
1.8 Elegance	370 000	104	174	10.4	200	6.3	150	6/10
1.5T Sport	430000	127	220	8.2	200	5.9	140	6/10
1.5T Executive	460 000	127	220	8.2	200	5.9	140	6/10

like a facelift, but is actually an all new mod that's now much quieter, more comfortable and much less bonkers inside. Type R true to its heritage



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
.8 Executive	354800	104	174	9.5	212	6.3	150	7/10
.8 Executive auto	370200	104	174	11.3	207	6.5	155	7/10
Type R	615900	228	400	5.7	270	7.5	177	8/10

HR-V

Not nearly as mad as the original. Crossover styl with all the characteristic Honda cleverness but unfortunately, no diesel engines.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.5 Comfort	334200	88	145	12.0	179	6.2	147	6/10
1.8 Elegance	395400	105	172	10.1	188	6.8	162	7/10

Honda's SUV now sharper to the eve, but lacks the branding cachet. Should last rather well.



	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
2.0 Comfort	394400	114	192	10.0	190	7.7	182	6/10
2.0 Comfort auto	409800	114	192	12.4	185	7.6	181	6/10
2.0 Elegance	447900	114	192	10.0	190	7.7	182	6/10
2.0 Elegance auto	463 300	114	192	12.4	185	7.6	181	6/10
2.4 Executive AWD	568100	140	220	11.1	190	8.6	203	6/10
2.4 Exclusive AWD	608400	140	220	11.1	190	8.6	203	6/10

HYUNDAI



TopGear on Hyundai:

an behemoth perhaps the greatest threat of all to Toyota' enger-car business. Needs a bakkie for true world domina



that as an excuse to make it expensive.



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
1.1 Motion	154900	50	99	15.2	153	4.8	114	6/10
1.1 Motion auto	179 900	50	99	17.1	146	5.7	135	6/10
1.25 Glide Limited Edition	179 900	64	119	12.3	169	4.7	113	
1.25 Glide Elitticed Edition	170 000	- 07	110	IL.U	100	7.7	110	_

Grand i10

l acks the charisma of the Fiat Panda and the sheer polish of the up! but actually, if you don't care about cars, then buy this one.



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	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
1.25 Motion	186 900	64	120	12.7	167	5.9	130	6/10
1.25 Motion auto	203900	64	120	14.2	160	6.9	147	
1.25 Fluid	202900	64	120	12.7	167	5.9	130	7/10

better engines! Otherwise a very worthy and competent supermini.



	PRICE	KW	Nm	0-100	km/h	L/100km	682	RATING
1.2 Motion	224900	61	115	13.6	165	5.9	140	5/10
1.2 Fluid	236900	61	115	13.6	165	5.9	140	5/10
1.4 Motion auto	249 900	74	133	13.2	163	7.5	160	
1.4 Fluid	261900	74	133	11.4	182	6.5	147	5/10
1.4 Fluid auto	274900	74	133	13.2	163	7.5	160	5/10
1.4 Sport	292900	85	160	n/a	182	6.5	147	5/10

Accent

Plastic hubcaps complete sleeper looks, with a rev-happy screamer of an engine.



	PRICE	KW	Km	0-100	km/h	L/100km	602	RATING
sedan 1.6 Motion	249 000	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Fluid	269900	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Fluid auto	284900	91	156	11.4	184	6.4	151	7/10
sedan 1.6 Glide	279 900	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Glide auto	289900	91	156	11.4	184	6.4	151	7/10
hatch 1.6 Fluid	276 900	91	156	10.2	190	6.4	152	7/10
hatch 1.6 Fluid auto	294900	91	156	11.4	184	6.8	161	7/10

A monumental improvement over its predecessor and like the Accent also offers zingy performance.



								_
	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
1.6 Premium	319900	96	157	10.1	200	6.4	152	6/10
1.6 Executive	334900	96	157	10.1	200	6.4	152	6/10

Woah, Hyundai seem to be catching up with Kia in the design stakes, and catching up with everyone



cise every vinere eise.								
	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
1.6 Premium	339900	95	157	10.5	195	6.4	152	6/10
1.6 Premium auto	365900	95	157	11.5	192	6.8	173	5/10
1.8 Executive	365900	110	178	9.7	200	6.5	157	7/10

A cool, quirky coupé/hatch with one door on the driver's side and two doors on the other. A modicum of talent, too.



	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
1.6 Executive	330900	103	167	9.7	201	6.8	163	6/10
1.6 Executive auto	350900	103	167	10.3	200	6.8	161	6/10
Turbo Elite	419900	150	265	7.8	224	7.2	171	6/10
Turbo Elite auto	444900	150	265	7.3	225	6.9	165	6/10

Tucson

Just what the world needed. Another Silly name, but if you're into this kind of thing, pretty good.



	PRICE	kW	Km	0-100	km/h	L/100km	602	RATING
2.0 Premium	379900	115	196	10.6	186	8.9	186	6/10
2.0 Premium auto	399900	115	196	11.1	181	9.0	204	6/10
2.0 Elite auto	469900	115	196	11.1	181	9.0	204	6/10
1.7CRDi Executive	449900	85	280	13.7	176	4.7	124	7/10
2.0CRDi Elite	534900	131	400	9.3	201	6.7	175	
1.6 Turbo Executive	449900	130	265	9.2	203	8.3	169	7/10
1.6 Turbo 4WD Elite auto	534900	130	265	9.1	201	8.5	178	7/10

Surprisingly good van that should be issued as standard spec to JZ's wives. Lots of space, plenty



					$\overline{}$			
	PRICE	KW	Mm	0-100	km/h	L/100km	002	RATIN
2.4 wagon	499 900	126	224	17.1	178	10.2	240	5/1
2.5CRDi wagon	629 900	125	441	14.4	180	9.8	257	6/1

Santa Fe

choice, which is one of the best diesels in class

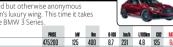


	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
2.2CRDi Elite	699900	145	436	9.8	190	8.0	198	6/10
2.2CRDi 4WD Elite	739900	145	436	10.0	190	8.3	206	6/10

INFINITI

TopGear on Infiniti:

More sharply styled but otherwise anonymous saloon from Nissan's luxury wing. This time it takes aim squarely at the BMW 3 Series.



	PHIGE	KW	MII	U-1UU	KOTE/ID	L/1UUKM	GUZ	RALING
2.2d	475200	125	400	8.7	231	4.8	125	6/10
2.2d Premium	524800	125	400	8.5	230	5.0	133	7/10
2.2d Sport	565 000	125	400	8.5	230	5.0	133	7/10
2.0T Premium	512 400	155	350	7.2	245	7.0	162	6/10
2.0T Sport	570790	155	350	7.2	245	7.0	162	6/10
S Hybrid	709100	261e	536e	5.1	250	6.8	159	6/10
S Hybrid AWD	736700	261e	536e	5.4	250	7.2	169	6/10

QX50

An agreeably different crossover SUV thingummy that'll

But will anyone ever buy it off you		ander n	erus.	l	O.H		_	_
	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
3.0d	596 949	175	550	7.9	221	8.5	224	5/10
3.0d GT	637824	175	550	7.9	221	8.5	224	5/10
3.0d GT Premium	679230	175	550	7.9	221	8.5	224	5/10
3.7 GT	629 070	235	360	6.4	240	12.2	288	5/10
3.7 GT Premium	670 476	235	360	6.4	240	12.2	288	5/10

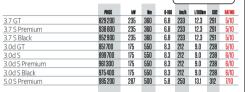
3.7 GT Premium

ed classy and quick but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away.

	PRICE	kW	Km	0-100	km/h	L/100km	G82	RATING
3.7 GT	651154	235	360	6.2	250	10.2	235	5/10
3.7 GT Premium	708 205	235	360	6.2	250	10.2	235	5/10
3.7 S Premium	732 426	235	360	6.2	250	10.2	235	5/10
3.0d GT	672539	175	550	6.9	250	7.5	199	6/10
3.0d GT Premium	729 590	175	550	6.9	250	7.5	199	6/10
3.0d S	696759	175	550	6.9	250	7.5	199	6/10
2 Ad C Depositions	70.010	17E	CCU	6.0	OEU	7.0	100	0/10

QX70

Want to avoid a BMW X6 and associated impress of drug related violence? The QX70 is an option.



0X80

5.6

Hideous. Unnecessary. Behemoth. Yours for well beyond a million rand. A bargain for a yacht.



 PRICE
 kW
 Nm
 0-100
 km/h
 L/100km
 cg2

 1440700
 298
 560
 7.5
 210
 14.8
 350

ISUZU

TopGear on Isuzu:

The quintessential bakkie brand – it does nothing else – has fa behind the technology curve. Reliable, but rivals are better.

After a glacial development cycle, loyal Isuzu



250	236 500	58	170	n/a	n/a	7.9	208	6/10
250 Fleetside	258800	58	170	n/a	n/a	7.9	208	6/10
250D-Teq Fleetside	285600	100	320	n/a	n/a	7.6	199	6/10
250D-Teg LE	334500	100	320	n/a	n/a	7.6	199	6/10
250D-Teq 4x4 LE	392700	100	320	n/a	n/a	8.2	217	7/10
300D-Teq LX	384200	130	380	n/a	n/a	7.7	203	7/10
300D-Teq 4x4 LX	445100	130	380	n/a	n/a	8.1	213	7/10
Extended Cab								
250D-Teg Hi-Rider	337400	100	320	n/a	n/a	7.6	199	6/10
300D-Teq LX	418 200	130	380	n/a	n/a	7.7	202	7/10
300D-Teg LX auto	432200	130	380	n/a	n/a	7.7	204	7/10
300D-Teq 4x4 LX	479200	130	380	n/a	n/a	7.9	209	6/10
double cab								
250D-Teq Hi-Rider	358 400	100	320	n/a	n/a	7.7	203	6/10
250D-Teg LE	439600	100	320	n/a	n/a	7.7	203	6/10
250D-Teq 4x4 LE	462 000	100	320	n/a	n/a	7.9	208	6/10
300D-Teg LX	486 900	130	380	n/a	n/a	7.8	204	7/10

300D-Teg LX auto	501200	130	380	n/a	n/a	7.7	204	7/10
300D-Teq 4x4 LX	549800	130	380	n/a	n/a	7.9	209	7/10
300D-Teq 4x4 LX auto	563 500	130	380	n/a	n/a	7.9	208	7/10

JAGUAR

TopGear on Jaguar:

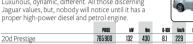
ndian cash finally delivered Jaguar's E-Type rival, only a few decade ate. Characterful British alternative to the Germans.

Forget the F-Type this is actually the most important Jaguar of the last decade. Exchange rate afflicted pricing doesn't assist its ambitions.



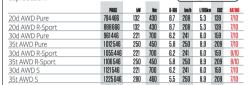
	PRICE	kW	Km	0-100	km/h	L/100km	EB2	RATING
20d Pure	593100	132	430	7.8	231	4.2	109	6/10
20d Prestige	651100	132	430	7.8	228	4.2	109	6/10
20d R-Sport	677100	132	430	7.8	228	4.2	109	6/10
20d Portfolio	721900	132	430	7.8	228	4.2	109	6/10
25t Prestige	711226	177	340	6.8	250	7.5	179	6/10
25t R-Sport	737 426	177	340	6.8	250	7.5	179	6/10
25t Portfolio	782226	177	340	6.8	250	7.5	179	6/10
S	1021036	250	450	5.1	250	8.1	194	6/10

Luxurious, dynamic, different. All those discerning Jaguar values, but, nobody will notice until it has a



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
20d Prestige	765900	132	430	8.1	229	4.3	114	6/10
20d R-Sport	838600	132	430	8.1	229	4.3	114	6/10
25t Prestige	809426	177	340	7.0	248	7.5	179	6/10
25t R-Sport	882026	177	340	7.0	248	7.5	179	6/10
25t Portfolio	917626	177	340	7.0	248	7.5	179	6/10
35t R-Sport	1120 492	250	450	5.4	250	8.3	198	7/10
5	1283 092	280	450	5.3	250	8.3	198	7/10

F-Pace crossover cat not as rewarding to driv as Macan and priced a bit dearly due to Rand depreciation.



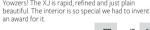
F-Type

ced Boxster rival. Or bargain 911 alternative. In reality, a simply fantastic car



	PRICE	KW	Nm	0-100	km/h	L/100km	G82	RATTING
coupé	1097206	250	450	5.3	260	8.4	199	7/10
convertible	1110706	250	450	5.3	260	8.4	199	7/10
S coupé	1248762	280	460	4.9	275	8.6	203	8/10
S convertible	1262262	280	460	4.9	275	8.6	203	8/10
S coupé British Design Edition	1364562	280	460	4.9	275	8.6	203	8/10
S convertible British Design Ed	1376 562	280	460	4.9	275	8.6	203	8/10
R coupé	1969190	405	680	4.2	300	10.7	255	8/10
R convertible	1981490	405	680	4.2	300	10.7	255	8/10
R coupé AWD	2072486	405	680	4.1	300	11.3	269	8/10
SVR coupé AWD	2348986	423	700	3.7	322	11.3	269	9/10

Yowzers! The XJ is rapid, refined and just pla



PRICE	kW	Mm	0-100	km/h	L/100km	G02	RATING
1142902	177	340	7.9	241	9.0	213	8/10
1489896	221	700	6.2	250	7.0	184	8/10
1634796	221	700	6.2	250	7.0	184	8/10
1864874	250	450	5.9	250	9.1	211	8/10
2540916	405	680	4.6	280	11.1	264	9/10
1404702	177	340	7.9	241	9.0	213	8/10
1739896	221	700	6.2	250	7.0	184	8/10
1935774	250	450	5.9	250	9.1	211	8/10
2783816	375	625	4.9	250	11.1	264	8/10
	1142 902 1489 896 1634 796 1864 874 2540 916 1404 702 1739 896 1935 774	1142902 177 1489896 221 1634796 221 1864874 250 2540916 405 1404702 177 1739896 221 1935774 250	1142902 177 340 1489896 221 700 1634796 221 70 1884874 250 450 2509916 405 680 1404702 177 340 1739896 221 700 1935774 250 450	1142902 177 340 7.9 1488986 221 700 6.2 15834796 221 700 6.2 1584874 250 450 5.3 2540916 405 680 4.6 1404702 177 340 7.9 1738986 221 700 6.2 1835774 250 450 5.9	1142902 177 340 7.9 241 1489886 221 700 6.2 250 1564796 221 700 6.2 250 1564796 405 5.9 250 2540916 405 5.9 250 4.6 25	1142902 177 340 7.9 241 9.0 1489898 221 700 6.2 250 7.0 1584789 27 700 6.2 250 7.0 1864874 250 450 5.9 250 9.1 12549818 405 880 4.8 280 11.1 1404702 177 340 7.9 241 9.0 13835774 250 450 5.9 250 9.1	1428086 217 340 7.9 24 9.0 23 1488986 221 700 6.2 250 7.0 84 1864786 221 700 6.2 250 7.0 84 1864874 250 450 5.9 250 9.1 211 2540918 405 680 4.6 280 11.1 264 1404702 177 340 7.9 241 9.0 213 1336574 250 450 5.9 250 7.0 184 1836574 250 450 5.9 250 9.0 9.1

JEEP

TopGear on Jeep:

Renegade

Fiat 500X's American cousin. If real Jeeps have round headlights, then this is surely one. Right?



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
1.6L Sport	299900	81	152	11.0	178	6.0	149	5/10
1.6L Longitude	360900	81	152	11.0	178	6.0	149	5/10
1.4L T Limited	420900	103	230	10.9	181	6.0	140	6/10
1.4L T Limited auto	446900	103	230	11.0	181	5.9	137	6/10
1.6L Multijet Limited	432 900	88	320	10.2	178	4.6	120	6/10
2.4L 4x4 Trailhawk	498900	137	232	9.8	180	7.5	175	5/10

 1.4L T 4x4 Limited
 501900
 125
 250
 8.8
 196
 8.9
 160
 6/10

 1.4L T 4x4 Limited 75th Anniv. Ed.
 543900
 125
 250
 8.8
 196
 6.9
 160
 6/10

Wrangler

Yee and indeed ha. The Wrangler is still basic, but has been around for so long it is now retro. Five-door is rugged in the Defender vein.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
3.6L Sahara	603900	209	347	8.1	180	11.3	263	5/10
3.6L Rubicon	633 900	209	347	8.1	180	11.5	270	4/10
Unlimited 3.6L Sahara	657900	209	347	8.9	180	11.7	273	6/10
Unlimited 3.6L Sahara 75th Ann.Ed	. 695 900	209	347	8.9	180	11.7	273	6/10
Unlimited 3.6L Rubicon	689 900	209	347	8.9	180	11.9	276	7/10
Unlimited 2.8CRD Sahara	731900	147	460	10.7	172	8.3	217	6/10
Unlimited 2.8CRD Sahara 75th	769 900	147	460	10.7	172	8.3	217	6/10

Cherokee

After a leave of absence, the Cherokee is back to do battle with the Discovery Sport. It's priced well and looks... interesting.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.4L Longitude	595900	130	229	10.5	196	8.3	193	6/10
3.2L Limited	658900	200	315	8.1	209	9.5	221	6/10
3.2L Limited 75th Anniversary Ed.	689 900	200	315	8.1	209	9.5	221	6/10
3.2L 4x4 Limited	717900	200	315	8.1	209	10.0	232	7/10
3.2L 4x4 Limited 75th Anniv. Ed.	747 900	200	315	8.1	209	10.0	232	7/10
3.2L 4x4 Trailhawk	777900	200	315	8.4	180	10.0	232	7/10

Grand Cherokee

Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
3.6L Laredo	735 990	210	347	8.3	206	10.4	244	6/10
3.0CRD Laredo	880900	179	569	8.2	202	7.5	198	7/10
3.6L Limited	862900	210	347	8.3	206	10.4	244	6/10
3.6L Limited 75th Anniversary Ed.	983 900	210	347	8.3	206	10.4	244	6/10
3.6L Overland	924900	210	347	8.3	206	10.4	244	6/10
3.6L Summit	1060900	210	347	8.3	206	10.4	244	6/10
5.7L Overland	965900	259	520	7.3	225	13.0	304	5/10
3.0CRD Limited	1017900	179	569	8.2	202	7.5	198	7/10
3.0CRD Limited 75th Anniversary	1138 900	179	569	8.2	202	7.5	198	7/10
3.0CRD Overland	1070900	179	569	8.2	202	7.5	198	7/10
3.0CRD Summit	1224900	179	569	8.2	202	7.5	198	6/10
SRT	1313900	344	624	5.0	257	14.0	327	7/10

KIA

TopGear on Kia:

A Kia cracker. New and improved Picanto looks good. drives well costs little and is warrantied to the max



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.0 LS	129 995	51	94	14.3	155	4.9	117	7/10
1.0 LX	164995	51	94	14.3	155	4.9	117	7/10
1.0 LX auto	177 995	51	94	n/a	n/a	5.6	132	7/10
1.2 LS	144995	65	120	11.6	169	5.0	119	7/10
1.2 LS auto	157 995	65	120	n/a	n/a	6.0	144	7/10
1.2 EX	183995	65	120	11.6	169	5.0	119	7/10
1.2 EX auto	196 995	65	120	n/a	n/a	6.0	144	7/10

Another looker from Kia desperately in search of



	PRICE	kW	Xm	0-100	km/h	1/100km	G02	RATING
hatch 1.2	219995	65	120	13.1	168	5.4	129	4/10
hatch 1.4	248 995	79	135	11.5	183	6.4	151	5/10
hatch 1.4 auto	261995	79	135	13.2	170	7.0	165	5/10
hatch 1.4 Tec	261995	79	135	11.5	183	6.4	151	5/10
hatch 1.4 Tec auto	274995	79	135	13.2	170	7.0	165	5/10
hatch 3-door 1.4 Tec	256995	79	135	11.5	183	6.4	151	5/10
sedan 1.2	219995	65	120	13.1	168	5.4	129	4/10
sedan 1.4	248 995	79	135	11.5	183	6.4	151	6/10
sedan 1.4 auto	261995	79	135	13.2	170	7.0	165	6/10
sedan 1.4 Tec	261995	79	135	11.5	183	6.4	151	6/10
sedan 1.4 Tec auto	274995	79	135	13.2	170	7.0	165	6/10



	PRICE	kW	Nm	0-100	km/h	L/100km	C02	RATING
1.6 Start	309 995	91	152	10.9	182	7.9	188	5/10
1.6 Start auto	322995	91	152	12.5	177	7.5	178	5/10
2.0 Street	347995	116	192	10.4	188	7.5	178	5/10
2.0 Smart auto	391995	116	192	10.2	186	7.9	187	5/10
1.6D Street	376995	94	260	10.8	180	5.2	137	6/10
1.6D Smart auto	431995	100	300	11.1	182	5.4	141	6/10

hatch 1.6 EX

VW rivalling build quality and design – thanks to former VW man Peter Schreyer. Rather compelling, but the range needs more forced-induction power.



HALCH 1.0 EA AULO	012 000	ฮฮ	107	11.0	เขข	0.0	IDU	// 10
hatch 1.6 SX	344995	95	157	10.1	200	6.9	154	6/10
hatch 2.0 EX	340 995	118	194	8.5	210	6.9	164	7/10
hatch 2.0 EX auto	353 995	118	194	9.3	205	7.2	170	7/10
sedan 1.6 EX	299995	95	157	10.1	200	6.5	154	7/10
sedan 1.6 EX auto	312995	95	157	11.6	195	6.8	160	7/10
sedan 1.6 SX auto	357995	95	157	11.6	195	7.2	160	6/10
sedan 2.0 EX	340 995	118	194	8.5	210	6.9	164	7/10
sedan 2.0 EX auto	353 995	118	194	9.3	205	7.2	170	7/10
Koup 1.6T	390 995	152	265	7.7	224	7.2	170	6/10
Koup 16T auto	403995	152	265	7Δ	222	79	187	6/10

Sportage

Styling perhaps a touch too daring but drivetrains are great and equipment levels generous. Rather expensive compared to what Nissan offers, though.



910,000 00 107 11.0 100 0.0 100 7/10

2.0 Ignite	369995	114	192	10.5	186	7.9	182	6/10
2.0CRDi EX	487995	130	400	9.3	201	6.8	178	7/10
2.0CRDi SX AWD	567995	130	400	9.5	201	6.8	178	7/10
2.4GDI SX AWD	557 995	135	237	9.6	192	8.5	199	6/10
1.6T GT-Line AWD	599995	130	265	9.1	201	7.5	175	7/10

Sorento

The Sorento is a cheap, totally forgettable SUV.
Decent standard spec is nice, automotive androgeny

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.4 LS	457995	127	225	10.5	190	9.2	220	5/10
2.2CRDi LX	582995	147	440	9.3	203	6.7	174	6/10
2.2CRDi AWD EX	686 995	147	440	9.3	203	6.7	174	6/10
2.2CRDi AWD SX	713 995	147	440	9.6	203	6.8	177	6/10
2.2CRDi AWD SXL	733995	147	440	9.6	203	6.8	177	6/10

Grand Sedona

Gargantuan people carrier looks less so courtesy of typically clever Kia styling. V-Class for the middle class.

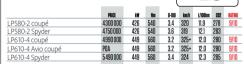
				,	-			_
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.2CRDi EX	584995	147	440	13.6	190	8.0	208	6/10
2.2CRDi SX	713 995	147	440	13.6	190	8.0	208	7/10
2.2CRDi SXL	760995	147	440	13.6	190	8.0	208	6/10
3.3 V6 SX	693 995	199	318	8.6	190	10.9	260	6/10
3.3 V6 SXL	740 995	199	318	8.6	190	10.9	260	6/10

LAMBORGHINI

TopGear on Lamborghini:

All-wheel drive because it's owned by Audi. Preposterous cars the world would be a poorer place without.

Lambo's riposte to the 458 and 650S. Smoother and slicker but ultimately remains Gallardo v2.0.



Murciélago replacement doesn't disappoint. A hint of Audi has crept in, but the Aventador is still one

bonkers supercar.				. (
	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATI
LP740-4 S	7488000	544	690	2.9	350	16.9	394	

LAND ROVER

TopGear on Land Rover:

No longer a symbol of British hard-line foreign policy. Range Rove once again the stately SUV brand it once was.

Discovery Sport

and much more. Pricey, but if you're a yummy mummy, you'll want this.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
Pure TD4 110kW	630466	110	380	10.3	180	5.3	139	6/10
Pure TD4 132KW	685 966	132	430	8.9	188	5.3	139	8/10
Pure Si4	692578	177	340	8.2	188	8.3	197	7/10
SE TD4	741866	132	430	8.9	188	5.3	139	8/10
SE Si4	748 478	177	340	8.2	188	8.3	197	7/10
HSE TD4	807 566	132	430	8.9	188	5.3	139	8/10
HSE Si4	814178	177	340	8.2	188	8.3	197	7/10
HSE Luxury TD4	856 866	132	430	8.9	188	5.3	139	8/10
HSE Luxury Si4	863478	177	340	8.2	188	8.3	197	9/10

Range Rover Evoque

SETD4

HSE Dynamic TD4

A Range Rover rebooted for a younger, more sty audience – it's a junior-SUV, with 2, 3 or 5 doors One for fashionistas not farmers

J.							
PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
782648	132	430	9.0	200	5.8	152	8/10
816354	177	340	7.6	217	7.8	181	7/10
939 548	132	430	9.0	200	5.8	152	8/10
	PRICE 782648 816354	PRICE NW 782 648 132 816 354 177	PRICE kW Nm 782648 132 430 816354 177 340	PRICE kW Nm 0-100 782 648 132 430 9.0 816 354 177 340 7.6	PRIDE kW Nm 0-100 km/h 782 648 132 430 9.0 200 816 354 177 340 7.6 217	PRICE kW Nm 0-100 km/h 1/100km 782648 132 430 9.0 200 5.8 816354 177 340 7.6 217 7.8	PRICE NW Nm G-100 km/b L/100km G02 782648 132 430 9.0 200 5.8 152 816354 177 340 7.6 217 7.8 181

HSE Dynamic Si4	972954	177	340	7.6	217	7.8	181	7/10
HSE Dynamic TD4 Ember	990548	132	430	9.0	200	5.8	152	7/10
HSE Dynamic Si4 Ember	1024154	177	340	7.6	217	7.8	181	8/10
coupé HSE Dynamic TD4	939 048	132	430	9.0	200	5.8	152	8/10
coupé HSE Dynamic Si4	972854	177	340	7.6	217	7.8	181	7/10
Autobiography TD4	1017248	132	430	9.0	200	5.8	152	8/10
Autobiography Si4	1051054	177	340	7.6	217	7.8	181	7/10
convertible HSE Dynamic Si4	1031634	177	340	8.6	209	8.6	201	7/10

Discovery



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
S Td6	989 918	190	600	8.1	209	7.8	207	
S Si6	1034802	250	450	7.1	209	11.5	263	
SE Td6	1119168	190	600	8.1	209	7.8	207	
SE Si6	1143 052	250	450	7.1	209	11.5	263	
HSE Td6	1232918	190	600	8.1	209	7.8	207	
HSE Si6	1256802	250	450	7.1	209	11.5	263	
HSE Luxury Td6	1323 918	190	600	8.1	209	7.8	207	
HSE Luxury Si6	1347802	250	450	7.1	209	11.5	263	
First Edition Td6	1449 918	190	600	8.1	209	7.8	207	
First Edition Si6	1473802	250	450	7.1	209	11.5	263	

Range Rover Sport

A prettier Range Rover Sport would have been a contradiction in terms, but the new one definitely comes with less thuggishness.



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
SCV6 S	1152032	250	450	7.2	210	10.8	258	8/10
TDV6 S	1180918	190	600	7.6	210	7.8	207	8/10
TDV6 SE	1214418	190	600	7.6	210	7.8	207	8/10
SCV6 SE	1240732	250	450	7.2	210	10.8	258	8/10
SDV6 SE	1337810	225	700	6.9	210	7.0	185	8/10
TDV6 HSE	1376818	190	600	7.6	210	7.8	207	8/10
SCV6 HSE	1470332	250	450	7.2	210	10.8	258	8/10
SDV6 HSE	1600210	225	700	6.9	210	7.0	185	9/10
Supercharged HSE Dynamic	1750 086	375	625	5.3	225	13.7	319	9/10
SDV8 HSE Dynamic	1762526	250	740	6.9	210	8.7	229	9/10
SCV6 Dynamic Autobiography	1632632	250	450	7.2	210	10.8	258	8/10
Superchgd Dynamic Autobio.	1920886	375	625	5.3	225	13.7	319	9/10
SDV8 Autobiography Dynamic	1934026	250	740	6.9	210	8.7	229	9/10
SVR	2212286	405	680	4.7	260	13.7	319	9/10

Range Rover

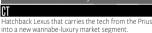
Instead, think go-anywhere luxury car. Or GALC Hmm, catchy.



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
TDV6 Vogue	1824498	190	600	7.9	210	8.6	227	8/10
SDV8 Vogue SE	2189626	250	740	6.9	215	8.7	229	8/10
Supercharged Vogue SE	2255128	375	625	5.4	225	13.8	322	8/10
SDV8 Autobiography	2455826	250	740	6.9	215	8.7	229	8/10
Supercharged Autobiography	2521228	375	625	5.4	225	13.8	322	8/10
SVAutobiography Dynamic	3082128	405	680	5.0	225	13.8	322	8/10
Range Rover L								
L SDV8 Autobiography	2558726	250	740	7.0	215	8.7	229	8/10
L Supercharged Autobiography	2624128	375	625	5.8	225	13.8	322	8/10
L SDV8 SVAutobiography	3523226	250	740	7.0	215	8.7	229	8/10
L Superchged SVAutobiography	3688128	405	680	5.5	225	13.8	322	8/10

LEXUS

TopGear on Lexus:



into a new wannabe-luxury market segment. Fails thanks to smashy ride.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
200h S	519100	100e	142+e	10.3	180	4.1	95	4/10

GS size for IS money. Front-wheel drive belies its Camry underpinnings.



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
250 EX	554200	135	235	9.8	207	8.0	188	6/10
300h EX	664100	151e	213+e	8.5	180	5.5	130	7/10

A 3 Series drive too well for you? Then buy this, it's worse. In other areas, the IS gives the Germans a much tougher time.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
200t E	601900	180	350	7.0	230	7.5	175	7/10
200t EX	659100	180	350	7.0	230	7.5	175	7/10
350 F-Sport	728800	233	378	5.9	225	9.7	225	7/10

Curious, Lexus sees the need to cross an SUVwith a object in a not altogether happy alliance.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
200t E	631500	175	350	7.1	200	7.9	184	6/10
200t EX	677300	175	350	7.1	200	7.9	184	6/10
200t F-Sport	786600	175	350	7.1	200	7.9	184	7/10
300h EX	746700	145e	210+8	9.2	180	6.0	140	6/10

Rear wheel drive and naturally aspirated with a lot of kit, but turbocharged German rivals are still retain the superior driving experience. Bold, though.
 kW
 Nm
 0-100
 km/h
 1/000m
 622
 Alfine

 180
 350
 7.5
 230
 8.0
 186
 6/10

 233
 378
 6.3
 230
 9.4
 217
 6/10
 PRICE 748 900 200t FX 350 F-Sport 859000 The latest version of Lexus' 5 Series wannabe A fair car, but new E and 5 are set to become exceptional rivals.
 PRIORS
 NW
 Nn
 0-100
 lmh
 1/100m
 022
 0.41106

 786000
 180
 350
 7.3
 230
 8.0
 186
 6/10

 897100
 232
 380
 6.0
 235
 11.3
 262
 5/10
 200t EX 350 F-Sport Lexus takes NX and scales it up. However good the RX is, it will almost certainly be better than the old one.
 PRIDE
 kW
 No
 0-100
 lumb
 LV00im
 622
 BATNS

 907700
 221
 370
 8.0
 200
 9.6
 223
 7/10

 1181500
 230e
 335+e
 7.7
 200
 5.7
 131
 7/10
 350 EX 450h SE



Scorpio

XUV500

075

LX							A	D
Great if you own an oil field. Favo			rs		-	- 61		
and global warming sceptics. Ma	kes all th	ne			-	-		1
environmentalists melt.				, (_	_		•
	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
450d	1600700	195	650	8.6	210	10.2	270	7/10
570	1648200	270	530	7.7	210	14.5	336	7/10

Huge limo-like rival to the S-Clas Usefully wafty, if a little Japanes in execution.			ĸet		É			
	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
460	1709600	285	493	5.7	250	11.1	259	7/10

MAHINDRA TopGear on Mahindra: Truly awful Indian products. Will make you consider something Chinese. Yes: that bad.

KUV100
Styling looks like a shrunken Land Rover Evoque
copy gone wrong from the front, and drives in much
the same manner too

								_
	PRICE	KW	Mm	0-100	km/h	L/100km	C02	RATING
1.2 G80 K4+	154995	61	115	n/a	n/a	5.9	139	4/10
1.2 G80 K6+	177995	61	115	n/a	n/a	5.9	139	4/10
1.2 D75 K6+	195 995	57	190	n/a	n/a	4.4	117	4/10
1.2 G80 K8	187995	61	115	n/a	n/a	5.9	139	4/10
1 2 D75 K8	205995	57	190	n/a	n/a	4.4	117	4/10

1.2 GOU NO	107 000	UI	110	11/0	11/4	0.0	100	4/10
1.2 D75 K8	205995	57	190	n/a	n/a	4.4	117	4/10
Bolero						F	F	1
Favourite of farmers and four-w tight budget.	heelers	on a ver	у		CHH	-		0
					=			
	PRICE	kW	Nm	0-100	km/h	L/100km	002	RATING

	PRICE	KW	Mm	0-100	km/h	L/100km	C02	RATING
2.5Di Maxitruck Plus	145995	46	195	n/a	115	7.0	n/a	4/10
2.5TD Loader	164995	74	238	n/a	n/a	9.5	251	4/10
2.5TD	177995	74	238	n/a	n/a	9.5	251	4/10
2.5TD 4x4	209 995	74	238	n/a	n/a	9.5	251	4/10
2.5TD double cab	207995	74	235	n/a	n/a	9.5	251	4/10
2.5TD double cab 4x4	236995	74	235	n/a	n/a	9.5	251	4/10

2.310 4/4	700 000	14	200	11/4	11/4	0.0	201	4/10
2.5TD double cab	207995	74	235	n/a	n/a	9.5	251	4/10
2.5TD double cab 4x4	236995	74	235	n/a	n/a	9.5	251	4/10
Genio A hybrid, but not as you know it. Aussie ute.	Inspired	d by the			•	E	7	1110
				- 1				-

2.2CRDe	200 995	89	290	n/a	150	7.9	210	4/10
Thar								a 1
Classic Jeep-lookalike Indiar broken terrain, but will brea driving it everywhere else.					1		L _@	
	PRICE	kW	Km	0-100	km/h	L/100km	602	RATING
2.5CRDe	219995	79	247	n/a	n/a	7.5	199	4/10

TUV300							7	
	PRICE	kW	Km	0-100	km/h	L/100km	002	RATING
1.5CRDe	229995	74	240	n/a	n/a	5.4	n/a	

XVIO Filled the gap vacated when the flew off.	Toyota (Condor						
2 2CRDe F2	PRICE 254995	kW 89	Nm 290	0-100 n/a	km/h n/a	L/100km 7.6	200	RATING 2/10
2.2CRDe E8 8-seater	274995	89	290	n/a	n/a	7.6	200	2/1
Scorpio Pik-up					450	A		

	rilliant piece of engineering. Crude drive, very p. This one takes a bigger load.							
	PRICE	kW	Km	0-100	km/h	L/100km	002	RATING
2.5TCI Loader	185995	74	258	n/a	n/a	9.9	260	3/10
2.2CRDe	233 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe Adventure	256995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4	277 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 Adventure	310 995	89	290	n/a	n/a	8.8	233	3/10
double cab								
2.2CRDe	280 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe Adventure	309995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4	307995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 Adventure	334995	89	290	n/a	n/a	8.8	233	3/10

worse to go vacationing in the bush with.						-		y
	PRICE	KW	Mm	0-100	km/h	L/100km	002	RATING
2.2CRDe S10	291995	88	280	n/a	n/a	7.2	191	4/10
2.2CRDe S10 4x4	311995	88	280	n/a	n/a	7.2	191	4/10

worth noticing.				. (_	8	-	
	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
2.2CRDe W4	279995	103	330	n/a	n/a	6.5	171	5/10
2.2CRDe W6	327 995	103	330	n/a	n/a	6.5	171	5/10
2.2CRDe W8	364995	103	330	n/a	n/a	6.5	171	5/10
2.2CRDe W8 auto	394995	103	330	n/a	n/a	7.4	196	5/10
2.2CRDe W8 AWD	386 995	103	330	n/a	n/a	7.0	183	5/10

MASERATI						M	ASERATI
TopGear on Maserati:							
Cheap, somewhat less soph	isticat	ed Feri	raris	which	are	a lot i	more

Cheap, somewhat less sophisticated Ferraris v palatable to non-car people. Who wants a che	
Ghibli	ALL
Maserati builds a BMW 5 Series. It's available	1 000
with a diesel engine. And, well, they think that's a	

good idea.				,	_	_	_	
	PRICE	kW	Nm	0-100	km/h	L/100km	602	RATING
350	1616836	258	500	n/a	250	n/a	n/a	7/10
Diesel	1647360	202	600	6.3	250	5.9	158	6/10
6	1000 000	001	FFO	г о	OOF	10.4	040	7/10

Levante			
This Italian Cayenne is a very well but the Germans do it so much be exclusivity, well			sire
	PRICE	kW	Xm

Diesel	1652360	202	600	6.9	230	7.2
Quattroporte						- 100
Nooo – what have they done? The personified. This looks a bit me						3

triair tric last oric.				١,				
	PRICE	kW	Nm	0-100	km/h	L/100km	C02	RATING
Diesel	2223360	202	600	6.4	250	6.2	163	7/10
Diesel GranLusso	2423360	202	600	6.4	250	6.2	163	
350	2232936	258	500	5.5	270	n/a	n/a	
350 GranLusso	2423936	258	500	5.5	270	n/a	n/a	
S	2476376	302	550	5.1	285	9.6	223	8/10
S GranLusso	2676376	302	550	5.1	285	9.6	223	
S GranSport	2676376	302	550	5.1	285	9.6	223	
GTS GranLusso	3225936	390	710	4.7	307	10.7	250	8/10
GTS GranSport	3225936	390	710	4.7	307	10.7	250	8/10

CranTurismo/GranCabrio Muscular but pretty coupé that i ports car.			W.		3			
	PRICE	kW	Nm	0-100	km/h	L/100km	C02	BAT
FranTurismo Sport Special Edition	3317448	338	520	4.8	298	14.3	331	7/1
Town Calcula Colone Colonial Edition	0007440	990	FOO	ΓO	nnr	14 F	997	7/1

	PRICE	kW	Nm	0-100	km/h	L/100km	C02	RATING
GranTurismo Sport Special Edition	3317448	338	520	4.8	298	14.3	331	7/10
GranCabrio Sport Special Edition	3557448	338	520	5.0	285	14.5	337	7/10
							_	
ΜΔ7ΠΔ								4

TopGear on Mazda: The only Japanese manufacturer to win Le Mans signature rotary car.	no longer has a
Mazda2 The last 2 was a sleeper – it never set out to be sparky, yets somehow achieved it. Same again, just with a hint more polish.	

	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
1.5 Active	211900	82	145	9.6	188	5.5	130	7/10
1.5 Dynamic	225000	82	145	9.6	188	5.5	130	7/10
1.5 Dynamic auto	237900	82	145	10.4	184	5.7	134	6/10
1.5 Individual	238000	82	145	9.6	188	5.5	130	7/10
1.5 Individual auto	250900	82	145	10.4	184	5.7	134	6/10
1.5DE Hazumi auto	297500	77	220	10.9	179	4.4	115	7/10

Mazda3					
The 6's design language move the handling verve. Besides th you'd have one over a Golf.					9
	PRICE	kW	Km	0-100	km/h

PRICE	kW	Nm	0-100	km/h	L/100km	GB2	RATING
264000	77	144	13.0	n/a	6.2	147	6/10
277 200	77	144	13.0	n/a	6.2	147	6/10
290500	77	144	13.0	n/a	6.2	147	6/10
302200	77	144	13.6	n/a	6.9	164	6/10
338500	121	210	8.3	198	6.2	146	6/10
350700	121	210	9.0	198	5.9	140	6/10
385900	121	210	9.0	198	5.9	140	6/10
415900	121	210	9.0	198	5.9	140	6/10
258 500	77	144	12.8	n/a	6.0	142	6/10
271700	77	144	12.8	n/a	6.0	142	6/10
285000	77	144	12.8	n/a	6.0	142	6/10
296700	77	144	13.5	n/a	6.7	159	6/10
333 000	121	210	8.2	195	6.1	145	6/10
345200	121	210	8.9	195	5.8	139	6/10
380400	121	210	8.9	195	5.8	139	6/10
410 400	121	210	8.9	195	5.8	139	6/10
	264000 277200 290500 302200 338500 350700 385900 415900 258500 271700 285000 296700 333000 345200 380400	264000 77 277200 77 289500 77 302200 77 385000 121 360700 121 415900 121 415900 121 258500 77 271700 77 296700 77 333000 121 333000 121 345200 121 360400 121	264000 77 144 277200 77 144 290500 77 144 302200 77 144 308500 121 210 365900 121 210 415900 121 210 415900 121 210 271700 77 144 285000 77 144 285000 77 144 333000 121 210 345200 121 210 345200 121 210 360400 121 210	264000 77 144 13.0 277200 77 144 13.0 200500 77 144 13.0 302200 77 144 13.6 302200 77 144 13.6 338500 121 210 9.0 365900 121 210 9.0 465900 121 210 9.0 258500 77 144 12.8 28700 77 144 12.8 28700 77 144 12.8 33300 121 210 8.2 334000 121 210 8.3 36000 121 210 8.3	264000 77 144 13.0 n/a 277200 77 144 13.0 n/a 200500 77 144 13.0 n/a 302200 77 144 13.6 n/a 385000 121 210 9.0 198 365900 121 210 9.0 198 465900 121 210 9.0 198 258500 77 144 12.8 n/a 29700 77 144 12.8 n/a 298700 77 144 12.8 n/a 298700 77 144 12.8 n/a 333000 121 210 8.2 185 345200 121 210 8.2 185 384200 121 210 8.3 185	284000 77 444 13.0 n/a 6.2 277200 77 144 13.0 n/a 6.2 290500 77 144 13.0 n/a 6.2 302200 77 144 13.8 n/a 6.9 338500 121 210 9.0 188 5.2 3650700 121 210 9.0 188 5.9 365000 121 210 9.0 188 5.9 445900 121 210 9.0 188 5.9 255000 77 144 12.8 n/a 6.0 271700 77 144 12.8 n/a 6.0 285000 77 144 12.8 n/a 6.0 285000 77 144 12.8 n/a 6.0 285000 77 144 12.8 n/a 6.0 333000 121 210 8.2 155	284000 77 444 13.0 n/a 6.2 147 277200 77 144 13.0 n/a 6.2 147 200500 77 144 13.0 n/a 6.2 147 302200 77 144 13.6 n/a 6.9 184 3050700 121 210 9.0 189 5.3 140 365000 121 210 9.0 189 5.3 140 465900 121 210 9.0 189 5.3 140 255000 121 210 9.0 189 5.3 140 256500 77 144 12.8 n/a 6.0 142 271700 77 144 12.8 n/a 6.0 142 285000 77 144 12.8 n/a 6.0 142 285000 77 144 12.8 n/a 6.0 142

Gauteng altitudes.							8	
	PRICE	kW	Nm	0-100	km/h	L/100km	C02	RATIN
2.0 Active	284800	115	204	9.3	202	6.5	156	7/10
2.0 Active auto	302100	115	204	9.5	192	6.1	146	7/10
2.0 Dynamic	310700	115	204	9.0	202	6.3	151	7/10
2.0 Dynamic auto	322700	115	204	9.5	192	6.1	146	7/10
2.0 Individual auto	365400	115	204	9.5	192	6.1	146	7/10
2.0 Individual Plus auto	380600	115	204	9.5	192	6.1	146	7/10

Striking design in an overcrowded crossover market

CX-3

DT FO

CX-5

Ford Ranger's hideous looking r A good bakkie you'll never grow			ng.		8	0		
	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
double cab								
2.2 SLX	441600	110	375	n/a	n/a	7.7	202	6/10
2.2 SLE	477700	110	375	n/a	n/a	7.7	202	6/10

double cab								
2.2 SLX	441600	110	375	n/a	n/a	7.7	202	6/10
2.2 SLE	477700	110	375	n/a	n/a	7.7	202	6/10
2.2 SLE auto	497700	110	375	n/a	n/a	7.7	202	6/10
3.2 4x4 SLE	541700	147	470	n/a	n/a	9.8	258	6/10
3.2 4x4 SLE auto	555 700	147	470	n/a	n/a	9.7	255	6/10

	PRICE	kW	Mm	0-100	km/h	L/100km	GB2	RATING
2.0 Active	369400	121	210	9.3	197	6.4	149	6/10
2.0 Active auto	381100	121	210	9.5	187	6.4	148	6/10
2.0 Dynamic	383 400	121	210	9.3	197	6.4	149	6/10
2.2DE Active	440100	110	380	10.1	198	5.7	151	7/10
2.5 Individual	475300	141	256	9.2	n/a	6.9	160	6/10
2.2DE AWD Akera	541400	129	420	9.4	204	5.9	155	7/10

MX-5								
2.2DE AWD Akera	541400	129	420	9.4	204	5.9	155	7/10
2.5 Individual	475300	141	256	9.2	n/a	6.9	160	6/10
2.2DE Active	440100	110	380	10.1	198	5.7	151	7/10
2.0 Dynamic	383 400	121	210	9.3	197	6.4	149	6/10
2.0 Active auto	381100	121	210	9.5	187	6.4	148	6/10
2.0 Active	369400	121	210	9.3	19/	6.4	149	6/10

gnore the stereotypes. MX-5 is better than ever before. Happy,	oes. MX-5 is back and – crucially – fore. Happy, simple fun.					8			
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING	
2.0 Roadster-Coupé	441700	118	200	7.3	214	6.7	156	8/10	
•									

McLAREN	McLaren
TopGear on McLaren:	

Superior engineering exercise compa	red to Ferrari, if a tad soulless
540/570	
Entry level McLaren ownership starts here.	

too poor to go 650.	,							
	PRICE	kW	Km	0-100	km/h	L/100km	602	RATING
540C	POA	397	540	3.5	320	10.7	249	9/10
570GT	POA	419	600	3.4	328	10.7	249	9/10
570S	POA	419	600	3.2	328	10.7	249	9/10

The Ronseal 650, 496kW an Trade descriptions might w			mm.			1		
	PRICE	kW	Nm	0-100	km/h	L/100km	002	RATING
650S coupé	POA	478	678	3.0	333	11.7	275	10/10
650S Spider	POA	478	678	3.0	329	11.7	275	10/10
675LT coupé	POA	496	700	2.9	330	11.7	275	10/10
675LT Spider	POA	496	700	2.9	330	11.7	275	10/10

MERCEDES-BENZ / -AMG

TopGear on Mercedes-Benz:



Despite the bulbous drunkards nose this is a conventional hatch. Watch the spec or you'll



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
A200	439 480	115	250	8.1	224	5.7	140	8/10
A200 auto	462984	115	250	7.8	224	5.4	126	8/10
A200d	466 200	100	300	9.3	210	4.5	116	7/10
A200d auto	491300	100	300	8.8	210	4.1	108	7/10
A220d	514500	130	350	7.5	224	4.2	109	7/10
A250 Sport	554822	160	350	6.3	240	6.2	143	8/10
Mercedes-AMG A45 4Matic	773 914	280	475	4.2	250	7.3	171	7/10

B-Class
Clever, re-imagined MPV that should get female
accountants in a tizzy. Needs an AMG.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
B200	442896	115	250	8.6	220	5.8	134	6/10
B200 auto	463 326	115	250	8.4	220	5.5	129	7/10
B200d	470 200	100	300	9.4	210	4.5	117	6/10
B200d auto	491200	100	300	8.9	210	4.2	111	7/10
B220d	518500	130	350	8.3	224	4.3	111	6/10
B250	530 978	155	350	6.8	240	6.3	147	7/10

ı	JLA			
	The slippery coupe A-Class. A mini CLS	version	of the	new



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
CLA200	473882	115	250	8.2	230	5.7	133	5/10
CLA200 auto	509 212	115	250	7.9	230	5.6	128	5/10
CLA200d	506 000	100	300	9.5	220	4.4	114	6/10
CLA200d auto	541900	100	300	9.0	220	4.2	110	6/10
CLA220d	545900	130	350	7.7	232	4.2	111	5/10
CLA250 Sport 4Matic	668 060	160	350	6.4	250	6.8	160	6/10
Mercedes-AMG CLA45 4Matic	880314	280	475	4.2	250	7.3	171	7/10

niche, this time by placing its A-Class hatch on stilts.



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
GLA200	487 566	115	250	8.9	215	5.9	139	6/10
GLA200 auto	508 452	115	250	8.8	215	5.9	138	6/10
GLA200d	513000	100	300	9.5	205	4.4	115	6/10
GLA200d auto	513000	100	300	9.1	205	4.4	115	6/10
GLA220d 4Matic	593 640	130	350	7.7	218	5.0	130	6/10
GLA250 4Matic	658 576	155	350	7.1	230	6.6	154	6/10
Mercedes-AMG GLA45 4Matic	862628	280	475	4.4	250	7.4	172	7/10

C-Class sedan / estate What we know about the new C: it has a nice cabin, it has to beat the BMW 3 Series. That's not an enviable task



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
C180	496798	115	250	8.2	225	5.5	127	8/10
C180 auto	521068	115	250	8.3	225	5.9	132	8/10
C200	522068	135	300	7.5	237	5.7	132	8/10
C200 auto	544742	135	300	7.2	237	5.3	123	8/10
C220d	547400	125	400	8.1	234	4.2	109	8/10
C220d auto	571100	125	400	7.5	235	4.4	112	8/10
C250	600312	155	350	6.5	250	5.7	128	8/10
C250d	628100	150	500	6.6	247	4.4	112	8/10
C300	641322	180	370	5.9	250	6.3	143	7/10
C350e	804900	205e	600e	5.9	250	2.8	65	7/10
C180 estate	535168	115	250	8.4	223	5.6	132	8/10
C180 estate auto	559210	115	250	8.5	222	6.0	135	8/10
C200 estate	560 210	135	300	7.7	235	5.8	135	8/10
C200 estate auto	583 226	135	300	7.3	235	5.7	129	8/10
C250d estate	665 900	150	500	6.9	245	4.5	117	8/10
Mercedes-AMG C43 4Matic	865 582	270	520	4.7	250	8.0	183	9/10
Mercedes-AMG C63	1211908	350	650	4.1	250	8.2	192	9/10
Mercedes-AMG C63 S	1360250	375	700	4.0	250	8.4	195	9/10

C-Class coupé / cabriolet			
Longer, wider, lower. Option			
for a true junior S-Class two	-door. AMGs	typicall	y
wild			



	nnor	LW.	Km	0-100	lends	L/100km	002	DATINO
	PRICE	kW			km/h			RATING
C200 coupé	580 524	135	300	7.7	237	5.9	136	7/10
C200 coupé auto	600726	135	300	7.3	240	5.8	129	7/10
C220d coupé	622300	125	400	7.5	234	4.4	116	7/10
C220d coupé auto	643300	125	400	7.5	234	4.3	113	7/10
C300 coupé	695922	180	370	6.0	250	6.3	143	7/10
C200 cabriolet	709522	135	300	8.2	235	6.3	143	7/10
C200 cabriolet auto	731320	135	300	7.8	233	6.6	150	7/10
C220d cabriolet	783056	125	400	8.2	231	4.9	124	7/10
C300 cabriolet	818 674	180	370	6.4	250	7.1	161	7/10
Mercedes-AMG C43 coupé 4Matic	935282	270	520	4.7	250	8.0	183	7/10
Mercedes-AMG C43 cabrio 4Matic	1058736	270	520	4.8	250	8.4	194	7/10
Mercedes-AMG C63 coupé	1342246	350	650	4.0	250	8.9	209	8/10
Mercedes-AMG C63 S coupé	1461246	375	700	3.9	250	8.9	209	8/10
Mercedes-AMG C63 cabriolet	1465472	350	650	4.2	250	9.3	218	8/10
Mercedes-AMG C63 S cabriolet	1586 672	375	700	4.1	250	9.3	218	8/10

Rear wheel drive commercial vehicle from Merc. Gets a lot of stuff done whilst making its blue collar driver feel quite bourgeois.

	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
111 CDI Tourer Pro	600096	84	270	15.1	169	6.3	164	6/10
114 CDI Tourer Pro	628 026	100	330	12.8	184	6.4	164	6/10
114 CDI Tourer Pro auto	652342	100	330	n/a	n/a	6.0	158	6/10
116 CDI Tourer Pro	665 418	120	380	11.5	191	5.8	154	7/10
116 CDI Tourer Pro auto	689848	120	380	n/a	n/a	5.8	153	7/10
116 CDI Tourer Select	786030	120	380	11.5	191	5.8	154	7/10
116 CDI Tourer Select auto	810 460	120	380	n/a	n/a	5.8	153	7/10
119 CDI Tourer Select	865 374	140	440	n/a	n/a	5.8	153	7/10

GLC

Take one Merc C-Class Estate, add a bit of length, some height and a pinch of off-road ability. Et voila – the GLC.

	PRICE	kW	Nn.	0-100	km/h	L/100km	G02	RATING
GLC220d	676622	125	400	8.3	210	5.5	143	7/10
GLC250	684844	155	350	7.3	223	7.1	166	7/10
GLC250d	699122	150	500	7.6	223	5.5	143	8/10
GLC300	742198	180	370	6.5	235	7.6	177	8/10
GLC350d	855986	190	620	6.2	238	6.2	169	8/10
Mercedes-AMG GLC43	969 406	270	520	4.9	250	8.7	199	9/10

GLC coupé

Take one Merc C-Class Estate, add a bit of length some height and a pinch of off-road ability.

Et voila – the GLC Coupé				(ال
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
GLC220d coupé	775322	125	400	8.3	210	5.4	143	6/10
GLC250 coupé	782600	155	350	7.3	222	7.3	170	6/10
GLC250d coupé	795222	150	500	7.6	222	5.4	143	7/10
GLC300 coupé	841098	180	370	6.5	236	7.6	177	7/10
GLC350d coupé	945186	190	620	6.2	238	6.2	169	7/10
Mercedes-AMG GLC43 coupé	1080362	270	520	4.9	250	8.9	203	7/10

The compact roadster exchanges its 55-series AMG badging for something seminal, and hopefully better: 43.

	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
SLC200	718 476	135	300	7.0	240	6.6	154	6/10
SLC200 auto	736222	135	300	6.9	237	6.1	143	6/10
SLC300	793836	180	370	5.8	250	6.2	144	6/10
Mercedes-AMG SLC43	1044012	270	520	4.7	250	7.8	178	7/10

The artist formerly known as Viano has been doused with premiumness and given the correct badge at last. Hoteliers rejoice.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
V200d	820572	100	330	13.6	181	6.1	159	6/10
V220d	856368	120	380	11.5	195	5.9	154	7/10
V250d	921918	140	440	9.1	206	6.0	158	7/10
V220d Avantgarde	1117086	120	380	11.5	195	5.9	154	7/10
V250d Avantgarde	1158 696	140	440	9.1	206	6.0	158	7/10

Ooh, fancy nose! Better than the A-Class's. Merc's medium exec has got its mojo back. Self-confident, relaxed and refined.

	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
E200	716708	135	300	7.7	240	6.3	142	7/10
E220d	766700	143	400	7.3	240	4.3	112	7/10
E250	769208	155	350	6.9	250	6.3	142	7/10
E350d	970636	190	620	5.9	250	5.5	144	7/10
E400 4Matic	1006126	245	480	5.2	250	8.4	189	7/10
Mercedes-AMG E43 4Matic	1174 008	295	520	4.6	250	8.4	192	7/10
Mercedes-AMG E63 S 4Matic+	1878 546	450	850	3.4	250	9.2	209	

	E-Class coupé / cabriolet								
ı	E250 coupé	710 808	155	350	7.1	250	6.1	142	7/10
	E250 coupé Sport Edition	736608	155	350	7.1	250	6.1	142	7/10
ı	E250CDI coupé	732826	150	500	7.3	247	4.9	129	7/10
ı	E250CDI coupé Sport Edition	758 626	150	500	7.3	247	4.9	129	7/10
	E250 cabriolet	802720	155	350	7.5	245	6.5	150	7/10
ı	E250 cabriolet Sport Edition	828 520	155	350	7.5	245	6.5	150	7/10
	E400 coupé	948598	245	480	5.2	250	7.6	177	7/10
	E400 coupé Sport Edition	974398	245	480	5.2	250	7.6	177	8/10
ı	E400 cabriolet	1050910	245	480	5.3	250	7.9	185	9/10
ı	E400 cabriolet Sport Edition	1076710	245	480	5.3	250	7.9	185	8/10
	E500 coupé	1151346	300	600	4.8	250	8.9	209	7/10
ı	E500 coupé V8 Edition	1188146	300	600	4.8	250	8.9	209	8/10
ı	E500 cabriolet	1225 902	300	600	4.9	250	9.1	213	9/10
ı	F500 cabriolet V8 Edition	1262702	300	600	4.9	250	9.1	213	8/10

CLS
One of the most competent cars in Merc's range
It no longer defines cool like the first model did,
but ride/engines/quality are all top drawer.

ide/engines/quality are all to	p arawe	er.		. (_		•	
	PRICE	kW	Nn .	0-100	km/h	L/100km	G02	RATIN
50d	906542	150	500	7.5	242	4.7	123	7/10
50d	1067208	190	620	6.5	250	5.5	142	7/10

ı	CLS400	1065426	245	480	5.3	250	7.7	179	8/10
	CLS500	1344306	300	600	4.8	250	8.5	199	7/10
	Mercedes-AMG CLS63 S	1920254	430	800	4.1	250	9.9	231	7/10

GLE as it is now called does nothing to lift itabo rivals, except look a bit strange. Which is hardly encouraging for buyers.



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
GLE250d	973704	150	500	8.6	210	5.9	156	8/10
GLE350d	1089826	190	620	7.1	225	6.6	179	7/10
GLE400	1088230	245	480	6.1	247	9.2	215	7/10
Mercedes-AMG GLE43	1215706	270	520	5.7	250	8.6	199	7/10
GLE500e	1310000	325e	650e	5.3	245	3.3	84	7/10
GLE500	1324478	335	700	5.3	250	10.6	247	7/10
Mercedes-AMG GLE63	1938 984	410	700	4.3	250	11.8	276	8/10
Mercedes-AMG GLE63 S	2083884	430	760	4.2	250	11.8	276	8/10

GLE coupé

Mercedes makes a BMW X6. Stupid. Pointless. They'll sell millions of the stuff.

100	
400	0
	28

	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
GLE350d coupé	1187238	190	620	7.0	226	7.2	187	6/10
Mercedes-AMG GLE43 coupé	1308786	270	520	4.9	250	9.4	219	6/10
GLE500 coupé	1430776	335	700	4.9	250	10.9	254	6/10
Mercedes-AMG GLE63 S coupé	2170312	430	760	4.2	250	11.9	278	7/10
· · ·								

GLS

The GLS is basically the bigger, seven-seat version of the GLE. As above, but longer.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
GLS350d	1354826	190	620	7.8	222	7.1	179	6/10
GLS500	1531876	335	700	5.3	250	10.9	254	7/10
Mercedes-AMG GLS63	2378352	430	760	4.6	250	12.3	288	7/10

G-Class

Revamp of the iconic G-Wagen sees new engines and a tarted-up interior. Still quite a boxy-cool thing.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
G350d	1610 074	180	600	8.8	192	9.9	261	7/10
Mercedes-AMG G63	2399028	420	760	5.4	210	13.8	322	7/10

SL500 Mercedes-AMG SL63 Mercedes-AMG SL65

AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.



PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
1961844	340	600	4.0	304	9.3	216	9/10
2218756	375	650	3.8	310	9.6	224	9/10
2211186	350	630	4.0	302	9.4	219	
2615746	410	680	3.7	316	11.4	259	
2705746	430	700	3.6	318	11.4	259	
	1961844 2218756 2211186 2615746	1961844 340 2218756 375 2211186 350 2615746 410	1961844 340 600 2218756 375 650 2211186 350 630 2615746 410 680	1961844 340 600 4.0 2218756 375 650 3.8 2211186 350 630 4.0 2615746 410 680 3.7	1961844 340 600 4.0 304 2218756 375 650 3.8 310 2211186 350 630 4.0 302 2615746 410 680 3.7 316	1961844 340 600 4.0 304 9.3 2218756 375 650 3.8 310 9.6 2211186 350 630 4.0 302 9.4 2615746 410 680 3.7 316 11.4	1961844 340 600 4.0 304 9.3 216 2218756 375 650 3.8 310 9.6 224 221186 350 630 4.0 302 9.4 219 2615746 410 680 3.7 316 11.4 259

Perhaps the best all-round, usable hard-top convertible on sale today. Practical, fast, excellent





S-Class



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
S350d	1461190	190	620	6.8	250	5.9	155	9/10
S400h	1477 246	245e	370+e	6.8	250	6.8	159	8/10
S500	1898 904	335	700	4.8	250	8.9	206	8/10
Mercedes-AMG S63	2605338	430	900	4.4	250	10.1	237	9/10
S-Class L								
S400h	1517746	245e	370+e	6.8	250	6.8	159	8/10
S400	1514308	245	480	5.3	250	8.3	192	8/10
S500	1941604	335	700	4.8	250	8.9	206	9/10
S500e	1931800	325e	650e	5.2	250	2.8	65	9/10
S600	2506416	390	830	4.6	250	11.3	264	9/10
Mercedes-AMG S63	2646538	430	900	4.4	250	10.1	237	9/10
Mercedes-AMG S65	3280126	463	1000	4.3	250	11.9	279	9/10

S-Class coupé / cabriolet

The S-Class Coupé is Mercedes' spiked gauntlet in a velvet glove. All the power. All the glory. Those sexy lines.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
S500 coupé	2120276	335	700	4.6	250	8.8	204	9/10
S500 cabriolet	2333388	335	700	4.6	250	9.1	212	9/10
Mercedes-AMG S63 coupé	2770738	430	900	4.2	250	10.1	237	9/10
Mercedes-AMG S63 cabriolet 4Mt	c2943036	430	900	3.9	250	10.4	244	9/10
Mercedes-AMG S65 coupé	3406126	463	1000	4.1	250	11.9	279	9/10
Mercedes-AMG S65 cabriolet	3553368	463	1000	4.1	250	12.0	282	9/10

Mercedes-Maybach S-Class

pachs. What is the point? S-Class Resurrected. Cheap Maybachs, what is the point: 5-Clas shows far better taste. Spoil yourself with some options.



MINI

	PRICE	KW	Mm	0-100	km/h	L/100km	GB2	RATING
Mercedes-Maybach S500	2337618	335	700	5.0	250	8.9	207	7/10
Mercedes-Maybach S600	2912956	390	830	5.0	250	11.7	274	7/10
•								

MINI

TopGear on MINI:

BMW's British hatchback a delightful driver's car with appeal di by having spawned way too many derivatives for its own good.

Hatch

Yes, it's bigger, and no, that isn't necessarily a goodthing. Apart from that, the new Mini is predictably excellent.



	PRICE	kW	Mm	0-100	km/h	L/100km	G02	RATING
One 3-door	286000	75	180	9.9	195	4.9	113	6/10
One 3-door auto	304000	75	180	10.2	195	5.0	117	6/10
Cooper 3-door	346 000	100	230	7.9	210	4.7	110	7/10
Cooper 3-door auto	364000	100	230	7.8	210	4.9	115	7/10
Cooper S 3-door	405 052	141	300	6.8	235	5.9	138	7/10
Cooper S 3-door auto	421798	141	300	6.7	233	5.5	127	7/10
One 5-door	296000	75	180	10.1	192	5.0	117	6/10
One 5-door auto	314000	75	180	10.5	192	5.1	119	6/10
Cooper 5-door	356000	100	230	8.2	207	4.9	114	8/10
Cooper 5-door auto	374000	100	230	8.1	207	5.0	116	8/10
Cooper S 5-door	415280	141	300	6.9	232	6.0	140	8/10
Cooper S 5-door auto	432026	141	300	6.8	232	5.5	129	8/10
Cooper S 5-door Special Edition	515726	155	300	n/a	n/a	5.5	129	
John Cooper Works 3-door	464104	170	320	6.3	246	6.7	156	8/10
John Cooper Works 3-dr auto	485596	170	320	6.1	246	5.8	134	8/10

Clubman

Longest Mini on sale now has conventional front hinged rear doors. Essentially the cooler 2 Series Active Tourer



	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
Cooper	370570	100	230	9.1	205	5.4	125	7/10
Cooperauto	388570	100	230	9.1	205	5.4	125	7/10
Cooper S	450192	141	300	7.2	228	6.4	148	7/10
Cooper S auto	468552	141	300	7.1	228	5.9	138	7/10
John Cooper Works ALL4	550612	170	350	6.3	238	7.8	178	6/10
John Cooper Works ALL4 auto	576516	170	350	6.3	238	7.2	164	6/10

Convertible

Soft-top version perhaps the most likeable of all Mini's non-core derivatives. Absolute summer must have motoring.



	PRICE	kW	Km	0-100	km/h	L/100km	002	RATING
Cooper	399 000	100	230	8.8	208	5.1	119	7/10
Cooper auto	417 456	100	230	8.7	207	5.3	124	7/10
Cooper S	469622	141	300	7.2	230	6.2	143	7/10
Cooper S auto	486710	141	300	7.1	228	5.8	135	7/10

Countryman



	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
Cooper	423824	100	230	9.6	202	5.9	136	
Cooper auto	442052	100	230	9.6	200	6.0	138	
Cooper S	493 306	141	300	7.5	225	6.5	149	
Cooper S auto	512806	141	300	7.4	225	6.5	149	

MITSUBISHI

TopGear on Mitsubishi:

nnt Dakar racing and WRC brand trading on past glo 's a rather convincing Fortuner rival, though.

Mirage

ni have made a Micra. Really though, you deserve better than this.



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
1.2 GL	149900	57	100	11.7	180	4.9	115	4/10
1.2 GLX	159 900	57	100	11.7	180	4.9	115	4/10
1.2 GLS	169900	57	100	11.7	180	4.9	115	4/10

A small crossover that covers a lot of bases. Looks

good and drives well, but a bit vanilla.



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
2.0 GL	364900	110	197	9.6	194	7.5	175	6/10
2.0 GL auto	399 900	110	197	11.5	190	7.6	178	6/10
2.0 GLX	399 900	110	197	9.6	194	7.5	175	6/10
2.0 GLS	414900	110	197	9.6	194	7.5	175	6/10
2.0 GLS auto	434900	110	197	11.5	190	7.6	178	6/10

Triton



				١,				
	PRICE	kW	Km	0-100	km/h	L/100km	002	RATIN
double cab								
2.4DI-D	479900	133	430	n/a	179	7.1	187	

2.4DI-D auto	499 900	133	430	n/a	177	7.7	203
2.4DI-D 4x4	539 900	133	430	10.4	179	7.3	191
2.4DI-D 4x4 auto	559900	133	430	11.8	177	7.8	207

Outlander

It's back, and it's better than ever it couldn't have been much worse really



	PRICE	kW	Nm	0-100	km/h	L/100km	C02	RATING
2.4 GLS Exceed	549900	123	222	n/a	n/a	8.2	192	6/10

Pajero Sport

Reasonably well-specced bakkie-based bruiser But an Everest is better.



	PRICE	KW	Mm	0-100	km/h	L/100km	002	RATING
2.5DI-D auto	539900	131	350	12.0	176	8.5	225	6/10
2.5DI-D 4x4	574900	131	400	11.0	179	7.8	206	6/10
2.5DI-D 4x4 auto	589 900	131	350	12.0	176	8.5	225	7/10
2.5DI-D 4x4 Shogun auto	589 900	131	350	12.0	176	8.5	225	7/10

Pajero

Venerable old school 4x4 with the appearance of a very dynamic block of flats.



NISSAN

	PRICE	kW	Nm	0-100	km/h	L/100km	C02	RATING
3-door 3.2DI-D GLS	689 900	140	441	12.0	180	10.1	245	6/10
3-door 3.2DI-D GLS Legend II	719 900	140	441	12.0	180	10.1	245	6/10
5-door 3.2DI-D GLS	769900	140	441	12.3	175	10.1	245	6/10
5-door 3.2DI-D GLS Legend II	819 900	140	441	12.3	175	10.1	245	6/10
5-door 3.2DI-D GLS Exceed	789900	140	441	12.3	175	10.1	245	6/10

NISSAN

TopGear on Nissan:

Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

Micra

If you distil blandness into supermini form you get the latest generation Micra. It does great three-point turns Your

hree-point turns. Yawn.				Į,	_	-		~	
	PRICE	kW	Km	0-100	km/h	L/100km	002	RATING	
1.2 Visia+	159 900	56	104	13.2	166	5.2	124	4/10	
1.5 Tekna	196900	73	13.4	11 በ	180	63	150	A/10	

NP200

ough Pretoria-built bakkie with class-leading space



	PRICE	kW	Km	0-100	km/h	L/100km	002	RATING
1.6i	159 900	64	128	n/a	n/a	8.1	192	6/10
1.6i pack	176900	64	128	n/a	n/a	8.1	192	6/10
1.6i iCE	191900	64	128	n/a	n/a	8.1	192	6/10
1.6 16v S	192900	77	148	n/a	n/a	8.0	189	7/10
1.6 16v SE	222900	77	148	n/a	n/a	8.0	189	7/10
1.5dCi pack	221900	63	200	n/a	n/a	5.3	140	6/10
1.5dCi iCE	236900	63	200	n/a	n/a	5.3	140	6/10
1.5dCi SE	244900	63	200	n/a	n/a	5.3	140	6/10

Almera

non-existent on style or fun.



	PRICE	KW	Km	0-100	kom/h	L/100km	G02	RATING
1.5 Acenta	198900	73	134	n/a	183	6.3	149	5/10
1.5 Acenta auto	208 900	73	134	n/a	183	7.2	171	5/10

Sentra



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
1.6 Acenta	254900	85	154	n/a	180	6.6	156	6/10
1.6 Acenta auto	270900	85	154	n/a	180	6.2	149	6/10

NP300 Hardbody

Rugged die-hard workhorse that's getting a bit long in the tooth.



	PRICE	KW	Nm	0-100	km/h	L/100km	C02	RATING
2.0	199900	84	169	n/a	n/a	10.0	237	5/10
2.5TDi	229900	98	304	n/a	n/a	8.0	211	5/10
2.5TDi Hi-rider	314900	98	304	n/a	n/a	8.0	211	6/10
2.4 4x4	306900	105	205	n/a	n/a	11.1	261	6/10
2.5TDi 4x4	336 900	98	304	n/a	n/a	9.4	247	6/10
double cab								
2.5TDi Hi-rider	344900	98	304	n/a	n/a	8.8	233	7/10
2.4 Hi-rider	324900	105	205	n/a	n/a	11.0	259	6/10
2.4 4x4	388 900	105	205	n/a	n/a	11.7	274	6/10

PRICE

kW Nm

Clever little SUV crossoever that looks like well, looks like nothing else we can think of. Very nice if a little odd.



85 190 85 190 81 260 140 240 140 240 10.8 178 5.6 129 7/10 10.8 178 5.6 129 7/10 11.2 175 4.2 109 5/10 7.8 215 6.0 159 7/10 8.2 200 6.5 169 7/10 1.2T Acenta 1.2T Acenta+ 312900 1.5dCi Acenta+ 327900 1.6T Tekna 1.6T 4WD Tekna 359900

NV200

have a guesthouse or kitchen outfitting business



	PHGE	KW	MII	U-IUU	KOTA/II	L/ JUUKIII	GUZ	KOLI ING
Combi 1.6i Visia	333900	81	153	n/a	n/a	7.3	169	5/10
Combi 1.5dCi Visia	363900	66	200	n/a	n/a	5.1	134	5/10

Qashqai

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know. family stuff



*								
	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
1.2T Visia	325 900	85	190	10.9	185	6.2	144	6/10
1.2T Acenta	349900	85	190	10.9	185	6.2	144	6/10
1.2T Acenta auto	366900	85	165	12.9	173	6.2	144	6/10
1.5dCi Acenta	376 900	81	260	11.9	182	4.2	109	6/10
1.6T Acenta	421900	120	240	9.1	200	6.2	144	7/10
1.6dCi Acenta auto	448900	96	320	11.1	183	4.9	129	7/10

X-Trail

The X-Trail used to be a rufty-tufty thing. Now it's been emasculated. As a result, we think it's better Fickle, us?



	PMCE	kW	Mm	0-100	km/h	L/100km	GB2	RATING
2.0 XE	370900	106	200	11.1	183	8.3	197	6/10
2.5 4x4 SE	417900	126	233	10.5	190	8.3	197	7/10
1.6dCi XE	408900	96	320	10.5	188	5.1	134	6/10
1.6dCi 4x4 SE	460 900	96	320	11.0	186	5.3	139	6/10
1.6dCi 4x4 LE	529900	96	320	11.0	186	5.3	139	7/10

Navara

He-Man meets Hermes. Luxury bakkie with an insanely powerful V6 diesel. Perfect for towing your GT-R.



OUF GT-K.				. 1	=				
	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING	
2.5dCi KingCab XE	376900	106	356	n/a	n/a	8.7	229	5/10	
2.5dCi KingCab 4x4 XE	422900	128	403	n/a	n/a	9.0	238	5/10	
2.5dCi double cab XE	395 900	106	356	n/a	n/a	8.7	229	5/10	
2.5dCi double cab LE	466 900	128	403	n/a	n/a	8.3	217	6/10	

Leaf

The first mass-produced fully electric car. Ver impressive, but is SA infrastructure up for it?



					$\overline{}$			_
	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING
Leaf	500550	80e	254e	11.5	144	0.0	0	7/10

370Z

Z still looks great, but where's the fire-breathing manliness of the old one, Nissan? The 86 has highlighted some of this car's shortcomings.



	LMAC	NT NT	nu.	0100	MIN/II	L/ HJUE/III	UUL	DATE STOP
coupé	661900	245	363	5.3	250	10.5	248	7/10
coupé auto	680900	245	363	5.6	250	10.4	245	7/10

LW No.

Patrol



3.0TD pick-up	583 900	110	371	n/a	n/a	10.9	289	6/10
3.0TD GL	699900	110	380	18.8	160	10.8	287	7/10
4.8 GRX	809900	190	420	9.9	190	17.7	424	7/10

GT-R

Cheap at twice the price, the GT-R is an uber-tech violently capable, ruthlessly rapid speed machine. Just drive one



	PRICE	kW	Mm	0-100	km/h	L/100km	002	RATING
Premium Edition	2150000	408	632	2.9	315	11.7	275	9/10
Black Edition	2250000	408	632	2.9	315	11.7	275	9/10

OPEL

TopGear on Opel:

Regarded (alongside Ford) as perennial alternatives and Toyota offerings, with excitement levels somewl



They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing.



1.4	206500	74	130	11.5	185	5.3	125	6/10
1.0T Jam	230700	85	170	9.9	196	5.1	119	6/10
1.0T Glam	254000	85	170	9.9	196	5.1	119	6/10
Rocks 1.0T	287100	85	170	9.9	196	5.0	115	7/10
S 1.4T	330 000	110	220	8.5	210	5.9	139	7/10
					$\overline{}$			

kW Nm





Lovely little 1.0 litre turbo, very refined and vastly improved all around. Maybe it's time to get into an Onel after all?

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.0T Essentia	201800	85	170	10.3	195	5.0	117	6/10
1.0T Enjoy	234800	85	170	10.3	195	5.0	117	6/10
1.0T Cosmo	255800	85	170	10.3	195	5.0	117	6/10
1.4 Enjoy auto	235100	66	130	13.9	171	6.0	140	5/10
1.4 Turbo Sport	276200	110	220	9.6	204	5.9	137	6/10

Mokka X

we hoped for. Noisy as a beehive over imperfect surfaces



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
1.4 Turbo Enjoy	317500	103	200	9.8	195	6.0	139	5/10
1.4 Turbo Enjoy auto	328400	103	200	10.7	191	6.6	154	5/10
1.4 Turbo Cosmo	357 400	103	200	9.8	195	6.0	139	5/10
1.4 Turbo Cosmo auto	368 400	103	200	10.7	191	6.6	154	5/10

Astra hatch

Superb onboard connectivity and comprehensively engineered as only Germans can. Problem is: no diesels.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
hatch 1.0T Essentia	264300	77	170	11.2	200	4.4	102	6/10
hatch 1.0T Enjoy	295800	77	170	11.2	200	4.4	102	6/10
hatch 1.4T Enjoy	341300	110	230	8.5	215	5.1	117	6/10
hatch 1.4T Enjoy auto	351700	110	245	8.9	210	5.5	127	6/10
hatch 1.4T Sport	368400	110	230	8.5	215	5.1	117	6/10
hatch 1.4T Sport auto	389200	110	245	8.9	210	5.5	127	6/10
hatch 1.6T Sport	402700	147	300	7.0	235	6.1	141	7/10
hatch 1.6T Sport Plus	423 600	147	300	7.0	235	6.1	141	7/10

Astra coupé

Awful six-speed manual and comically expensive for what it offers. The Superboss lineage is dead.

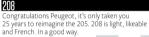


	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
OPC	582600	206	400	6.0	250	7.8	184	6/10

PFIIGENT

TopGear on Peugeot:

Chassis-makers have rediscovered their mojo with 208 GTi and RCZ R, and the 308 is a sober revelation. Now do the Onyx, please.





	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.0 Pop Art	174900	50	95	14.0	165	4.4	102	6/10
1.2 Active	224900	60	118	12.2	175	4.3	99	6/10
1.2T GT Line	284900	81	205	9.6	190	4.5	103	6/10
1.2T GT Line auto	304900	81	205	9.8	190	4.5	104	6/10

High-rise supermini that's increasingly popular ir the wake of the Juke. A little mash-up which just about works.



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	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.6 Active	274900	88	160	9.5	196	5.9	135	5/10
1.6 Allure	302900	88	160	9.5	196	5.9	135	5/10

Well knock us down with a feather out of nowhere Peugeot gives us a hatch that is good to drive. Gobs



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.2T Active	304900	81	205	11.1	188	4.6	105	7/10
1.2T GT Line	357900	96	230	10.3	201	4.8	110	7/10
1.2T GT Line auto	371900	96	230	10.7	207	5.2	119	7/10
16TGT	399 900	151	285	75	235	5.6	130	7/10

PORSCHE

TopGear on Porsche:

itatingly great to drive, even when it's a 4x4. There's a reasor ery sports car is dubbed "911-fighter"...

718 Cayman

Turbocharged nature easily forgiven because it's a flat four, hence the classic racer name. Buyer's remorse an unknown concept with these.



								_	
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING	
718 Cayman	854000	220	380	4.9	275	6.9	158	9/10	
718 Cavman S	934000	257	420	44	285	73	167	9/10	

718 Boxster

Best roadster you can buy. And yes, that includes F-Type. Now with boosted flat-four engines, hence the historically referenced name change to 718.



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
718 Boxster	868 000	220	380	4.9	275	6.9	158	9/10
718 Boxster S	947000	257	420	4.4	285	7.3	167	9/10

Porsche's Range Rover Evoque is a tidy lookerthat has image by the bucket-load. Thus, soon to be seen everywhere...



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
5 diesel	1088000	180	580	6.3	230	6.1	159	8/10
5	1113 000	250	460	5.4	254	8.7	204	8/10
STS	1351000	265	500	5.0	256	8.8	207	8/10
urbo	1420000	294	550	4.8	266	9.2	216	8/10
urbo Performance	1540000	324	600	4.4	272	9.7	224	8/10

Cayenne

Sporting SUV that's extremely capable and now slightly better to look at and no longer has a ride that does bad things to your spine.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
Cayenne	979000	220	400	7.7	230	9.2	215	7/10
Cayenne Platinum Edition	1031000	220	400	7.7	230	9.2	215	7/10
diesel	1073 000	180	550	7.3	221	6.6	173	8/10
diesel Platinum Edition	1129 000	180	550	7.3	221	6.6	173	7/10
S	1141000	309	550	5.5	259	9.5	223	7/10
S Platinum Edition	1171000	309	550	5.5	259	9.5	223	7/10
S diesel	1335 000	283	850	5.4	252	8.0	209	7/10
S diesel Platinum Edition	1362000	283	850	5.4	252	8.0	209	7/10
GTS	1324000	324	600	5.2	262	9.8	228	8/10
S e-hybrid	1517 000	306e	590e	5.9	243	3.4	79	7/10
S e-hybrid Platinum Edition	1572000	306e	590e	5.9	243	3.4	79	7/10
turbo	1957000	382	750	4.5	279	11.2	261	8/10
turbo S	2481000	419	800	4.1	284	11.5	267	8/10

Panamera

Fresh platform, bi-turbo engines, spectacular cabi and much less awful-looking. German autobahn stormers come no finer.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
Panamera	1340000	243	450	5.7	264	7.5	171	
4	1369 000	243	450	5.5	262	7.7	175	
45	1564000	324	550	4.4	289	8.2	186	8/10
4 e-hybrid	TBA	340e	700e	4.6	278	2.5	56	8/10
turbo	2441000	404	770	3.8	306	9.4	214	9/10
Executive								
4 Executive	1477000	243	450	5.6	262	7.8	178	
4S Executive	1799 000	324	550	4.5	289	8.2	187	
4 e-hybrid Executive	TBA	340e	700e	4.7	278	2.5	56	
turbo Executive	2644000	404	770	3.9	306	9.4	215	

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
Carrera coupé	1339 000	272	450	4.4	293	7.4	169	9/10
Carrera 4 coupé	1472000	272	450	4.3	290	7.7	177	9/10
Carrera S coupé	1509000	309	500	4.1	306	7.7	174	9/10
Carrera 4S coupé	1622000	309	500	4.0	303	7.9	180	9/10
Carrera GTS coupé	1695 000	331	550	3.7	310	8.3	188	
Carrera 4 GTS coupé	1820 000	331	550	3.6	308	8.5	192	
Carrera cabriolet	1494000	272	450	4.6	290	7.5	172	9/10
Carrera 4 cabriolet	1608000	272	450	4.5	287	7.9	182	9/10
Carrera S cabriolet	1644000	309	500	4.3	304	7.8	178	9/10
Carrera 4S cabriolet	1757000	309	500	4.2	301	8.0	184	9/10
Carrera GTS cabriolet	1842000	331	550	3.8	308	8.4	190	
Carrera 4 GTS cabriolet	1966 000	331	550	3.7	306	8.7	196	
targa 4	1608000	272	450	4.5	287	7.9	182	9/10
targa 4S	1757000	309	500	4.2	301	8.0	184	9/10
targa 4 GTS	1966 000	331	550	3.7	306	8.7	196	
turbo coupé	2762000	397	710	3.0	320	9.1	212	9/10
turbo cabriolet	2909000	397	710	3.1	320	9.3	216	9/10
turbo S coupé	3231000	427	750	2.9	330	9.1	212	9/10
turbo S cabriolet	3379000	427	750	3.0	330	9.3	216	9/10

RENAULT

TopGear on Renault:

Still a pervading sense of flimsiness about Renaults. We hope the ageing RS Mégane isn't the end of an era.

Kwid



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.0 Expression	124900	50	91	n/a	152	4.7	112	
1.0 Dynamique	134900	50	91	n/a	152	4.7	112	
, ,								

Sandero

Far prettier than before, Still spacious, indestructible and sold at a cheap price.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
66kW turbo Expression	166900	66	135	11.1	175	5.2	119	7/10
66kW turbo Dynamique	173 900	66	135	11.1	175	5.2	119	7/10
Stepway 66kW turbo	196 900	66	135	11.1	168	5.4	124	7/10

A return to form for Renault, Clio and drives well.

io 4 is good-looking	

	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
66kW turbo Authentique	206900	70	150	12.9	178	5.5	105	
66kW turbo Expression	224900	70	150	12.9	178	5.5	105	7/10
66kW turbo Dynamique	239900	70	150	12.9	178	5.5	105	7/10

88kW turbo Expression auto	259900	88	190	9.4	199	5.2	120	6/10
RS 200 Cup	399 900	147	240	6.7	230	6.3	144	8/10

Duster

Simple, tenacious, high riding cross-over hatch Gets us fizzing properly.



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
1.6 Expression	239 900	77	148	11.5	165	7.6	177	7/10
1.6 Dynamique	259900	77	148	11.5	165	7.6	177	7/10
1.5dCi Dynamique	279900	80	240	12.2	169	4.8	127	7/10
1.5dCi Dynamique 4WD	304900	80	240	12.8	168	5.2	135	7/10

Captur

Renault's take on Juke that's, perhaps unsurpr more style than substance. Get a Clio instead.



					_			_
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
66kW turbo Expression	249 900	66	135	12.9	171	4.9	115	6/10
66kW turbo Dynamique	264900	66	135	12.9	171	4.9	115	6/10
66kW dCi Dynamique	289 900	66	220	13.1	171	3.6	95	6/10
66kW dCi Dynamique Sunset	292400	66	220	13.1	171	3.6	95	6/10
88kW turbo Dynamique auto	304900	88	190	10.9	192	5.4	125	6/10

Mégane

Beyond the C-design lights there's a very comfy cabin and particular clever, first-in-class, four-wheel steer system too. GT an interesting q-car idea.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
4kW Dynamique	292900	84	156	12.2	191	6.4	144	6/10
7kW turbo GT Line	348900	97	205	10.6	197	5.3	119	7/10
7kW turbo GT Line auto	368900	97	205	10.3	199	5.4	122	7/10
51kW GT	457900	151	280	7.1	230	6.0	134	7/10

Kadjar

97 15

ps better than Renault's last crack at a big crossover – the Koleos. Qashqai rival with genuine appeal.



	PRICE	kW	Nm	0-100	km/h	L/100km	G02	RATING
96kW TCe Expression	364900	96	205	10.4	189	5.7	127	7/10
96kW TCe XP Limited Edition	364900	96	205	10.4	189	5.7	127	
96kW TCe Dynamique	389 900	96	205	10.4	189	5.7	127	7/10
96kW TCe Dynamique auto	399 900	96	205	11.0	189	5.5	123	7/10
81kW dCi Dynamique	394900	81	260	12.2	180	4.6	120	7/10
81kW dCi Dynamique auto	414900	81	260	12.0	179	4.7	124	6/10
96kW dCi Dynamique 4WD	454900	96	320	10.7	188	5.4	143	6/10

ROLLS-ROYCE

TopGear on Rolls-Royce:

Wheeled pleasure-yachts that've seen off the chall and offer more charm than Bentley.

Ghost

A cut-price Rolls? Not really. Luxury still here by the decanter-load. And don't think it's 'small' – parking will still be a skilled process.



	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATING
Ghost	POA	420	780	4.9	250	14.0	327	8/10
Extended Wheelbase	POA	420	780	5.0	250	14.1	329	8/10

If the Grand Tourer still existed, this is how t aristocracy would get to Vienna. A majestic symbol of Britain



Wraith

oofless Wraith with 70% new surface components Has more presence by itself than an entire motorcade



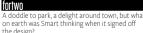
 kW
 Nm
 0-100
 km/h
 L/100km
 C62

 420
 780
 4.9
 250
 14.2
 330
 PRICE Dawn

SMART

TopGear on Smart:

Best-yet execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.



e design?	ang when it sign	ea on		
	PRICE	kW	Km	0-1
upé base	174900	52	91	14
má massiam	10 / / / / /	E9	01	1/

coupé base	174900	52	91	14.4	151	4.1	93	5/10
coupé passion	194400	52	91	14.4	151	4.1	93	5/10
coupé prime	203400	52	91	14.4	151	4.1	93	5/10
coupé proxy	207400	52	91	14.4	151	4.1	93	5/10
Brabus fortwo coupé	308200	80	170	9.5	165	4.5	102	6/10

forfour

Same front end as the car above. Concerning.



	PRICE	kW	Nm	0-100	km/h	L/100km	002	RATING
base	179 900	52	91	15.9	151	4.2	97	5/10
passion	199 400	52	91	15.9	151	4.2	97	5/10
prime	210 900	52	91	15.9	151	4.2	97	5/10
proxy	212 400	52	91	15.9	151	4.2	97	5/10
base auto	210 400	66	135	11.9	165	4.2	98	6/10
passion auto	229900	66	135	11.9	165	4.2	98	6/10
prime auto	241400	66	135	11.9	165	4.2	98	6/10
proxy auto	242900	66	135	11.9	165	4.2	98	6/10
Brabus forfour	313300	80	170	10.5	180	4.6	104	6/10

DZITE SCUAIT 1.2 OL AULO	104000	UU	110	11/0	100	0.0	140	0/10
hatch 1.2 GA	152 900	63	113	12.6	160	5.3	126	5/10
hatch 1.2 GL	167900	63	113	12.6	160	5.3	126	5/10
hatch 1.2 GL auto	184900	63	113	n/a	160	5.8	137	5/10
hatch 1.2 RS	184800	63	113	12.6	160	5.3	126	
hatch 1.4 GLS	222900	70	130	10.9	170	5.5	132	6/10
hatch 1.4 GLS auto	239 900	70	130	12.3	165	6.2	147	6/10
hatch 1.6 Sport	264900	100	160	8.7	195	6.5	153	7/10

PRICE 193900

203900

130 130 130

Ambitious, though ironic, name for a 66kW hatch Part of Tata's Falcon development programme. Part of Tata's Falcon development, Best wait for the Eagle version.



	PRICE	KW	Mm	0-100	kom/h	L/100km	C02	RATING
hatch 1.2T XMS	157995	66	140	n/a	n/a	6.5	154	3/10
hatch 1.2T XT	167 995	66	140	n/a	n/a	6.5	154	3/10
sedan 1.2T XMS	167 995	66	140	n/a	n/a	6.5	154	3/10
sedan 1.2T XT	177995	66	140	n/a	n/a	6.5	154	3/10

SSANGYONG

SSANGYONG

TopGear on SsangYong:

Still mired where the rest of the Koreans languished deca Very cheap, for very good reason.

П
 ١.

Ertiga

1.4 GA

1.4 GL 1.4 GL auto

1.4 GLX 14 GLX auto Baleno

	UldZ
₹.	It's a bit bigger than a Swift sedan, but then that's
	not saying much. And then there's the silly name.
ш	Manual States

and you've got it. But do you want it?



5.4 5.4 5.5

n/a n/a n/a n/a n/a n/a

 0-100
 Imilia
 L/100Im
 C02

 n/a
 n/a
 6.2
 147

 n/a
 n/a
 6.2
 147

 n/a
 n/a
 6.2
 147

	PHIGE	KW	MII	0-100	KIR/II	L/ JUUKM	GUZ	KOAH ING
1.4 Ini	156 995	66	116	13.5	155	6.4	151	3/10
1.4 Ignis	177995	66	116	13.5	155	6.4	151	3/10

Korando

Korando offers OK off-road performance, and little else. Has a mountain to climb if it wants to compete against the other Koreans SUVs

		4		
	1	20		
Ţ	*		- 0	
	1200-		narum.	

n/a 163 7.5 175 3/10

Xenon

TOYOTA

Manza

A bit more flash than a Mahindra Scorpio Pik-Up and might just get you laid in Mumbai.

it all, really. No free cricket paraphernalia included



SUBARU	
TopGear on Subaru:	
Ex-WRC legend rebuilding its bi	

197

					_			
	PRICE	kW	Nm	0-100	km/h	L/100km	002	RATING
1.4 GL	199900	68	130	10.9	175	5.1	120	
1.4 GLX	229900	68	130	10.9	175	5.1	120	
1.4 GLX auto	244900	68	130	11.6	160	5.4	128	

PRICE 256900

3.0L Fleetline	162995	85	300	n/a	143	10.0	264	4/10
3.0L DLE double cab	199995	85	300	n/a	143	10.0	264	4/10
XT 2.2L	219995	110	320	n/a	160	9.0	260	4/10
XT 2.2L 4x4	267995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab	269 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab Evolve	279995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab 4x4	309995	110	320	n/a	160	n/a	n/a	4/10



1.4 GLX auto	244900	00	เฮบ	II.b	
Jimny					
They still make this? Mini 'jeep' is	a throw	back to	the		
'90s. Rather capable, mind you.					



	Maker of many boring things. And the 86. Which is makes up for the rest of the range.	so good, it almos
Λ	/00	

Nm 196 196 196 PRICE 360 000 8.0 7.9 7.9 0-100 10.5 10.7 10.7 110 110 110 2.0i 381000 2.0i-S auto

1.3 auto

Grand Vitara

TATA

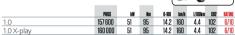
Vista

can do a LOT better.

TopGear on Tata:

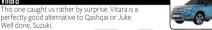






Forester Lacks school run glam, but that's not the point -this is rugged transport. Pity the 177kW XT Turbo is so ignorable.

	PRICE	kW	Km	0-100	km/h	L/100km	602	RATING
2.0 X	389 000	110	198	10.6	190	7.2	168	6/10
2.5 X	429000	126	235	9.9	196	8.1	187	5/10
2.5 XS	475 000	126	235	9.9	196	8.1	187	5/10
2.5 XS Premium	536 000	126	235	9.9	196	8.1	187	5/10
2.0 XT	597 000	177	350	7.5	210	8.5	197	6/10



3	
dian-huilt	reincarnat

TopGear on Toyota

A Citroën C1 with added face fungus

Cheaper than VW up! and good around town



Outback

what the owners love. New one is handily



	PRICE	kW	Mm	0-100	km/h	L/100km	082	RATING
1.6 GL	267900	86	151	11.5	180	5.8	136	7/10
1.6 GL+	303900	86	151	11.5	180	5.8	136	7/10
1.6 GL+ auto	321900	86	151	n/a	n/a	6.0	139	7/10
1.6 GL+ AllGrip	327900	86	151	12.0	180	5.8	136	7/10
1.6 GLX auto	337900	86	151	n/a	n/a	6.0	139	7/10
1.6 GLX AllGrip	356 900	86	151	12.0	180	6.2	145	7/10

unsophisticated and unbreakable engine. Horrid design.



sizeu, vei y capabie.				١,				-
	PRICE	kW	Mm	0-100	km/h	L/100km	602	RATING
2.5i-S Premium	550 000	129	235	10.2	n/a	7.3	167	5/10
3 6 D.S Dramium	617.000	191	350	76	n/a	9.9	220	5/10

1.6 GL	267900	86	151	11.5	180	5.8	136	7/10
1.6 GL+	303900	86	151	11.5	180	5.8	136	7/10
1.6 GL+ auto	321900	86	151	n/a	n/a	6.0	139	7/10
1.6 GL+ AllGrip	327900	86	151	12.0	180	5.8	136	7/10
1.6 GLX auto	337900	86	151	n/a	n/a	6.0	139	7/10
1.6 GLX AllGrip	356900	86	151	12.0	180	6.2	145	7/10
•								

hatch 1.5 Xi	163900	66	132	11.3	165	6.0	138	3/10
sedan 1.5 Xi	172200	66	132	11.3	165	5.9	136	3/10
hatch 1.5 Sprint	172600	66	132	11.3	165	6.0	138	
sedan 1.5 Sprint	180500	66	132	11.3	165	5.9	136	
Cross 1.5 Xs	194300	66	132	11.3	165	6.0	138	4/10

Heroically pointless, Naturally aspirated 3.6-litre flat-six has novelty appeal for those too poor to



	PRICE	kW	Nm	0-100	km/h	L/100km	002	RATING
1.6 GL	282900	86	156	11.0	179	5.8	137	5/10
1.6 GLX	313 900	86	156	11.0	179	5.8	137	6/10
1.6 GLX auto	336900	86	156	12.4	169	5.8	137	6/10
1.6 GLX AllGrip	337900	86	156	12.0	174	6.2	146	6/10
1.6 GLX AllGrip auto	359 900	86	156	13.5	164	6.2	146	6/10

Yaris

A key car for Toyota in Europe. the engine choice reasonable, the Hybrid is OK, but it's not as clever as it used to be.



afford any of the 911s.				. (9	
	PRICE	kW	Km	0-100	km/h	L/100km	C02	RATING
3.6 R-S Premium	595000	191	350	7.2	n/a	9.9	230	5/10

1.6 GL	282 900	86	156	11.0	179	5.8	137	5/10
1.6 GLX	313 900	86	156	11.0	179	5.8	137	6/10
1.6 GLX auto	336 900	86	156	12.4	169	5.8	137	6/10
1.6 GLX AllGrip	337900	86	156	12.0	174	6.2	146	6/10
1.6 GLX AllGrip auto	359 900	86	156	13.5	164	6.2	146	6/10

	PRIGE	KW	NII	U-1UU	KIR/II	L/ JUUKITI	GUZ	ROAL INCO
1.0	191400	51	95	15.3	155	5.0	117	6/10
1.3	221100	73	125	11.7	175	5.6	131	6/10
1.3 auto	233800	73	125	12.6	175	5.5	127	6/10
Hybrid	305 500	74e	111+e	11.8	165	3.6	82	6/10
,								

WRX

Now that the Evo is dead, the WRX grows up becomes a lot easier to live with. Boy racers everywhere throw a tantrum.



LOOKS like all oll-roader but does	iii ego iii	ke one,	υı
feel as well-built as it should. Wo	uld rarel	y top yo	our
shopping list. Low range helps, th	ough.		
	_		

All new take on Suzuki's tenacious tyke. Pricy now

		Ell.		6	
l					
00	km/h	1/100km	E112	RATING	

1.3	221100	73	125	11.7	175	5.6	131	6/10
1.3 auto	233800	73	125	12.6	175	5.5	127	6/10
Hybrid	305 500	74e	111+e	11.8	165	3.6	82	6/10
					_			

kW lm 6-100 km 1/100km 22 241186 197 350 6.0 240 9.2 213 6/10 197 350 6.3 240 8.6 199 6/10 221 407 5.2 255 10.4 242 8/10 WRX Premium 539 000 559000 719 000 WRX STI Premium

122 225 122 225 122 225 11.7 180 8.9 212 3/10 12.0 170 9.9 234 4/10 11.7 180 8.9 212 5/10 12.0 170 9.9 234 4/10 369 900 384 900 2.4 Dune 2.4 Dune auto 2.4 Summit 442 9NN 2.4 Summit auto 459900 122 225

154 154 154 195 185 6.6 157 6.3 150 90 90 224400 1.6 auto 1.6 Plus

SUZUKI

TopGear on Suzuki:

Jimny and Swift Sport the only character highlights from a brand desperately in need of turbocharging.



Avanza

3/10 3/10

seat cardboard box on wheels. Like an East German weightlifter – not pretty, but effective.

Here is last year's Corolla for B-segment money



people who have only recently upgraded from scoote		1.3 S	220200	70	121	n/a	n/a	6.1	145	3/10
		1.3 SX	237100	70	121	n/a	n/a	6.1	145	3/10
Indica		1.5 SX	244300	77	137	n/a	n/a	6.3	150	3/10
Nothing quite says 'I'm poor' like driving an Indica.	-	1.5 SX auto	262900	77	137	n/a	n/a	6.7	160	3/10
Cheap and light-years from cheerful.		1.5 TX	278500	77	137	n/a	n/a	6.3	150	3/10

1.0 GA

1.0 GL auto

Alto replacement has a bigger boot, 3Nm more and an auto option for those of weak left hip. Big in India.



		PRICE	KW	Mm	0-100	km/h	L/100km	002	RATI
-	I.4 LGi	118 995	55	110	12.8	155	7.4	168	2/1
-	I.4 LGi Flash	124995	55	110	12.8	155	7.4	168	2/1

New Corolla is a return to form for Toyota, Funnish. Capable. The return of the white-collar king.

00	km/h	L/100km	C02	RATING							
.6	180	6.0	139	5/10							
.6	180	6.0	139	5/10							

Swift			
Turnat terrina tan basel this na a	0000000	 i an i	 -

149900

	PRICE	kW	Nm	0-100	km/h	L/100km	C02
1.4 Ini Bounce	134995	55	114	14.0	150	6.7	159
1.4 Ignis	154995	66	116	13.5	155	6.7	157

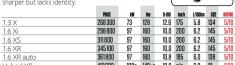
this? Max my Indica? At this price you

By not trying too hard, this no-nonse succeeds in being really rather good.

				. (_	_	'		
	PRICE	kW	Mm	0-100	km/h	L/100km	C02	RATING	
DZire sedan 1.2 GA	153 900	63	113	12.6	160	5.2	124	5/10	
OZire sedan 1.2 GL	167900	63	113	12.6	160	5.2	124	5/10	

1.8 Prestige	313500	103	173	n/a	n/a	7.0	165	6/10
1.8 Exclusive	336300	103	173	n/a	n/a	7.0	165	6/10
1.8 Exclusive auto	349400	103	173	10.2	195	6.4	152	6/10

Many still yearn for a spiritual successor to the Ru New is Auris better than the previous one. Looks sharper but lacks identity.



413 RNN

Hilux

A decade in the making, Toyota's most iconic product doesn't disappoint. Ranger rivalry now more intense than ever.



100e 142+e 10.9 n/a 3.9 91 6/10

more milense than ever.					$\overline{}$	_		
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.0	239600	102	183	12.0	170	n/a	n/a	7/10
2.4GD	272100	110	343	12.4	175	n/a	n/a	7/10
2.7 SRX	332700	122	245	12.1	180	n/a	n/a	7/10
2.4GD-6 SRX	343200	110	400	13.2	175	n/a	n/a	8/10
2.4GD-6 4x4 SRX	406100	110	400	13.2	175	n/a	n/a	8/10
2.4GD-6 4x4 SR	400700	110	400	13.2	175	n/a	n/a	8/10
2.8GD-6 Raider	395 500	130	420	11.2	180	n/a	n/a	8/10
2.8GD-6 4x4 Raider	456300	130	420	11.2	175	n/a	n/a	8/10
Xtra cab								
2.4GD-6 SRX	354800	110	400	13.2	175	n/a	n/a	8/10
2.8GD-6 Raider	430 000	130	420	11.2	180	n/a	n/a	8/10
2.8GD-6 4x4 Raider	492900	130	420	11.2	175	n/a	n/a	8/10
double cab								
2.7 SRX	385800	122	245	12.1	180	10.6	253	7/10
2.4GD-6 SRX	442700	110	400	13.2	175	7.1	187	8/10
2.4GD-6 4x4 SRX	468 800	110	400	13.2	170	7.3	190	8/10
2.4GD-6 4x4 SR	462500	110	400	13.2	170	7.3	190	8/10
2.8GD-6 Raider	490700	130	420	11.2	180	7.6	198	8/10
2.8GD-6 Raider auto	508500	130	450	10.8	175	8.0	210	8/10
2.8GD-6 4x4 Raider	554600	130	420	11.2	180	7.6	199	8/10
2.8GD-6 4x4 Raider auto	573500	130	450	10.8	175	8.5	224	8/10
4.0 V6 Raider	527 400	175	376	9.4	180	11.7	279	7/10
4.0 V6 4x4 Raider	621600	175	376	9.4	180	11.7	279	7/10

	PRICE	kW	Km	0-100	km/h	L/100km	G02	
1.2T	318500*	85	185	10.9	190	6.0	136	
1.2T Plus	345000*	85	185	10.9	190	6.0	136	
1.2T Plus auto	356000*	85	185	11.1	183	5.9	135	
	*indicativ	e pricing						

The latest RAV4 is crisper and sharper than before. But it's still not as funky as it used to be. Where did the fun go, Toyota?



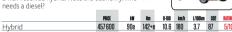
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.0 GX	368800	107	187	n/a	n/a	7.7	179	6/10
2.0 GX auto	381400	107	187	n/a	n/a	7.4	173	6/10
2.2D-4D AWD GX	461300	110	340	n/a	n/a	5.6	149	7/10
2.2D-4D AWD VX	549700	110	340	n/a	n/a	6.5	172	7/10
2.5 AWD VX	515600	132	233	n/a	n/a	8.5	198	7/10

Toyota in donkeys (with a nod of thanks to Subaru). Light and lithe coupe proves that 147kW will suffice



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATINE
2.0 standard	434100	147	205	7.6	226	7.8	181	9/10
2.0 high	488 400	147	205	7.6	226	7.8	181	9/10
2.0 high auto	512900	147	205	8.2	210	7.1	164	9/10

Prius It looks totally bizarre, but the weird styling conceals a well-resolved hybrid. Note the economy: who



Fortuner Hilux based five-door wagon now with multilink rear suspension and modern drivetrain bits. Odd inside but remains crushingly capable.

.5 247	6/10
	U/ IU
184	7/10
208	7/10
196	7/10
0 212	7/10
204	8/10
5 224	8/10
.0 277	6/10
3.1 7.8 3.1	3.0 212 7.8 204 3.5 224

Land Cruiser 70 Series

It's a tank in every conceivable way, and that's why we love it. Truly capable and indestructible



79 4.0 V6	551600	170	360	12.6	165	n/a	n/a	6/10
79 4.2D	586800	96	285	18.0	140	n/a	n/a	7/10
79 4.5D-4D LX V8	671400	151	430	n/a	160	11.6	306	8/10
79 4.0 V6 double cab	623800	170	360	12.6	165	13.6	320	7/10
79 4.2D double cab	654300	96	285	18.0	140	13.0	343	7/10
79 4.5D-4D LX V8 double cab	734800	151	430	n/a	160	11.6	306	8/10
76 4.5D-4D LX V8 station wagon	751400	151	430	n/a	160	11.6	306	8/10

FJ Cruiser

d school meets new world in a retro-modern nake. Pity about the zero-option engine and transmission



10.9 180 11.5 266 6/10 11.7 175 8.5 226 6/10

	PRICE	kW	Xm	0-100	km/h	L/100km	G02	RATIN
J Cruiser	616 500	200	380	7.6	175	11.4	267	6/10

Land Cruiser Prado

Equally happy in the hand and desperate housewive there was one.

ds of bo es. An o					III			0
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
	801900	120	ANN	117	175	8.5	226	6/10

Land Cruiser 200

4.5D-4D V8 VX

3.0DT TX

3.0DT VX

Uluioti 200								
is the South African farmer'	's S-Clas	S.			是	8		0
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
4D V8 GX	970900	173	615	8.6	210	10.3	273	7/10
4D V8 VX	1304200	173	615	8.6	210	10.3	273	7/10

915700

VOLKSWAGEN

TopGear on Volkswagen:

etly brilliant, thoroughly deserving of every accolade chucked vay. Up and Golf particular highlights.

Finally a VW city car you want to own. Neat styling and packaging to shame Ikea's finest, we like the up!

A lot.	,			Ų	_	- Um		
	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
take up! 5-door 1.0	166300	55	95	13.5	173	4.6	106	8/10
move up! 5-door 1.0	179 900	55	95	13.5	173	4.6	106	8/10
up! beats 5-door 1.0	196 300	55	95	13.5	173	4.6	106	
cross up! 5-door 1.0	194700	55	95	13.5	173	4.7	108	8/10

Polo Vivo

cross up! 5-door 1.0

equity beats value and spec. Consider carefully before signing.



hatch 1.4 Conceptline	172300	55	132	12.9	171	6.2	147	5/10
hatch 1.4 CiTi	177300	55	132	12.9	171	6.2	147	
hatch 1.4 Street	184300	63	132	12.2	177	6.2	147	5/10
hatch 1.4 Trendline	181900	63	132	12.2	177	6.2	147	5/10
hatch 1.4 Trendline auto	197900	63	132	17.5	174	6.9	163	5/10
hatch 1.4 Storm	189700	63	132	12.2	177	6.2	147	5/10
hatch 1.6 Comfortline	201300	77	155	10.6	187	6.6	156	5/10
hatch 1.6 GTS	205500	77	155	10.6	187	6.6	157	4/10
Maxx 1.6	205300	77	155	10.6	187	6.6	157	5/10
sedan 1.4 Conceptline	184400	55	132	12.9	171	6.2	147	5/10
sedan 1.4 Trendline	193 500	63	132	12.2	177	6.2	147	5/10
sedan 1.4 Trendline auto	209500	63	132	17.5	174	6.9	163	5/10
sedan 1.6 Trendline	201300	77	155	10.6	187	6.6	156	5/10
sedan 1.6 Comfortline	209800	77	155	10.6	187	6.6	156	5/10

Polo soul. But what do you want: party tricks, or something sensible to take to the shops?

	PRICE	kW	No	0-100	km/h	L/100km	G02	RATING
sedan 1.4 Trendline	217 400	63	132	12.8	178	5.9	139	6/10
sedan 1.4 Comfortline	240500	63	132	12.8	178	5.9	139	6/10
sedan 1.6 Trendline	236700	77	155	11.1	190	6.0	143	6/10
sedan 1.6 Comfortline	255900	77	155	11.1	190	6.0	143	6/10
sedan 1.6 Comfortline auto	271900	77	155	12.3	187	6.5	154	6/10
sedan 1.5TDI Comfortline	287800	81	250	11.2	186	4.9	128	6/10
hatch 1.2TSI Trendline	225200	66	160	10.8	184	4.9	117	7/10
hatch 1.2TSI Comfortline	251200	66	160	10.8	184	4.9	117	7/10
hatch 1.2TSI beats	264000	66	160	10.8	184	4.9	117	7/10
hatch 1.0TSI BlueMotion	261800	70	160	10.5	191	4.2	97	7/10
hatch 1.2TSI Highline	274200	81	175	9.3	196	5.1	120	7/10
hatch 1.2TSI Highline auto	290200	81	175	9.3	196	5.1	122	7/10
hatch 1.0TSI R-Line auto	290200	81	200	9.3	197	4.4	102	
hatch 1.4TDI Trendline	251700	55	210	12.9	173	4.1	108	7/10
hatch 1.4TDI Highline	284300	77	250	9.9	194	4.1	108	7/10
CrossPolo 1.2TSI	282700	81	175	9.8	190	5.3	125	6/10
CrossPolo 1.4TDI	292800	77	250	10.5	187	4.2	111	6/10
GTI	357300	141	320	6.7	236	6.0	139	7/10
GTI auto	373 300	141	250	6.7	236	5.6	129	7/10

Jetta
Apologies, we're struggling to stay awake with this
one. The Jetta is VW's Golf-based saloon, and is
so boring it makes PWC's AGM look interesting.

1.6 C

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	PRICE	kW	Km	0-100	km/h	L/100km	G02	B
Conceptline	278300	77	153	11.7	190	6.8	162	
SI Trendline	314400	77	175	10.7	194	5.1	117	

1.4TSI Trendline	335400	92	200	9.6	206	5.4	125	5/10	
1.4TSI Comfortline	352700	92	200	9.6	206	5.4	125	5/10	
1.4TSI Comfortline auto	368700	92	200	9.6	206	5.2	119	5/10	
1.4TSI Highline auto	397200	110	250	8.6	220	5.2	119	5/10	
1.6TDI Comfortline	370700	77	250	11.7	190	4.5	119	5/10	
1.6TDI Comfortline auto	386700	77	250	11.7	190	4.7	123	5/10	
2.0TDI Highline auto	424900	103	320	9.5	208	5.3	138	5/10	

Beetle

A sportier Beetle? Does that make this a cockroach Never mind, the retro VW now has a smattering of driving appeal



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.2TSI Design	318 900	77	175	10.9	180	5.3	123	5/10
1.2TSI Club	330750	77	175	10.9	180	5.3	123	5/10
1.4TSI Sport	391400	110	250	8.7	203	5.6	129	5/10
1.4TSI Sport auto	407400	110	250	8.7	203	5.3	122	5/10
Dune 1.4TSI	424500	110	250	8.8	200	5.5	128	5/10

Golf

The best, done better than ever. You need no hatchback. So don't waste your time looking, spend it haggling with the salesman instead.



	PRICE	kW	Mm	0-100	km/h	L/100km	G02	RATING
1.2TSI Trendline	316 000	81	175	9.9	195	4.9	114	8/10
1.4TSI Trendline	334200	92	200	9.1	204	5.2	120	8/10
1.4TSI Comfortline	343900	92	200	9.1	204	5.2	120	8/10
1.4TSI Comfortline auto	359900	92	200	9.1	204	5.0	119	8/10
1.4TSI Highline	380700	110	250	8.2	216	5.2	120	8/10
2.0TDI Comfortline	383200	81	250	10.5	190	4.6	120	8/10
2.0TDI Highline	445700	110	320	8.6	212	4.5	119	8/10
GTI	479900	162	350	6.5	246	6.0	139	8/10
GTI auto	495900	162	350	6.5	244	6.4	148	8/10
GTI Clubsport	555140	195	350	5.9	249	7.0	160	8/10
GTI Clubsport S	742 000	228	380	5.8	265	7.3	170	
R	592600	206	380	5.2	250	7.1	165	8/10
Rauto	608600	206	380	5.0	250	6.9	159	7/10

Golf SV

Here, unlike elsewhere in the Volkswagen universe, SV does not stand for Super Veloce. More like Slightly Voluminous.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.2TSI Trendline	335 900	81	175	10.7	192	5.1	117	6/10
1.4TSI Comfortline	360100	92	200	9.9	200	5.4	125	6/10
1.4TSI Comfortline auto	376100	92	200	9.9	200	5.2	121	6/10
2.0TDI Comfortline	399 400	81	250	10.5	190	4.8	124	7/10
2.0TDI Comfortline auto	415 400	81	250	10.5	190	5.3	138	7/10

Caddy

Kombi on 2/3rds scale. Needs all-wheel drive ar 188kW Golf R engine to maximise its potential. Really, Caddy R must happen. We're waiting.



	PRICE	kW	Nm	0-100	km/h	L/100km	C02	RATING
2.0TDI Trendline	387800	81	250	12.4	170	5.7	149	5/10
Alltrack 2.0TDI	403100	81	250	12.4	170	5.7	149	5/10
Alltrack 2.0TDI auto	435700	103	320	10.6	186	6.2	166	5/10
Maxi 2.0TDI Trendline	408 400	81	250	12.8	170	5.8	152	5/10
Maxi 2.0TDI Trendline auto	440000	103	320	10.9	186	6.3	166	5/10

Transporter

The 'other' VW bakkie range.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
2.0TDI	327400	75	250	15.2	141	7.9	208	5/10
2.0TDI double cab	366900	75	250	15.9	144	7.9	208	5/10
2.0TDI double cab 4Motion	415300	103	340	13.5	155	8.3	219	5/10
2.0BiTDI double cab auto	450800	132	400	10.2	175	8.4	221	5/10

Amarok

Great looker, the best interior in the business a good to drive. Frugal too.



2.0TDI	304800	103	340	13.2	162	7.6	199	6/10
2.0TDI 4Motion	358800	103	340	13.4	160	7.7	203	6/10
2.0TDI Trendline	388800	103	340	13.2	162	7.6	199	6/10
2.0BiTDI Trendline	424400	132	400	10.3	183	7.9	208	6/10
2.0TDI Trendline 4Motion	438800	103	340	13.4	160	7.7	203	6/10
2.0BiTDI Trendline 4Motion	474400	132	400	10.3	183	8.0	211	6/10
double cab								
2.0TDI Trendline	484800	103	340	13.5	163	7.6	199	6/10
2.0TDI Trendline 4Motion	535800	103	340	13.7	161	7.7	203	6/10
2.0BiTDI Highline	518 900	132	400	10.3	184	7.9	208	7/10
2.0BiTDI Highline auto	536400	132	420	10.6	180	8.2	216	7/10
2.0BiTDI Highline 4Motion	569900	132	400	10.6	183	8.0	211	7/10
2.0BiTDI Highline 4Motion auto	587400	132	420	10.9	179	8.3	219	7/10
2.0BiTDI 4Motion Ultimate	645900	132	420	10.9	179	8.3	219	7/10

Tiguan

It's Golf 7 with ground clearance, more space and better styling. VW will need a separate shipping lane to import enough of these.



	PRICE	kW	Km	0-100	km/h	L/100km	G02	RATING
1.4TSI Trendline	384100	92	200	10.5	190	6.1	139	8/10
1.4TSI Comfortline	425300	92	200	10.5	190	6.1	139	8/10
1.4TSI Comfortline auto	465 000	110	250	9.2	200	6.1	140	8/10
2.0TDI Comfortline	469500	81	250	11.2	183	5.2	136	
2.0TDI 4Motion Comfortline	523 800	105	340	9.5	197	6.1	159	
2.0TDI 4Motion Highline	549500	130	380	8.3	207	6.4	166	
2.0TSI 4Motion Highline	542 200	162	350	6.5	220	7.8	180	8/10

PRICE



| PRIEST | Nov. | Nov. | Nov. | A-100 | Nov. | Nov.

T3 Kinetic T3 Momentum auto T4 Momentum D4 Momentum T5 Momentum D5 Inscription T6 AWD Inscription T6 AWD Polestar

actually an estate, but a 'spo estate, Volvo.	ortswagon.it	s an		Į	Ξ		10
T3 Momentum	PRICE 464252	112	Nm 250	0-100 8.7	km/h 205	L/100km 5.9	138
T4 Momentum	496 224	140	300	7.3	225	5.8	136
D4 Momentum	521600	140	400	7.7	225	4.4	116
T5 Momentum	561006	180	350	6.4	230	6.4	149
D5 Inscription	606170	165	470	6.5	230	4.8	125
T6 AWD Inscription	640 902	225	400	6.0	250	7.0	163
V60 Cross Country					_		
Confusingly good compron XC60. More gravel road cap	nise between ' able than the	V60 an forme	d r.		4	-	
Cheaper than the latter.				ļ			0
D4 AWD Momentum	PRICE 550 506	140	420	0-100 8.9	km/h 205	L/100km	149
D4 AWD Momentum T5 AWD Momentum	584172	187	360	7.1	210	5.7 8.5	198
XC60	2 daloo	to a liste			_		1/
Mid-size SUV stuffed with he It should come in fluoro yell			r		-	9	*
as standard.	PRICE	kW	Nm	0-100	km/h	L/100km	002
T5 Momentum	624218	180	350	7.2	210	6.7	157
T5 AWD Momentum	655270	180	350	7.2	210	7.5	175
D4 Momentum	629356	140	400	8.1	210	4.7	124
	007000	100	440		010	F 7	
D5 AWD Momentum	697906	162	440	8.2	210	5.7	149
D5 AWD Momentum T6 AWD Momentum	697906 716 326	162 225	440 400	8.2 6.9	210 210	5.7 7.7	149 179
T6 AWD Momentum							
T6 AWD Momentum \$90 Impossibly stylish and be	716326 autiful large	225 Swedi	400 sh se	6.9 dan.			
T6 AWD Momentum	716326 autiful large ormance con	225 Swedi	400 sh se	6.9 dan.			
T6 AWD Momentum S90 Impossibly stylish and be You'll love it, until a perfoany German rival arises, a	716326 autiful large ormance con at a traffic lig	Swedinparisht.	sh se on wi	6.9 dan. th	210 km/h	7.7	179
T6 AWD Momentum SDD Impossibly stylish and be You'll love it, until a perfc any German rival arises, a	716326 autiful large ormance con at a traffic lig	Swedinparisht.	sh se on wi	6.9 dan. th	210 km/h 230	7.7 L/100im 6.5	179 1 602 149
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perfc any German rival arises, a T5 Momentum D4 Momentum	716326 autiful large ormance con at a traffic lig PRIGE 678506 698500	Swedinparischt.	sh se on wi	6.9 dan. th	210 imh 230 230	7.7 L/100im 6.5 4.4	179 602 149 116
T6 AWD Momentum SDD Impossibly stylish and be You'll love it, until a perfc any German rival arises, a	716326 autiful large ormance con at a traffic lig	Swedinparisht.	sh se on wi	6.9 dan. th	210 km/h 230	7.7 L/100im 6.5	179 1 602 149
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perfc any German rival arises, a T5 Momentum D5 AWD Momentum D5 AWD Momentum	716326 autiful large ormance con at a traffic lig PAUS: 678506 698500 778498	225 Swedinparisht. www.187 140	sh se on wi	6.9 dan. th 0-100 6.8 8.2 7.0	210 km/h 230 230 240	7.7 L/100km 6.5 4.4 4.8	179 602 149 116 127
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perfe any German rival arises, a T5 Momentum D4 Momentum D5 AWD Momentum T6 AWD Momentum	716326 autiful large ormance con at a traffic lig FRISC FRISC 688500 778498 833530	225 Swedi nparisi ht. w 187 140 173 235	sh se on wi	6.9 dan. th 0-100 6.8 8.2 7.0	210 km/h 230 230 240	7.7 L/100km 6.5 4.4 4.8	179 602 149 116 127
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perficany German rival arises, a T5 Momentum D4 Momentum D5 AWD Momentum T6 AWD Momentum It's everything we hoped it wore. Superb safety system	716326 autiful large ormance con at a traffic light 678506 688500 778498 833530 would be, and	225 Swedi nparisc ht. ww 187 140 173 235	sh se on wi	6.9 dan. th 0-100 6.8 8.2 7.0	210 km/h 230 230 240	7.7 L/100km 6.5 4.4 4.8	179 602 149 116 127
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a performan rival arises, a T5 Momentum D4 Momentum D5 AWD Momentum T6 AWD Momentum W050 It's everything we hoped it it	716326 autiful large ormance con at a traffic light 678506 688500 778498 833530 would be, and	225 Swedi nparisc ht. ww 187 140 173 235	sh se on wi	6.9 dan. th 0-100 6.8 8.2 7.0	210 km/h 230 230 240	7.7 L/100km 6.5 4.4 4.8	179 1002 149 116 127 165
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perficany German rival arises, a T5 Momentum D4 Momentum D5 AWD Momentum T6 AWD Momentum It's everything we hoped it wore. Superb safety system	716328 autiful large prmance cor at a traffic lig 18856 698500 778498 833530 would be, and	225 Swedinparisht. 187 140 173 235	sh se on wi was 350 400 480 400 400 was 400 400 400 400 400 400 400 400 400 40	6.9 ddan. tth 0-100 6.8 8.2 7.0 5.9	210	7.7 L/100.in 6.5 4.4 4.8 7.2	179 1 602 149 116 127 165
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perficany German rival arises, a T5 Momentum D4 Momentum D5 AWD Momentum T6 AWD Momentum WSD It's everything we hoped it wore. Superb safety system and practicality. D4 Momentum D5 AWD Momentum	716328 autiful large ormance con at a traffic lig mus 698500 778498 833530 would be, and as, s, fantastic te	225 Swedin ht. WW 187 140 173 235 ch	sh se on wi	6.9 ddan. tth 0100 6.8 8.2 7.0 5.9 0100 9.2 7.8	imh 230 240 250 imh 205 220	7.7 L/1001m 6.5 4.4 4.8 7.2 L/1001m 5.2 5.7	179 1 602 149 116 127 165
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a performan rival arises, and the style of the style	autiful large primance corp at a traffic lig 878506 678506 678506 883530 Would be, and as, s, fantastic te 891524 915784 92506	225 Swedinparischt. WW 187 140 173 235 ch	sh se on wi	6.9 ddan. tth 6.8 8.2 7.0 5.9 0.100 9.2 7.8 8.2	210 min 230 230 240 250 min 205 220 215	7.7 Lynonin 6.5 4.4 4.8 7.2 Lynonin 5.2 5.7 7.6	179 1 002 149 116 127 165
T6 AWD Momentum S20 Impossibly stylish and be You'll love it, until a perficany German rival arises, a T5 Momentum D4 Momentum D6 AWD Momentum T6 AWD Momentum W090 It's everything we hoped it was and practicality. D4 Momentum D5 AWD Momentum T5 AWD Momentum T5 AWD Momentum T6 AWD Momentum T6 AWD Momentum	716328 autiful large prmance con at a traffic lig 678506 688507 778498 833530 would be, and s, fantastic te 891524 915784 915784 95286 952808	225 Swedingparison ht. WW 187 140 173 235	sh se on wi	6.9 ddan. tth 6.8 8.2 7.0 5.9 9.2 7.8 8.2 7.8 8.2	imh 230 230 240 250 imh 205 220 215 230	7.7 Lynonian 6.5 4.4 4.8 7.2 Lynonian 5.2 5.7 7.6 8.0	179 1 602 149 116 127 165
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perfeany German rival arises, a T5 Momentum D4 Momentum D5 AWD Momentum T6 AWD Momentum WSDD It's everything we hoped it wore. Superb safety system and practicality. D4 Momentum D5 AWD Momentum T5 AWD Momentum T6 AWD Momentum T6 AWD Momentum T8 TawnEngine AWD Momentum T8 TawnEngine AWD Momentum	716328 autiful large prmance con at a traffic lig pus 698500 778 498 833530 would be, and as, s, fantastic te pus 891524 915784 952006 958224 httm 1106500	225 Swedinparisht. 187 140 173 235 ch	sh se on wi	6.9 ddan. tth 	imh 230 230 240 250 imh 205 220 215 230 230	Undoin 6.5 4.4 4.8 7.2 Undoin 5.2 5.7 7.6 8.0 2.1	179 149 116 127 165 136 149 176 186 49
T6 AWD Momentum S20 Impossibly stylish and be You'll love it, until a perficany German rival arises, a T5 Momentum D4 Momentum D6 AWD Momentum T6 AWD Momentum W090 It's everything we hoped it was and practicality. D4 Momentum D5 AWD Momentum T5 AWD Momentum T5 AWD Momentum T6 AWD Momentum T6 AWD Momentum	716328 autiful large prmance con at a traffic lig pus 698500 778 498 833530 would be, and as, s, fantastic te pus 891524 915784 952006 958224 httm 1106500	225 Swedingparison ht. WW 187 140 173 235	sh se on wi	6.9 ddan. tth 6.8 8.2 7.0 5.9 9.2 7.8 8.2 7.8 8.2	imh 230 230 240 250 imh 205 220 215 230	7.7 Lynonian 6.5 4.4 4.8 7.2 Lynonian 5.2 5.7 7.6 8.0	179 1 602 149 116 127 165
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perfeany German rival arises, a T5 Momentum D4 Momentum D5 AWD Momentum T6 AWD Momentum WSDD It's everything we hoped it wore. Superb safety system and practicality. D4 Momentum D5 AWD Momentum T5 AWD Momentum T6 AWD Momentum T6 AWD Momentum T8 TawnEngine AWD Momentum T8 TawnEngine AWD Momentum	716328 autiful large prmance con at a traffic lig pus 698500 778 498 833530 would be, and as, s, fantastic te pus 891524 915784 952006 958224 httm 1106500	225 Swedinparisht. 187 140 173 235 ch	sh se on wi	6.9 ddan. tth 	imh 230 230 240 250 imh 205 220 215 230 230	Undoin 6.5 4.4 4.8 7.2 Undoin 5.2 5.7 7.6 8.0 2.1	179 149 116 127 165 136 149 176 186 49
T6 AWD Momentum SSD Impossibly stylish and be You'll love it, until a perfeany German rival arises, a T5 Momentum D4 Momentum D5 AWD Momentum T6 AWD Momentum W650 It's everything we hoped it wore. Superb safety system and practicality. D4 Momentum D5 AWD Momentum T5 AWD Momentum T6 AWD Momentum T6 AWD Momentum T8 T6 AWD Momentum T8 T8 TwinEngine AWD Momentum	716328 autiful large prmance con at a traffic lig pus 698500 778 498 833530 would be, and as, s, fantastic te pus 891524 915784 952006 958224 httm 1106500	225 Swedinparisht. 187 140 173 235 ch	sh se on wi	6.9 ddan. tth 	imh 230 230 240 250 imh 205 220 215 230 230	Undoin 6.5 4.4 4.8 7.2 Undoin 5.2 5.7 7.6 8.0 2.1	179 149 116 127 165 136 149 176 186 49
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Rare breed

THE SUPERCARS THAT ALMOST MADE IT

ack in the middle of 2008, rumours started to appear that we were about to witness the birth of a Scottish supercar, courtesy of design

agency Dowdeswell & Hardie. The Scottish had given us penicillin, television, the telephone, Watt's steam engine, the pedal bicycle, the overhead valve engine – a supercar would surely be a walk in the park for such a talented nation? The media was aquiver with anticipation. OK that's a liewhat this member of the media did was groan, roll his eyes and shake his head at the clearly computer-generated images.

As you can see, it wasn't a bad-looking thing, nor was it badly conceived. The spec sheet read plausibly enough. Named after a Scottish spirit, the Falen was to be a British track-day hypercar in the mould of the McLaren P1 GTR or Aston Martin Vulcan, but before they were even a twinkle in their daddies' eyes. So, ahead of the curve.

It featured a 5.5-litre V10 Judd GV5 racing engine popular with top-line LMP1 teams, a compact, lightweight unit that developed 596kW and 630Nm of torque. Sat in a carbon-fibre chassis, surrounded by carbonfibre panels, with an active rear wing and a

promised all-up weight of bang-on a ton, it sounded like something worth chasing. A prototype (codenamed Concept 17.1) was promised in early 2009, ahead of the grand unveiling at Geneva that year and then production of a mere four super-exclusive units.

There was a phone number at the bottom of the press release, so I gave it a bell. The phone rang and rang and was eventually answered by a hesitant middle-aged lady with a tentative "Hello?". Clearly not a receptionist at a design agency. Anyway, I forged ahead, asking if I had the right number for Dowdeswell & Hardie. I did. And could I speak to someone about the Falen project? I could. The next thing she said told me the project was unlikely to have legs: "Hang on a wee minute, he's up in his bedroom at the moment..."

"A prototype was promised in 2009, ahead of the grand unveiling at Geneva"



Specification

TO KNOW

Years active 2008

Number produced 7ero

Cost new N/A

Used a Judd V10 LMP1 engine, weighed a ton

Power claims

596kW @ 10000rpm 630Nm @ 7500rpm

Performance claims 0-100km/h in 3.0secs 320+km/h

Reason for failure

It never existed in the first place

Chance of resuscitation Absolutely zero



Be in it for the long haul. With a 30 litre fuel tank, easy, fluid handling and complete dominion over any terrain, there's no better way to celebrate your adventurous spirit than on the BMW R 1200 GS. Its advanced weather-protection elements, 2 cylinder, 4-stroke engine and overall robustness have earned this machine the well-deserved reputation of being the toughest bike around.

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