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EXCLUSIVE SERIES  
PREVIEW INSIDE

BBC

# Top Gear

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The EV start-up  
that's got Tesla  
worried

Inside Faraday Future

How to create  
a performance  
brand from  
scratch

Hyundai's N Performance  
skunkworks

New Porsche  
911 GTS

GTS, C4S or Turbo S:  
which is the perfect 911?

Six countries, 1750 miles, three days, every terrain in the new

COVER

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of 4



# DISCOVERY

Is this the ultimate all-rounder?





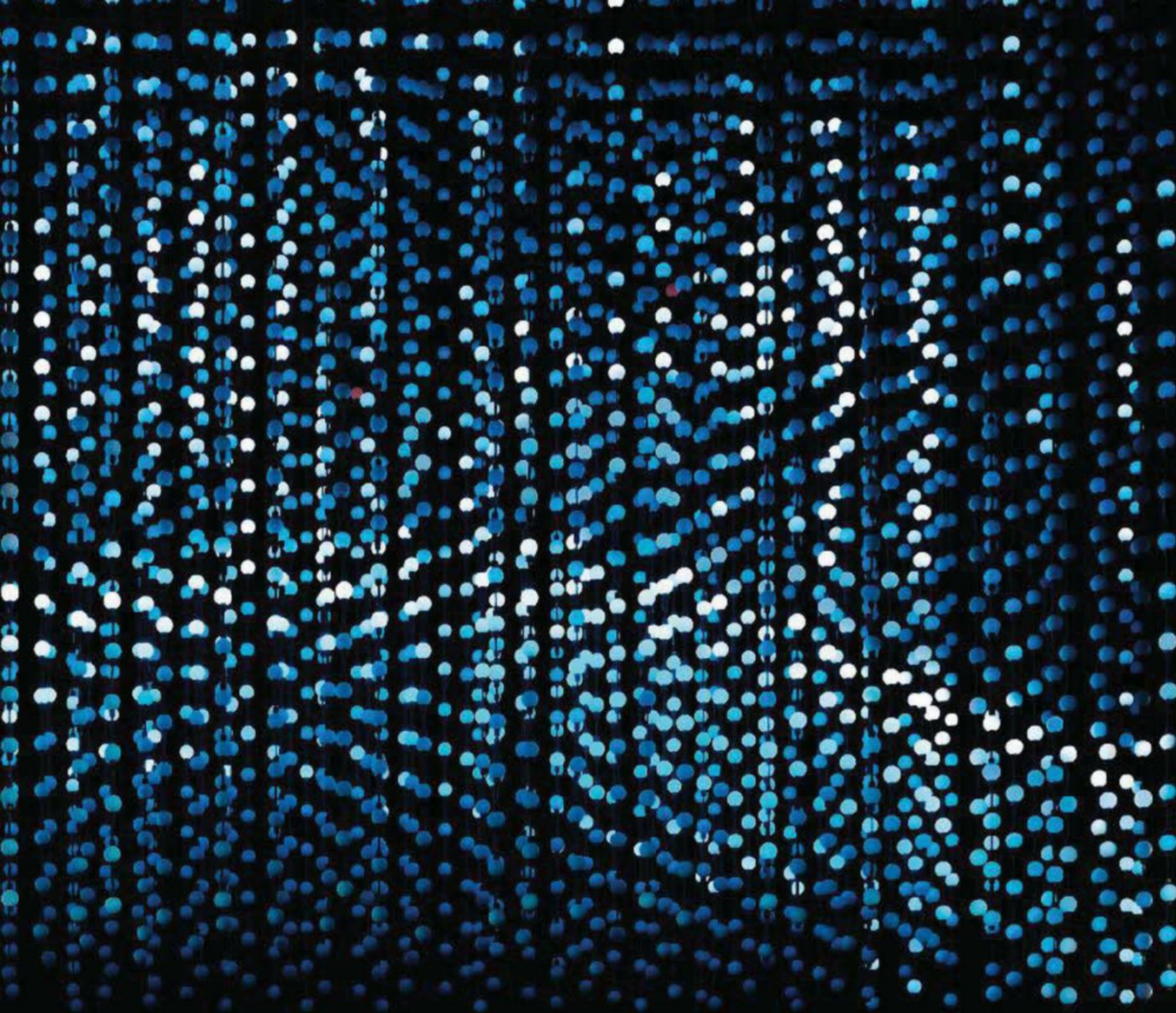


# The all-new Audi A5



Official fuel consumption figures for the all-new Audi A5 Sportback range (including S5 Sportback) in mpg (l/100km) from: Urban 28.5 (9.9) are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual print [February 2017]. Images are shown for illustration purposes only. More information is available on the Audi website at [www.audi.co.uk](http://www.audi.co.uk) and at [www.dft.gov.uk/vca](http://www.dft.gov.uk/vca)





– 58.9 (4.8), Extra Urban 46.3 (6.1) – 76.3 (3.7), Combined 37.7 (7.5) – 68.9 (4.1). CO<sub>2</sub> emissions: 170 – 106g/km. Fuel consumption and CO<sub>2</sub> figures fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Fuel consumption and CO<sub>2</sub> figures correct at time of







Issue 293 March 2017

# Welcome...



At *TopGear* we're always striving to do things a little bit differently. We push for better access, drive a little further, challenge the norm... to ensure we are

always in a better place to deliver the best to you, our audience. So, as the rest of the automotive world headed to a desert in Utah to test the all-new Discovery we saved on the plane ticket and set out across Europe to test this fifth generation in the real world. While I'm sure Utah would elicit some stunning scenic backdrops and much opportunity to test the Disco's capabilities on sand, what we wanted to know was how a car with a global reputation for go-anywhere diversity could cut it in the more extreme variety of surfaces it's more likely to meet in Europe.

After three days, 1,750 miles, six countries and having tackled mud, snow, sand, rivers and every kind of road from motorway cruises to switchback Alpine passes, we had our verdict. As British global exports go, it's fair to say that this new-generation Disco continues to be a touchpoint for the quality of British engineering and design we can be proud of.

Talking of doing things differently and pushing the boundaries, down at the telly end of the office the sense of energy and enthusiasm as we approach series 24 is palpable. While expectation levels are clearly high, there's a sense of optimism running through the team – if cars are the lifeblood of any *TopGear* series for us fans, then series 24 has a roster of headline acts that is as strong, arguably stronger, than any that has gone before in this show's 40-year history. With the Ferrari FXXK, Ford GT, Alfa Romeo Giulia, Lamborghini Huracán Spyder, Porsche 911 Turbo S and a number of others too secret to talk about yet (come back next month for more details) it's a strong start. But *TopGear* has always been about more than just the cars – it's that sense of ambition and adventure, of boundaries pushed and friendships made that makes it unique, and series 24 has that by the bucketload. Our exclusive behind-the-scenes preview starts on page 77...

Enjoy the issue, and enjoy the show.

Charlie Turner EDITOR-IN-CHIEF  
@TopGearEditor







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Your car not there? Sell it, and buy one that is, then...





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WHO'S IN?  
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BEHIND  
THE SCENES

# Making it happen



**Who:** Ollie Marriage

**Where:** Faraday Future  
TopGear's motoring editor gets to grips with virtual reality goggles. But what is he squeezing?



**Who:** Stefano d'Aste

**Where:** Dubai 24H  
Because even if you're racing for a full 24 hours, there's still time for style...



**Who:** Tom Ford

**Where:** France  
Not reclining in a landfill, instead risking life and limb to get a hero shot of the new Discovery



**Who:** Elliott Webb

**Where:** Crickhowell  
Oh, the indignity. Mist and fog when you know there's a lovely pub just down the road



**What:** Mark Riccioni

**Where:** Santa Pod  
When the roof isn't strong enough to take your weight, just use the door instead. Simple



**Who:** TG staffers

**Where:** Nene Valley Railway  
Chris Rowles and Ollie Kew: the least likely Railway Children we've ever seen...

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EDITED BY OLLIE KEW

# drives

Every new  
car that  
matters,  
rated or  
slated

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# Star turn

Lamborghini **Aventador S**  
£ £271,146

**WE SAY:** AVENTADOR IS TRANSFORMED BY THE ADDITION OF 4WS

**E**veryone'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 second-gear weave through cones at 30mph. 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 last-minute swerves into that street down the side of Harrods 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 standing start to having a three-model





## “The Aventador S is a car transformed... a big step forward”

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 40bhp 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

re-engineering of the pushrod suspension. The settings of the adjustable magento-rheological 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, kerbweight hasn't increased, as the 6kg penalty was alleviated by a new exhaust

### OR TRY THIS



**Ferrari F12**  
The other Italian nat-  
asp V12. Front-  
engined, 730bhp,  
scintillating stuff

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 730bhp and 507lb ft is still deployed through all four wheels via a Haldex central clutch, but there's no talk of torque-vectoring or too much on-board 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 the

New carbon intakes  
channel more  
air to the V12





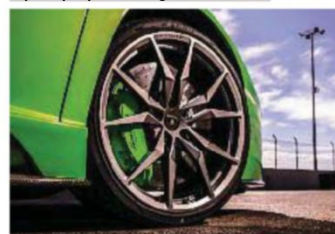
## UP CLOSE



Aventador is now fitted with an active three position wing to aid downforce and stability



Start button still lives beneath a fighter-style flip-up cover. Ego mode is new



New wheel design for the S, with 400mm carbon-ceramic brakes lurking behind

## LIFE INSIDE

01

### Windscreen

Hard to tell from this angle, but forward visibility is good. You do need to be wary of things in your blind spots, though...

02

### Dash screen

All the dials and instruments are digital. Graphics change depending what driving mode you're in

03

### Steering wheel

Is very adjustable, pulling a long way out of the dash. Paddles are mounted on the column, not the wheel itself

04

### Modes

Ego mode is new for the Aventador and allows you to tune the steering, suspension and drivetrain separately

05

### Console

The S still uses an ageing Audi infotainment system. It's slow to load and the graphics are outdated

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 2,700mm to 2,200mm. 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 730bhp 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



Dodging trees and floods – the Lambo makes it through unscathed



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



Outrageous! A Lambo that actively sniffs out corners

that this is good character-building 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. 0-62mph in 2.9secs, 124mph in 8.8secs, a top end up towards the 220mph 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. [OLLIE MARRIAGE](#)

#### SPECIFICATION

- 6498cc V12, 4WD, 730bhp, 507lb ft
- 24.4mpg, 394g/km CO<sub>2</sub>
- 0-62mph in 2.9secs, 217mph
- 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.

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# "This motor doesn't just generate noise, it has its own life force"







## Domestic appliance

Kia Rio 1.3 T-GDi  
£17,500

**WE SAY: IT'S GOOD VALUE, AND THAT'S PRETTY MUCH ALL KIA THINKS YOU WANT**

**T**o be blunt, it looks like a full-strength price for a watered-down car. I mean, £17.5k? WTF? That is for the top-spec Launch Edition, but you wouldn't pick it out in a crowd. Its design, inside and out, is neat but generic. The road noise is an assault on your ears. The ride lacks fluency. It's not a premium proposition.

Good points? The three-cylinder turbo engine gets along well (cheaper unblown fours are available), and there's a liveliness to the quick steering. But this car appeals to left-brain buyers, so surely Kia would have been better off working on the comfort. It's roomy inside, though – better able to carry five grown-ups than most superminis.

Driving it is simple due to light controls, well-ordered dash and straightforward screen-based nav and connectivity set-up. But there's another rub. To get that system, you have to climb to the upper trim levels, with their optimistic prices. Not to mention sweaty faux-leather vinyl trim.



Pleasantly roomy inside, but dull as ditchwater to actually pilot

So what's the point? That it has a high price but low costs. Even at launch, Kia is offering low-rate finance and deposit contributions, cheap all-in service plans, and a warranty that lasts 100,000 miles or seven whole years. Active safety kit should suppress insurance premiums. So pick your trim level carefully, use your phone for navigation, and suddenly it looks like a sensible if dull proposition. **PAUL HORRELL**

### SPECIFICATION

- 998cc, 3cyl turbo, FWD, 99bhp, 126lb ft
- 62.8mpg, 102g/km CO<sub>2</sub>
- 0–62mph in 10.3secs, 115mph
- 1155kg

**VERDICT** Makes sense only if you're the sort of person who chooses your car like you choose a washing machine.

5

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Hyundai i30  
£16,995

Engine 998cc, 3cyl turbo, 118bhp, 126lb ft  
Performance 0–62mph in 11.1secs, 118mph, 56.5mpg, 115g/km CO<sub>2</sub> Weight 1194kg

This is the third gen of i30 since 2007, and arrives with talk of 100k 'Ring development miles. Ignore that, for this is perhaps the most rational hatch on sale. Fun is not abundant here; fingers

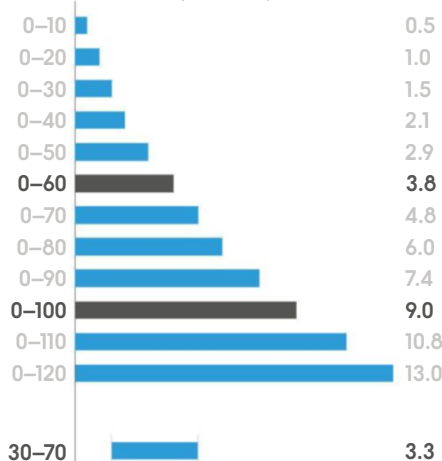
crossed it's all being saved up for the (hopefully) raucous N Performance.

Until then, the manual-only 118bhp 1.0-litre petrol is not only the cheapest, but the most endearing of a small engine range. The diesel and auto options will only satisfy those who require cheap tax or two pedals. Inside, the i30 does a decent impression of the logical VW Golf, albeit with cheaper materials. **SD**



## Acceleration

(seconds)



## 0-100-0



## G-meter

1.09

Peak accel g



Peak decel g

1.46

## Braking



## Quarter-mile

(standing start)

12.15

seconds @ 116.4mph

Top Gear

# NUMBER CRUNCHER

CARS PUT TO THE TEST AGAINST THE CLOCK, TAPE, G-METER, ETC

## Porsche Panamera 4S



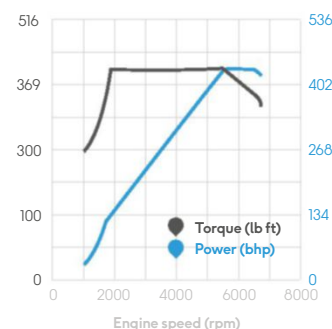
This is the 4S, remember, not the Turbo. And yet it did 3.8 to 60, which is what Porsche claims for the Turbo. But Porsche always understates its figures – the 4S's official figure is 4.4. Stunning launch control and rapid-fire PDK gearbox make the most of a modest 3.0-litre engine that you might imagine would struggle to shift 1,870kg.

## Top speed



## Power/torque

434bhp @ 5650-6600rpm  
405lb ft @ 1750-5500rpm

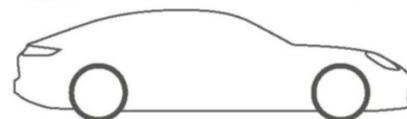


## Weight

45%

Weight distribution

55%



L 5049mm x H 1423mm x W 1937mm

1870 kg

Kerbweight

232 bhp/tonne

Power-to-weight ratio

## Economy/range







## NEW CITROËN C3

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CITROËN prefers TOTAL Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO<sub>2</sub> Emissions (g/km). Highest: New C3 PureTech 82 manual with 16" or 17" wheels: Urban 5.7/49.6, Extra Urban 4.1/68.9, Combined 4.7/60.1, 109 CO<sub>2</sub>. Lowest: New C3 BlueHDi 75 S&S manual with 15" wheels: Urban 4.2/67.3, Extra Urban 3.1/91.1, Combined 3.5/80.7, 92 CO<sub>2</sub>. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

\*Actual model shown: New C3 PureTech 68 Manual Feel plus £1,130 of options initial rental £1,710.41 followed by 46 monthly payments of £199 per month. Offer available on E4 personal lease. Prices apply to retail sales of qualifying New C3 PureTech 68 Manual Feel models ordered and delivered between 01/02/17 and 31/03/17. Rental figures are based on a 48 month contract, with an upfront initial customer rental being payable, followed by 46 monthly payments. Based on 6,000 annual mileage. Charges may apply if annual mileage is exceeded. If you choose to pay the optional final rental you can pay an annual rental equivalent to one of your monthly rentals but you will not own the car. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Finance provided by and written quotations available on request from PSA Finance UK Limited, Quadrant House, Princess Way, Redhill, Surrey RH11 1QA. Prices and offers correct at time of going to press, subject to stock availability. Terms and conditions apply. Contact your participating dealer for latest prices, offers, terms and conditions or visit [citroen.co.uk](http://citroen.co.uk)



# The new normal

VW Golf 1.5 TSI Evo  
£21,000 est

**WE SAY:** BRILLIANT NEW ENGINE, BUT THERE ARE SNAGS...



**T**he facelifted MkVII Golf arrives into the world two years after the dieselgate scandal shook carmakers, buyers and governments. And wouldn't you know it? The headline act for MkVII.5 is a new petrol engine. And not even a downsized one. Goodbye, 1.4-litre 4cyl turbo. Hello, 1.5-litre TSI Evo. It's a 180° trend about-face that's more interesting than the new (standard on all models) LED lights, autonomous-in-traffic mode, more assertive bumpers, smattering of fresh alloys and golden shower paintwork.

The 1.5-litre four-pot will be available in two tunes: a 130bhp version that'll account for the majority of sales, and a 148bhp one that won't, because it'll cost around £21k and produce a toppier 116g/km CO<sub>2</sub>. Guess which one VW provided for testing? Yep, the faster, slightly less relevant one, which is no warm hatch. But it is a very quiet one. The smoothness and refinement of this engine is uncanny – I've not driven any non-electric hatchback that gains speed while remaining this hushed. At 70mph, there's a breath of wind and tyre noise, but no engine hum whatsoever. Diesel cannot compete with this. There's a new 7spd dual-clutch 'box in place of the old six-speeder, but the DSG doesn't add noticeable pluck to the performance, and the manual's a good 'un.



To change station, you'll look like you're practising your Patronus Charm

The 1.5-litre Evo is clever too – the lesser-powered variant will offer a super-coast function that declutches the driveshaft from the transmission and switches off the engine altogether while coasting. VW is the first to manage this without resorting to a heavy and pricey 48V on-board power system, which opens the possibility of this fuel-saving tech appearing in the next Polo, not to mention hordes of Seats and Skodas.

In all areas then, this new Golf is more self-aware, more intelligent. Except one. Optional are fussy 12.3in virtual dials which are a pain, and a new 8in nav that's far more complicated and less reactive than the old version. Want to zoom in that map? Sorry, it's clunky pinch-to-zoom only, and the gesture control gimmick is laughable. **OLLIE KEW**

## SPECIFICATION

- 1498cc 4cyl turbo, FWD, 148bhp, 164lbft
- 55.4mpg, 116g/km CO<sub>2</sub>
- 0–62mph in 8.3secs, 134mph
- 1294kg

**VERDICT:** Go easy on the tech options and you can't go wrong. VW's engine dept is far smarter than its infotainment fetishists.

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# Can't touch this

VW Golf GTI

£ £27,865

## WE SAY: EVEN THE MOST BASIC FAST GOLF IS ONE OF THE BEST ALL-ROUNDERS

What's most interesting about this MkVII.5 Golf GTI is how VW is happy for its role to shift, or rather, to let the sands shift around it. We think of this as heartland hot hatch, don't we? But with 227bhp, it's closer in output to a Fiesta ST than a Peugeot 308 GTi, as the wildly, rightly successful AWD Golf R is propelled above 300bhp to duel with future Megane RSs and Civic Type Rs. From being right in the heart of the action, the 227bhp Golf GTI is now, performance-wise, an underdog. Even with DSG on board (six-speed for the standard car, and seven gears in the 245bhp GTI Performance), the GTI only just dips below six-and-a-half seconds to 62mph.

However, don't judge the GTI versus what's happening around it. It's a linchpin, a benchmark, and everyone else orbits it. Driving the tweaked version demonstrates why. It might be outgunned, but that power is so smoothly generated, thanks

to brilliantly linear engine response. Traction, except for in the tightest of turns, is excellent. It wants to cock an inside rear wheel on a roundabout, it loves to change direction obediently, and thanks to swollen new tailpipes, it burbles more bassily as you trickle along.

This is a Goldilocks car, for almost every audience and almost every occasion. It's not quite all things to all boys and girls, because in basic trim, it lacks the urgency or ability of the most advanced hot hatches. So, the GTI's sort of been left in a class of its own. No change there, then. **OLLIE KEW**



Ah, tartan! In a Volkswagen, that can mean only one thing...

## SPECIFICATION

- 1998cc 4cyl turbo, FWD, 227bhp, 258lb ft
- 44.8mpg, 148g/km CO<sub>2</sub>
- 0-62mph in 6.4secs, 155mph
- 1386kg

**VERDICT:** This basic version shows just how impressively Volkswagen has distilled the GTI ingredients.

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## VW Golf GTD

£ £27,065

**Engine** 1968cc 4cyl TD, FWD, 182bhp, 280lb ft  
**Performance** 0-62mph in 7.5secs, 143mph, 64.2mpg, 114g/km CO<sub>2</sub> **Weight** 1395kg

As a fast and frugal family car, the GTD slots alongside a BMW 335d Touring or Volvo V90 Cross Country as an "all the car you'd ever really need" machine. It's quick enough to make the

front tyres hunt for grip in first and second, but never unruly enough to trouble the ideally weighted steering with torque-steer. But off the back of the emissions scandal, diesel is coming under pressure from what propelled it to major success in the first place: government. Diesel Golfs will likely survive for the MkVIII generation (by 2020). But then it'll likely be usurped by the likes of a plug-in Golf GTE. **OK**



Q & A

## Hairdryer treatment

Mazda MX-5 RF  
£ £23,095



**WE SAY: HARD-TOP DRIVES EVER BETTER. PITY THAT IT'S SO BLUSTERY...**

### Buttresses? On an MX-5?

RF is a new initialism in the MX-5 family. It stands for Retractable Fastback, which means a new origami pile of aluminium, steel and plastic buttresses that fold the roof away electrically. It takes 13secs, but only happens under 6mph, so if you're out of the car park already, you're outta luck.

### Isn't the MX-5 supposed to be light and uncomplicated?

That's what we love about the soft-top roadster – it only weighs a tonne. The RF is 45.5kg chunkier, and because that weight has mucked up the centre of gravity, Mazda has stiffened the RF's ride to cope. But if any car could do with being a bit stiffer, it's the rather lollopy standard MX-5...

### Knackered handling, then?

No, the opposite. The steering is tweaked for more assistance on turn-in but less so



If you have the roof down, consider yourself limited to 60mph. Shame...

once you've actually applied some input. Add in the less squidgy suspension, and the results are exceedingly pleasing

Yes, the car is stiffer, but this manifests itself with a more planted stance rather than a ride that'll jiggle that expensive new roof to pieces. OK, we're driving it in Spain, and British roads are the real lie detector for chassis tuning, but the going's good. If it falls apart in the UK, I'd be astounded. The telltale MX-5 shimmy on corner entry is still there, as if you're giving a Sixties Triumph or MG the berries, but I reckon it's more tied down than the roadster.

### But does it feel slower?

In the more popular 158bhp 2.0-litre, you're looking at 0–62mph in 7.4secs, which is still ahead of a Toyota GT86. The 128bhp 1.5-litre is hurt harder, losing three tenths in its 8.6sec run to 62mph. It's not much performance for £22,195, but the 1.5 does rev more sweetly. The 6spd gearshift remains a peach, and the whole car thrives on being worked hard. More refined, better-looking...

### A result, then?

The RF isn't perfect. With the roof down, the wind buffeting is severe. It creeps up on you as the speedo climbs above 55mph, from a faint tapping to an overbearing drumming as turbulence clatters behind your head.

### What about with the roof up?

You can still sense the buffeting, but the extra insulation is a lifesaver, and makes the RF the most refined MX-5 to cruise in. Touch more headroom too. **OLLIE KEW**

### SPECIFICATION

- 1998cc 4cyl. RWD, 158bhp, 148lb ft
- 40.9mpg, 161g/km CO<sub>2</sub>
- 0–62mph in 7.4secs, 134mph
- 1120kg

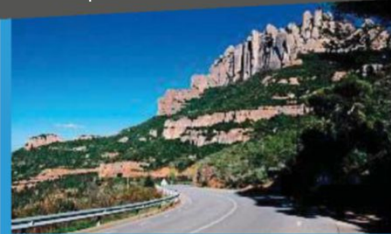
**VERDICT:** The most rounded MX-5 in every way but one. Great chassis and styling, but roof-down cruising is way too noisy.

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## DRIVE IT BEFORE YOU DIE

BP-1103, Spain



### Which bit?

The 10km stretch that wiggles around the north of Muntanya de Montserrat, an hour north-west of Barcelona

### I still can't find it...

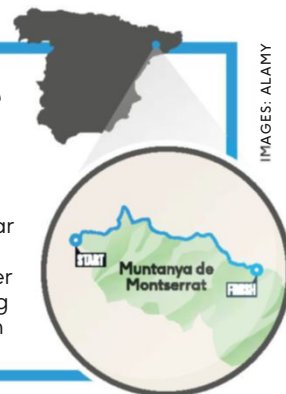
Bash this nonsense into your satnav: 41.610386, 1.767404

### When should I go?

In January, we reckon. It's warm enough for top-down action but you're well out of cyclist season

### Why the MX-5

Lots of tight second-gear corners and gear changing, but you're never over 60mph, keeping buffeting down



IMAGES: ALAMY



# Ford

## NEW MONDEO ST-LINE



**Go Further**

Official fuel consumption figures in mpg (l/100km) for Ford Mondeo ST-Line range: urban 44.1-57.7 (6.4-4.9), extra urban 57.7-72.4 (4.9-3.9), combined 52.3-65.7 (5.4-4.3). Official CO<sub>2</sub> emissions 141-112g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.



SO, WHAT  
ELSE IS NEW?



5

### Infiniti Q60 2.0T

#### What should I know?

Infiniti takes on the 4-Series and C-Class Coupe with a really quite smart coupe. Cheapest (a tenner under £34k) is this 208bhp 2.0-litre petrol turbo.

#### Should I care?

If you like driving, no. Odd steering and an uninspiring engine halt any driver's car claims. But it looks great and has plenty of tech once you get your head around some quirky ergonomics. Ultimately, its rivals are too good unless you *really* want to be different.



6

### Porsche Panamera 4 E-Hybrid

#### What should I know?

A new Panamera that needs a plug. Range on full batteries is 31 miles, though use electricity alone at motorway speeds and that'll shorten, massively. All in, with a bi-turbo V6 joining in it's got 456bhp.

#### Should I care?

Not as much as your accountant. A Porsche tax-dodger, it'll glide around London's Congestion Charge Zone for free thanks to 56g/km emissions, and save your green conscience, a bit.



7

### Skoda Octavia 1.0 SE

#### What should I know?

This is the facelifted Octavia, complete with bug-eye lights. And an optional 8in nav touchscreen that's smarter looking but less intuitive than before.

#### Should I care?

You might struggle to. But if you're fatigued with gimmicks and crave a spacious, well-finished and refined workhorse, the Octavia is a rounded piece of kit. The 3cyl turbo is the keenest if you're asking, and on tax breaks may soon make more sense than diesel, if not in real-world economy terms.



# Big Countryman

Mini Countryman Cooper S All4

£ £26,350

**WE SAY:** BIGGER THAN EVER, BUT THE JURY'S OUT ON WHETHER IT'S BETTER THAN EVER

**F** or a relatively small SUV, the Countryman excites a lot of argument. Endless backchat from the trolls opines that it's over-styled and too cutsey, it isn't really a Mini, and it's another of those pointless crossovers. In striking opposition to that heckling chorus, people beat a path to the dealers, paying through the nose to satisfy their love.

The second-generation Countryman will do nothing to bring harmony between those groups. Whatever the old one was, this is more so. Bigger and brassier, yet endowed with more of the qualities that make it satisfying and cheery to own.

It's the most XXL Mini ever, a full 20cm longer than before and roughly the size of the original Qashqai or Mk1 Kuga. There are five seats for grown-ups and a decent, deep



The Mini's cabin includes much black and much stitching

boot. You'll recognise that growth by the longer rear side windows, and the extra crossover cue of creased metal above the wheels to suggest broadened track. Roof bars and sill protectors add to the visual crossover-ness. This remains the only Mini with angular rather than oval headlamps, and there's a load of visual posturing going on in the lower face.

Being a Mini, the Countryman is clearly meant to be the driver's car among small crossovers. The suspension is sophisticated, and there are lots of chassis options (stiffer sports set-up, variable damping, the electronically controlled All4 drive).







This is a Cooper S All4 auto on standard suspension. The 192bhp engine has to work pretty hard as this is a heavyish car, so it never manages to remit the S badge's invoice of hot-hatch performance. It sounds keen at big revs, but the auto shifts up early so you're often assailed by a low-rpm drone.

The steering is geared sensibly and weights up off-centre appropriately. So it tracks well on a motorway, while still going into corners willingly. There's none of the tricky nervousness the old Countryman deployed in vain pursuit of Mini Go-Kart Feeling™. Push harder in the new car and you find there's actually some feel here too. In a cold, wet winter, the All4 understeers strongly in slow bends, even with the DSC in Sport mode. Eventually the centre diff's computer wakes up and sends power rearward. That delay can deal you a chaotic sequence of understeer and mild oversteer in the same roundabout. On faster corners, and as the roads dry out, it becomes a lot more predictable and reasonable fun. Though fun only in the context of crossovers. A Clubman is more engaging, a three-door hatch greatly so.



Fold-out cushion provides handy seat on the boot sill

The suspension manages to absorb big bumps decently enough, but there's a lot of lateral rocking. Situation crossover normal. And it's busy on easier surfaces that should be more placid. Still, at least the chassis is quiet. That and the tight flex-free body add to an impression of strength and refinement.

If you think the Countryman is more up-kerb than off-road, we had a go through oozing rutted mud. It clawed its way along. Caveat: this was on winter tyres, though the road section was on summers. The 165mm clearance would mean even a FWD Countryman would do OK on pebbly tracks.

Talking of which, the launch line-up is 16 strong. Pick any combination of two fuels, Cooper and S, manual and auto, FWD and All4. The Cooper petrol engine is a three-cylinder, the S, D and SD are fours.

In June 2017, a Cooper SE will launch, which has the Cooper three-cylinder petrol driving the front wheels, and an electric motor for the rears, giving a claimed 25 miles of all-electric running. With petrol and electric together, it has the performance of a Cooper SE All4, with the tax-busting advantages of PHEV.

The Countryman's cabin design could only be by Mini. Seats and driving position are typically excellent, with added altitude. The only ergonomic flaw is the unreadable fuel-gauge-sized tacho. The fuel gauge itself is a £1.99 row of orange LEDs. Never mind – the rest of the switchgear is quality stuff, set into high-grade plastics with unfeasible numbers of custom trim options. You can even get stripy trim strips backlit in multicolour LED. Not as psychedelic as it sounds, and the sort of thing people want from a Mini. **PAUL HORRELL**

## SPECIFICATION

- 1998cc 4cyl turbo, 4WD, 192bhp, 207lb ft
- 45.6mpg, 141g/km CO<sub>2</sub>
- 0–62mph in 7.5secs, 140mph
- 1510kg

**VERDICT:** Lots of space and spangly options. But drives like a crossover not a Mini, sadly.

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## Hatch, back

Honda Civic  
1.5 Turbo Sport Plus  
£ £25,335



### WE SAY: HONDA BRINGS OUT ANOTHER TAKE ON ITS ICONIC HATCHBACK

**W**hile the rival VW Golf's evolution has been perfectly orderly since 1974, the Honda Civic – also around since the early Seventies – has meandered all over the map. It's been tall, low, square, blobby, sharp and soggy. You've never known what was coming next. So listen up...

This one is global: anyone anywhere buying a 5dr will be keeping the people of Swindon occupied. Its busy design is – and looks – Japanese but the platform was engineered for fast-peddling Europeans. That means a more sophisticated chassis with multi-link rear suspension. The engines are new too, downsized turbos.

That's not all. You're struck by how much lower and longer it is this time. The driver used to sit high because the fuel tank was underneath, but that's been moved back to the normal place under the rear



Like a good ker-lunk? Then you'll like the gearbox on the Civic

bench. This means less cargo versatility but more rear footroom.

Honda is one of the great engine makers, but the 3cyl 1.0-litre isn't quite its best work. Its 129bhp is healthy for the size and gives the Civic decent performance, but it's a trifle laggy and runs out of revs at just 5,600rpm. The alternative 1.5 four-pot is labelled VTEC but actually doesn't have that technology, or indeed lag-reducing twin-scroll intakes. The accountants have been busy. Still, it's quite responsive, revs to 6,500rpm, and makes a useful 182bhp. For a mainstream hatch, this is lively. The gearbox has that ker-lunk action beloved of Type R and original NSX drivers.

The high-geared steering would feel nervous if the car's actual reactions weren't so progressive. It rolls little and gets on with the job of steering round the arc you set. There's not a lot of steering feel, but the general chassis confidence makes up for it. It copes well with mid-corner bumps too. No surprise, then, that the ride is relatively taut, with a quickish

bounce frequency. But it never gets harsh over small bumps, and on big intrusions it usually finds something in reserve.

The new cabin is less oddball than it was, and that's good. The instruments, virtual dials on all models, make sense. The centre screen has clear graphics and Garmin-based satnav, not the Japlish jumble of old. Sitting lower connects you more intimately with the act of driving this enjoyable car. **PAUL HORRELL**

### SPECIFICATION

- 1498cc 4cyl turbo, FWD, 182bhp, 177lb ft
- 48.7mpg, 133g/km CO<sub>2</sub>
- 0–62mph in 8.3sec, 137mph
- 1307kg

**VERDICT:** As the world swings ever more towards crossovers, Honda presses home the advantage of a low-slung hatchback.

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### Lexus IS300h Premier

£ £38,995

**Engine** 2494cc, 4cyl plus electric turbo, RWD, 220bhp, 221lb ft **Performance** 60.1mpg, 107g/km CO<sub>2</sub>, 0–62mph in 8.4secs, 125mph **Weight** 1620kg

Half of all Lexuses sold are ISs. Ninety per cent of those are hybrids. Smart decision, shunning diesel for CO<sub>2</sub> tax-dodging petrol-electric drive, eh? Public opinion and legislation is being nudged from

turbodiesels to the sub-100g/km charms (on 16-inch wheels) of hybrids. So can Lexus's 3-Series trump the real thing? Nope. The IS remains a gorgeous object, but revisions to its suspension haven't made it sharper to drive. Too much tyre noise and CVT lethargy, too. It'll make sense on paper, especially if the government attacks diesels, but it's a curiously remote car that overpromises with sporty pretensions. **OLLIE KEW**



7



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QUICK TWIN TEST

# Renault Grand Scenic vs Volkswagen Touran

**WE SAY: YES, 7-SEATER MPVS ARE STILL A THING DESPITE SUV BOOM. FORM PLAYS FUNCTION**

**One of these is not like the other...**

Renault is out to reverse the fortunes of the humble MPV. "If this doesn't sell, the segment deserves to die," says Renault's design boss. Grand Scenic is thus wilfully different from the MPV norm, ie quite cool.

The Touran is an MPV done the old-fashioned way. Where function trumps form, where style plays second fiddle to practicality. So while it's plain to look at and sit in, everything works as it should.

**How are they for carrying stuff?**

You won't fit seven adults, but few cars in this class can claim that. Middle row can be a bit tight, but seats slide about to suit. Fitting kids' seats is a pain, but they'll love the tray tables and twin USBs.

More spacious than the Scenic, which is slightly compromised by its design. Does without the clever cubbies and underfloor storage, though. Interior lacks Renault's allure but is better built. It's a VW, after all.

**Bit vanny to drive, surely?**

We were hoping for something all wafty and French, but the ride on the standard 20-inch wheels is too unsettled for that. The driving position isn't great either, and there's too much wind noise from the mirrors. The 1.6-litre diesel feels weak off the line, but once up and running it's acceptably refined and torquey.

This one's on the £810 adaptive dampers (worth having, incidentally), but we've driven a few that weren't, and even then the Touran's ride is appreciably plusher than the Scenic's. Quieter, comfier and easier to see out of, too. Swap the 190bhp 2.0 TDI and DSG of this car for the 150 and a manual 'box, and an R-Line Touran is still £1k dearer than the Renault.

**This one or the other one?**

By conventional MPV metrics, inferior to the VW. It's not as versatile or well built. But it has style, and that should help it succeed against the ubiquitous crossover. Practicality can only take you so far.

Will appeal to people already considering an MPV. So it should, because it's a very good one. But not sexy enough to lure owners of many children away from seven-seat crossovers and SUVs.

**Renault Grand Scenic**

£28,445

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- 1600cc, 4cyl turbodiesel, 130bhp, 236lb ft, FWD
- 61.4mpg, 119g/km CO<sub>2</sub>
- 0-62mph in 11.4secs, 118mph
- 1601kg

**VERDICT:** Not the best MPV, but it doesn't matter...

1655mm

4635mm

**Volkswagen Touran R-Line**

£32,060

7

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- 1968cc, 4cyl turbodiesel, 190bhp, 295lb ft, FWD
- 58.9mpg, 125g/km CO<sub>2</sub>
- 0-62mph in 8.2secs, 137mph
- 1603kg

**VERDICT:** A family car done well. But lacks imagination.

1659mm

4527mm





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Models shown: MG GS Exclusive with metallic paint in Sunset Orange at £19,990 and MG3 3Style in Whiter than White with Black Trophy Stripe graphics pack and black wing mirror caps at £10,849.40. †On the road (OTR) price of £8,399 applies to the MG3 3Time with no optional extras and £14,995 applies to the MG GS Explore with no optional extras. OTR prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' 'Vehicle Excise Duty'. From prices exclude optional metallic paint, accessories and graphics packs. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. Offer terms and conditions apply.

\*0% APR: Conditional sale. 0% APR available on all MG3 and MG GS models until 31.03.2017. A minimum deposit of 20% of the cash OTR price applies on all MG3 models and 30% of the cash OTR price applies on all MG GS models. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. See your local dealer or visit mg.co.uk/offers for details.





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# Intake

EDITED BY JACK RIX

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FACES

## Inside the mind of Robby Gordon

WE HEAD TO MEXICO TO MEET THE MAN WHO THINKS HE'S ENGINEERED  
THE MAGIC FORMULA OF RACING. SPOILER: IT INVOLVES JUMPS

WORDS & PHOTOGRAPHY: ROWAN HORNCastle



**W**

ith a cooler full of beer within arm's reach, Robby Gordon surveys the barren and desiccated Mexican landscape as trophy trucks fire

towards the sunset. Balancing haphazardly on the hind legs of a camping chair, he downs a lungful of air as his childish smile pushes its way further and further into his pudgy, rosy cheeks. "Bitchin', ain't it?", the Californian says somewhat prophetically.

We're in the Middle of Bloody Nowhere, Mexico. Roughly 100 miles south-east of Ensenada at what could possibly be one of the most dangerous and exciting new races on the planet. It's called Mike's Peak. A 20-mile desert-based, flat-out off-road hill climb to "Mike's Sky Ranch" – a hedonistic retreat high up in the San Pedro Mártir hills.

The idea of running bonkers off-road trucks up this potentially deathly driveway has been swirling around off-road circles for years. But, in a very Robby way, he's the first to draw a start line in the sand, pull out a stopwatch and make it happen.

See, in the world of motorsport, Robby is loved and loathed in equal measure. A multifaceted and hard to gauge character: caring, charming, welcoming, gregarious, driven, forceful, prickly, pugnacious and at times aggressive – especially when racing. But he's also smart. And arguably one of America's most versatile, talented and decorated helmsmen. Yet he remains something of an enigma.

His well-endowed CV started with racing BMXs as a kid. He later got addicted to speed through motocross before segueing into off-road trucks thanks to his Dad, 4x4 legend, "Baja Bob" Gordon.

His first taste of the limelight was during the Eighties, while competing in Mickey Thompson's stadium-based short course off-road racing series. Robby showed a natural talent and quickly made a name for himself. With newfound recognition, he transitioned from muddy skids to slicks by hopping over the fence to the world of circuit racing.

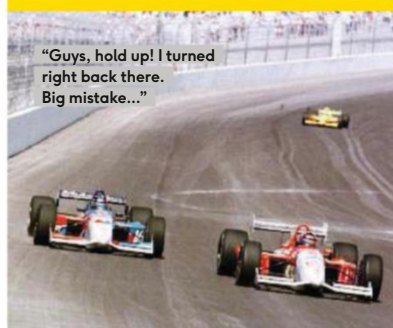
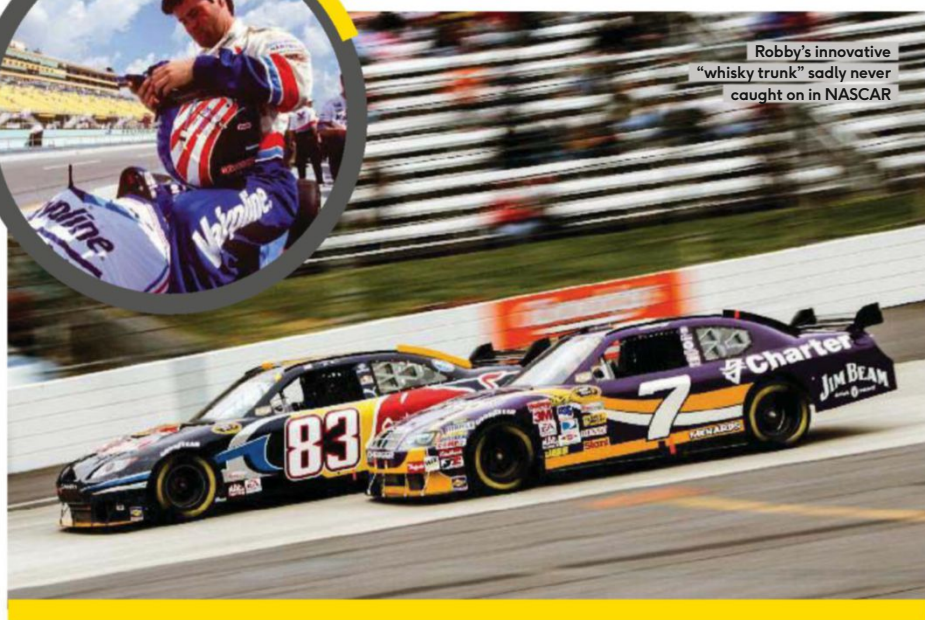
Four consecutive 24 Hours of Daytona class wins, plus three consecutive 12 Hours of Sebring class wins in the early Nineties later, he earned himself a seat in an IndyCar. Notching up two wins in 1995, and almost winning the Indy 500 in 1999 – all while taking part in the International Race of Champions (IROC) – he then moved to the Big Time: 'Murica's pinnacle motorsport, NASCAR.

But Robby is a dust monkey at heart. And those grubby roots that started him racing have always tangled around his circuit racing career. Arguably, it's off-road where his name has really resonated for better or worse within the racing community.

Having won five SCORE championships on the bounce (plus two more in 1996 and 2009), three Baja 1000s, another three Baja 500s plus flying The Star-Spangled Banner at 11 Dakars (nearly winning it twice), he's heralded as a hero south of the border in Mexico where off-road racing is a religion.



Robby's innovative "whisky trunk" sadly never caught on in NASCAR



PHOTOS: GETTY

But Robby is cut from a different cloth than the normal swarm of animatronic racing drivers. Now 48, his head is brimming with business nous and an impressive company portfolio. Which, when the day to hang up his fireproof race boots comes, can easily see him swap his race seat for one in *Dragons' Den*. Having raced for Red Bull and Monster, he thought, "I can do that" so set up his own rival energy drink company, Speed. That's also the name of his engineering company. There's also a wheel company, an LED light bar firm and the fact he designed and owns the patent for the Polaris RZR, the most successful UTV in the world. If he had one, his LinkedIn page would go on and on.

It's his latest venture, Stadium Super Trucks (SST), that's had *TopGear* captivated over the last few years. It's a reinvention of the Mickey Thompson formula – that of bringing the carnage of off-road racing into the confines of a stadium – and sees Robby's two worlds of racing and business (neither of which are done at anything less than ten-tenths) collide in spectacular fashion.

SST is a cartoonistic and frenetic form of motorsport that's now spilt out of dirt stadiums and onto city circuits as a half-time freak show to help prop up the dwindling spectator figures of series like V8 Supercars and IndyCar.

The vehicles of choice are lolling 600bhp trophy trucks so small it's as if they've been left on a hot wash. During a race, 12 of them tripod around

**"In motorsport, Robby is loved and loathed in equal measure"**



circuits made for cars with high downforce, fight for gaps that aren't there and jump higher than the catch fencing thanks to strategically placed six-foot jumps scattered around the course.

It's basically real-life Micro Machines and perfect fodder for the limited-attention-span Snapchat generation, as races are short and snappy with, on average, two write-offs a weekend.

"If you're not writing them off, then you're not putting a show on," Robby says. "And it's all about putting on a show." Mike's Peak is his latest show. A race to satisfy TV and online audiences, while bringing dusty, dangerous hill climbing (something lost at Pikes Peak when glossy, smooth black tarmac was sloped over the dirt road in 2012) back into fashion. The course is a 19.5-mile dirt road ascending 4,000 feet through 203 turns (107 right, 96 left), cattle grids, water crossings, chilling drops and horrendous blind crests and corners.

For \$600, anyone can enter in pretty much anything. Seriously, the categories are as broad as you can get. At one end of the spectrum, you have purpose-built 800bhp "Dakar-come-at-me-bro" Trophy Trucks. At the other, a rental class. Yep, just fly in, head to the Enterprise rental desk, tick the premiere insurance box, cross the border and pray you don't herniate the sump on the way up the hill. Sandwiched between those are SST/short course trucks, Ultra 4s, rock-crawlers, rally cars, desert trucks, buggies, quads, UTVs, motorcycles and three-wheelers. There's no age limit, either.

But, on this inaugural year, under 25 people have signed up. This is for a few reasons. Firstly, with the Baja 1000 less than two weeks away, people don't want to risk bending their truck out of shape before the biggest race of the year. Secondly, just three weeks before Mike's, a series of shocking events happened that shook the off-road community to the core and sent Robby's world into a tailspin.

On 14 September 2016, both Robby's father and stepmother were found dead in their Southern California home. Police said 68-year-old Robert Gordon strangled 57-year-old wife Sharon Gordon to death and fatally shot himself. It's being investigated as a possible murder-suicide.

"We spent many, many nights here [at Mike's Sky Ranch]. We'd share a room, share a bed," Robby recalls. "I think if I would have stopped this event, he would have been mad at me." So even though the promotion was pulled, Robby promised the show would go on.

Before race day, I drive the course. Being a Londoner, the closest I get to off-roading is crossing the grass car park at the village fete. So the terrain comes as a bit of a shock. There's not a corner for the first 1.3 miles and the skinny pedal spends most of the first five miles pinned to the bulkhead to see the fastest guys top out at over 130mph. It then gets tight and technical. Slow, poorly-sighted and badly rutted roads concentrate the mind until Mile 8, where hard-packed, slick roads with some cliffs and pine forests take over. The road then leads into a series of jumps, where the SST's are most entertaining as their handling characteristics are akin to a spacehopper that's been toe-punted into a wall. They just bounce



off everything as drivers constantly sway, bucking around trying to gather up the wayward movements with the super-quick one-to-one ratio steering rack.

Mile marker 9.5 is a puckering experience: a left-hander that's out to eat you with a big rock mound on one side and cliff on the other. "I've seen 30 cars upside down on that one corner over my career," Robby casually notes. It gets really fast again up until Mile 16. From there to the finish, the road narrows, gets increasingly blind and incredibly rough. Then, for the grand finale: a river crossing to cool the drivers down and create a visual spectacle for the fans.

Like most people who have an energy drink logo stitched onto their work uniform, Robby's ability to detach the bit of the brain that goes "Hmm, I don't know what's round that corner I better slow down" is what makes him stupidly quick. This stubborn belief and hubris that his skill will overrule any sticky situation is enviable. The unmistakable but distant "wahhhhh" of a V8 with a throttle wide open comes into earshot while a chopper hovers over the finish line. Moments later, Robby arrives sliding sideways

down a ridiculously off-camber right-hander. He hits the compression and charges into the mud pile jump. He's shot into the air and a General Lee horn subconsciously goes off in my head as his orange truck fires across the water with dust falling away off the back and wheels at full droop. Coming back to earth with such force, he bounces back into the atmosphere and nearly *through* the finish line gantry. You don't get that in F1.

A timekeeper chews the lid off a Sharpie pen and runs to the car. "16:51" is scribbled on the side. Word quickly spreads to the wider off-road community and Red Bull's trophy truck maestro Bryce Menzies posts a reaction video on Facebook. It turns out he also had a crack at the Mike's Peak and claims to have done it in 14:20. Robby instantly calls him out. "I don't know how a trophy truck can be two minutes quicker. I have to see it to believe it," he says. "I just guess he'll have to come here next year and prove it."

Something that'll benefit Robby's racing *and* business. What we'd call a win, win. Or, in Robby's language, "Bitchin".



"It's perfect fodder for the limited-attention-span Snapchat generation"



Round 1 of the inaugural Man vs Truck boxing match got off to a tame start



The "low gravity" section of Mike's Peak tested drivers to the limit



# 5 THINGS YOU NEED TO KNOW ABOUT THE... New Ford Mustang

MORE POWER AND NEW LOOK  
FOR STANG, HERE IN 2018



**1** It's got more ponies  
Ford has "thoroughly reworked" the 5.0-litre V8, promising that it'll rev higher and punch harder with better torque, more horsepower and improved fuel efficiency. Torque rises on the 2.3-litre EcoBoost Mustang too, thanks to overboost tech during "wide-open throttle acceleration" (read: flat out). There's only one tiny snag: Ford hasn't yet confirmed figures for either variant. Place your bets...



**2** It's had a nose job  
The bonnet and grille have been remodelled with new vents and refined aero, it comes with LED lights front and back, a new rear bumper and optional performance spoiler. The 2.3-litre Stang gets a dual-tip exhaust, while the V8 GT gets quad pipes. There's also more alloy wheels to choose from, new colours – including Orange Fury – and a new centre console with a 12-inch, fully customisable digital LCD screen in the dash.

**3** It has many gears  
Out goes the old six-speed auto, and in comes a new 10-speed automatic gearbox, available for both engines. It shifts faster, has "significantly reduced friction losses", comes with paddles, and features four different drive modes. The manual gearbox for both engines has been upgraded to handle the increased torque, while the V8 car's 'box gets a new twin-disc clutch and dual-mass flywheel. Ford's been busy.

**4** Stiffer, comfier... but safer?  
All Mustangs get new shocks for – we're promised – a better ride, while a new cross-axis joint at the back helps make it stiffer. Stabiliser bars improve response and handling, and Ford's MagneRide adaptive dampers are available as an option for the first time. There are new active safety systems too, which Ford will no doubt hope up the existing car's two-star Euro NCAP rating by a factor of many.

**5** A hybrid Mustang is coming  
By 2020, the Mustang will be available with a dual-power set-up, able to deliver "V8 power and even more low-end torque". We suspect this won't be entirely popular. It's not the first time its legacy has been tainted – the third-gen "Fox-body" Mustang nearly went front-wheel drive, save for the vehement protests from a downtrodden fanbase, and the fourth-gen was offered with a 3.8-litre V6 with a mighty 145bhp.





My First Steering Wheel, unlikely to make production

Safety first: even phones have to wear seatbelts these days



## NEW METAL

# Égalité, insanité

THANK THE LORD THAT CITROEN IS STILL DESIGNING CRAZY CARS. MEET THE C-AIRCROSS

**Y**es, it's another urban, chunky crossover. Weirdly, Citroen refers to its C-Aircross concept as "daring", despite the fact it's effectively a close-to-production look at a jacked-up C3-based small crossover. Aimed at the likes of the Nissan Juke, and replacing the C3 Picasso, the C-Aircross's eventual production version won't have a cabin this outlandish, or door mirrors so slim. But you're looking at a pretty-much finished body, taking the bug-eyed face of the new C3 and adding some bluffer stance and Cactus chunkiness. It's actually a rather handsomely proportioned thing, even if having oblong spokes in round wheels makes us feel a bit funny if we stare for too long.

Under the skin, it's front-wheel-drive, but crossover pretensions must abound to give those marketing wombles something to fill brochures and hashtags with, so Citroen's employed "Grip Control" (a traction control-deployed substitute for all-wheel drive, to the benefit of weight and efficiency), which already features in lots of Peugeot crossovers. Apparently, it'll help haul the C-Aircross over sand, snow and slightly muddy car parks.

Inside, the C-Aircross (didn't Nike call its trainers that once?) is wonderfully minimalist, though it's hardly likely that the DS-tastic single-spoke steering wheel, suicide doors and standard head-up display will filter down to a showroom model. We live in hope, however. And check out that seatbelt for your smartphone. That's the cutest car detail since VW put a vase in the Beetle. And a lot more practical.

The smartphone's a nod to the car's cabin USP – entertainment. Citroen says it's designed the cabin to feature individual "sound zones", so each occupant can enjoy their own fruit-based smartphone's music at once without resorting to a tangle of wired-up headphones. Apparently, it's like driving around in a big noise-cancelling headphone, which sounds both brilliantly innovative and horrendously antisocial. You'll probably still have to talk to each other in the production version.



## MERC MAKES SOME NOISE

NEW E63 IS FAST, SLIDEY AND REALLY NOISY

You could rightly claim the new E63 wagon is as much a numbers car as, say, a P1. It's got two turbos, 604bhp, 626lb ft, will do 0–62mph in 3.5secs and carry 1,820 litres. As do-it-all machines go, the AWD (until you ping it into Drift Mode and send all the

power to those laden rears) E63 Estate will take some beating. Bad news? It's 115kg heavier than the saloon, and you'll receive little change from £90k. But on the upside, AMG's retuned the exhaust for the Estate. Boomier cargo bay equals bigger noise, we hope...

## BEEFIER BEEFA

IBIZA GROWS SOME

Expect all VW Group superminis to get bigger next time out, because the new Ibiza has stretched 87mm in width and grown 60mm in the wheelbase, though the body itself is 1mm lower, 2mm shorter and encloses a 355-litre boot. It's on a new MQB AO platform, which'll conjure the next VW Polo and Skoda Fabia.



This is the new Ibiza. Which looks very similar to the Leon. A Good Thing





PROGRESS REPORT

# Evolution of the Honda NSX

FROM SENNA'S MASTERPIECE TO CUTTING-EDGE HYBRID – NSX, THIS IS YOUR LIFE

WORDS: JACK RIX /  
PHOTOGRAPHY: ALEX TAPLEY

H

as there ever been another car so inseparably entwined with one name than the NSX and Ayrton Senna? McLaren F1 and Gordon Murray? Maybe. Model T and Henry Ford? Interesting point. Mr Bean and the Mini? Stop it. Remarkably, though, Senna's input to the NSX only really came at the eleventh hour, after the production car had already been twirled at the '89 Chicago motor show, but his tweaks to the ride and handling (he requested for the suspension to be 50 per cent stiffer among other things) were sufficient to sprinkle Honda's all-aluminium bodied, mid-engined supercar with magic dust that's yet to wash off.

Honda is famous for taking its time about things, especially fast things, so some 38 years after it was first revealed, Honda has built a predecessor deemed worthy to bear the NSX name. Not that it hadn't been busy in the meantime. It first teased us with an NSX replacement back in 2003 – two years before the Mk1 NSX ceased production. Called the HSC, it simply repeated the





NSX's naturally aspirated V6, mid-engined formula, albeit with more power and clothed in an edgier, brushed aluminium suit.

Fast forward four years to 2007 and Honda was at it again, tantalising us with the Acura Advanced Sports Car Concept – this time a V10-powered, front-engined, rear-wheel-drive bullet. The world held its breath, mid-engined purists sharpened their knives... and then the economic climate took another casualty. And so, in 2012 (four years before we would actually drive it) we got our first look at the new NSX as we now know it – an ultra-modern hybrid with a twin-turbo V6 in the correct position, behind the driver's head.

I find myself drawn to the original first. I've never driven one, so this is a bit of a meet-your-hero moment, but it's the way it looks that does it. Highly exotic, despite a lack of any particularly flamboyant bits. It's aged well. The integrated spoiler is neat, the blacked-out roof ahead of its time and those pop-up headlights (replaced by goggle fixed units in 2002) are endlessly cool, but it's all



Remember when exhaust pipes wobbled precariously under the rear bumper?

about the proportions: low, wide, long. Crunch the numbers and it's actually 62mm shorter, 407mm narrower, 34mm lower and 100mm shorter of wheelbase than the new one. Its overall appearance is definitely more lithe, less squat, and that's reflected in the kerbweights: 1,430kg then vs 1,776kg now.

The interior is like slipping into an early Nineties time capsule, complete with plump La-Z-Boy leather seats, tape deck and switchgear that's perfectly functional, but with no more razzmatazz than a family saloon of its day. Visibility is superb (we can thank the low shoulder line for that) and yet more evidence that this was a car meant to be properly usable every day, not locked in a barn for that single dry Sunday of the year.

G280 EJH really is as original as an NSX gets. This very car was only the second to arrive in the country, and driven by Senna himself on one of his visits to the UK. It uses the 252bhp 3.0-litre V6 (upgraded in 1997 to 3.2-litres and 276bhp), but is spectacularly hobbled by a four-speed 'F-matic' auto, rather than the standard





six-speed manual. On the bright side, with its red paint and black wheels, V6 and auto 'box, the spec of our two assembled cars is bob on. Intentional, of course.

In Honda's words, the NSX was "ultimately forgiving, a car that flattered the ability of ordinary drivers, yet was immensely rewarding for those more skilled". Quite where I fall on Honda's Senna-skewed spectrum of handiness I'm unsure, but on the motorway slog to our shoot location it's most un-supercar-like to drive. The aluminium suspension is superb – having your bum this close to the road, with this level of cushioning, is witchcraft – and the V6 ticks over smoothly with enough torque to keep you rushing along, perfectly unstressed. Were the shoot in Stornaway, not Salisbury, I'd really have very little cause for complaint.

Issues arise, though, when you really put your foot down, because the four-speed auto takes so long to kick down that it lingers this car with what feels like the most almighty turbo lag and robs you of all throttle response. Commit and the engine sounds fantastic as you climb towards the 7,500rpm limiter, an honest V6 wail – no turbo muffling, no electronic enhancement, just fuel and air and fire.

Stringing it through corners is all about momentum... and muscle. The way the steering weights up as you add lock is seriously meaty, and a world away from the small increments of rotational resistance we get these days. Once tucked in the stability is absolute – at no point does it squirm or try to bite us, even on streaming wet roads. You always sense its chassis is hungry for more power and has more to give, like it could happily operate on a higher plane – a place only a chosen few can visit.

Which brings us to the new NSX, a car so slathered in technology that it couldn't possibly connect on the same emotional level as its predecessor, could it? On the first part of our journey, mostly consisting of the M3, no. The interior is a mite cheap in places (come on, a few quid on metal paddles wouldn't have blown the budget), and the V6 sounds muted at low revs. No histrionics, no noise, no backache.

But, as we've learned, an ability to do the boring stuff well is a cornerstone of the NSX toolkit... this time, though, it's merely the veil that hides a psychopath beneath. Stepping from old to new is like swapping your Raleigh Chopper for a Yamaha R1. Whereas the original ponders before ramping things up gradually, pulverising acceleration is now just there, waiting, whenever required.

The instantaneous hit of the three electric motors – one at the back, two at the front – then hands over to the twin-turbo V6 that fills its lungs and keeps you crashing towards the red line, and scrambling for another gear. It is an uncensored, adrenaline-pumping thrill – only magnified by wet rural roads and nearby hedges. It really shouldn't be so easy to travel so quickly in these conditions, but with the NSX, normal rules don't apply.

Its abilities are best summed up through a 90° right-hander. Stand on the brakes – regen and pad-on-disc braking beautifully integrated – give the chunky steering wheel a quarter turn and concentrate on clipping the apex, then eyes up and give it everything, at which point you teleport to halfway down the next straight. Alternatively, turn the traction off and deploy throttle earlier for oversteer and a mild coronary.

At their cores, these are two cars clearly born from the same company. Both have an obsessive attention to detail, harbour the best technology available to them at the time and position usability alongside ragged-edge performance on their list of priorities. However, the game has moved on, and to a degree that even Senna would have had a hard time getting his head around. The first NSX gave Ferrari a wake-up call; this new one should be giving them sleepless nights.

# FANCY ONE IN YOUR GARAGE?



2004 **HONDA NSX TYPE R** £252,000

One of just a handful of lightweight Type Rs and with only 6,000 miles, this is peak NSX, and, let's face it, silly money.

[jdm-expo.com](http://jdm-expo.com)



1992 **HONDA NSX** £39,000

It's done 119,000 miles, but it's red, has the pop-up headlights, and a manual 'box. What could go wrong?

[carandclassic.co.uk](http://carandclassic.co.uk)



1992 **HONDA BEAT** £6,495

So you're in the market for something fast, mid-engined and

“Having your bum this close to the road, with this level of cushioning, is witchcraft”



Bean-counters should have stretched to real metal switches...



### 2017 HONDA NSX

Price: £143,950

Engine: 3493cc V6  
twin-turbo + 3 e-motors,  
573bhp, 476lb ft  
Performance: 0–62mph in  
2.9 seconds, 191mph  
Transmission: 9spd  
automatic, 4WD  
Economy: 28.2mpg,  
228g/km CO<sub>2</sub>  
Weight: 1776kg

### 1990 HONDA NSX

Price: £55,000 (when new)

Engine: 2977cc V6,  
252bhp, 209lb ft  
Performance: 0–62mph in  
7.5 seconds, 162mph  
Transmission: 4spd  
automatic, RWD  
Economy: 23.7mpg,  
277g/km CO<sub>2</sub>  
Weight: 1430kg



Looking forward to 2044  
when NSX MkIII can join  
this intrepid duo...



Wrong transmission, but  
otherwise everything else  
is dandy in here...



# Homologation specials

IT'S THANKS TO RACING AND ITS STRICT RULE BOOK THAT THESE BOUNDARY-PUSHING MARVELS MADE IT ONTO THE ROAD...



01

## ALFA ROMEO 33 STRADALE

The 33 Stradale actually started off as a prototype race car, which was reverse-engineered so it could compete in production car racing. Thanks to an all-aluminium, 2.0 flat-plane V8, there was 230bhp on tap. It was potent both on and off the track.



02

## BMW M1

With its steel spaceframe racing chassis and FRP body panels, the M1 was a Giugiaro-designed 277bhp supercar, built so BMW could race in Group 4. It was the first-ever M-badged BMW. We have much to thank it for.



03

## FERRARI 250 GTO

Just 39 were made, fitted with a race-proven, 300bhp V12 and handbuilt by Scaglietti to be as lightweight and aerodynamic as possible. And the V12-powered racers dominated the GT series, even if they weren't technically allowed to compete.



04

## FORD RS200

Built on a racing chassis, the mid-engined RS200 took on the best of the infamous Group B and... lost. Despite 450bhp, 4WD and advanced suspension, it couldn't keep pace with the fire-breathing Lancias and Audis. That said, it's still one of the maddest-looking Fords ever.



05

## LANCIA STRATOS

Styled by Bertone. Powered by Ferrari. Three World Rally Championships in a row. It's little wonder, then, the Stratos is a homologation hero. The Dino V6 from Ferrari was only good for about 190bhp in road trim, but with just 980kg to move, it's still fast by today's standards.



06

## NISSAN SKYLINE R33 LM

Perhaps the rarest homologation special ever. Exceptionally lax Le Mans homologation rules meant Nissan had to build just one R33 LM road car, complete with RWD, a 400bhp, twin-turbo straight-six and a stripped-out 1,150kg kerbweight.



07

## PLYMOUTH SUPERBIRD

NASCAR in the Sixties started to get really into aero. The only problem was that everyone was driving American muscle. Enter cars with teardrop rear ends, nosecones and towering rear wings. And, in the case of the Plymouth Superbird, a 7.0-litre 425bhp engine.



08

## PORSCHE GT1

Built specifically as a race car, the GT1 Strassenversion was exactly that – a road-going version of the 600-plus bhp race car. Modifications were limited to friendlier suspension, a proper interior and little else besides.



09

## PEUGEOT 205 T16

A turbocharged, mid-engined, 4WD weapon, built with race-spec parts and designed to win rally championships. Unlike the racers that dominated Group B in 1985 and 1986, the road cars didn't have an easy 420bhp on hand but a friendlier 197bhp.





PAT DEVEREUX'S...

# MODERN MUSCLE

## #06

### 1966 Belvedere

A CLASSIC RACING CHEVY FOR THE MODERN WORLD

#### What's the backstory on this car?

It's every petrolhead kid's dream, to build a car that looks almost bone stock on the outside but has the chops to eat any other car on the road when asked. But few of us get to indulge that dream in quite the same way David Meyer has with his 1966 Plymouth Belvedere. This car has a top speed that would make even a Bugatti Veyron sweat.

#### Why did he build it?

Two main reasons. It's the car his dad always wanted but never owned – he's wanted a '66 Belvedere since he had a ride in a brand new one in '66. And the exact same year and model was David's first car when he was 16. "I bought it for \$200 and drove it home," he says. "I drove it through high school and part of college."

#### So this is that car just rebuilt and reworked?

No. There are a few bits – like the bonnet – which are from that original '66, but the rest is from a

genuine Hemi car which had been wrecked and discarded under a pine tree for years. The reanimation project started in 2007 when David's dad wanted a car to attend some of the US classic rallies. But it took another three years of planning before the project really got under way.

#### Why did it take that long?

There was a change of plan. "I wanted the car to be an all-round capable car," says David. "I wanted it to be able to do Hot Rod Power Tour, local cruises, Dream Cruise, etc. Performance-wise, I was originally planning on building it for the Factory Appearing Stock Tire (F.A.S.T) class of drag racing. However, midway through the project, the cars at the top of F.A.S.T were running in the 9s and were very focused builds. They had a lot of weight and most creature comforts removed and would have a tough time on something like [the 1,000-mile] Power Tour. That is when we switched direction and went with the twin-turbo build."

#### Did he just say "twin turbos"?

Yes, he did. I know you can't see them in the engine bay. That's because they are mounted under the back bumper instead, to keep the whole car looking as stock as possible for maximum shock value on the track and street. It's an enormously complicated and tricky set-up to achieve, but the fact that this is just one of the more routine parts of this car should tell you just how intoxicatingly complex and one-off the rest of it is.

#### Give me the numbers...

OK, so it's a dry-sumped 8.6-litre Hemi which produces 1,100bhp with just 1lb of boost. David says it's designed to carry several times that much pressure, so let your mind roam on the possibilities there. This near 2,300kg car has done the quarter-mile in under 10secs and whistled through the standing mile at over 208mph. On stock Pirellis. Theoretical top speed is over 250mph. Way over.

#### Who built it?

There's only one place in the US, maybe the world, that could build a car such as this: Rad Rides in Manteno, IL, owned and orchestrated by Troy Trepanier. It took five years to put together in deep collaboration with David, who is a brilliant and successful engineer himself. And the result was worth every minute. Troy has built Bonneville record-breakers – check out Blowfish, which is one of his – and myriad super special one-off cars. But none is more impressive than this Belvedere.



Same make and model as David's first car. Slightly different spec, however...



#### TECH CORNER

### SLIDE ORDER

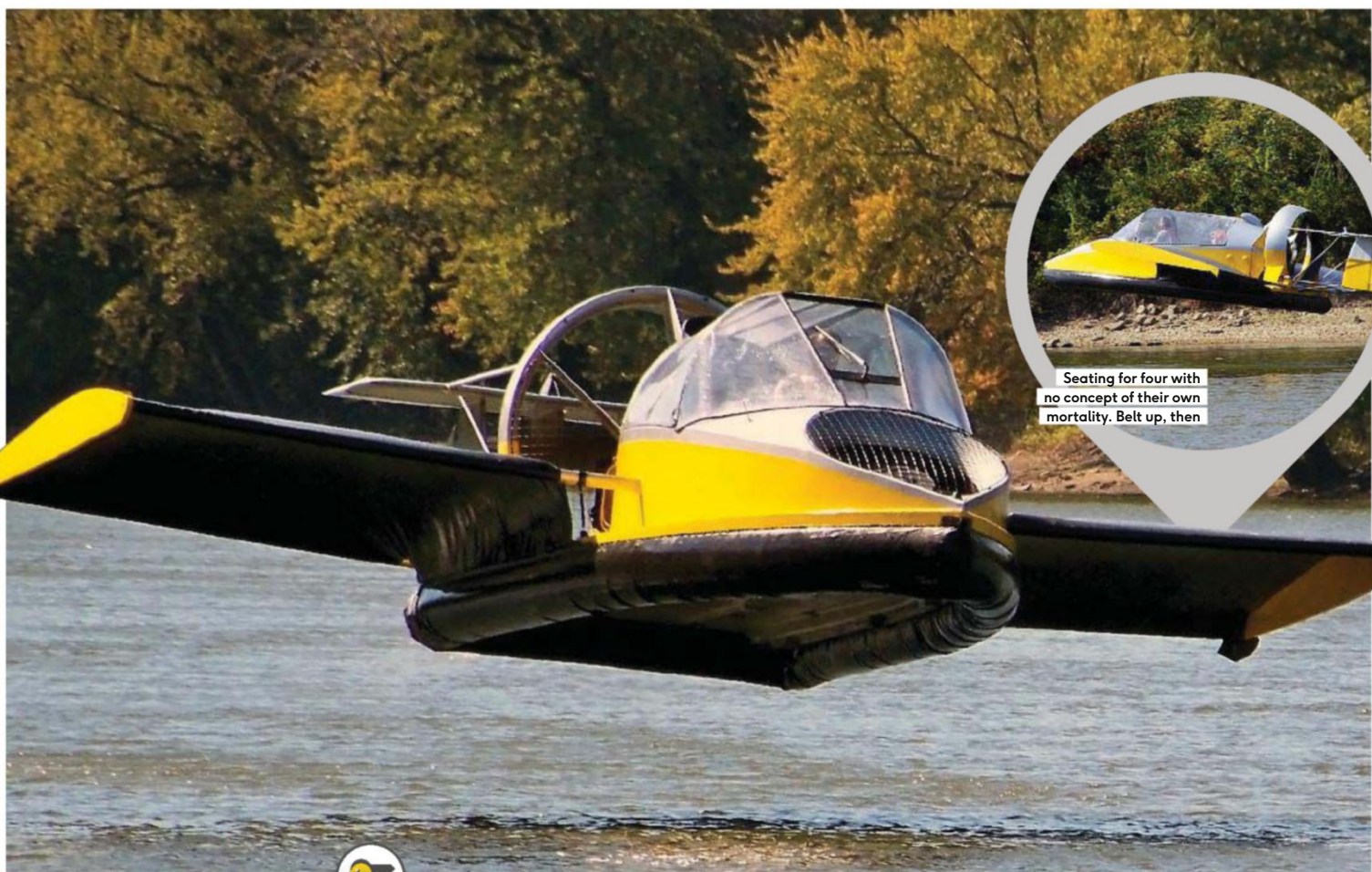
McLAREN DOES DRIFT MODE

Good news: the Geneva-bound replacement for the McLaren 650S is getting a slidey drift mode. It's part of McLaren's next-gen

active chassis tech. "Proactive Chassis Control II" uses a gamut of sensors (12 more than on the 650S) to gather info and optimise the car's

active damping. "Variable Drift Control" also lets the driver vary the intensity of the ESP with a slider on the car's centre screen.





Seating for four with no concept of their own mortality. Belt up, then



## MY OTHER CAR IS A...

### Universal Hovercraft 19XRW Hoverwing

UP, UP AND AWAY IN AN, UM, HOVERCRAFT

**L**ike a tiny version of the Russian ekranoplan monsters, the Hoverwing is essentially a personal GEV (ground effect vehicle) that uses proximity to an external surface (like earth or water) to reduce lift-dependent drag. Put in more simple terms, it's a hovercraft that can "fly" a couple of feet in the air, "jump" six feet for short distances and generally make you feel like an experimental pilot while only needing a boat licence. Though it's probably not suitable to start charging around the UK's road network in one, as stopping distances are somewhat variable. The 19XRW model can manage about 140 miles and carry four people or 450kg over pretty much any surface, and hit nearly 80mph flat out if you've got the space and lack of imagination. It's not even particularly hard to learn: you fly/steer/drive it with pedals and joystick controls and it comes equipped with a 241bhp supercharged four-cylinder motor and two fans: a 60in number for thrust, and a smaller 34in salad spinner that handles lift.



Options include radar, GPS and marine radio. Standard equipment includes a paddle, boathook and throw rope. Necessary.



Confused? Controls consist of joysticks for vertical rudders and horizontal elevators and a twist throttle. Brakes are... erm... there are no brakes.



The 'body' is a composite fibreglass/foam sandwich that is "unsinkable" – and the landing skis are Kevlar... which is comforting.



Operating arenas? Almost anything: "salt or fresh water of any depth, sand, mud, mangrove, grass, swamp, flat desert, ice and snow."

#### NEWS IN BRIEF

### E-G-WAGEN

ARNIE GETS A 'LECCY G-WAGEN

This here is no ordinary Mercedes G-Wagen. It's the work of Austrian battery company Kreisel, which got together with former Terminator

and occasional politician Arnold Schwarzenegger to rid the G of its engine. Yep, this is an all-electric G-Wagen. With more than

480bhp, this one-off can sprint from 0–62mph in 5.6secs. Brisk for something with such a heavy body; 180 miles on a charge isn't bad either.



The robot from the future brings us a fossil-free 4x4 alternative



## BIG FAT NUMBERS OF THE MONTH

92

Percentage of all cars in Brazil that run on ethanol

4.2m

Total number of Fiestas sold in the UK, making it Britain's best-selling car ever

£135,000

Cost of a 1978 Range Rover... once fully restored by LR's Reborn programme

14

Number of cow hides to cover the interior of a Bentley Mulsanne

78,778

Diesels bought in the UK in January 2017 – 4.3 per cent down on last year



## DUDE, WHERE'S MY BIMMER?

We've all done it, haven't we? Parked our car in some monstrous multistorey and then entirely forgotten where it was. You'll be full of sympathy, then, for the man who parked his friend's BMW before a Stone Roses gig in Manchester, and promptly forgot where he'd left it. For six months. He claims the "excitement" of the concert had absolutely nothing to do with it.



## AGEING POPULATION

Compared to 2004, the average age of cars in the UK has grown by a full year to 7.7 years. Some claim the credit crunch is to blame, making Brits more cautious about swapping for something new, others that increasing quality and reliability is the cause. All we know is there are more future classics out there than ever. Time to get a bigger garage...

IMAGES: ALAMY, BONHAMS, KREISEL ELECTRIC GMBH

# PUB AMMO

A VERITABLE ARSENAL OF INFO, SOME OF IT USEFUL



## Coupe'd up

With every barn now stripped of their rusting classics, the game has moved on to.... flats. A beautiful 1959 Ferrari 250 GT PF Coupe has been found holed up in a West Hollywood flat, where it's believed to have been since 1985, undergoing the world's slowest and least successful rebuild. Its current owner, a lawyer, is hoping to give it a new lease of life. Lease of life. Geddit?

## BLIND FAITH

Proving you don't need eyesight to spot a good idea, the inventor of cruise control, Ralph Teetor, was blind. His inspiration came when riding with a friend who slowed down when he was yapping away, and sped up when he was listening, creating an unpleasant yo-yo effect. In 1945, ten years' hard work later, he patented his "Speedostat"



## WORKING YOUR WAY UP

Although responsible for a whole gamut of Silicon Valley start-ups, including SolarCity, PayPal and SpaceX, Elon Musk isn't the founder of Tesla Motors. The company was started in 2003 by Martin Eberhard and Marc Tarpinning. Musk led an investment round in 2004 offering \$70m of his own money. He became chairman of the board first and then CEO.




## PARK LIFE

Worried that you're not getting the most out of your car? You'd be right. A recent study, conducted by a group of unusually patient people, has revealed the average car is parked up for 95 per cent of its life. Suddenly that residential parking permit is starting to look like excellent value... and car-sharing schemes are starting to make sense.









The secret to Sam's win was clear: a mutant third hand for giving fans the thumbs-up

MOTORSPORT

# Brit wins Dakar

SAM SUNDERLAND TAKES ON THE WORLD'S TOUGHEST RACE... AND WINS

**H**ere in the UK, we don't do sand dunes that blot out the sun, or rocky wastelands that stretch beyond the horizon. We have rolling green hills, pebbly beaches and traffic jams. All the more remarkable, then, that Sam Sunderland – a 27-year-old from Dorset – managed to keep all his bones intact and beat the world's best on 9,000km of South America's gnarliest terrain across Paraguay, Bolivia and Argentina. He topped the time sheets – 33 minutes ahead of his nearest competitor – with a total of 32 hours, six minutes and 22 seconds saddle time on his KTM 450 Rally. Let's hope he talc'd up.

This was Sunderland's third stab at the Dakar, retiring hurt in both 2012 and 2014. His reaction, then, was understandable: "When I crossed the line my emotions really took over. I've had a lot of weight on my shoulders for the past six days. Now it feels incredible. I have to say thanks to my team – the bike has been great from start to finish. There's a lot of fast guys that have the potential to win this race – cutting out the mistakes was the key to this win."

Modest to a tee. What Sunderland failed to mention were the extraordinary challenges he faced over the two-week event: temperatures ranging from 40°C to freezing, altitudes up to 4,500m, torrential rain, flooding and land slides that destroyed a village and left teams trapped for 24 hours. Not your average trundle around Dorset, then.

PHOTO: RED BULL CONTENT POOL



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## Gadgets Retro R/C

IT'S LIKE THE EIGHTIES  
NEVER WENT AWAY...



### TAMIYA BIGWIG

For folks of a certain age, this is a chance to relive your childhood. For all of us, no matter what our age, it's just a chance to have a play with a damn cool remote-control car. The reissued AWD Tamiya Bigwig is a faithful reincarnation of the 1986 original, complete with bodyshell-integrated wing, knobbles and big-travel oil-filled shocks. The original was made to celebrate 10 years of Tamiya. We're glad they're still here in 2017.

£215.00; [tamiya.com](http://tamiya.com)



### NAV DY

As smart phones have got cleverer, so they've become more tempting to glance at when driving. Bad move. Navdy is a head-up display which beams your texts, nav and calls onto your car's windscreen, and you use gestures to control it.

\$799.00; [navdy.com](http://navdy.com)



### TING SLING

Seatbelts, obviously, have to be very strong, as lightweight as possible and so comfortable you barely notice them. Frankly, it's amazing no one's thought to make hammocks from them before.

Ting Design will also do you a matching handbag. £499; [tinglondon.com](http://tinglondon.com)



### BURNOUT TYRES

Highway Max says its multicoloured burnout smoke tyres use a "unique rubber compound specifically designed for maximum smoke and density". Sadly, they're not road-legal, but neither is a Red Arrows jet, and they're way pricier than £80.

£80; [highwaymax.com.au](http://highwaymax.com.au)





# *The World's First*

Introducing the world's first curved chronograph movement.  
Once again, Bulova adds to its long history of firsts with the CURV watch.

A History of Firsts

# BULOVA



01



02



03



04



## Style Downhill racer

LOOKING ALPINE FRESH

01 **Adidas Originals sunglasses.** Metal-rimmed and layered for timeless two-colour combo retro look. £109. [italiaindependent.com](http://italiaindependent.com)

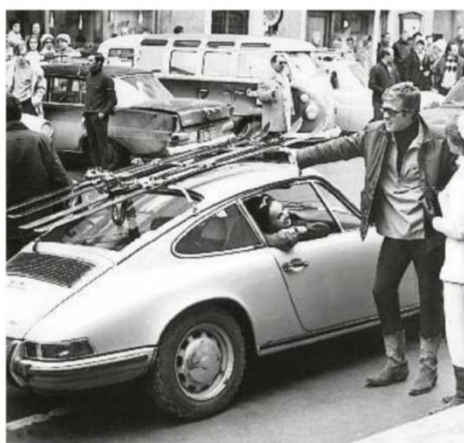
02 **Porsche Driver's Selection men's jacket.** Classic cut and clear, quilted lines mainline the Sixties. £300.

[shop2.porsche.com/uk](http://shop2.porsche.com/uk) 03 **Porsche Design Ombré cable sweater.** Soft cotton rib knit crew with harmonised colour elements, best deployed during après ski carousing. £325. [porsche-design.com](http://porsche-design.com)

04 **Zai Testa ski.** Polished walnut veneer gives each ski its own patina while the stainless steel trim enhances rigidity. €4,900. [zai.ch](http://zai.ch)

05 **Bogner Tobit-T ski trousers.** Waterproof and breathable shell to repel moisture, stretchy fabric, zipped leg vents. £520. [mrporter.com](http://mrporter.com)

06 **Porsche Design San Diego sneaker.** Denim fabric combined with nappa skin, and single-piece cupsole. Will save an extra tenth on the drive back. £295. [porsche-design.com](http://porsche-design.com)



05



06







The **C70 Brooklands** is a celebration of the birthplace of British motorsport. Its chronometer status ensures world-class accuracy, while the chronograph's one-tenth second function is vital in a sport where timing is everything. The racing-green dial and ceramic Union Jack beneath its sapphire crystal backplate ensure it looks stunning too.

 **Swiss movement**  
**English heart**

Discover the new breed of watchmaker...  
**[christopherward.co.uk](http://christopherward.co.uk)**

**Christopher  
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## Watches

# Fast Four

### A QUARTET OF RACING TIMEPIECES

**01 ROGER DUBUIS EXCALIBUR SPIDER PIRELLI – DOUBLE FLYING TOURBILLON**  
You'll have heard of Pirelli. But unless you're an especially dedicated horophile, you won't have heard of Roger Dubuis, the Swiss watchmaker with which F1's tyre supplier has partnered. This watch is very much its kind of thing. Supplied in a limited edition of eight pieces, each watch comes with a strap that incorporates rubber from tyres used in real races, and an invitation to a two-day VIP programme "organised by Pirelli at a motorsports event". There is much blue on the face, crown, bezel and strap, and the tracks around the tourbillons were inspired by speedometers. The power reserve dial, meanwhile, was supposedly inspired by a fuel gauge. The case is DLC-coated titanium, and at 47mm, your wrists will need to be as thick as your wallet to pull it off. 280,000CHF (£226,117); rogerdubuis.com



## 02 MONTBLANC TIMEWALKER CHRONO RALLY TIMER COUNTER

Inspired by the Minerva dash-mounted Rally Timer. Supplied with a strap, but can be dash-mounted or used as a pocket watch. Can also be rotated through 90° to make it easier to read while driving. €37,000 (£31,500); montblanc.com



## 03 RICHARD MILLE RM50-03 MCLAREN F1

Timeless elegance from this world's lightest split-seconds tourbillon chrono, limited to 75 pieces. Made out of Graph TPT. Involves graphene. You know, that stuff BAC makes its panels from. 980,000CHF (£791,410); richardmille.com



## 04 BREITLING FOR BENTLEY SUPERSPORTS B55

Launched along with the new Continental Supersports. Pairs with an app on your smartphone to record lap times, split times, average speeds and similar. Limited to 500 examples. £TBC; breitling.com



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PAUL HORRELL ON...

# Squeak, rattle and roll

PAUL'S FOUND PEOPLE EVEN MORE OBSESSED WITH NOISE...

**W**e're strapping in. I haven't even started the engine yet. A voice pipes up from the back. "Dad. Just so you know. There's going to be a rattle. I've put my water bottle in the holder." Out of the mouths of sucklings and all that: our child has absolutely got my number. She's barely eight, but she's grown up watching my unhealthy obsession with staunching every audible squeak and rattle from every car I drive.

It had never dawned on me that she'd been silently observing as I ran my hand around the console trays, scraped the detritus out of door bins, repeatedly opened the armrest and slammed the glovebox lid, all to try to trace some untoward aural irritant. How I enquire of my darling wife, through unfairly gritted teeth, if she could please have one more look in her handbag to make absolutely certain her keys couldn't possibly be jangling. How with every car my first action is to find a place to wedge, rather than merely place, the phone. How I'll screech into a lay-by and stalk around the back like Basil Fawlty to re-secure some tiny but loose item of cargo.

But I have mitigation. It's not just that rattles, vibrations, flutters, squeaks, buzzes and zizzes are annoying per se. It's that their presence or absence is one of the informal measures I use to check a car's intrinsic quality. So unless I can be sure it's not me or a member of my less obsessive family causing the errant sound, then I can't fairly judge.

Who knows? I might even get a second career out of this. Carmakers' research & development departments employ whole teams for this. I could post myself on LinkedIn. Paul Horrell: seeking opportunities in squeak and rattle.

I was once driving a prototype of the first Porsche Cayman on a haphazardly surfaced road in South Africa. Suddenly my passenger engineer snapped off his seatbelt and pulled his knees to his chest. I assumed he'd taken objection to my driving style and was about to open the door and throw himself onto the verge in a dramatic stuntman roll. Instead he squeezed his head and shoulders between his seat and mine and then, with no little heaving and grunting, insinuated himself between the luggage deck and the rear window. He was trying to trace a rattle so faint even Mr Unhealthily Fixated Me could only just hear it, and only then when he pointed it out. And that's with the stereo off.

To locate the offending source, he'd put on a pair of headphones and was scanning the base of the hatch with a short-range mic linked to a spectral analyser and amplifier. Once he was happy with his forensics, we stopped in a lay-by and a further bunch of engineers peeled off the hatch's seal to fit a plumper replacement.

This is what good carmakers do. You'd have thought Porsche, having already got the world's highest-quality roadster to hand, wouldn't have worked very hard to turn it into the first Cayman. A handful of prototypes to check the strength, the crashworthiness and the aero, a few checks for headliner fit, *und Robert ist dein Onkel*. But no. They built well over 100 cars before they sold one. Many, many of those just drove around while engineers made sure they didn't rattle or squeak.

But Porsche goes further. Ditto most of the carmakers of whom we speak when we use the opaque-sounding phrase "high perceived quality" – or PQ if you wanna get hip to the slang. Having spent all this money on developing rattle-free cars, they then spend a tiny but vital bit more on making them stay

## "I'll screech into a lay-by and stalk around like Basil Fawlty"

that way. The production cars get little rubber liners in the console trays, felt in the door bins, a smear of padding on the glovebox lid, and soft plastic in the cupholders. That way, when you tip your phone or coins or office identity badge in there, or your daughter does her thing with the Shaun the Sheep bottle, they won't slither about and clack against the sides every time you take a roundabout.

There are many other companies – Japanese and Koreans especially – who develop equally fault-free cars, cars that are in surveys actually more reliable than the high-PQ Germans. But then they don't spend the 50 cents on those liners and cushionings. After a week in the hands of the people that buy them, those cars inevitably jangle like percussion time at a nursery.

Which doesn't only make the cars seem cheap and nasty. It must also give the poor squeak and rattle man the existential angst of having lived a life in vain.

HORRELL

VS

INTERNET

**FIRST DRIVES**  
Fiat Tipo review:  
Station Wagon  
driven

**Francesco Palma**

Every time I read an English review on an Italian car that is not Ferrari or Maserati, Lamborghini or Pagani I wonder if you are dishonest or comedians.

**Paul Horrell**

In what sense? If you've got specific disagreements about this review I'll happily discuss them. Do you think I've been too negative or too positive? I think you think I'm too negative. Strangely I'm normally accused of the opposite. Someone replied to my review of the Panda 4x4 saying I liked it so much I deserved a "punch in the face". I've also got great affection for the regular Panda, and the 124 Spider, and the 500 in some forms, and I recently ran a 500X diesel for six months and I've recommended to friends they buy an Alfa Giulietta. I also wrote the story where the Giulia Cloverleaf was named TG's best car in the world.

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





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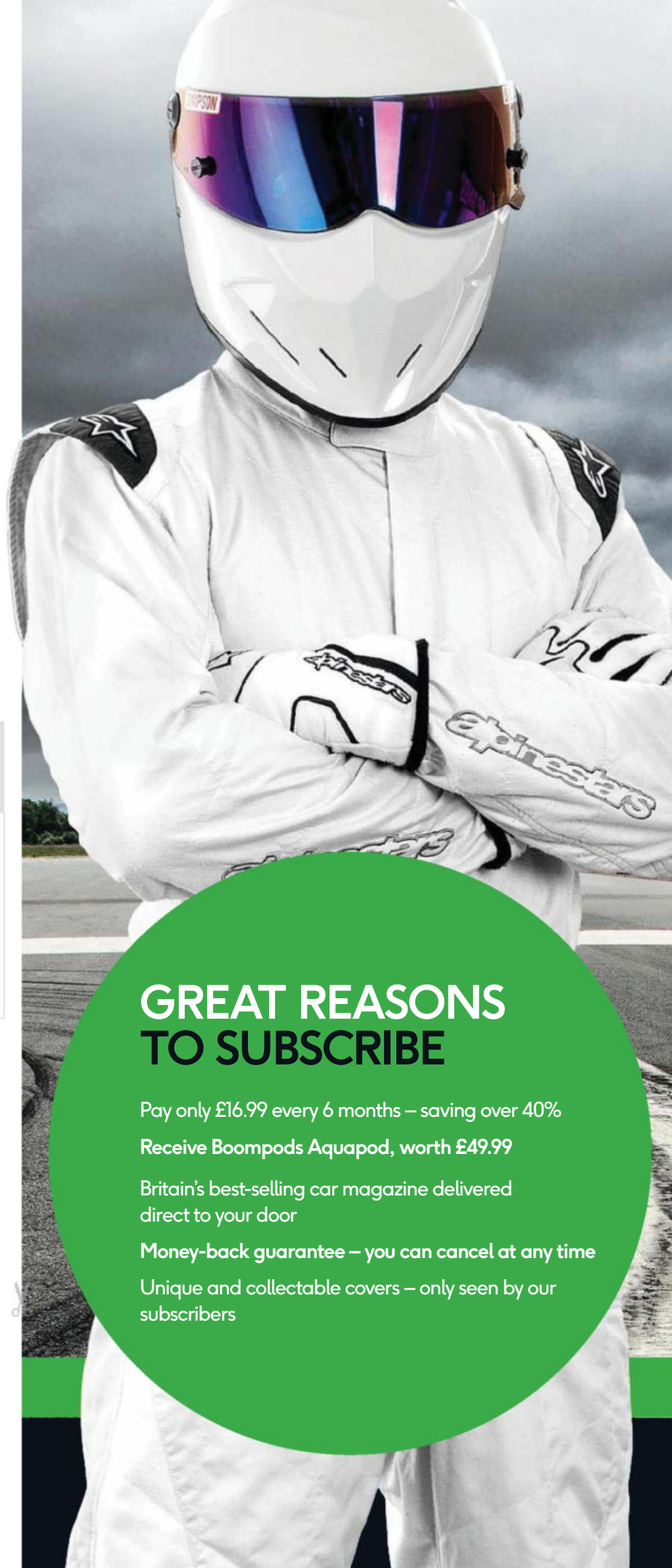
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ON ROAD, MUD, ROCK

# DISCOVERY

Tested to





# ROCKS, SAND AND SNOW DISCOVERY the limit

You say this schoolrun favourite is good off-road, Land Rover? Well, we'll be the judge of that...

WORDS: TOM FORD / PHOTOS: MARK RICCONI





# STUCK.

It had to happen. After ritually abusing the new Land Rover Discovery for many hours over several different and increasingly obscure terrains, I've finally pushed it too far and got it stuffed up to its axles in what can only be described as brown gloop. Gloop with the consistency of half-set glue. Ah. Embarrassing. Foot-deep clay mud and standard road tyres have finally defeated us, and it's not really a surprise – driving into a bog just to see what would happen was a monstrously stupid idea. The problem is that this is a muddy lake somewhere in a backwood in the Netherlands, evening is drawing in, and this looks like just the sort of lonely copse where people come to bury things. Like illicit treasure. Or bodies.

In a last-ditch attempt to extricate myself without resorting to outside aid, I twiddle the Terrain Response dial to the Sand setting at one o'clock – having previously been using the more obvious Mud-Ruts at the top of the rotary knob – and something miraculous happens: we start to move. Slowly at first, the wheels scrabbling and clawing, drive stuttering between and across the axles as the car's electronic brain endlessly tries to figure out what the hell is going on. We inch forward, and then, with a roar of dieselly triumph, the Discovery powers through the gluey clag and onto firmer ground. You'd struggle to remove my victorious grin with a pickaxe. It really is impressive off-road, this thing, making fibs of Newton's so-called laws. But the Discovery's off-road prowess is just one aspect of its personality. It's become a go-to all-rounder for the country set and wannabe urbanites alike: a people-moving seven-seater with practicality to spare, and a kind of bluff aesthetic that appeals on several visceral levels. The new one, however, is smoother. More urbane. Less... Discoveryish. So we at *TopGear* decided to see if it still has the Swiss Army knife appeal of the old one. A whirlwind tour of Discovery discovery. Sorry.

Let's be clear: the Discovery was launched in 1989, and has sold more than 1.2 million units in its years on sale: this is not a small deal for Land Rover as a brand. The new one has been styled under the direction of LR's design boss, Gerry McGovern, and has smoothed itself away from the blocky brutalism of the Disco 4, and into something much more... generic. The big stepped roofline is all but absorbed, the front and rear chamfered into a slipperier shape. There's still a chunky look to it, but it's more than a bit fraternally related to the smaller Discovery Sport. Both a good and a bad thing. And that rounded bottom has deleted the old model's split tailgate. Yes, you still get a kind of carpeted internal flap that



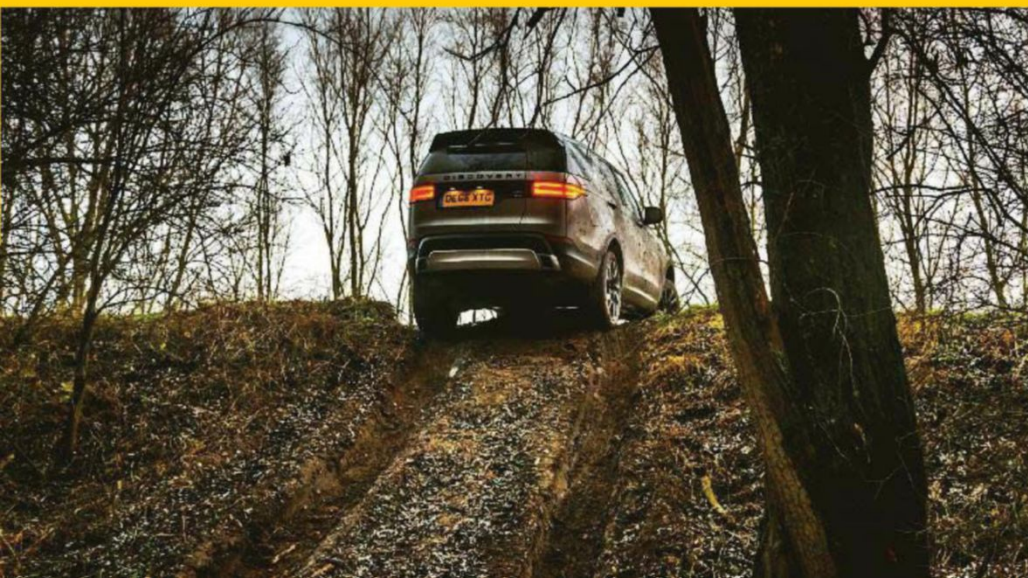




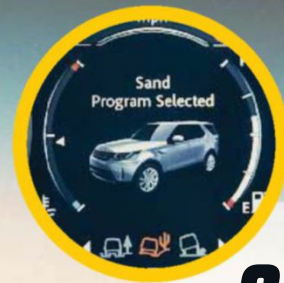
# MUD -RUTS

If you live in northern Europe, this will be the Terrain Response mode you'll use most often – apart from the Auto setting for road work (which incidentally maximises fuel efficiency). Essentially, all the Mud-Ruts operation does is optimise the traction control to allow for the most efficient amount of tyre slip – the rest of the systems are automatic in terms of differentials and ABS settings. Best select max height from the suspension and low-range from the transfer case (separate button pushes) for maximum ability in muddy terrain with a solid bottom. Ahem.

“This looks like the sort of lonely copse where people come to bury things”







# SAND

On really soft surfaces like sand, it's important to maintain momentum – if you start 'digging' there's unlikely to be any sort of solid substrate to get a grip on before the car is effectively beached. Sand mode heightens engine and gearbox response, gives the throttle map a ramped curve and locks the centre differential to effectively portion power between axles. It also allows quite a bit more wheelspin from the tyres, something useful in say, dunes, and also a trick way of getting out of certain other situations. Worth remembering sometimes, like, say, if you've driven into a bog.

One of new Discovery's best features is its light signature at night. Or, in fact, day...





drops down when you open the boot (which will support a decent 300kg), but really, it's not the same.

Still, it's properly all-new. Now based on the all-aluminium architecture of the Range Rover, the Discovery MkV has extra subframes to support standard seating for seven and a weight drop of an entirely significant 480kg. That means it's lighter, but not light – pushing over 2.2 tonnes is by no means a flyweight. Engines are Jaguar-ish: there'll be an Ingenium SD4, 240bhp four-cylinder diesel (the first 2.0-litre four-pot option since the petrol Mpi from 1989) at the base of the range that manages 43.5mpg, and a small-selling supercharged Si6 petrol V6 with 335bhp at the top, which will manage significantly less. The bulk of motivational duty will therefore be done by the car we have here, the TD6 3.0-litre V6 diesel that plots a course somewhere between the two. That means 258bhp and 443lb ft, with just under 40mpg on the combined fuel cycle. These are perfectly acceptable numbers for a big SUV, though nothing that'll make your jaw drop. Performance figures are similarly average. That said, the Discovery has never been about numbers. It's always been about hitting a sweet spot between everyday practicality and usability, and a slight whiff of luxury.

As we wend a merry way from the UK, the Eurotunnel run provides some promising initial impressions. There's decent vision, and you immediately notice the fact that the Discovery is notably quieter on the road than the MkIV, whose aerodynamic profile resembles that of Dover's cliffs

## “Once you've started to dig, there's very little way back”

somewhere off to our left. The steering is leisurely but positive, body roll contained and progressive, but always a companion. It's not a sports car, but it is damn comfortable, even on the optional 21-inch wheels. There are 22-inchers in the options list, too, but we've got “plans” and rubber-band tyres probably aren't going to cut it. Before we know it, those plans see their first iteration: sand driving.

Off the Chunnel, out into France and back down onto a beach. Sand mode selected on the Terrain Response dial, some gentle slippage on the sandy margins – this particular setting ramps the throttle map in a curve, and rearms the ABS and traction control to allow for some wheelspin – and then progress is gently and inexorably made. That's the thing about modern Land Rovers; they make the difficult look easy, and the seemingly ridiculous possible. And sand is truly awful stuff. Once you've started to dig, there's very little way back until you're up to your axles without a shovel. Still, after half an hour of pottering and five minutes of gentle carving, the new Discovery proves that sand really isn't a problem. Back to the roads.

Several hours later, and I'm lightly convinced that short of a dedicated grand tourer, there's probably no better place to cover miles. Terrain Response set to Auto, some 450–500 miles of range from a full tank, an imperious driving position, enough toys to amuse for days. So the version we have here racks up the options to the tune of a purchasing price north



Suddenly feel like a tripod?  
Terrain Response will  
auto-lock diffs for traction



Workhorse, you say?  
I used to be a workhorse.  
Now I'm just a pony







There's that un-split  
tailgate with flap.  
Not the same



## ROCK CRAWL

This is an interesting one. Rocks, unless they're wet, provide lots of grip, but you're relying much more on axle articulation from the air-suspended axles to maintain momentum. Speeds are necessarily much slower than something like sand, and the Terrain Response aids you by altering the torque response to the point where it feels anaesthetised. It also locks the diffs if a wheel happens to find itself with nothing to grab on to, and works well with standard Hill Descent Control to meander yourself down rocky staircases. Low-range and max ride height a must here, or you'll lose a bumper or two, despite decent approach and departure angles.






of 75 grand, but even the more lowly derivatives get decent kit. It feels much, much lighter than the old one – keener and unafraid of a corner. It's rock-solid stable at speed and quiet apart from the comforting grumble of that big diesel up front and the bellowing optional Meridian stereo. We potter into Belgium to meet someone with a spare stream or two.

Hmm. The “streams” appear to have succumbed to sub-zero temperatures and are currently ice rinks with water flowing beneath them. Still, select low-range and high-ride from the transfer 'box and standard air suspension respectively, and the Disco does a decent impression of an ice-breaker. Slightly concerned by the generous snapping and crunching noises of two-inch-thick ice we're currently barging through, I check the Discovery's 4x4 Info dial on the big touchscreen and see that according to our wade-sensing electronics, we're about a foot and a half deep. More crunching, a groan, a noise that sounds like a large chunk of ice embedding itself in the left-hand side intercooler later, and we're out, happily gambolling around a small field. Apparently the Discovery can wade up to 900mm, a figure chosen for the simple reason that after that, it floats.

Seeing no reason to either disbelieve this fact, or try to test it, we're off again, headed for the Netherlands, and those woods. Or we would be, if the laggy InControl Touch Pro satnav screen hadn't decided to have an electronic heart attack, flash red and shut down for five minutes. An issue that cropped up more than once on our journey. Still, thank goodness for mobile phones.

Now, it must be said that we got permission to drive in these various locations, but didn't do an awful lot in the way of prep. The Discovery is on standard road tyres, with standard Terrain Response, and we brought a tow rope. That's about it. But the systems really do take the strain out of actually, y'know, needing to learn how to actually drive off-road. You just select the appropriate icon and... go. With the electronics massaging the throttle response and braking systems, traction control and engine map, you really do get to be semi-pro without all that inconvenient experience-gathering. There's even All Terrain Progress Control (ATPC), a kind of off-road cruise control if you're feeling super-lazy, and even though our car has the optional £1,000 Capability Plus pack fitted (an active rear differential and the aforementioned ATPC), you get the



**“It's not so much defying physics as being in constant negotiations”**





# THE INTERIOR

Possibly the best place to be when it comes to new Discovery is on the inside. First, it's a full seven-seater, with second-row seats getting 954mm of legroom and the third row not needing to be worryingly short to find space – there's 851mm in the far rear, and enough gap for real adults. It's also versatile: you can individually fold each rear-most seat, and the second row has a 60/40 split, recline and load-through facility. Heated seats are available all the way through, and you can

have headrest-mounted screens, or just opt for the optional iPad holders. Handy. There's also help if you need the space and are peculiarly weak in the wrist, because you can always option the Intelligent Seat Fold system, which allows you to electrically raise and lower the seating to any spec from the dash touchscreen, boot-mounted buttons or a phone app. The seats, incidentally, only come with cloth on the base S model with the lowest-spec 2.0-litre diesel –

everything else is leather. And you know what? It's really very smart in here. The buttons are kept largely to a minimum, it's conservatively styled but handsome, and there's tons of useful storage. You only get the 8in touchscreen on lesser models – ten inches if you spend some money – and the only problem we could find with the inside is that the satnav and screen were both plagued with laggy latency and had a horrible habit of glitching itself to death-and-reboot every four hours.

## IN DETAIL



### Storage wars

Hidden cubbies abound: a secret dash drawer behind the A/C controls, double glovebox and a cupboard under the, erm, cupholders.



### Intelligent Seat Fold

Satisfy your inner geek by pushing the many boot-mounted buttons that electrically fold each seat. They stop automatically if there's an obstruction.



### Cage fighting




A full suite of "lifestyle" accessories is already available for the new Discovery; pictured is the new "unfavoured child cage".



### Activity Key

Sports-proof, watch-like band that acts as a key when you're off doing "lifestyle" stuff and don't want to risk dropping the keys into an abyss.

## THE RANGE

	SD4	TD6	Si6
			
ENGINE	2.0-litre 4cyl diesel	3.0-litre V6 diesel	3.0-litre V6 s'charged petrol
POWER	237bhp	258bhp	335bhp
TORQUE	368lb ft	443lb ft	332lb ft
0-60/MAX	8.0secs/121mph	7.7secs/130mph	6.9secs/130mph
MPG/CO <sub>2</sub>	43.5/171	39.2/189	26.0/254
PRICE (FROM)	£43,495	£50,995	£52,495



## THE AERODYNAMIC BRICK

Wind tunnel testing? For a *Discovery*? Yep, that's right, the new Disco has actually seen the inside of one. It's 15 per cent more slippery than the previous model, even while maintaining packaging-unfriendly stadium seating (where the rear seats tier slightly) and two additional third-row seats. Ducts in the front bumper produce an "air-curtain" to direct and optimise air flow past the front wheels, reducing drag. At motorway speeds, the standard, electronic air suspension lowers by 13mm to also reduce bluff inefficiencies. There's an "enhanced" rear spoiler to similarly reduce drag and apparently reduce "rear soiling". Which we suggest is a good thing.



## IT'S NOT A SPLIT TAILGATE...

...but it does have a "powered inner tailgate", which does sort of the same job: holding up to 300kg of bench-bound bottoms and acting as a retaining wall for a bootful of gear. There's also underfloor storage in here for wet and dirty leftovers.



## TERRAIN RESPONSE 2

The latest generation of off-road optimising electronics basically affects 1) engine map, 2) gearbox, 3) differentials, 4) ABS, 5) traction control and 6) ride height. You can select low-ratio with the two-speed transfer case, too, for serious off-road stuff. There's also the optional All Terrain Progress Control (ATPC) – off-road cruise control – if you're feeling super-lazy.

## INFORMATIVE ENTERTAINMENT

If you flick between screens on the dash display, you'll find the All Terrain Info Centre, which is full of chunky graphics explaining what's going on underneath, even if you don't really understand it. It shows info on wheel position, suspension height and inclination, transmission stats and suspension articulation. It even shows the faintly alarming angles you can get the car to balance at, as well as wading depth and pointless compassy-type things.

## SPACE STATION

With all the seats flattened, the Disco does a fair impression of a van, with 2,406 litres of space available. With the second row up, that drops to a still not-inconsiderable 1,137 litres, and you can get a few bags in the boot, even with all seven seats in place.

## LIGHT/HEAVY

New Disco is some 480kg lighter than the old one thanks to a – largely recycled – all-aluminium body structure. The tailgate is plastic, and certain suspension and chassis bits are magnesium castings – adding to the weight savings.

# DISCO TECH

All you need to know about Land Rover's new **Discovery**



feeling you'd have to be really stupid to get stuck. Cue getting very nearly stuck, obviously. Still, Mud-Ruts mode dealt with mud in places where mud really shouldn't be; time for some more on-road action. And it doesn't get more on-road than Germany. And the autobahn.

It's possibly not the first thing you think about when deciding to test a large SUV, but top-speed runs are almost compulsory when faced with derestricted 'bahn, and so we feel very much that we must comply.

"One hundred and twenty... one hundred and thirty... one-three-three..." Ten seconds of tense silence. "Nope, I think that's it – that's as fast as it will go."

"Give it a bit longer?"

"Can't. There's an Audi S4 up my chuff, and it's wondering why a Land Rover Discovery is doing 130mph in the outside lane of the autobahn in the wet."

We prove nothing, apart from the fact that the Disco really can hit its top speed (the speedo was no doubt over-reading a bit) and that stability is much more apparent than any Disco-shaped Land Rover that's gone before. Unruffled, even by fairly hectic sidewinds, the MkV just thrummed down the

German motorway like a particularly motivated tenement building. Still, another point proved.

Next day, we find ourselves in a German quarry staring down what can only be described as a rock staircase you'd be hard pressed to slither down on all fours, sunlight chopped into jagged patterns of shade by a mess of sharp rocks. Rock Crawl engaged, I set the Hill Descent Control to minimum speed and simply steer. The Discovery bumps and chatters its ABS, clonks down a couple of the big blocks, slipping wheels just enough to maintain imperious progress. It's not so much defying physics as being in constant negotiations, tickling itself down the gradient, the eight-speed ZF gearbox providing the kind of clockwork operation of the wheels that means we don't immediately end up careering down the hill and smashing ourselves to very small, very sad pieces. Crikey, this thing is clever. It's even got side cameras under the wing mirrors that allow you to place your front wheels just so. I defy you not to be just a little bit impressed. But once you know how to best use the systems, rocks – for all their scary, tyre-shredding edges – lose their appeal. We've got one more terrain to test this thing on, and we need to do more distance to find it: snow.







# GRASS GRAVEL SNOW

Really slippery? Then you need this setting. The traction control essentially becomes more paranoid than Donald Trump's security detail and throttle response dies away (much like Rock Crawl). Gear changes also happen more quickly to prevent too much torque breaking precious traction, and although it's probably wise to engage low-ratio, it's not always necessary to action a height change. Mind you, the car tells you if it thinks it needs to go higher anyway – you just follow the dash prompts – easy!

“The Disco condenses distance like a folded page in a map”



Disco looks really rather good from some angles; like a Sport from others



Even bumper-surfing sixth children can enjoy the on-board entertainment



**“It doesn’t so much race as chug its way up the icy gradient”**



Disco contemplates driving up frozen waterfall. Decides to have a coffee instead



Again, I’m struck by the Disco’s sheer comfort with mile gathering. It doesn’t cover distance with the elastic snap of horsepower, more condenses it like a gently folded page in a map, the lazy, fat rumble of the diesel carrying you inexorably forward. It takes eight hours to get somewhere with snow. It feels like four. Still, sleep is more than necessary. The stars are out, and just the fact that these tiny sparks fight endless battles with the dark on a nightly basis makes my eyes droop. Come the dawn, and the Alps stand in front of us, shaking a defiant, scabby fist at the sky. We potter off to a village with a name that’s more amusing in Anglo-Saxon than German, and press on up what appears to be a goat track. Road? Um. Sort of. More a vague variation in the colour of ice and snow, in a more-or-less linear direction. Grass Gravel Snow selected, the throttle becomes woolly and the traction control paranoid. The Discovery doesn’t so much race as chug its way up the icy gradient, huffing through deep patches of snow without even noticing. We cross into Austria at some point, the Land Rover pretty much ignoring the geography.

At the top of the mountain, view leaping away into glorious sunshine, it seems like a reasonable place to take stock. New Discovery has all, if not more, off-road chops than the car that went before it, a suite of abilities far, far in excess of what 99.9 per cent of owners will actually require of it. The looks have grown on me, and though I accept that more will like the new handsome shape, it might not be the kind of car you can fall in love with as much as the previous generations have been. It’s lost some of the Marmite in its character, and that, for me, is a shame. But. It’s an extremely accomplished vehicle. You really can seat seven adults in it, do proper things, live active lifestyles. It hits all the right notes in terms of performance and handling, has a lovely, cossetting interior and levels of comfort on the daily grind that mean I’m not outright depressed about the 700+ mile, one-hit trawl back to Calais. It’s posh but not intimidating, without the slightly flash overtones of Range Rover ownership. It’s a car to conquer views with, but with a little bit of time spent, it could well be a car to conquer hearts, too. **TG**



TGTV PREVIEW

# TGTV

P R E V I E W

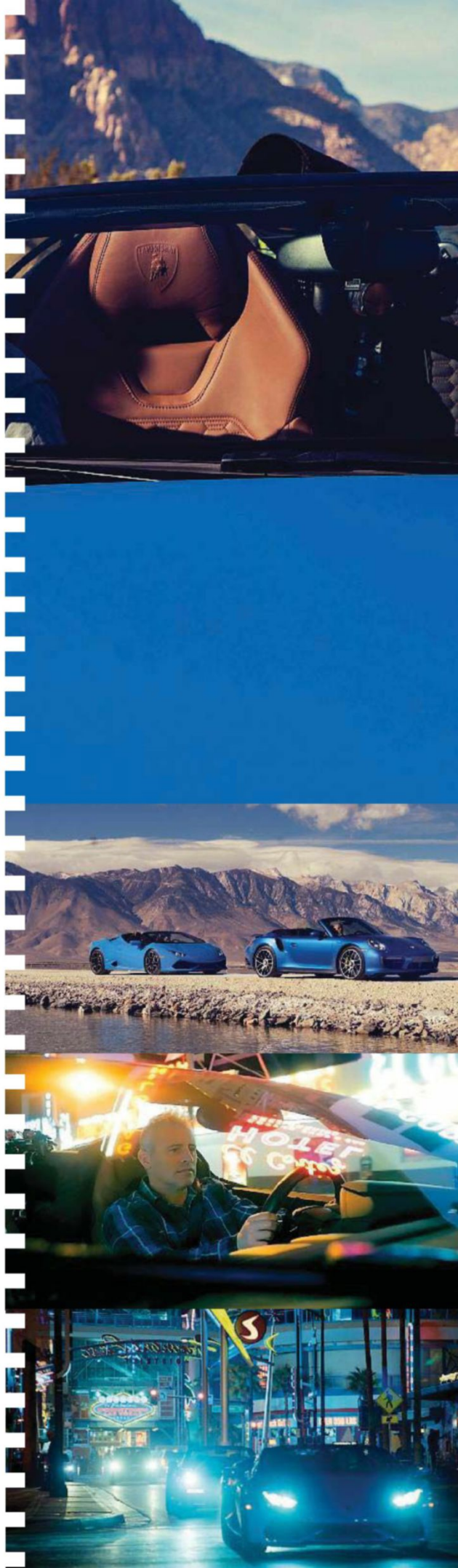
These three gentlemen have been busy making a television programme. It starts 5 March at 8pm on BBC2 and, trust us, you won't want to miss it



# BACK TO WORK

S E R I E S 2 4

It might have been the sight of a London taxi mooching through the wilds of Kazakhstan, or maybe it was the curious image of a Lamborghini Huracán pinned down a ski slope at crazy speed – with a bloke who used to be called Joey behind the wheel. But wobbling a clapped-out Maserati 222 into Havana's Revolution Square beat them both as a personal reminder of the sheer scope of films we've made for this new series of *TopGear*. That's what I love about working for *TG* – the stupefying variety of locations and vehicles, places and people. From simple(ish) power tests at our Dunsfold test track to scrabbling up rock faces in the California desert, every day is an adventure, and at the centre of each insane idea there is at least one motor car we want to understand and, most of the time, celebrate. I still can't quite believe the line-up of metal you'll get to see over the seven weeks – it's remarkable. I hope you have as much fun watching the show as we did making it.

**Chris Harris**





## BEHIND THE SCENES

His name might sound French, but Matt LeBlanc is actually part Italian. Just like the Lamborghini Huracán, Matt's innards don't come from Germany, however



## → A SUPERCAR FOR ALL SEASONS

Once upon a time, convertible supercars were quite literally fair-weather friends: suitable only for driving on the one day of the year when it was dry and warm, but not so warm as to melt the vital structural glue holding the suspension to the other bits of suspension. For the rest of the cold, rainy, icy, or otherwise less-than-entirely-clement year, they were broadly useless.

But not nowadays, according to Matt and Chris. The modern crop of cabriolet supercars, they reckon, are a joy to use all year round, no matter the weather.

To test this theory, Harris and LeBlanc were each told to choose a truly fine modern example of an all-season convertible supercar – Matt, the shrinking wallflower that is the Lamborghini Huracán; Chris, the modestly powered Porsche 911 Turbo cabrio – for a roadtrip across America's Wild West. A roadtrip incorporating broiling desert, snowy mountains and everything in between. Which, in the case of America's Wild West, basically means “slightly less broiling desert” and “slightly less snowy mountains”.



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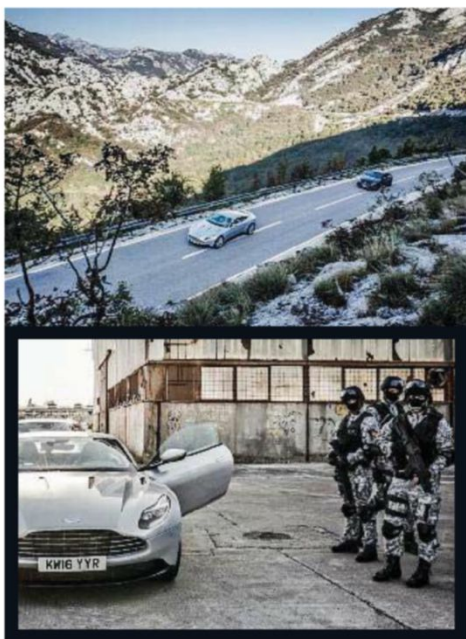
Skidding sideways through a roundabout is, of course, an utterly irrelevant way to test a pair of luxury grand tourers like the DB11 and S63 Coupe. Which is exactly why it's so entertaining



**“A new season sees a new feature installed at the *TG* track: a portal to a parallel dimension”**







## → I'LL TAKE YOUR BRAIN TO ANOTHER DIMENSION

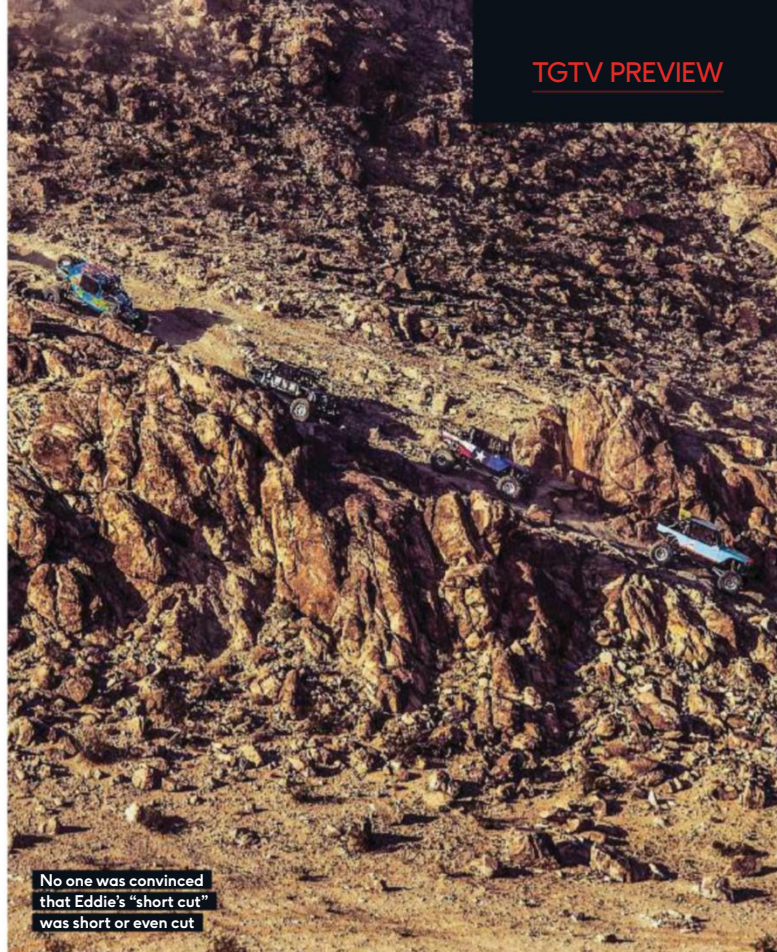
Pay close attention. A new season sees a new feature installed at the TG test track, and it's the must-have accessory all the kids are talking about: a portal to a parallel dimension. Installed just to the left of Hammerhead, and creatively named "Left At Hammerhead", it works by, um, apparently something to do with quantum states, and a lot of cooling fans.

Accordingly, it fell to Matt LeBlanc and the rather suave new Aston Martin DB11 to test Left At Hammerhead for the first time. Where might it lead? The outer reaches of Neptune? Paris in the Roaring Twenties? Or the mountain roads of Montenegro, to do battle with Chris Harris in a very rapid Mercedes? If you hadn't guessed by the photos just to the left, it was the Montenegro thing.

## → HAMMER TIME

Who's *TopGear*'s fastest driver? Well, that's clearly Stig, a machine that simply doesn't understand the meaning of the word "defeat". Or the word "spoon". Or any words at all, now we come to think of it.

But who's *TopGear*'s second-fastest driver? According to pro racer Chris Harris, it's pro racer Chris Harris. And according to pro racer Sabine Schmitz, it's pro racer Sabine Schmitz. To settle this dispute, a head-to-head race was needed. Trouble was, Harris and Sab couldn't decide on where to race. Or what cars to race. With Sab and Chris locked in stalemate, the office chose the race for them, and the office went big. The King Of The Hammers. Simply to finish, Schmitz and Harris would have to survive the most fearsome of challenges: giant boulder fields, vertigo-inducing drops and an evening in the desert with team managers EJ and MLB.





## → CRASH SSANG WALLOP WHAT A SUPERYACHT

Two major crises face humanity today. The first crisis is the continued presence on our roads of the SsangYong Rodius, not only the most hideous vehicle ever created, but arguably the most hideous *thing* ever created, full stop. SsangYong might not be building the grotesque original any more, but there are many Rodiuses still out there, trundling along our motorways, refusing to die, causing mortal damage to eyes as they go.

The second issue is the exorbitant cost of luxury yachting. *TopGear* did several minutes of research into this, and it turns out buying yourself a boat to mix it up with Monaco's finest can cost literally millions of pounds, and then there's the cost of crew, fuel and chandelier polish. Honestly, it's almost as if the superyacht elite don't *want* normal people to join in.

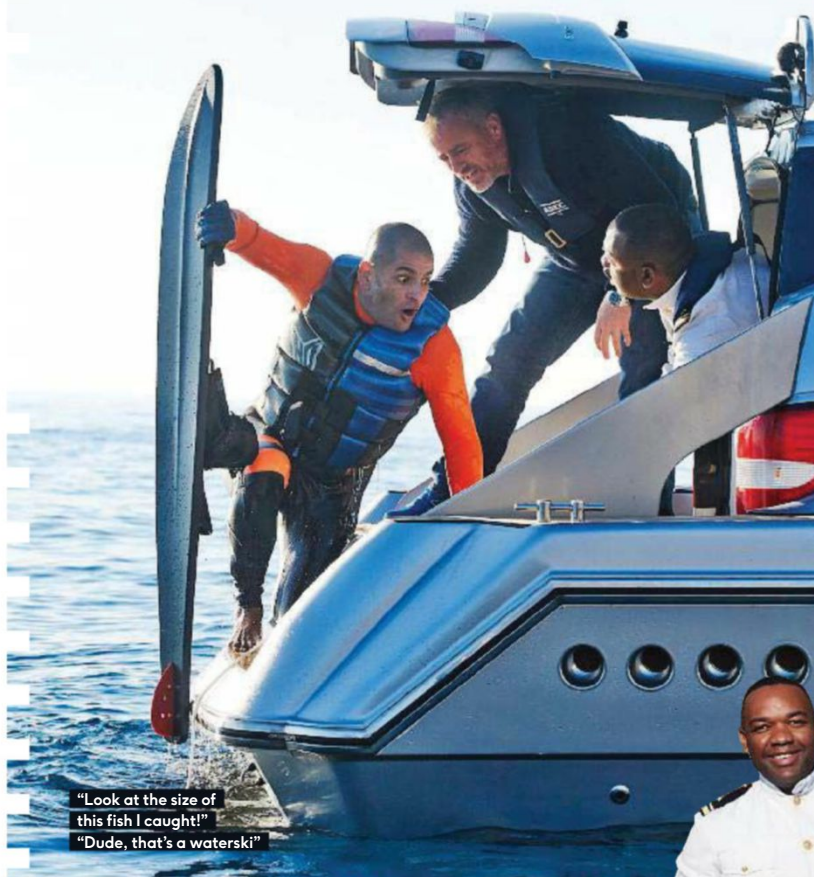
Thankfully Rory Reid's come up with a plan to solve both these problems in one fell swoop. A slightly soggy fell swoop, permeated with the unmistakable stench of fibreglass.

## → YOU CAN'T SPELL "TWINGO" WITHOUT "WIN"

If you're in the market for a rear-engined, rear-wheel-drive sports car, you're pretty much limited to one of two options: the legendary Porsche 911, or the very slightly less legendary Renault Twingo GT.

Now, if you're intent on, say, smashing your personal best around the Nürburgring, you're more likely to opt for the former: the Twingo, after all, packs barely 100 horsepower and tops out at the sort of speed likely to see traffic officers give you a sympathetic wince rather than a ticket.

But if, on the other hand, you're faced with a giant arcade-game maze constructed of shipping containers, the wee Renault might be just the compact, nippy performance car you need. Rory Reid went all 16-bit to discover if the Twingo can out-game its rivals from Smart and VW.



"Look at the size of this fish I caught!"  
"Dude, that's a waterski"



Any resemblance to a popular arcade game is strictly coincidental



## BEHIND THE SCENES

Harris became the first journalist in the world permitted behind the wheel of the FXXK, testing the track-only monster in the wake of Ferrari's glitzy World Finals event. The venue? The Daytona International Speedway, home to NASCAR's prestigious, um, Daytona 500, and some very, very steep banking...

**“Chris Harris and Ferrari have, over the years, enjoyed many a spirited exchange”**



## → A FXXK-ING SPECIAL RELATIONSHIP

Chris Harris and Italian supercar vendor Ferrari have, over the years, enjoyed many a spirited exchange. Rather in the same way that North and South Korea have, over the years, enjoyed many a spirited exchange. We'll leave you to decide for yourself whether Harris or Ferrari represent the despotic totalitarian state in this analogy.

But thankfully Harris and those heart-on-their-sleeves Italians seem to have patched things up, as Ferrari kindly invited him to drive its most exclusivest, exotic creation: the LaFerrari-based, jaw-dropping FXXK. Nothing says “let's be friends” like 1,050bhp of track-only hypercar.







### BEHIND THE SCENES

It's cold on the Isle of Man hilltops in the depths of winter. According to Matt, this hardy hiker showed no sign of... chilliness



**“Spending £88,000  
on a posh family  
SUV has never  
been easier”**





"Guys, when you said I'd be testing a large Ford, I didn't think you meant..."



## → AIN'T THAT A SHAMAN

Spending eighty-eight thousand pounds on a posh family SUV has never been easier, with Audi, Porsche, Land Rover and pretty much every other mainstream manufacturer delighted to relieve you of your cash in exchange for something imposing and mostly off-road.

But who wants to be mainstream? If you wish to spend £88,000 on an imposing SUV that isn't an Audi, or a Range Rover, or a Porsche, or indeed a make you've ever heard of, Matt LeBlanc reckons he has the answer. It's called the Shaman, it comes from Russia, and it has eight wheels, so is therefore mathematically twice as good as the disappointingly four-wheeled offerings from Europe's so-called "elite".

However, as Matt discovers in the course of a very thorough Isle of Man road test, the Shaman, while basically perfect in almost every regard, does come with one inconvenient downside: the necessity of rescuing imperilled locals. Some of them proved a mite deficient in the clothing department.

## → THE KAZ DOUR STEPPE CHALLENGE

Here's a sensible, grown-up consumer question: what's the most reliable new car on the market?

According to our presenters, it may be a sensible, grown-up question, but it's also one that makes no sense. New cars, argue Matt, Chris and Rory, can't be reliable. They're new. It's like saying a just-born baby is "well-educated". Sure, a new car might have the *potential* for reliability, but it's not yet proved it.

No, according to our intrepid threesome, the only way to truly prove reliability is over the course of lots, and lots, and lots of miles. Thankfully, if you delve the very filthiest corners of the classifieds – the pages just before you get to the adverts offering kittens by the kilo – it's possible to find used cars with quite ludicrous mileage. Cars that, by definition, must be the most reliable on the planet, right? →



Formula One's budget caps were finally starting to bite



Wow, Micro Machines levels are getting bleaker and bleaker, aren't they?



And so it came to pass that Matt, Chris and Rory were each instructed to buy a car with *at least* 480,000 miles on the clock – the equivalent, space-fans, of literally driving to the Moon and back – and sent to wildest Kazakhstan to prove the reliability of their mega-mile machines. With a trip to a secretive city full of the stuff that has *actually* been to the Moon and back...



## → YOU ONLY STING WHEN YOU'RE RINGING

It's 40 years since the first Volkswagen Golf GTI landed on British shores, wielding a fearsome 110 horsepower and a rather natty gearknob. Since then, hot hatches have... well, they've got a whole lot faster. And more powerful. And more expensive. Enter, as evidence, the new Golf Clubsport S: three hundred horsepower and £34,000 of decidedly premium hot hatch.

Sure, it has a natty gearknob, but it also has no rear seats, which, on a per seat basis, surely makes it one of the worst-value hot hatches ever. But what if you don't think of the Clubsport S as a hot hatch, but rather a Nürburgring-munching two-seat supercar in disguise? Rory Reid assembled the vital ingredients: a Clubsport S, a Nürburgring and a Sabine. *Schnell, schnell, kartoffelkopf*, etc.

## → CUBA DRIVING HOLIDAY

As Planet Car becomes ever more homogenised, the roads of every continent an indistinguishable mulch of beige Toyotas and Hyundais and further Toyotas, one nation stands alone as a beacon of otherness: Cuba. Since the Sixties, the sun-drenched Caribbean island has existed as a motoring time capsule, its inhabitants surviving on a diet of those classic American barges that come with their own Instagram filter, interspersed with the odd Soviet or Chinese snorter.

But with Cuba's garage doors now opening to the world for the first time in half a century, Chris







and Rory felt it their duty to show the Cubans exactly what they've been missing out on, car-wise. So with a budget of £5,000, they each purchased a sports car they felt would tickle the Cuban fancy, then headed off for a proper roadtrip. Their starting spot? The infamous Bay of Pigs, a location curiously lacking in four-legged ovine ungulates.

## → WE'RE GONNA BUILD A WALL

We know the new Alfa Romeo Giulia is a very fine car, with no less an authority than popular motor-car periodical BBC *TopGear* magazine recently naming the 503bhp super-saloon its car of the year. But Chris Harris apparently doesn't trust the opinion of popular motor-car periodical BBC *TopGear* magazine, and wanted to discover for himself whether the Giulia was all it's cracked up to be. And find out whether it could out-drift a BMW M3.

Rory, on the other hand, wished to know whether Chris could drift the Giulia through a small hole in a very solid-looking wall. Much was learned that day, particularly regarding the small print of damage waiver forms. **TG**



## BEHIND THE SCENES

Remember that BMW advert from a few years ago, with the 1M skidding through holes in a wall? Well, that was CGI. This is very, very real





# piggy in t





With every mainstream 911 now sporting turbochargers, the range is getting squeezed. So between Turbo and Carrera S where exactly does the new 911 GTS fit in?

# he middle

WORDS: JACK RIX / PHOTOGRAPHY: LEE BRIMBLE







wouldn't call it rain per se, more like the air is sagging under several gigatonnes of moisture. There's barely a puddle, but the roads are offering all the adhesion of a greased otter, and I appear to have early onset cataracts because visibility is limited to the few feet in front of my face. Out there, somewhere, is the B4560 littered with sheep that skipped the health and safety briefing and other traffic, probably.

Yet I'm still getting frothy at the prospect of the three mud-splattered cars in front of me: all turbocharged, all 4WD, all with different degrees of insanity hunkered over the rear axle. Three marker posts in the sprawling 911 range.

Picking a Porsche 911 to buy these days is like choosing which member of the Swedish volleyball team to take out for a drink; it's the kind of problem you're happy to have, there isn't a dud among them, but there is a positive swarm of possible engine, body and chassis combinations that require some careful navigation. Especially so since the updated GTS 991.2 family, now sporting the thrustier new turbocharged 3.0-litre flat-six, has arrived.

Taking into account the Coupes, Cabriolets and Targas, two- and four-wheel-drive versions, S and non-S power outputs, and now the GTS brood (available in every bodystyle, with two- and four-wheel drive, PDK and manual), we counted 19 variants in total. And that's not including the limited-run unicorns. So is the GTS, as it was with the 997 and pre-facelift 991, still the darling of the range? Is it still the perfect amalgam of gently massaged performance and real-world, public road usability, or has the torquier turbocharged engine squeezed the gap between standard Carrera and Turbo to the point where the GTS has been rendered obsolete?

There are two ways to find out: crunching the numbers, and driving the tyres off a PDK-equipped Carrera 4 GTS and the two models that bracket it – a Carrera 4 S

manual and a Turbo S – on one of the UK's great roads. First, to the configurator, because barring embroidered headrests, decals and 20-inch, satin black, centre-locking Turbo S wheels, you can in fact take a Carrera S and build a GTS in all but name. Add PASM sports suspension (20mm lower than standard), a Sport Chrono pack, sports exhaust, Sport Design front bumper, Sports seats plus a 30bhp and 37lb ft boost to 444bhp and 406lb ft for the 3.0-litre twin-turbo flat-six (called a Carrera S Powerkit) and, shazam, a GTS without the badges.

The good news is a GTS costs over £3,000 less than adding all the kit individually, so represents excellent value... in Porsche world, at least. The Carrera 4 GTS you see here has swollen from £102,120 as standard to £117,106 once the PDK 'box (£2,817), Burmester stereo (£2,987) and several other non-essential extras have been added. You could and probably will argue that a GTS with a



Manual or automatic?  
When it comes to the 911 you  
can't lose this argument



**"The dark lettering, exhaust tips and wheels add just a flicker of menace"**



manual gearbox and rear-wheel drive (but still with the wider bodywork as standard) is the racing boot enthusiast's choice, and I'd tend to agree, but consider this: our four-wheel drive, PDKed test car is the fastest GTS available, demolishing 0–62mph in 3.6 seconds, and given today's weather I'll take all the grip I can get.

Shame the Graphite Blue metallic paint is morphing into the endlessly grey sky, because in isolation it's a delicately beautiful thing – lightly muscled beneath pebble-smooth bodywork, but with the dark lettering, exhaust tips and wheels adding just a flicker of menace. Next to the plainer but identically proportioned C4S, the GTS trinkets and sunken stance make it look more special. Next to the winged and scooped Turbo, though, both vanish into the mist. Presented with other circa £150k supercars – Audi R8 V10, Honda NSX, McLaren 570S et al – the Turbo S is an exercise in restraint, but in all-911 company it's the peacock of the group.

Weather improving? Not a chance. Time to face the elements then and head out first in the Turbo S – all 3.8 litres, 572bhp, 553lb ft, 0–62mph in 2.9secs and 205mph of it. For anyone who's ever called this car anodyne or numb, I invite you to try one in Crickhowell on a wet January day, because within the first three corners it hangs its tail out twice, displays a deftness of touch I wasn't expecting and, in a straight line, finds traction where there patently isn't any. Even driven on slimy tarmac, it offers kidney-pummelling acceleration on demand.

There are definite parallels with the Nissan GT-R to be drawn here. The noise is contained, clearly clipped by the turbos, but that's in keeping with the Turbo S's remit to be ruthlessly, impassively efficient at going fast. In the dry we know its surreal traction and insta-acceleration can flatter even the most spanner-wristed of drivers, but in the wet it's a different tale altogether. It begins to feel largely



Anyone fancy a game of spot the difference?  
Answers on a postcard



Centre-locking wheels – essential for F1-style pitstops... in mid Wales



Take brave pills and twist to the right to unlock increasingly lairy behaviour



Thought a Turbo S was about grip and poise?  
It is. Most of the time





rear-driven and like the heavy car (1,675kg versus 1,610kg for the 4 GTS) it is.

If I'm honest, it feels like too much engine for today, for these roads, at this time of year. Its time-warp performance, deployable whenever, wherever is unlikely to ever wear thin, but corners are being taken with my right foot hovering tentatively near the throttle. I find myself scanning the horizon for fast-approaching livestock, rather than driving through the bends, getting the rear to squat, confident the tyres can take the vats of torque being thrown their way. Which is where the GTS comes in...

The smaller engine doesn't have nearly the same crazed kick of the Turbo S, and takes a blink longer to wake up, but once up and revving there's actually a harder edge to the soundtrack, and still more force than these roads and this driver can handle. However, for brief, glorious bursts between corners I give the GTS its head – revelling in 406lb ft (37lb ft more than standard), available 2,150rpm–5,000rpm – and then let it spin further, to the 7,500rpm limiter for the hell of it. It might have lost some of its predecessor's hollow howl at the top end, but this is still an engine that likes to stretch its legs.

We can debate the pros and cons of PDK or manual 911s, but the fact is this: The PDK gives more defined edges to the experience – upshifts on demand, later downshifts and two hands on the wheel at all times. For a car like the GTS, that brings your bum closer to the road and seems to roll less and spread its shoulders a little wider than the standard Carrera, it's the better fit. There's simply more time to enjoy the way the steering squirms with the road surface, but filters out the harsh bits letting you remain unstressed and (potentially overly) confident at all times.

Stepping straight from the GTS to the S is a similar recalibration of your senses as swapping a GT3 RS for an R. The engine feels just a fraction lazier, a tenth less potent, but the whole experience more organic. A large part of that, of course, is the manual 'box. In terms of shift quality, it's untouchable: a frictionless, but precisely engineered action that's deeply satisfying whether at full tilt or at a crawl. But it does force you to think ahead, brake a bit earlier, stick it in third for a corner and ride the torque, whereas in the PDK you slam it down into second just for the fizz of it.

Much of these sensations can be distilled and separated in a single uphill, well-sighted, right-hander. In the Turbo S you sense the extra weight under braking – possibly because you're always carrying more speed than you think – then, once turned in, even a

### **PORSCHE 911 CARRERA 4 GTS**

**Price:** £102,120

**Engine:** 2981cc

bi-turbo 6cyl,

444bhp, 406lb ft

**Transmission:** 7spd

PDK auto, AWD

**Performance:**

0–62mph in 3.6secs,

192mph

**Economy:** 33.2mpg,

192g/km CO<sub>2</sub>

**Weight:** 1610kg

### **PORSCHE 911 TURBO S**

**Price:** £145,773

**Engine:** 3800cc

bi-turbo 6cyl,

572bhp, 553lb ft

**Transmission:** 7spd

PDK auto, AWD

**Performance:**

0–62mph in

2.9secs, 205mph

**Economy:** 31.0mpg,

212g/km CO<sub>2</sub>

**Weight:** 1675kg

### **PORSCHE 911 CARRERA 4 S**

**Price:** £90,843

**Engine:** 2981cc

bi-turbo 6cyl,

414bhp, 369lb ft

**Transmission:** 7spd

manual, AWD

**Performance:**

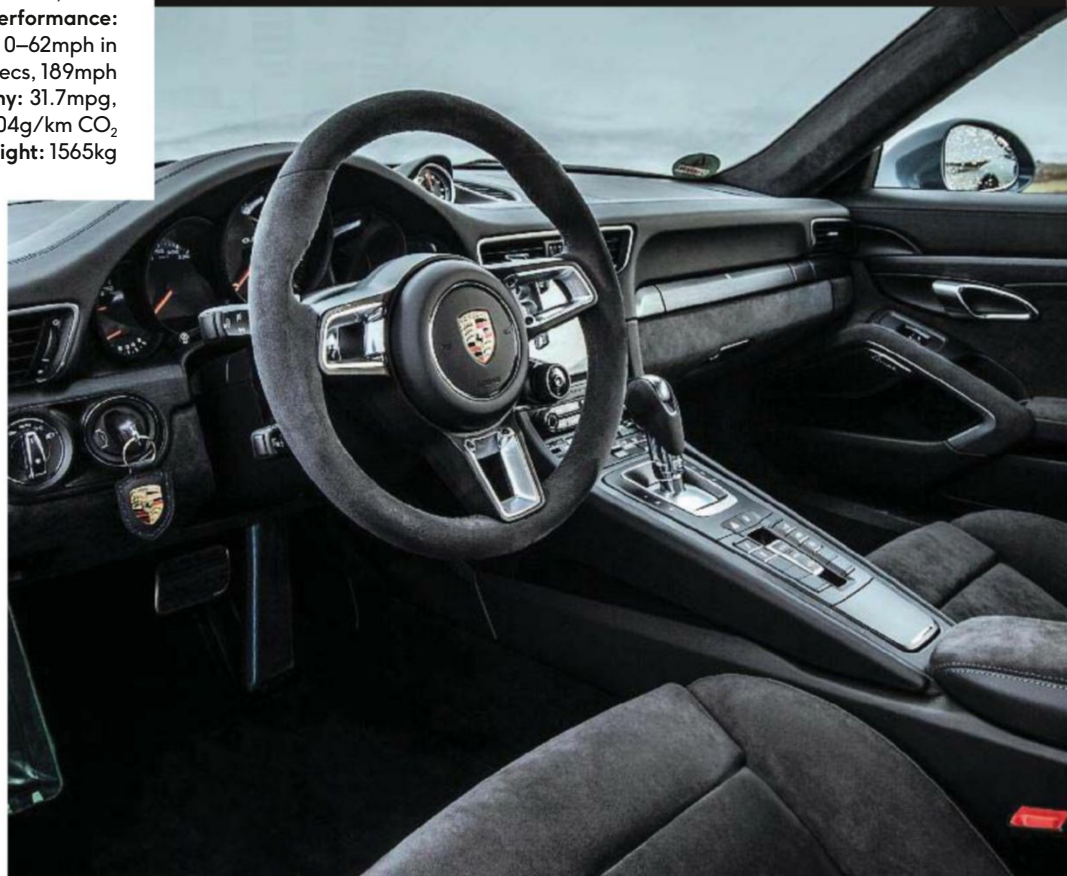
0–62mph in

4.2secs, 189mph

**Economy:** 31.7mpg,

204g/km CO<sub>2</sub>

**Weight:** 1565kg







There's a wonderful view behind these three badly parked cars. Honest



GTS seeks shelter under the Turbo's rear wing. Fails miserably

cautious blip on the throttle sends the rear shooting wide; it's a white-knuckle ride. Watch the relevant Chris Harris Drives video to see the sort of speeds and space required to drift a Turbo S with confidence.

The C4 S requires significantly more commitment: a more robust bung with the steering wheel, second gear and at least half throttle get the rear tyres unstuck. But here, because everything seems to happen more slowly and predictably, you can feather the throttle and ride the slide out. By comparison, the GTS feels like it's had a layer of bubble wrap removed: the turn-in a little crisper, the throttle a bit spikier, the slide a bit... slidier.

Strangely, though, it's eight hours earlier that I have my defining moment with the GTS. Alone on London streets at 5am, roundabouts, chicanes, flyovers, slip roads all taken briskly, fluidly, in perfect control. I cross the patchwork quilt that is Hammersmith bridge and hear the tyres slapping the road surface, but my bum merely bobs up and down gently, cradled inside this remarkable car.

Were there compromises to the GTS's lower stance and generally rortier demeanour then it would be hard to recommend it over the multitool Carrera 4 S, but there aren't. It charges harder, looks better and goes about its business with more immediacy, but still doubles as the perfect everyday sports car. Living in the predominantly cold and damp climate we do, I'd even recommend going for the four-wheel-drive version too. Send hate mail to the usual address.

So does the GTS still have a place in an altogether faster 911 range? Without a doubt. Unless you like to bend the space-time continuum on a daily basis or live on or nearby a racetrack, it's still the finest everyday 911 you can buy. You might just have to get up at 5am to appreciate it... **76**



# HOW DO YOU CREATE A PERFORMANCE SUB-BRAND

## FROM SCRATCH?

Hyundai's plan to invade the performance-car scene is approaching take-off. Pay attention, here's how they did it...

WORDS: OLLIE KEW / PHOTOGRAPHY: MARK RICCONI









## Show you're serious with elite motorsport

In 2014, *TopGear* magazine's Ollie Marriage won the Wales Rally GB B2 class in a converted Hyundai i20 road car. Undaunted by this potential peak in its motorsport career, Hyundai gamely battled on in the elite World Rally Championship, taking an altogether more serious i20 WRC to fourth in the championship in 2014, then third in 2015 and runner-up to the dominant (and now absent) Volkswagen team in 2016. The size of the operation has to be seen to be believed – the team garage looks like an entire dealership has been airlifted into the service park by Thunderbird 2. For 2017, it looks as if the Hyundais are going to be properly competitive – i20 driver Thierry Neuville was leading the Rallye Monte Carlo until a minute mistake on the Saturday afternoon cost him some broken rear suspension and any chance of the overall win. But it goes to show Hyundai is learning extremely quickly.

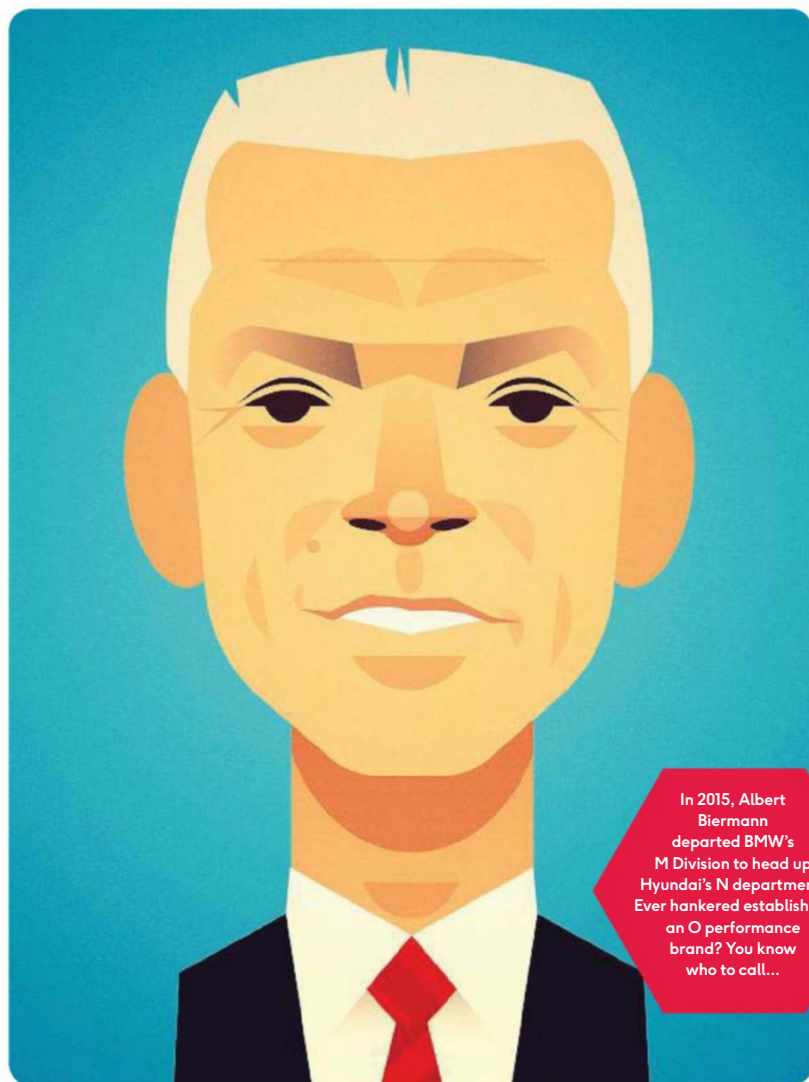


ILLUSTRATION: STANLEY CHOW

In 2015, Albert Biermann departed BMW's M Division to head up Hyundai's N department. Ever hankered establishing an O performance brand? You know who to call...

## 2 Poach someone with experience

Hyundai's first coup was luring vice-president of BMW M Division engineering Albert Biermann in 2015. Biermann had been one of the M people for over 30 years before the switch, present for the creation of the V10 M5, the boisterous 1M Coupe and its controversial expansion into SUV territory. That's one hell of a leap of faith for Biermann himself, but was it the right hire for Hyundai? A power-crazed German? Actually, Biermann's got his feet firmly on the ground. He tells *TopGear* the 'N30' hot hatch won't need all-wheel drive. "We are just starting. The performance level that we will offer does not require all-wheel drive." And what's that level, exactly? No numbers yet, but the 2.0-litre turbo engine has seen over 260bhp on the test rig, and Biermann explains: "We will have two versions. The base version and the more performance-oriented [with a bit more power]. The character will be a little bit different. On the one car we focus a little bit more on everyday driving; the other will be more track-capable."





“Our durability test is 10,000km at 90 per cent of max performance”

We have to focus on our customers. We hopefully have a lot of customers who have not driven any high-performance car before.” “Fancy losing your performance-car virginity? Why not choose Hyundai?” seems to be the understated message. Especially as the whole operation isn’t actively trying to be too intimidating, too racy. Biermann says his intended customers will enjoy this car and feel comfortable bringing it to the limit: “I’m not saying we have a slow car. It’s fast, [but] we don’t push this car [for] ultimate speed. That’s the wrong direction.” Time will tell if Biermann’s refreshingly non-confrontational attitude will propel Hyundai N to the big time.

### 3 Prove you’re really serious by thrashing your test mule at the N24

In 2011, Hyundai opened a shiny-new R&D base at the Nürburgring, where Biermann oversees shakedowns of basic new models. “Our durability test for every new car is 480 laps. That’s 10,000km running at 90 per cent of maximum performance. Ten per cent of the laps are run in wet conditions.” That’s a car torture chamber, but entering a test hack running the i30 N’s 2.0-litre turbo engine at the 2015 N24 was downright sadomasochistic.



### 4 Give your designers the concept brief from heaven

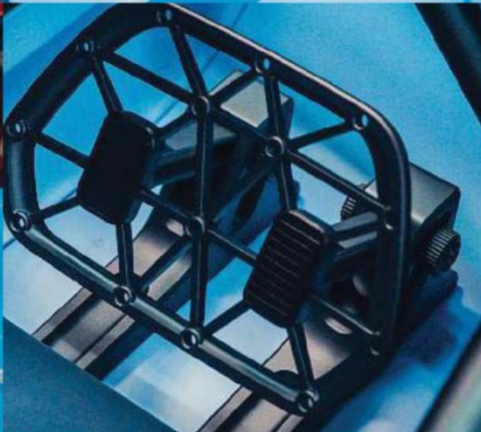
At Hyundai’s Frankfurt design base, the car’s exterior designer, Manuel Schöttle, talks us round the RN30 concept, a butterfly-doored, 400bhp, AWD hatch that exists to whet your appetite for Hyundai’s tamer, street-legal hot i30. He’s 24 years old. He’s cut his holiday short to come in and beam around his baby. Enthusiasm radiates from his gaze. “For a designer, this is the ultimate brief,” Manuel effuses. “To build a racer that links to a road car... I might never get a job like this for the rest of my life.”







Appalled as they were by Kew's trainers, the Pedal family couldn't look away



Behold a paper display of a digital display of a digital display



Cracking phone, lads, but we might need a bit of work on those numbers



## 5 Invent a carbon-beating lightweight fibre to build it

What do you reckon the RN30's made from? No, try again. There's not a single atom of carbon fibre in it. The basic structure's a steel i30 monocoque, but the matt weave that makes up the splitter, diffuser and much of the cabin is an entirely new material. Called Acrodur, it's a hardened natural resin fibre that's lighter and stronger than carbon fibre. Manuel is keen not to overpromise about this new miracle material, because it's not approved for mass production in cars yet. "Everyone is doing carbon these days" explains Manuel. "We're wondering, 'What does the future hold for composites, and for racing cars that are aesthetically pleasing to designers?' Sure, carbon has a pretty ordered pattern. But we were blown away by Acrodur's random fibre."

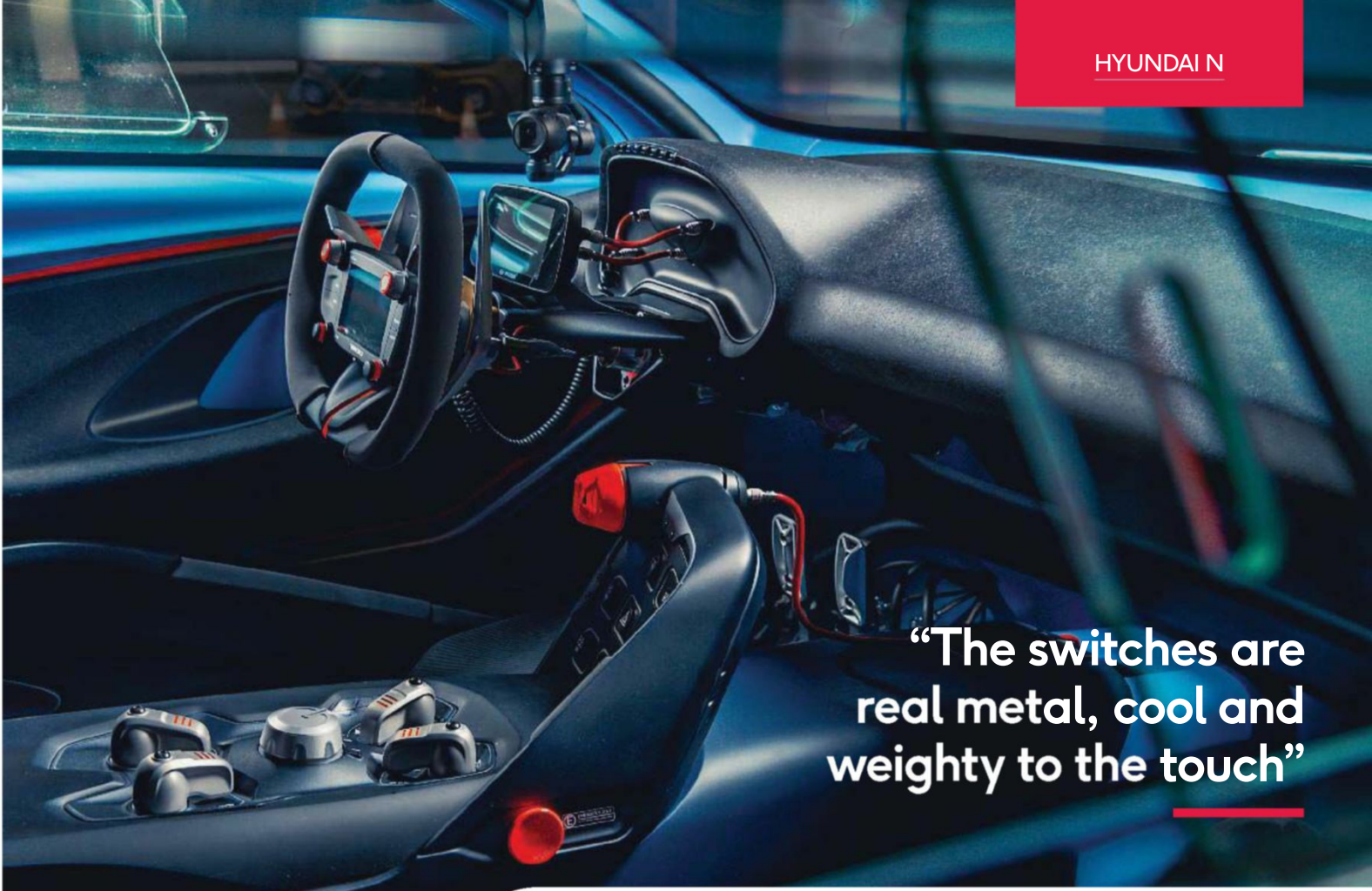
## 6 Build your most outlandish machine ever in nine months

"I want to express how proud I am of this team," says Hyundai's chief designer, Thomas Bürkle. "From being a sketch to the unveiling of the finished car in Paris, it was only nine months." And the list of challenges was astronomical. Hyundai's clay modelling machine couldn't understand the complexities of the inside-out wheelarch tops and the intricate aerodynamics (it's been wind tunnel-tested and tweaked because the car seemed to be generating lift). The paintjob is all actually paint, not transfers. The RN30's builders, Vercarmodel in Turin, took the car back to their workshop to get the finish millimetrically perfect just weeks before its Paris motor show debut. Even where the budget forced compromise – the wheels are production OZ Racing items – Hyundai went with centre-lock hubs and made bespoke sidewalled tyres to festoon every inch of the car with caricature interest.

## 7 Give the concept car serious numbers

We live in a crazy world where, thanks to the AMG A45, nearly 400bhp from two litres isn't a pipe dream. The RN30 uses a race-spec version of the upcoming road car's motor, delivering 374bhp and 350lb ft. Is product manager Hans Kleymann





“The switches are real metal, cool and weighty to the touch”

With just 30 seconds before the bomb detonated, Bond had to snip the red wire. But which one?

worried they're overpromising? “No – our customers don't want the ultimate power. We are developing an eight-speed dual-clutch [gearbox], and our power will be competitive with rivals.” (Think 270bhp, in the Golf GTI Clubsport vein).

## 8 Create details that'll stand apart from the herd

One of the RN30's triumphs is its interior. Colour and trim designer Helen Hofmann points out its detailing, amid the swathes of Acrodur and fleeting nods to a regular i30's cabin. The switches are real metal, cool and weighty to the touch. The cost doesn't bear thinking about. “Acrodur is very eco-friendly – there's no formaldehyde used in its production, and no emission of gas into the interior,” Helen points out. Yep, Hyundai's speedy concept is upholstered with stuff deliberately low in carbon footprint and carcinogenic hazards.



Meet Manuel, the talented hand behind the RN30's look. He admits he was chased by bosses for being distracted by the concept, and “forgetting” regular work...



“I could make a faster car, but it would scare you to death”



Please change your modeling-shoes before you leave the building !!!!



Hyundai ten-wheel hot hatch sadly never passed the sketch stage



Head-hugging buckets will give you a perm as you tackle the Karussell



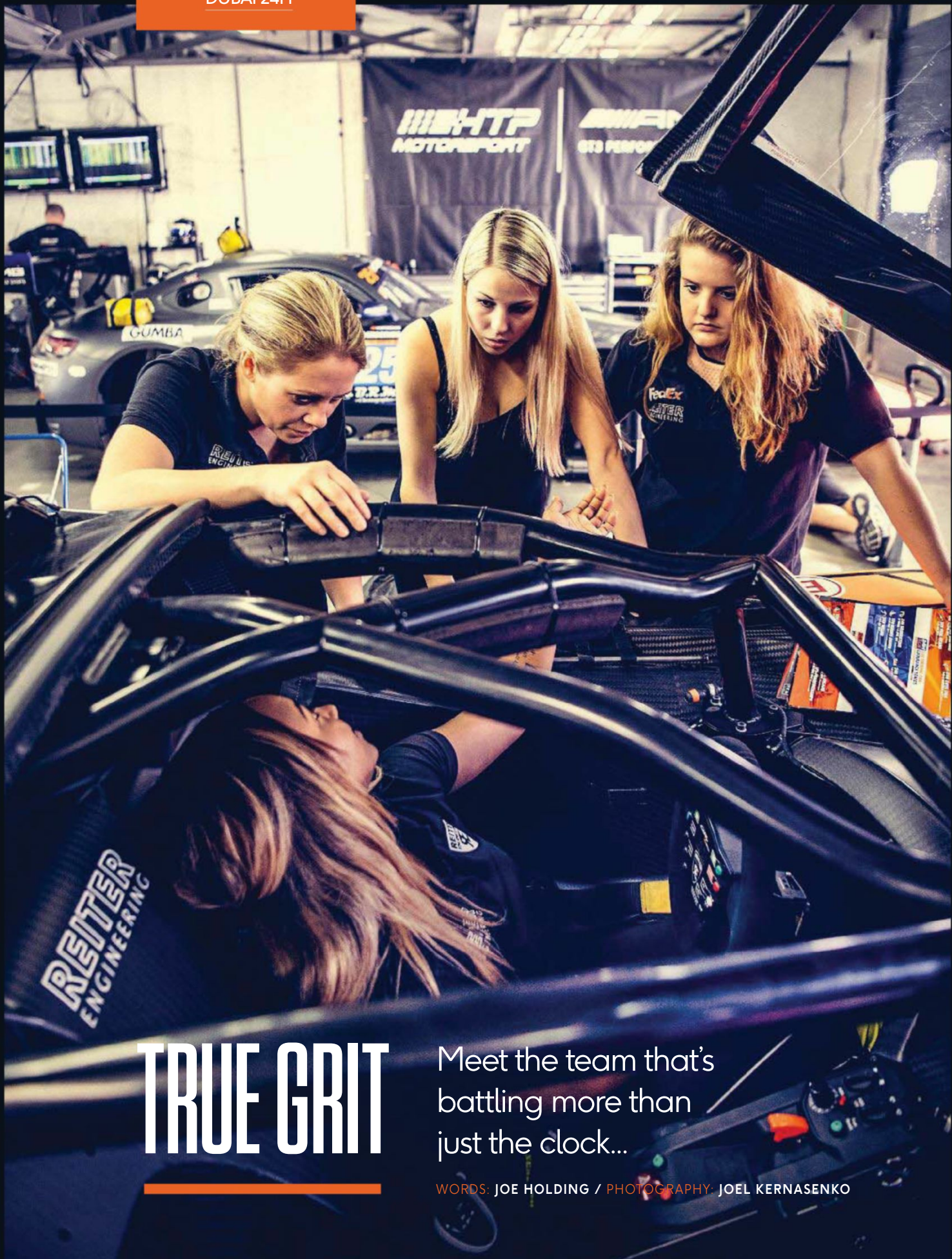
## 9 Avoid the lap time maelstrom

Despite Hyundai's endorsement of the 'Ring as a proving ground, Biermann is not getting sucked into a lap time mud-slinging match. "Yes I can make a tuning of the car that is five seconds faster on the Nordschleife, but it scares you to death. It's not our job... to enter the p\*\*\*ing contest."

## 10 Don't let the suits interfere with the results

The RN30 has that priceless lustre of being an after-hours skunkworks project. Designer Manuel admits it was tricky to concentrate on regular car work with this in the wings. Raphael Bretecher, Hyundai design's general manager, is pleased that the only element that took some deliberation was the rear wing: "We tried fitting the WRC wing but it looked unbalanced, so went with this elegant roof spoiler." It's the result of a group of around 20 people putting in the hours, pooling ideas and having fun. Praise be. And fingers crossed the road car is shot through with the same spirit. **179**





# TRUE GRIT

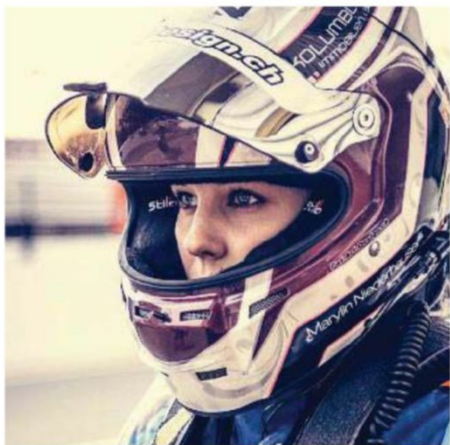
Meet the team that's  
battling more than  
just the clock...

WORDS: JOE HOLDING / PHOTOGRAPHY: JOEL KERNASENKO





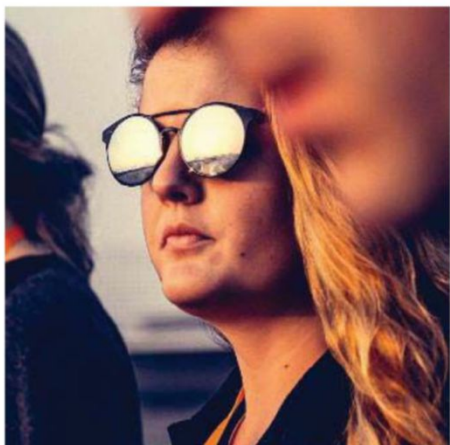
NAME: Anna Rathe AGE: 35 NATIONALITY: Norwegian



NAME: Marylin Niederhauser AGE: 21 NATIONALITY: Swiss



NAME: Naomi Schiff AGE: 22 NATIONALITY: South African



NAME: Caitlin Wood AGE: 19 NATIONALITY: Australian

The Dubai Autodrome was once envisaged as the beating heart of Motor City, a lavish development intended to bestow the oil-rich emirate with an international motorsport destination that combined a world-class circuit with homes, hotels and, among other things, a theme park. But shockwaves from the global economic downturn of nearly a decade ago rocked even these parts, and though some construction continues today, much of the proposed work ground to a halt. Far from reflecting the wealth of the neighbouring metropolis, the abandoned relics that overshadow the track have more in common with Dubai's barren desert lands, evidence of which often cascades across the asphalt.

An unfulfilled dream the complex may be, but it's where Caitlin Wood, Naomi Schiff, Marylin Niederhauser and Anna Rathe are intent on pursuing theirs. Assembled by Reiter Engineering for a tilt at this year's Dubai 24 Hour, the all-female team has high hopes of taking its race-ready KTM X-Bow to a class podium. Rival GT4s, beware.

But amid the flurry of photo and autograph requests in the minutes prior to the race, even supportive onlookers can be seen raising eyebrows and heard uttering variations of "Wow, that girls' team is quick." Naomi, already a veteran of day-long races at Spa and Zolder at 22, has heard worse before now: "I've also had people come up to me and say, 'There's no space for women in motorsport – just give it up.' It adds fuel to a fire which is already burning."

There's no escaping the common perception that women are physically less suited to racing than men, but when it comes to endurance events, Hans Reiter – founder of the team that bears his name – thinks the opposite is true. "Women are typically light," he explains. "The men are 80, 90, 100 kilos. This is a disadvantage of half a second, which in racing is not compensated. Women should have an advantage in long distance, and I want to prove it."

Let the experiment begin. On her penultimate day as a teenager, 19-year-old Caitlin Wood is tasked with navigating through the bedlam of the rolling start, having guided the X-Bow to 55th place on a whopping grid of 92 starters, eighth in the SP3-GT4 category. While the first laps require a cool head and supreme spatial awareness, that never really stops being the case. For 24 hours. With everything from supercharged touring cars to monstrous GT3s continually plunging into corners three or more abreast, Zen-like concentration is essential at all times.

In the garage, Caitlin's mum Marianne keeps a keen eye on the timing screens. Her other children raced too, she says with a pronounced sigh, and the maternal worry never subsides. But while her daughter's safety is always of concern, her performance certainly isn't: Caitlin, finding her rhythm, sets a personal best of 2:10.637 to go second fastest in class, with the only blight on her stint being a

**"I've had people say, 'There's no space for women in motorsport.' It just adds fuel to a fire"**







1. Caitlin's track walk notes. "T1, 70m brake, use camber..." 2. Tomáš Enge – former class-winner at Le Mans – with a pre-race pep talk. "If we survive without any technical issues, we are going to win" 3. What else do you do when you forget the sun cream? 4. The 2.0-litre turbo X-Bow wields some 355bhp and weighs 1,000kg 5. In the event of an emergency, your exits are here... 6. Mid-session Snapbookgramming. Or something

4



5



6



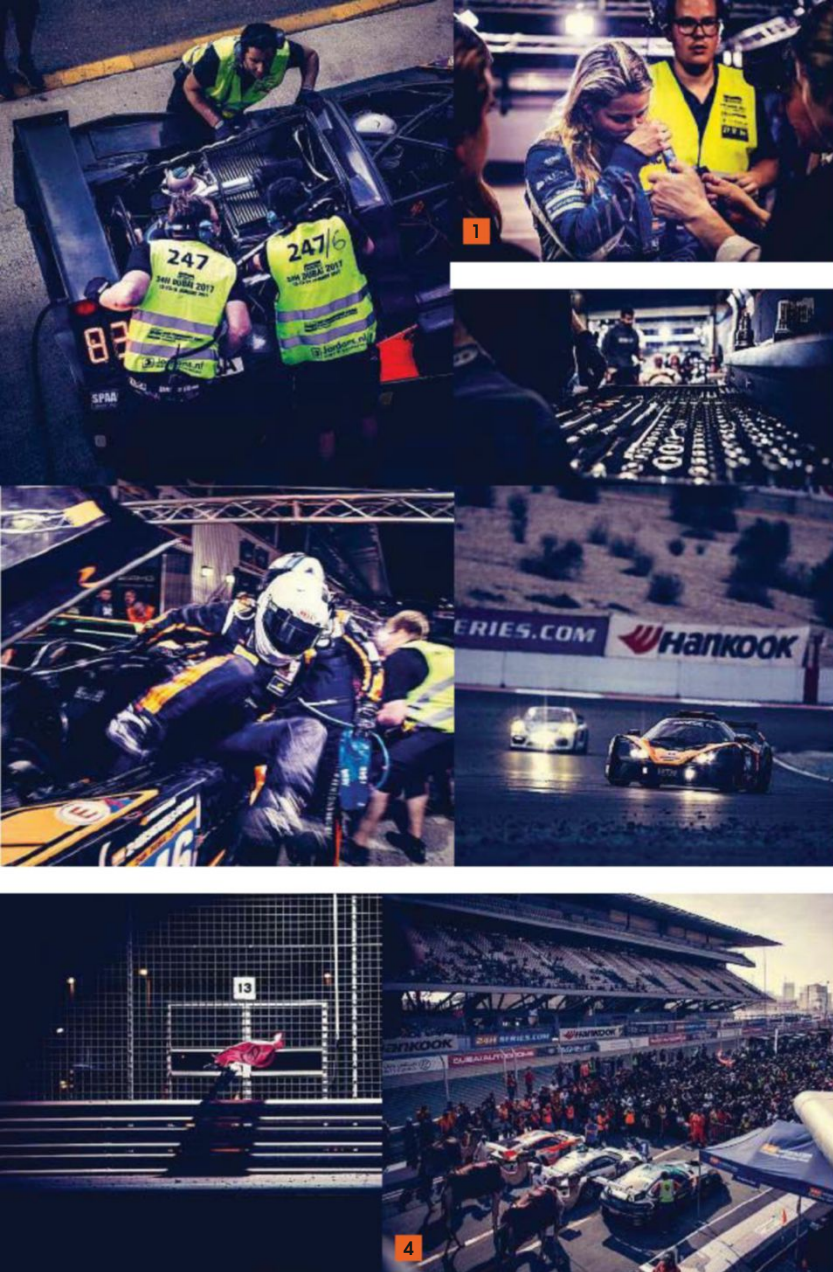




1. Marylin rues her misfortune 2. The mechanics spend more hours fixing the car than they've had sleep for three nights 3. Tyres collect debris. This chap has to scrape it all off 4. Camels deliver the winners to the podium. Naturally...







**“That was like the best hour ever,’ she enthuses. ‘You have no idea how much fun it is out there”**

loose piece of bodywork that forces an unplanned pitstop. Gaffer tape deployed, problem solved.

One hour and forty-six minutes into the race, Anna steps up to take over at the wheel. A farmer and veterinarian by trade, an “early midlife crisis” made her realise that she “needed something else but work” after turning 30. Initially that something was a Nissan GT-R, which remains her daily driver, but at 35, racing is what gives her “the best feeling in the world”.

Recreational it may be, but the weight on her shoulders is immense. “The risk of failing is big,” she admits, and having struggled to match the pace of her teammates in practice, she knows their chances of success hinge on her getting up

to speed. “Racing is all in your head. When I am smiling and confident, that’s when I perform at my best. And it shows in the lap times.”

With that in mind, the engineers agonise over the telemetry as Anna ventures out onto the circuit. On cold tyres she begins cautiously, wary of both the lack of grip and the restricted vision from inside the cockpit. But as the rubber wears in she begins to find tenths, and before too long those tenths have become three-, then four-, then five-second gains. Up to sixth in class, the farmer is ploughing through the field.

Making way for Marilyn, even Anna’s helmet can’t conceal a beaming smile. “That was like the best hour ever,” she enthuses. “You have *no idea* how much fun it is out there.” The effect on the rest of the team is tangible. It might be getting dark, but with all drivers now firing on all cylinders, everyone’s eyes have lit up. That podium finish is well and truly on...

You hear crashes immediately at the Dubai 24 Hour. In the event of an accident, the stewards can neutralise the race by issuing a Code-60, which, via the means of a purple flag, compels all cars to slow down to a steady 40mph. It has the effect of considerably lowering the noise levels throughout the circuit, and the drops in volume are a constant source of anxiety as teams pray it isn’t their car in the barriers.

At 17:36, one such order is lifted following a 40-minute delay, but seconds later it’s back in force. Something has gone wrong at the restart. Voices hush in the KTM garage as the TV camera pans through the haze to pick out a crippled Porsche 991, a mangled BMW M3... and a familiar orange X-Bow. An outburst of groans breaks the silence. Disaster.

The damage is severe. Naomi reckons 80 per cent of the rear needs replacing, and a complete fix will take the best part of three hours. Consoled by her teammates, Marilyn recalls how the car ahead lost power the moment the green flags appeared. Swerving to avoid a certain collision, she became a passenger in another, and with it those podium dreams vanished.

The highs and lows that follow underline why it’s called “endurance racing”. Robbed of the chance to drive with something to compete for, Naomi grits her teeth and shows strong night pace which suggests the car is injury-free, but with Marilyn back at the wheel the team is dealt another cruel blow. The Formula 4 graduate makes an error which leaves the battered X-Bow in the wall. “That’s motorsport,” shrugs Caitlin. Naomi agrees: “It’s brutal.”

For most, this would be enough to call it a day, but Hans insists that the car must be repaired again so the girls can experience as much track time as possible. The mechanics – already deprived of sleep before the race – muster the strength for another big rebuild. A Herculean effort gets the car back on the road some five hours later, an endeavour fuelled by an unshakable belief in what the girls are capable of.

Come the chequered flag, the end result – last but one of the 73 classified finishers – disguises the team’s potential. “The pace is there, it’s just bad luck,” Anna observes, echoing Naomi’s fears that it will “look so much worse” because they are all female. “We didn’t really prove the point about women,” Anna concedes. “So maybe someone else can.”

What a watershed moment for women in motorsport looks like is anyone’s guess, but perhaps with more examples of the kind of backing afforded to this team by KTM and Reiter, it would happen a lot sooner. The earlier, the better. **176**





WORDS: PAUL HORRELL / PHOTOGRAPHY: MARK RICCONI

# DOES TESLA'S MODEL



THE SEVEN-SEATER  
VOLVO XC90



THE SPEED MACHINE  
JAGUAR F-TYPE







# MARK THE SPOT?

The only way to group test Tesla's game-changing car is to rewrite the rule book...



THE EV TRAILBLAZER  
**BMW i3**



## YOU MIGHT REMEMBER RAYMOND BAXTER FROM OLD TOMORROW'S WORLD CLIPS.

But he also flew Spitfires in the War. Afterwards he had several BMC works drives in the Monte Carlo Rally. As a BBC commentator, he covered, among much else, Churchill's funeral and Concorde's first flight. Leonardo da Vinci, there's another prodigiously multitalented individual: anatomist, artist and endlessly creative inventor. If you want to compare the Tesla Model X to a human, this where you must look. No car is more of a polymath than the Model X.

It's extremely fast, and because of its low centre of gravity has the potential to feel genuinely sporty around corners. It can haul a family in three rows of seats. Quietness is astonishing, luxury abundant.

Yet even listing this breadth of contradictory talents misses its true appeal. Above and beyond all that, it manages things no other manufacturer has done before. It's a long-range electric vehicle, it has crazy falcon-wing rear doors, and the whole business is wrapped in an ineffably glossy Silicon Valley envelope that turns buyers into zealots.

Very well, if single competitors are hard to find, let's line up three. A fast 4WD sports car from Jaguar, Volvo's three-row family wagon, and the BMW i3 as embodiment of Europe's most tech-forward and avant-garde EV. Imagine putting Leonardo up against Hippocrates, Michelangelo and Edison. Unfair but fun.



THANK YOU TO SANTA POD RACEWAY



"The Tesla fades after 70mph, its motors' torque falling"



Model X is quicker off the line. F-Type is quicker literally everywhere else



## THE SPEED MACHINE JAGUAR F-TYPE

### THIS TESLA 90D IS CLAIMED AT 4.8 SECONDS

for 0–60mph. Tested (not by us – it's far too wet) on the same “one-foot rollout” dragstrip protocol, the F-Type SVR is a 3.0-second car. The quickest Model X is the P100D, at 2.9secs.

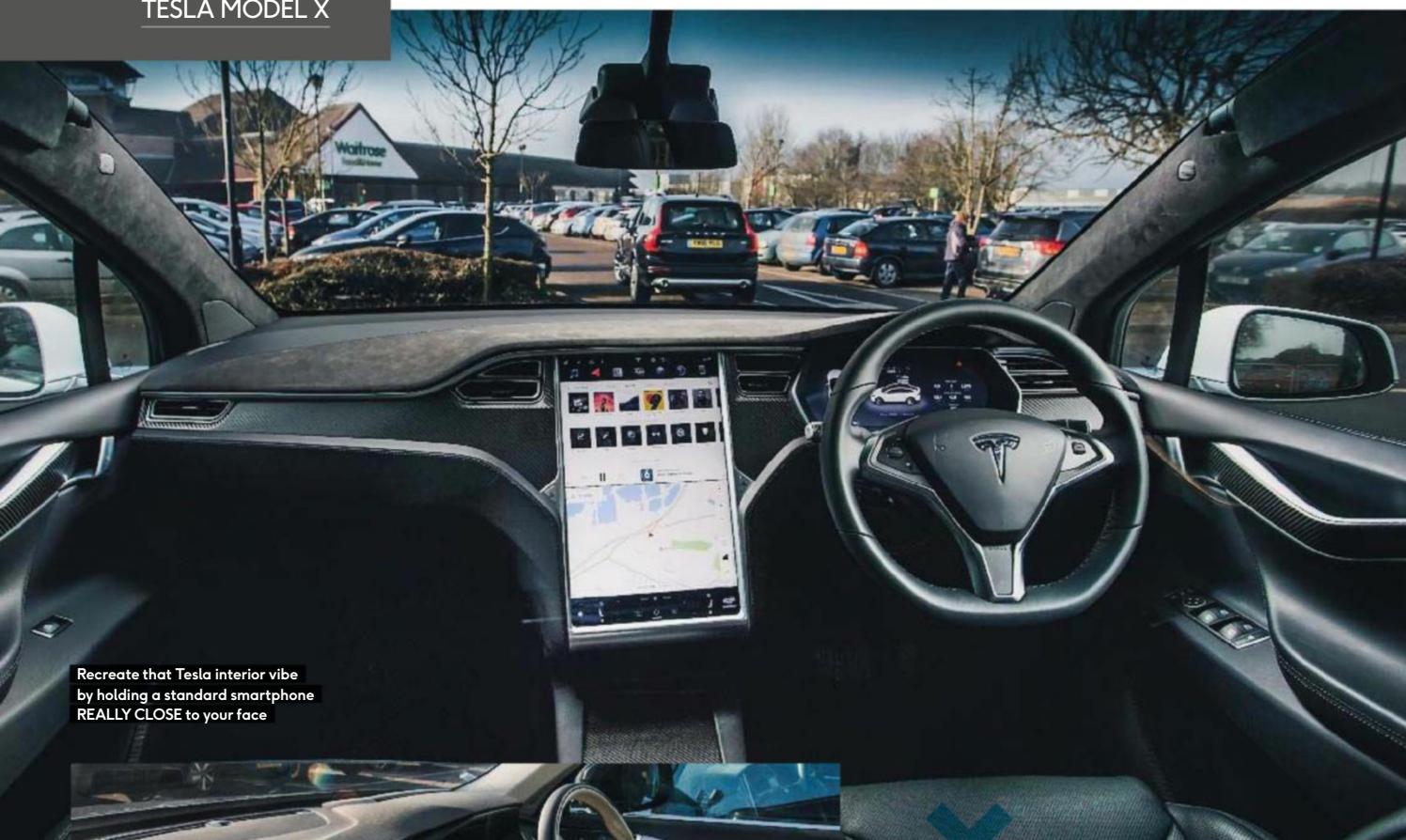
In the fractions after a standstill, the 90D's motors do their best work, but then the Jag's fiery V8 gets properly breathing and its advantage is colossal. It flies onward, collecting a sequence of transmission ratios that maintain the engine's best rpm region. The single-ratio Tesla fades after 70mph, its motors' torque falling at high rpm.

But real life gives lie to the numbers. On greasy, cold B-roads, I'm happier in the Tesla. The stiff-sprung Jag bounces around, and its throttle, even in “rain” mode, is as snappy as a crocodile's jaw. The ESP is slow on the uptake, so the Jaguar slithers nervily, and its sharp throttle and quick steering make it damnably hard to avoid provoking it.

The Tesla's electric motors react faster and more subtly to the ESP's instructions, so it's less jagged at the limit and makes me feel confident. I'm also surprised at the ride, which lets the wheels follow the ground and maintain traction and serenity.

On smooth summer roads, the Jaguar's lighter, quicker reactions and the filthy noise of its V8 would be epic. Today they don't seem appropriate.

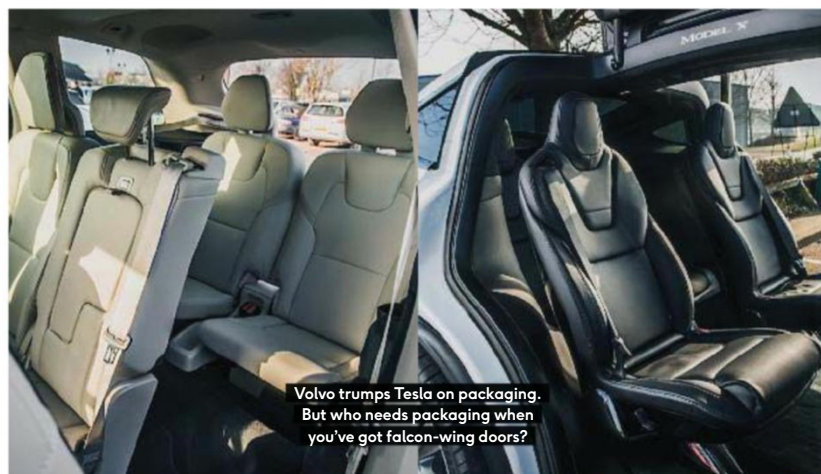




Recreate that Tesla interior vibe  
by holding a standard smartphone  
REALLY CLOSE to your face



XC90's interior: as  
quintessentially Swedish as  
a slow-burning crime drama



Volvo trumps Tesla on packaging.  
But who needs packaging when  
you've got falcon-wing doors?

## THE SEVEN-SEATER VOLVO XC90

### THOSE FALCON-WING DOORS ELICIT OOHS

and aaahs, and can be controlled from the front seat, but have no cupholders or bins – otherwise anyone nearby would be doused when they opened. Sure, they can open in a narrow space, but they're painfully slow. Normal doors are OK, OK?

The Model X comes as standard with a second-row bench. This pair of individual row-two chairs is an option. They stand on chromed pedestals, and tilt electrically, to let people in behind. They're beautiful. But idiotic. The pedestal is exactly where the rear passenger's foot should go. Twin rails and folding backrests would be so much better. Their glossy plastic back surface, like the front seats', invites all manner of scratches and carries no storage pockets.

Still, absent an engine, the Model X fields an extra boot in the nose, worth two or three big squashy bags. It's also the only EV to tow a trailer, though I shudder to think of its effect on range.

The Volvo is beautiful inside too, and it's by far the one best packaged for the challenges of hauling a family. On long trips the driver will be more relaxed too, knowing they can get fuel, quickly, at so many more places. Having my family wait around at a Supercharger would be an exercise in kettling.





Yes, we now occupy a world where iDrive seems the logical, understated choice



## THE EV TRAILBLAZER BMW i3

### THE i3 HAS UNIQUE REAR DOORS – CLAP-HANDS

jobs – and like the Tesla's, they gape usefully wide but score an own goal: they can be opened only after the fronts, and must be shut before. The i3's styling is far more striking than the Tesla's. Its oddly tall proportions take some stomaching, but some details are lovely. Despite the wild theatre of its wing doors, the Model X's overall styling lies on a spectrum between “understated” and “vast white blob”.

Inside, both of them are open and glassy. The i3's materials are more imaginative, and its details and controls, while the more conventional, don't drive you mad. The Tesla's didactic reliance on its screen does.

They share magical EV advantages in urban driving. Both react instantly and progressively to your foot, with eerie silence inside and out. So you can stealthily tuck them into traffic holes and merge ahead. Do that in the farting, blaring Jaguar and everyone would think you an arse.

This is the bigger-battery i3, giving a real range of 120 miles. If you can find a rapid charger, you can acquire 80 per cent in 40 minutes. For the 90D, those numbers are 200-odd and, at a supercharger, less than an hour. This i3, though, has the optional petrol generator. It doesn't make it a hybrid, but it might get you out of jail.



## THE VERDICT

The Model X demands certain commitments from its owner. Not just the expenditure of £99,850 for the “basic” P90D, or £115,350 as seen. At least you're not buying fuel.

You also need an openness to new ideas, even when they bring frustrations. Though full self-driving hardware is fitted,

it's switched off because they're still gathering traffic data. So a new Micra does more to assist you. But you must admire the scope of the vision. Other frustrations stem from the doors and some cabin ideas.

But other really difficult stuff Tesla has breezed. Exactly replicating what's going

on deep inside the motors, it throws you silently forward by immense magnetic force. Cornering and performance are up with the best sports SUVs, and comfort and silence up with the best luxury ones.

The Model X isn't only a jack of very many trades. It's master of several too.



# IS FARADAY REALLY THE FUTURE?

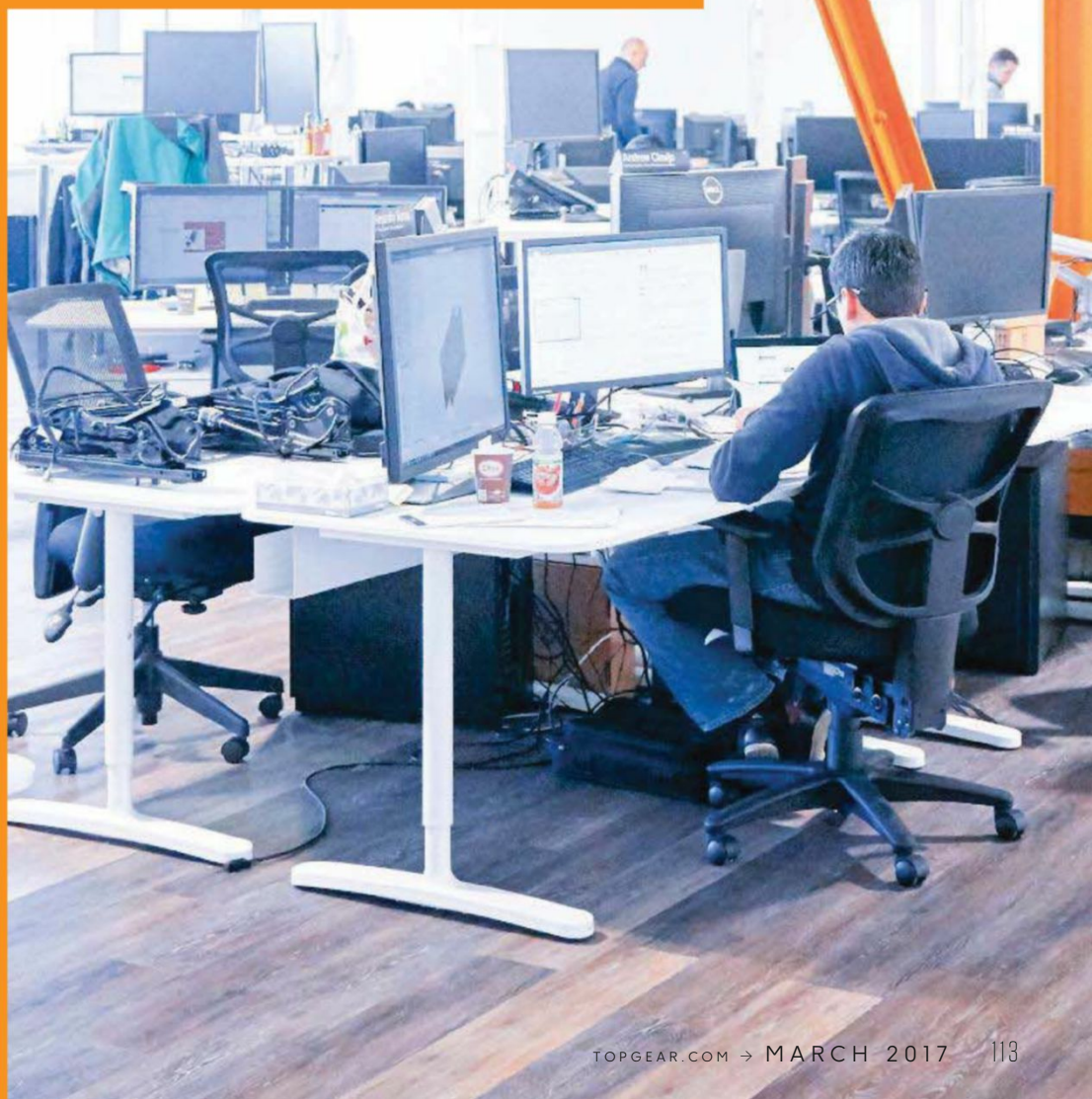






This is the Tesla-worrying FF91.  
Will it be the next big thing,  
or a high-tech flash in the pan?

WORDS: OLLIE MARRIAGE / PHOTOGRAPHY: WEBB BLAND







These are the principal engineers behind the FF91. Pete Savagian, above, worked on GM's EV1 and heads up propulsion. Hong Bae (top right) is in charge of the car's self-driving package, while Brit Nick Sampson, who's worked at both Lotus and Tesla, oversees the whole project.







The back seat of a Faraday Future FF91, as it drives itself around a car park. There are several places I expected to be today, but this was not one of them. I expected to sit in a plush executive office, to talk to people, to walk around a facility, to see desks and maybe a show car. But this is better – a practical demonstration that Faraday Future could be more than smoke and mirrors.

This is why we've been let in, of course. Faraday Future seemingly came from nowhere, arrived at the CES show in Las Vegas in January, and claimed that next year it would put into production an all-electric, self-driving super-luxury minivan that will out-accelerate any supercar. It's a tech start-up as much as a car company, and these sounded like suitably brash claims. We got in touch, they invited us over and now we're here.

This building, trapped in a network of interstates and industrial estates between LA and Long Beach, used to be the headquarters of Nissan North America, "When we first bought it in September 2014, about 10 of us moved in," senior VP of R&D and engineering, Nick Sampson, tells me. "I lose count because it changes so quickly, but now we're about 1,200 here, plus about 200 spread between the Bay area of San Francisco, plus Beijing and Shanghai."

From 10 to 1,400 in two-and-a-half years? That's growth – and China is the key. Faraday is an American company, but is funded by Jia Yueting, a Chinese entrepreneur who made his money through online content, buying the rights to TV shows, sports, films etc and broadcasting them. "His vision," Sampson says, "was: 'If I can have my content on my phone and my TV, why can't I have it in my car?' So he sees mobility as an extension of where he can put it."

Sampson is ex-Lotus, ex-Tesla; Faraday Future itself sprang to life through the LinkedIn website. "There was another ex-Lotus guy, Tony Nie, who had helped set up Lotus Engineering in China. And in April 2014, through his connections we met up with YT [Yueting]. We came to an aligned view and he volunteered to help FF get going. He's the main financial backer, but we have a diverse range of others." Exactly which others, or how much money is involved, Sampson, FF's figurehead, won't say. There have reportedly been problems with the Nevada factory, where building work was suspended last November, and more recently the initial planned facility has been downsized. At least two suppliers are believed to have sued Faraday for non-payment, and several executives have left. Yueting has admitted to funding issues.

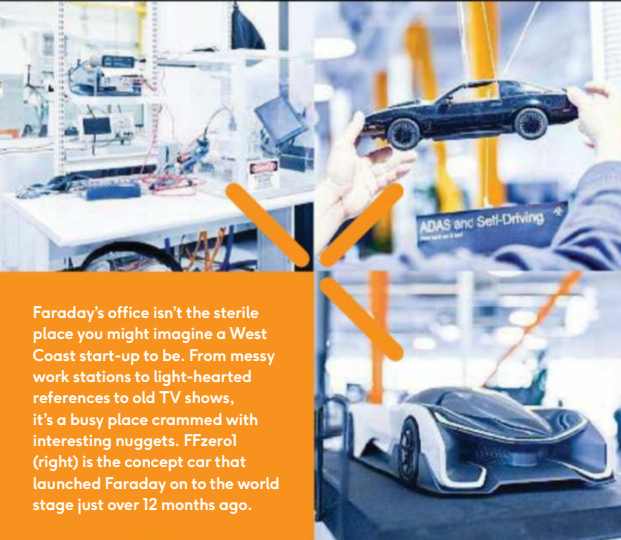
But no new start-up is without issues. I'm not saying that to defend FF, merely to point out that glitches will happen when you're not only trying to design and engineer a new car, but also set up the manufacturing, marketing, supply chain, sales and servicing network – everything, in other words. They must be haemorrhaging cash right now.

Statistically, the odds aren't great for FF, but it isn't a small British sports-car company trying to get off the ground, it's something much more far-sighted. FF has a chance because, oddly, people don't seem to trust traditional car companies to do electric cars. BMW's i cars are utterly brilliant, but sales are slow. The Renault Zoe and Nissan Leaf are good, too. They're not shifting either. Tesla? Some 400,000 advance orders for the Model 3. What is shifting is the sphere of influence. It's not Detroit that's shaping America's motoring future, but LA. "Part of the reason we chose to set up here", Sampson says, "was not only does the West Coast have the tech, people and mindsets, but from a wider perspective there's a brand imaging that it gives us." He continues, "Plus it's a lot easier being the fast follower than the leader. Tesla weren't the first, but they were the one that broke the mould."

**"It's not Detroit that's  
shaping America's  
future but LA"**







Faraday's office isn't the sterile place you might imagine a West Coast start-up to be. From messy work stations to light-hearted references to old TV shows, it's a busy place crammed with interesting nuggets. FFzero1 (right) is the concept car that launched Faraday on to the world stage just over 12 months ago.



For Faraday the opportunity is now – strike while the iron is hot. Pete Savagian, VP of propulsion engineering chips in: “To begin a car company fast is expensive and daunting, but it’s easier than doing it slowly – you’d be vulnerable for a much longer time.” Savagian is another auto industry heavy-hitter, working at GM for two decades, including on the original EV1.

The interesting thing about Faraday is that I’m meeting the engineers, the developers. And they’re believable, pragmatic people. I’d expected white teeth, deep tans, perfect hair, 16th floor boardrooms, chrome and leather. Sampson’s office, where we chat, some of us perched on the shelf unit that contains Lotus models and car magazines, is on the ground floor behind reception. It’s a bit dusty in places. The furniture doesn’t match. In reception there’s a vast TV, but it’s sat on the floor next to a lonely pot plant. The vibe is high-tech, but slightly disorganised. Like no one’s had time to give the place much love yet.

We’re off on a tour. They gutted the offices when they moved in, pulling down all the partitions and ceilings, opening the whole building up. It’s exactly like you expect a West Coast tech start-up to be. I don’t spot anyone sitting on an up-turned crate, but I’m sure someone somewhere is. Desks and monitors, lots of people crammed in together, a bit rough and ready but a good buzz about the place. Signs dangle from ceilings. We stop at Hong Bae’s desk, because Knight Rider’s KITT has been strung up here. He’s head of ADAS – autonomous driving. The note below reads “How hard can it be?”

I can see why Sampson loses track of head count, why there’s staff turnover. But I’m almost encouraged by this. I’d be wary if this was too well presented, but nothing looks staged. We go downstairs – no grand stairway this, more like a fire escape. This is where actual things are taking shape. Past the giant 3D-printing machines and, wow, suddenly there’s half a dozen FF91s in service bays. Puts paid to the rumour that they’d only built the show car.

In the design studio where most of these pics were taken, there’s a car with an interior. We weren’t allowed to shoot it because they don’t want it seen yet. But it is beautiful. Really, genuinely stunning. There’s a huge, floating, movable touchpad interface up front, and in the back, behind the rear-hinged doors, a drop-down screen and a pair of “zero gravity” chairs that recline to 60 degrees and make the best efforts of Bentley and Maybach look pretty dismal. The integration of LCD screens into the materials so they blend seamlessly in and don’t dominate is elegantly done. For me, the rear cabin environment, if not the cabin full stop, is Faraday’s USP. It might look like a push-me, pull-you minivan, but it’s first class travel all the way.

I take a whirl with the virtual reality rig they use to see inside components, check clearances, get a feel for the interior ambience. I attempt to walk around the virtual car and crash into a pot plant. We move on. I learn that they currently have 24 cars out testing, some hot weather, some cold weather, some no further away than the car park outside. Would I like to have a ride? I would.

The lidar system is operational (laser light detection and ranging – it’s part of the FF91’s sensory network of 13 long- and short-range radars, 12 ultrasonic sensors and 10 cameras), and the car is finding itself a car parking space. The suspension is a bit clunky but the drivetrain is silken as it shifts from forward to reverse. There’s a constant whirr of fans from the jumble of electronic boxes in the boot, while down by my ankles a screen full of dots is assembling a digital view of the area. It’s a prototype, but the car is getting itself about, negotiating other traffic, employee cars and finally reversing into a space ahead of the original ADAS prototype – a BMW X5 done up with enough cabling and add-ons to double as Marty McFly’s DeLorean.

There’s nothing revolutionary here, but the engineering feels rigorous. It looks odd, this MPV reimagined by Hot Wheels, a car in search of a niche, but you can’t accuse it of looking like the product of any existing car company. I was quite taken by it, although reckon it’ll cost somewhere around £150k.

I don’t want to be gullible, but neither do I want to point, laugh and say no chance. What do I think might happen? Well, Jia Yueting has also set up another car company, LeECO, in China. They’ve shown a concept, the LeSEE. Could Faraday Future be a stalking horse? Sampson admitted the two were working together. Maybe FF will develop the IP in the US, then move production to China. That would wind up the new White House administration a treat. So maybe Faraday exists to build premium cars in the US – the Audi or Bentley to LeECO’s Volkswagen. But first they need to get the car to market, and there are plenty of stumbling blocks between now and then. **TG**



At 5,250mm the FF91 is limo-sized, although 4WS improves manoeuvrability. What looks like a fuel filler in the bonnet is actually the pop-up lidar sensor. The idea is you exit the car at the office steps and it goes and parks itself. You summon it back via a phone app.

Roof and rear windows are made of PDLC glass, which is naturally dark, but can be lightened by running a charge through it, allowing you to vary the interior ambience. The humps on the roof contain modems for the on-board wifi. The video camera "mirrors" can be removed and replaced with conventional ones on the same mounting.

The 22-inch wheels feature spokes that close at high speed, creating a flush face to improve aero. Similarly, the rear buttresses float proud of the D-pillars, improving the way air detaches at the rear of the car.

## What's under the FF91?



→ The FF91 is built on a modular platform, with six columns of batteries in the aluminium monocoque's sandwich floor. Remove one column, and the wheelbase comes down by 30cm. Then you might have a coupe, or maybe a city car. Power and range drop in line, but it's not like the car is under-endowed – the FF91's 130kWh pack gives a 435-mile range. The electric motors were

designed in-house and each delivers around 350bhp. The FF91 has three, one on the front axle driving through an LSD, and two on the back, electronically vectoring torque to either side. That's 1,050bhp and 0–60mph in 2.4 seconds. There's also four-wheel steering, height-adjustable air suspension and, despite the fact it's as long as a stretched S-Class (5,246mm, 3,165mm wheelbase) it has a tighter turning circle than a Tesla Model X.



Budget doesn't necessarily mean over-compromised. We take four wallet-kind city cars for a day return...

# Fare dodgers

WORDS: PAUL HORRELL / PHOTOGRAPHY: JAMES LIPMAN



HYUNDAI i10  
**£12,800**





SUZUKI IGNIS  
£12,999

VW UP  
£11,750

CITROËN C3  
£15,995



**I**f you sit at a neat veneer desk working as an automotive industry marketing analyst, this test will mess with your tidy head. Here are four cars that upset the appletart of “segmentation” you use to populate the cells of your cold, dry databases and spreadsheets.

Anyway, here we have two 00-gauge hatches, the VW Up and the Hyundai i10. But in this case they’re not in first-wheels (or repair-shop discourtesy-car) spec. They’ve got higher trim and more power than that. Then we have a supermini, the C3, the one that we recently named “World’s Best Urbanite” because it’s better furnished and smoother-riding than baby cars, yet still compact enough not to be a pain in the parking space. And finally the Suzuki Ignis, which is a bit of supermini, a bit of baby car, a bit of crossover and a bit of whizz-kid.

It might be small, but the Ignis has a whole lot of stuff going on. Inside and out, the styling has more details than an electron micrograph. Some of them bogus, including those bonnet vents. Some of our crew loathe it for its visual hyperactivity, but I was actually rather charmed.

At least it inspires opinion. Look at the Hyundai. Did even its own designers take a view? Had they already been told their next job was a fancy concept car, so they just knocked it out pronto and moved on? It’s just a regular mid-size hatch, scaled down. The cabin has no new ideas, and without those daubings of red – hardly a Niagara of creative outpouring – there’d be nothing to catch the eye. Of course it may well prove thoroughly competent as an emotionless consumer durable, as generic products often are.

The Up doesn’t just present itself differently from mid-size Volkswagens, but from anything else on the road. It’s cheery as a small car should be, and its visual design treads a tightrope with deceptive ease: it’s pared-back and minimalist without looking po-faced. Poke around the cabin and the plastic is nearly all cheap hard stuff, yet the design and assembly have the discipline to disguise it. The materials are honest, so there’s no disgrace in the bare metal on the doors.

The Citroen is plusher. Inside, that means chairs that look like they want to be in a hotel lounge not a pitlane. All its design signifiers aim for a comfortable existence rather than an aggressive one. The dash has a soft, stitched insert, the door pulls are like luggage straps. External shapes are round-edged but structured, and the airbumps tell a story of defence over offence.

The C3 is also the biggest – 3,996mm long against 3,700mm and 3,685mm for the Ignis and i10 and a massively condensed 3,600mm for the Up. It’s also 1,050kg in this trim while the Up is almost spot-on a tonne and the i10 is about 50kg lighter again, while the Ignis’s new platform makes it a radically feathery 810kg. So, none of them porky, then. The Citroen’s extra size is reflected in the price, of course, but not just that: it gives you the widest cabin and easily the biggest boot, although this is at the expense of rear legroom which is no better than the little Volkswagen’s.

The Hyundai is cramped in the back seat and the boot, whereas at least the Suzuki gives you the choice by providing a pair of sliding rear chairs. When they’re right back there’s actually decent space for two people sitting tall in the back. Never three. But you’d imagine all this from the Ignis’s rear elevation, which starts out narrow, narrows further above the pronounced arches, and tapers further inwards as it proceeds up to the greatest altitude of the four cars.

On the road the Suzuki feels its smallness and tallness. Your head rocks like a puppet’s as it traverses uneven side-to-side bumps. The taut suspension gives a twangy urban ride, it throws up a fair bit of tyre noise and it doesn’t always feel entirely stable at speed, especially under brakes. In corners stability comes from memorable understeer. But you can always feel what’s going on and sort it all out. It does feel light and agile and quick-witted, and though you can pick holes in most of its quantifiable dynamic attributes, there’s a sense of fun.

Same with the engine, which obviously comes from a motorbike maker. It’s a naturally aspirated 1.25-litre job and it likes – no, needs – revs to do its responsive best, and it isn’t quiet. The light, quick gearbox encourages you to keep it simmering nicely. This top-spec version has a mild hybrid system acting directly on the engine in place of a starter motor, which must partly explain the quick answers to throttle inputs. It knocks a couple of seconds off the 0–62mph time and drops the CO<sub>2</sub> figure from 104 to 97g/km.

**“All the Citroen’s design cues aim for a comfortable existence not an aggressive one”**



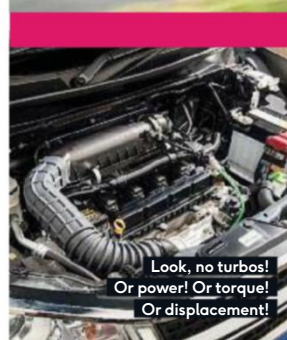




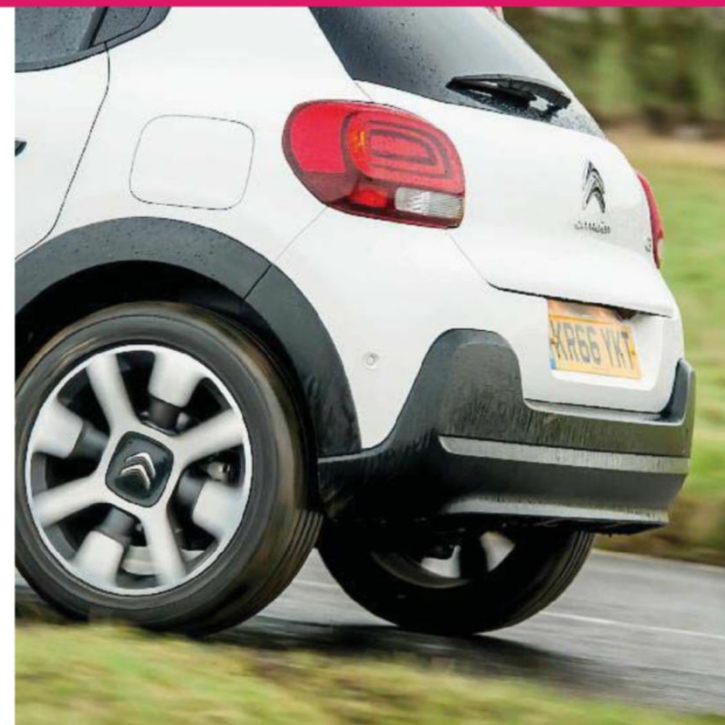
Witness, all, the subtle difference between "retro" and "pensionable"



"Paul, when we said there's plenty of parking at the station, we didn't..."



Look, no turbos!  
Or power! Or torque!  
Or displacement!







Hyundai sneakily disguises lack of design ambition with liberal application of "red"



## “Even four years into its life, the VW’s talent is still surprising”

The Hyundai is a model of prim and proper behaviour. It too has a 1.2-litre four (wow, how long was it since *TopGear* had two nat-asp cars in one test?). Its outputs and weights closely match the Suzuki’s, and though it’s slower to 62mph, it’s by an amount that’s small enough not to matter. The engine is quieter than the Suzuki’s. The ride is firmish but doesn’t crash over city potholes. The only refinement issue is tyre noise. See, it’s trying hard to feel like the proper grown-up car its stylists slavishly aped.

The steering has progressive weighting so your early exploration of cornering is rosy. But before you’ve arrived within arm’s length of the limit, the stability system starts curbing your enthusiasm. It operates smoothly and all that,

but you feel like a superfluous component. So you slow a little, the steering and brakes precise enough to melt into the background of your consciousness. Along with the rest of the car.

Even four years into its life, the Volkswagen’s bandwidth of talent never ceases to surprise us. The engine and suspension are quiet, the suspension reasonably supple, the controls precise and reassuring, the seats firm and supporting. It’s great in towns, OK on motorways. The three-cylinder 1.0-litre turbo makes 90bhp, a match for the Suzuki’s and Hyundai’s efforts, but it’s backed up by more torque. Beyond 2,000rpm, lag isn’t an issue, so it feels like a heartier engine altogether, and just squeezes under 10secs for 0–62mph while the i10 and Ignis take towards 12.

### VOLKSWAGEN UP! BEATS 90

Price: £11,750 (£13,080 as tested)  
Engine: 999cc 3cyl turbo, 90bhp, 118lb ft  
Transmission: 5spd manual FWD  
Performance: 0–62mph in 9.9secs, 115mph  
Economy: 64.2mpg, 106g/km CO<sub>2</sub>  
Weight: 1002kg

### SUZUKI IGNIS SZ5 SHVS

Price: £12,999 (£13,464 as tested)  
Engine: 1242cc 4cyl, 90bhp, 88lb ft  
Transmission: 5spd manual FWD  
Performance: 0–62mph in 11.8secs, 106mph  
Economy: 65.7mpg, 97g/km CO<sub>2</sub>  
Weight: 810kg







And you can have the lot for the price of a Luton-to-London season ticket...

Because the Up makes such a well-sorted first impression, you want to hurl it down the great British B-road. Here the news is a bit more mixed. The steering stays sharp, but is pretty much devoid of feel. The ride is supple so bumps don't knock it off course, but it's not well-damped enough to quell a heaving motion when dips and crests enter the picture. The handling is basically neutral and playable. We had big fun with it. But throwing it into a wet corner had the back stepping consistently outward, so to keep it tidy you'll be winding the lock right off. Given the ESP was on throughout, owners might be taken aback by the need for a dab of Up!po.

Driven with the same suddenness, the Citroen comes over all coy. It rolls and the steering is a

mite soggy. But if you loosen your hand, things fall into place. It just bowls along, absorbing the insults of the road, gripping gamely and communicating enough. At urban speed, it made the best job of gliding over our specially constructed test level crossing. It's what Citroen's new comfort mantra is aiming at, and actually what old-school Citroens were meant to be. Sadly it inherits old Citroens' rear-axle pattering noise and wind rustle too. Oh, and although the soft and welcoming seats are fine for most backbones, they're ache-inducing for a few others. Try before you buy.

The C3's thrummy three-cylinder 1.2-litre turbo has more potency than the others, at 110bhp, which serves up a faster 0-62mph time,

though not by a huge margin. It has a lot more torque than even the Up, but it's delivered with a bit of lag, and you choose gears via a flaccid lever. So just as it helps to steer the C3 with a bit of smoothness and anticipation, so you've got to plan your throttle inputs. That done, it's a handy overtaker. And it's the most stable, fastest motorway car here. Because it's the biggest.

In their top-trim versions, each car in the test has navigation, but the VW outsources it to a special Up app on your phone and provides a dash mount for it rather than leaving the phone slithering around a cubby hole. It works well, and it can also display your phonebook in big type, plus detailed trip info, so it's not just a dumb dashtop bracket. The advantage is the climate controls

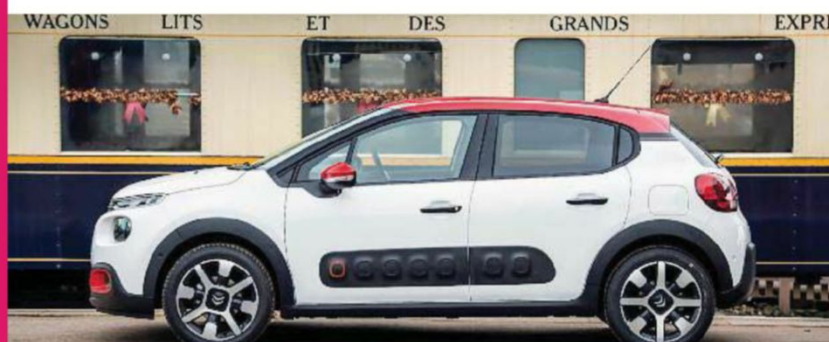
### HYUNDAI i10 PREMIUM SE

Price: £12,800 (£13,350 as tested)  
 Engine: 1248cc 4cyl, 87bhp, 89lb ft  
 Transmission: 5spd manual FWD  
 Performance: 0-62mph in 12.1secs, 109mph  
 Economy: 57.6mpg, 114g/km CO<sub>2</sub>  
 Weight: 941kg



### CITROEN C3 FLAIR PURETECH 110

Price: £15,995 (£17,555 as tested)  
 Engine: 1199cc 3cyl turbo, 110bhp, 151lb ft  
 Transmission: 5spd manual FWD  
 Performance: 0-62mph in 9.3secs, 117mph  
 Economy: 61.4mpg, 103g/km CO<sub>2</sub>  
 Weight: 1050kg







remain as hard keys, and the audio info also gets its own display. The Up tested here is the Beats edition, and its eponymous stereo, if a bit boomtastic, is a big draw for music lovers.

The Citroën's counter USP is the built-in dashcam, with an app for social sharing of photos and video, plus saving of, er, evidence. The C3 piles nav, stereo, phone and climate all onto its one screen. It's decently responsive, and the graphics are nice, but though it obeys a simple logic, it demands an extra finger-jab to switch between map and music just to see what track's playing, then across to climate to turn the fan down a notch. The Ignis's screen is a typographic mess but makes a lot of sense: it can show a zoomable map at the same time as the name of your current Apple CarPlay track. The Hyundai too has a splittable screen, and separate climate controls. So, as with the Ignis and Up, if you want to send air to your feet you just hit the send-air-to-my-feet button.

This simple good sense is all over the Hyundai, and any attempt to slag it off is water off a duck's back. Technically it's just fine, and shows its confidence with five years of unlimited-miles warranty. Trouble is it makes no attempt to engage you, aesthetically or dynamically. Not one for us, then.

## “The Suzuki isn’t the last word in finesse, but it’s mostly fun”



The Suzuki isn't the last word in finesse, but it's mostly fun. If its looks float your boat and you don't have big mileages ahead, then be our guest.

We were split between the Up and C3. So this verdict is a majority decision. The Volkswagen manages to play well beyond the expectations of a car so small, with amazing packaging, refinement and capability. In a way it's unfair because we have here a C3 in top trim at a stiff price. But you could drop a trim level and pick options carefully to get a sticker close to parity with the Up. The Up is a tiny car that does a good impression of a stylish civilised bigger one. But the Citroën isn't doing an impression. It is. **17**

### Thank you

A big thank you to the volunteers of the Nene Valley Railway, Peterborough, for making this shoot possible. For visitor information, go to [nvr.org.uk](http://nvr.org.uk)





Admire the magnificent  
Up!holstery. Sorry.  
Really, we're sorry



Tail-happy tendencies were  
no match for the reactions of  
Paul "mantis shrimp" Horrell

Although it's yet to catch on  
among city cars, customisation  
is common among superminis.  
Take the Citroen C3. You can opt  
to have it with or without airbumps,  
have a contrast roof and body  
details, plus a variety of different  
packs for the interior.  
Doubtless city cars will  
catch on soon.





# <sup>BBC</sup> *TopGear* M A G A Z I N E



Download the interactive  
**iPad & iPhone editions**





# Garage

EDITED BY OLLIE MARRIAGE

TopGear's long-term cars. Tested & verified



# 128

Audi **R8**



**133 Ford Mustang**  
With a 5.0-litre V8, who cares about NCAP?



**135 VW Caravelle**  
White Volkswagen tries to hide in snowscape



**136 Toyota Prius**  
TopGear gains its very own minicab



**137 Mitsubishi L200**  
The modifications continue for the TB pickup





GOODBYE

# Mountain ranger

IT'S TIME TO SAY FAREWELL TO THE R8,  
BUT NOT BEFORE IT'S HAD A PROPER ADVENTURE

## Audi R8

Price/as tested £134,520/£150,720 Model V10 Plus Driver Ollie Marriage

Why it's here Is Audi's everyday supercar still special to live with?

⚙️ 5204cc, V10, 4WD, 602bhp, 413lb ft 🛢️ 23.0mpg, 287g/km CO<sub>2</sub>

🏁 0-62mph in 3.2secs, 205mph 📊 1454kg





**W**ant to know what it's like to drive an Audi R8 every day? Besides pretty damn special, I mean. Now maybe it's just me, but I doubt it, because you care about driving as well. So here's the thing: the Audi R8 makes me feel guilty.

Not because of the speed it achieves up the on-ramp to the M4 at Chieveley Services, or the occasional speed-bump chin scraper, but instead something that applies to any supercar. They are supercars. They work best when doing super stuff. And when you're not, they remind you constantly, via trumpeting exhaust, snake-hip driving position, naked aggression, wham-bam looks and all the rest. The R8 has a carbon-fibre tub, a V10 of total magnificence, the engine bay is artwork, yet what is KR16 UYB being used for? Commuting mainly. That's not a life for a supercar.

OK, so it memorably chased a Ferrari F12tdf through Wales, it's had outings at Dunsfold, colleagues have taken it to Yorkshire, Scotland and Devon. I spent a great weekend with my son taking it to Shelsley Walsh to watch hillclimbing. But to really live and breathe, it needed a final, adventurous fling.

This is what I came up with. I'm a mountain nut, used to live in the Alps. Historically the first major ski races of the season were held at Val d'Isère in France, the weekend known as *Première Neige*. So I'd sling some skis on the car, drive out, watch some racing, ride a lift or two myself, drive a couple of lovely roads and head home. Trouble is, I ground to a halt at point one. Audi has no solutions for carrying stuff on the outside of an R8. A US firm called SeaSucker does a suction rack, but so limited is demand so far that there wasn't one in the UK. However, while trawling online I found something called a HandiRack: £58 for a pair of inflatable tubes that strap on over the roof, complete with loops and extra straps so you can tie things to them.

Poles went behind the seats, ski boots and squidgy bag under the bonnet and off I went to pick up Rowan. Who is a photographer. Who has kit. There was a general feeling of amazement at the amount we managed to pack into a car that, even by the standards of supercars, does not have a capacious under-bonnet area. In we hopped, and twang went the rack strap across the top of Rowan's head. I'm short and bald, so not affected; aged 26, Rowan's bald spot is coming on a treat now and we have a new reason to complain about the Audi's seats not adjusting low enough.

We set off into evening rush hour, which meant it was an hour or so before I had to start panicking about the skis taking flight – nothing's better for



## “I broadcast real-time updates by engaging the sports exhaust”



### GARAGE LOGBOOK

#### Good stuff

It was a doddle to live with, cruised commuter corridors and never shirked a bit of rat run wriggling

The V10. The pick up low down, the kick at 6,000rpm, the noise at 8,500rpm. Just extraordinary

Best options? Larger fuel tank, sports seats

#### Bad stuff

Possibly the loudest cold start car around. Some neighbours aren't sad to see the back of it

Still haven't driven an R8 with the updated Magentic Ride, but that's one option I'd do without. Standard dampers are very good.

#### TOTAL MILEAGE AND OUR MPG

0 1 3 8 4 4 0 1 18.1

tempering your speed than a poorly secured roof load. But the skis didn't move. And the rack was amazingly quiet in the wind. I fully anticipated many hours of noisy whistling, and I got it. Not from the rack, but the door seals where the HandiRack strapped through. Frameless doors, you see.

Eurotunnel, a couple of steady hours on the autoroute and we bedded down for the night in Reims. It was past midnight, and the skis had been such a faff to put on the rack that I left them there and asked the mystified night porter to keep his *yeux ouverts*. First stop the next morning was a stunning sunrise at the old Reims GP circuit, followed soon after by an inevitable fuel stop.

I have, driving steadily, teased 22mpg or more out of the R8 on occasion. I'm driving steadily now, because of the rack, but because of the rack I'm doing 18.1mpg (but hey, the trip computer was reading 17.3mpg, so small victories and all that). The tank/bladder ratio is about spot-on at 1:2.

So getting there and back is very costly in fuel (€527), but supercars these days are not cantankerous objects. The R8 isn't difficult or tiring to drive. Like most rivals, it instils the sensations without the associated wear and tear. The R8 rides smoothly – despite the extra wind roar, we can chat OK. And when we don't, I introduce Rowan to my Spotify metal mix through the B&O stereo and it sounds crisp and clear. He's struggling for comfort in the seat because he can't recline (the ski poles are to blame), but I have few issues: wallet, phone, beanie and bodywarmer are all accessible without exiting the car or dislocating an elbow. This becomes increasingly important as the temperature starts to drop.

The mountains are most stunning in soft evening light, so I have a plan. There's this cracking little mountain road I know that leads nowhere, so we'll drive up, get some pics overlooking Lac du Chevril and across to Tignes ski resort and then drive the last few kilometres to make our evening entrance into Val d'Isère. A makeshift snowbank does nothing to deter me when I have 4WD and winter tyres, but a couple of hundred yards further on, and still not high enough to escape the shadows, we run into something more permanent. A padlocked barrier. I get out, cursing, only for the silence and crispness and scenery to choke the words in my throat.

The R8 has picked up a thick film of road dirt and looks properly used. Ace. I wasn't sure if these smaller

wheels would work with the yellow and black colour scheme, but I think they look terrific actually. And for a spot of mountaineering, the Conti winters, four-wheel drive and decent ground clearance get us to some surprising places – icy car parks hold no fears.

Aside from the odd helicopter, you don't get much mechanical noise out here, so as we creep into Val d'Isère later, I'm fearful of frowns and shaken heads. Not a bit of it – in fact, I can't recall a more positive reception. I choose to broadcast real-time updates of our location to the whole resort by engaging the sports exhaust...

People are intrigued by the rack, and no one bats an eyelid when we park desperately illegally among the TV satellite vans at the bottom of the giant slalom course. Handy. The racing on Saturday morning is eye-opening. How many *gs* does a skier pull through turns? I'm intrigued.

That afternoon, Rowan and I just go driving. The weather is lovely, the appallingly surfaced roads twist through tunnels and up through all manner of corners. The Magentic Ride takes the sting out of all that, which is lovely, but the front suspension rattle I reported on last month is still there and as the winter tyres get too warm, they become very vague and rubbery, the front end feeling woolly. Not good for grip or sensation. And in the thin air above 1,600m, there's a very noticeable drop-off in performance.

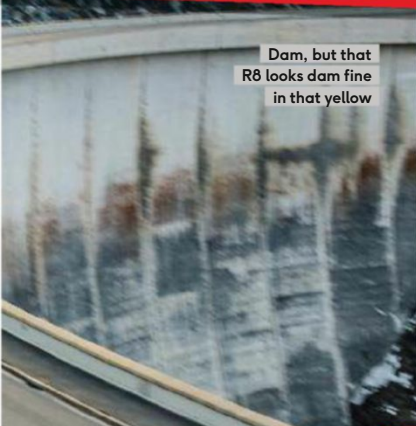
I have a mate who still lives out there, so I take him for a ride. I know how brave he is on a mountain, but I catch him grabbing for doorhandles at speeds that are well within the R8's capability. It's a reminder that even when the R8 is underperforming, it's still an extremely rapid machine.

The next day, I catch the first lift up, have three blissful hours on my skis, then load up and head north. Twelve hours later, I'm home. The outside light comes on and in its glow I decide the R8 has never looked better, or done anything better. I don't think any of its rivals would have handled this trip with a better combination of practicality, aplomb and excitement. There are things I'd change about it (quicker steering, more turn-in bite, better low-speed suspension control on the Magentic Dampers), but I honestly believe no rival has the same combination of habitability and raw excitement that the R8 offers. The cabin is sublime, and this drivetrain is simply stellar. So that's it, time's up and I'm bereft. Although on the plus side, no longer feeling guilty.





Snow on the mountains,  
not on the road, just  
the way we like it



Dam, but that  
R8 looks dam fine  
in that yellow



The perfect parking  
spot for a quick evening  
of piste bashing



Brief pitstop to check  
the skis are still attached.  
They are. Goody goody







# Ford Mustang

Price/as tested £35,745 /£37,830 Model GT Fastback Driver Tom Ford Why it's here Is the latest gen of US muscle any use in the good ol' UK?

4949cc, V8, RWD, 410bhp, 391lb ft 20.9mpg, 299g/km CO<sub>2</sub> 0-62mph in 4.8secs, 149mph 1720kg

HELLO

"Yep, it's a new Mustang."

"The 5.0-litre V8. Manual."

"Not as bad as you might think, actually, about 25."

"Just a bit over 35 grand."

These are the answers you need to get printed on a T-shirt if you drive a Ford Mustang. Mainly because everywhere you stop, you will likely be accosted by interested parties who just want a chat. It's like owning a particularly interesting dog at the park. The opening gambit is usually "Is that a new Mustang?", which seems sensible. And yes, it is. A fastback in Grabber Blue, equipped with fade stripes (£500), Shaker premium audio and nav system (£795), heated/cooled seats (£495) and reverse parking sensors (£295). That tops up the list price in the UK for this 5.0-litre V8 manual from £35,745 to the £37,830 as you see it here.

Yep, we could have got the 2.3-litre EcoBoost four-pot, but... it's a *Mustang*. A muscle car. And, being a bit unreconstructed, I couldn't in all conscience let

another V8 Garage inmate pass me by, ditto the heavy-but-positive 6spd manual. Yeah, I know it's going to be an absolute arse on parts of my commute, but hey, I *like* having my left leg slightly more muscular than my right. It helps when walking around right-handed corners.

Obviously the next question is usually about fuel economy, or the assumed lack. Now this is where it gets interesting. In town, the 5.0-litre Stang gets about 17-19mpg. Which is a bit rubbish. But on a reasonable run, I've been getting 29-32mpg when cruising, averaging about 25mpg all told. Which is... OK. Not remarkable, and it drops if you boot it, but that's not quite as wallet-clenching as you might think. And that's with a brand-new engine – it arrived in my hands with 60 miles on the clock.

Then there's the purchase price. Now I know that if you're in the market for a BMW/Merc/Audi for company-car goodness, the Ford doesn't really get a look in – it meets very few targets and is bought more for emotional reasons. BUT, for a full-on, interesting to drive, exciting, characterful coupe with a sackful of attitude, there's not much to match it new. It's not the best at anything, but you can't put a price on the smile it brings. A BMW 440i is nearly as fast but costs £44k. And the £37,275 BMW 430i is a second off the pace. I know, different kinds of cars, really, but you get the point. So far, then? I'm really, really enjoying it. There are obvious weaknesses – it could do with actual back seats and a bigger-than-61-litre fuel tank – but nothing I wasn't already aware of. And I've not played with the performance bits like line-lock and launch control. Yet.



## GARAGE LOGBOOK

### Good stuff

Boot is big at 400+ litres – and you can flip the seats down for a bit more

It makes you friends everywhere that you go

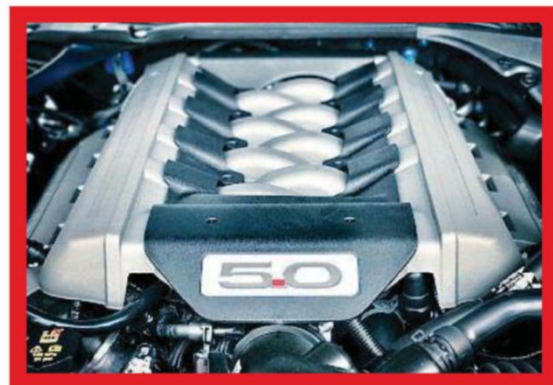
### Bad stuff

Back seats are silly. Kids only. And only the naughty ones

The nose is long – be careful parking and nudging about

### TOTAL MILEAGE AND OUR MPG

001630 25.6







# Audi Q2

Price/as tested £23,245/£28,655 Model 1.4 TFSI 150PS Driver Sam Philip Why it's here What's the point of Audi's smallest SUV?

⚙️ 1395cc, 4cyl turbo, FWD, 148bhp, 184lb ft 🛢️ 52.3mpg, 124g/km CO<sub>2</sub> 🏁 0-62mph in 8.5secs, 131mph 📊 1340kg

## REPORT 3

Hashtag untaggable, runs the Q2's marketing slogan. Conclusion: not even Audi is quite certain what its smallest crossover is, exactly. SUV? City car? Coupe-thing? All of the above? Even Paul Horrell, the man who understands more stuff about more stuff than anyone else on the planet, cornered me the other day to enquire whether I had, in three months living with the Q2, discovered its raison d'être. I hadn't.

Does it matter? Audi, it seems, regards the Q2's untaggability as a selling point. Most I've talked to feel rather the opposite. If you don't know what it is, why would you buy one? But hang on. If every new thing that came along fitted neatly into our existing schema, technology would surely never progress. Imagine if, when John Logie Baird had whipped the covers from his prototype telly, his audience had said, "Meh, we've got radio, we've got our eyes, why would we want to combine the two?"

## GARAGE LOGBOOK

### Good stuff

A decent chunk of sidewall means acceptable ride quality and, just as crucially, less wear on the 17-inch alloys

DAB radio. How did we survive before it?

### Bad stuff

Less room for rear passengers than you'd get in a Golf. But with the false floor removed, at least there's decent bootspace

Running out of windscreen wash. Surely someone's invented a non-depleting supply?

## TOTAL MILEAGE AND OUR MPG

004501 42.1

At the same time, not every new idea is a good idea. Some may argue Audi has taken something useful – a compact hatchback with a smidge of extra ground clearance – and made it less useful by squidding its rear into some approximation of a coupe. And true, life with the Q2 confirms it's not significantly more off-roady than a conventional hatch, and a little more cramped in the back.

The trick is not to view the Q2 as a de-practicalised SUV, but rather an interesting-looking, slightly SUV-ised city car. Or maybe to forget this whole "What's it for?" question. We don't buy stuff – particularly a car – simply because it's useful, or practical, or fulfils a single, obvious function. We buy nice stuff because it's nice, and there's plenty nice about the Q2. The engine is smooth and perky enough, the handling is tidy, the interior is class-leading. In the words of JFK, ask not what the Q2 can do for you, but what you can do for the Q2. Now there's a marketing slogan...



# Vauxhall Astra ST

Price £23,535/£26,475 Model SRi Nav Driver Owen Norris

Why it's here Is the Astra worthy of European Car of the Year?

## REPORT 5

The on-board wifi in the Astra is very handy to have, but the OnStar system that comes with it is even better. What you have is 24/7 access to a call centre in Luton that'll tell you all sorts of things, from where the nearest kebab shop is to what that flashing orange light means on the dash. But more importantly it'll help you when you really need it, say if your car gets stolen or you have an emergency.

Sensors automatically alert the call centre if your airbag deploys and then call to offer assistance.

This proved invaluable for a man who suffered an epileptic fit in a location without a phone signal. The tracker was used to locate his position after his partner pressed the SOS button and an ambulance was directed to them. Worth the £89.50 annual subscription alone, I'd say. Less handy is that the wifi requires a Vodafone contract (£10pcm).

## TOTAL MILEAGE AND OUR MPG

012729 50.8

⚙️ 1598cc 4cyl TD, FWD, 160bhp, 258lb ft 🛢️ 67.3mpg, 112g/km CO<sub>2</sub> 🏁 0-62mph in 8.4secs, 137mph 📊 1435kg





# Seat Ateca

Price £27,425/£30,700 Model Xcellence 2.0 TDI 4Drive Driver Esther Neve Why it's here Is Seat's Ateca the new crossover king?

1968cc, 4cyl TD, 4WD, 148bhp, 251lb ft 55.4mpg, 129g/km CO<sub>2</sub> 0-62mph in 9.0secs, 122mph 1548kg

## REPORT 4

No two ways about it: I am a hard taskmaster. The Seat has not had a day of rest since it arrived last year. But that's the way it goes with cars – that's what you buy them for.

So, this issue, the Ateca finds itself deploying its towbar and getting down with the dirt...

One of the stipulations I had for this long-termer was that it should have a towbar. It's the kind of thing you use infrequently, but if you don't have one, you really miss it. However, it's not exactly a beautiful thing to have stuck out of the back of your car at all times. Aesthetically, a towbar is not pleasing. Fact.

There is good news for towists of the country – many manufacturers are now offering demountable towbars. Seat is one of them. So, when not towing, the back of the car is joyfully clear of an oily protrusion, and when you want to hitch something up, all you need to do is push

## GARAGE LOGBOOK

### Good stuff

Keyless entry and keyless go – life is better with these. I borrowed the Astra long-termer for an evening and was totally flummoxed by using a key...

Heated seats. Seriously, at this time of year, totally necessary

### Bad stuff

Rear-view camera gets filthy in this weather

Is it just me who finds Apple CarPlay annoying in the extreme? Simple is best. Shame this system is so ludicrously complex...

### TOTAL MILEAGE AND OUR MPG

0 0 7 0 5 0 1 40.8

a button in the boot and the towbar magically appears from its hidey-hole in the back bumper.

Of late, I have found the need to press this button on several occasions, one of which you see illustrated in the photograph above. And on each occasion, the magic of the sudden appearance of the towbar has made my heart glad.

As regards the towing experience, the Ateca achieves a pretty high score. While there's no chance of "forgetting" you're towing, the Seat is well up to the challenge of hoisting a weight around. In fact, the only improvement I can think of would be some kind of towing pack similar to the one we have on the Volkswagen Passat long-termer. Or the one we had on the Land Rover Discovery Sport. I suspect that would give nervous drivers more confidence to try to tow something, increasing the usability of the car.



## REPORT 2

# Mercedes-Benz E220d

Price £38,430/£55,480 Model AMG Line Driver Adam Waddell

1950cc 4cyl, RWD, 194bhp 0-62mph in 7.3secs, 149mph

Last month I was struggling to find fault with our new E220d long-termer. However, since then I've stumbled across a real niggle. Satnav voice guidance is one of my pet hates, and normally it's easy to permanently cancel it. In the Merc, however, one needs to wait for the lady to start speaking and then manually mute her every single journey. It's a small thing but...



## REPORT 4

# VW Passat Alltrack

Price £31,215/£34,795 Model Alltrack 2.0 TDI Driver Andy Franklin

1968cc 4cyl TD, AWD, 148bhp 0-62mph in 9.2secs, 127mph

For a while now, my VW has been making farting noises. To be honest, I thought this was just normal. But when I gave Tom Ford a lift to work, he suggested it could be a blown exhaust. A quick check-up at the dealer solved the problem. Fear not, readers, it is normal – it's just the engine is regenerating itself. Though why it needs to do it by blowing raspberries, I have no idea.





# VW Caravelle

Price/as tested £45,540/£52,606 Model SE LWB 2.0 BiTDI Driver Ollie Marriage

Why it's here Is this a genuine SUV alternative? 1968cc 4cyl turbodiesel, FWD, 201bhp, 332lb ft 44.8mpg, 164g/km CO<sub>2</sub> 0-62mph in 9.9secs, 126mph 2416kg

## HELLO

Blends in like a penguin on a zebra crossing, doesn't it? The French Alps didn't have much snow, the roads were mucky, so both wound up a similar shade of grimy white. Probably not quite grimy enough to disguise the fact that this is not the Ice Cream Van, as the strawberries 'n' cream Gen6 was affectionately known round here, but a new Caravelle. A new, longer Caravelle. Because the old one was a bit poky.

OK, no it wasn't, but the LWB version features an extra 400mm in the wheelbase, so length leaps from 4,904mm to 5,304mm (longer than a stretched S-Class). That makes it very long indeed and vaguely excuses the fact I managed to reverse it into a wood barrier outside the ski shop, and scuff the bumper. And yes, it does have parking sensors. And a rear-view camera. I can't begin to explain...

Otherwise the spec is a mixed bag. It doesn't have leather and satnav, but does have Apple Carplay, three-

## GARAGE LOGBOOK

### Good stuff

Parked up next to an old Defender in an underground car park. Very cool, but would far rather do the distance in the VW

Rear bench has useful through-load slots, ideal for swallowing skis

### Bad stuff

Packing has to be done vertically. Solid square stuff at the bottom as the platform, then lighter stuff on top. Be careful not to pack the travel sweets low down...

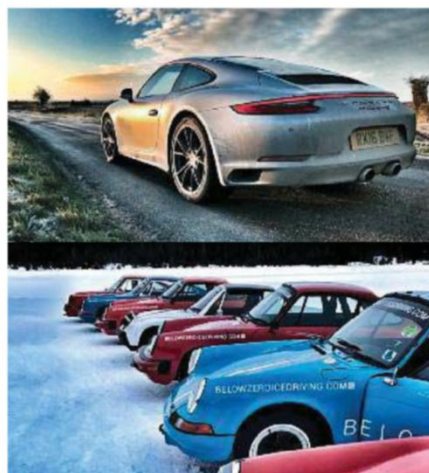
## TOTAL MILEAGE AND OUR MPG

002857 27.3

zone climate, electric sliding doors and heated washer nozzles. Best £36 outlay ever spent on a long-term – the ability to clean the windscreen when it's -15°C.

Journey out there? Effortless. Four of us in four captain's chairs that each recline, swivel and have a pair of armrests. We were travelling in convoy with some friends in a Merc E250 CDI wagon. That did 38mpg where the Caravelle managed 27mpg, but it's hard to describe how much more comfortable the 700-mile trip was in a van that feels more like a railway carriage.

Or just how much bigger it is inside than one of the world's most capacious estates. It's quiet, smooth, has a creditable turn of pace, and the winter tyres never lost traction, even seven-up in an icy Tignes car park. Only on rough mountain roads was there a bit of structural tremor. I know I bang on about this, but this isn't a commercial vehicle, instead it's the best family carrier there is.



# Porsche 911 C4S

Price £90,843/£103,999 Model 911 Carrera C4S Driver Charlie Turner

Why it's here Is the all-new C4S the ultimate winter sports car?

## REPORT 6

This month's 911 driving has been a little different. Few things teach you more about car control or the balance of a vehicle than driving on ice. Proper ice. Earlier this month, I parked the C4S in a frozen car park at Gatwick and headed to Sweden for two of the best days driving of my life.

Every year, Below Zero Ice Driving takes 12 classic 911s of various ridiculous provenances

to a large frozen lake in Sweden to allow lucky participants to spend two days sideways grinning.

Day one starts with the cars on short button studs. Day two and the studs, circuit, drifts and grins get longer as you start to exploit the full expanse of the circuit. Get it wrong and you'll spend a couple of corners trying to rectify it before you inevitably depart into a snowbank. It is, without doubt, the most fun you can have in a car.

## TOTAL MILEAGE AND OUR MPG

018398 23.9

2981cc 6cyl twin-turbo, 4WD, 414bhp, 369lb ft 31.7mpg, 204g/km CO<sub>2</sub> 0-62mph in 4.2secs, 189mph 1565kg





# Toyota Prius

Price/as tested £28,255/£28,800 Model Excel 1.8 Petrol Hybrid Driver Paul Horrell Why it's here Does the new Prius move the hybrid game on?

1798cc, 4cyl, FWD, 70bhp, 120lb ft 85.6mpg, 76g/km CO<sub>2</sub> 0-62mph in 10.6secs, 111mph 1375kg

## HELLO

The new Prius sure is a mad-looking thing, but of course no one looks at it and sees its curves. They're too busy making other assumptions. Driving a Prius in central London is like driving a black Merc E-Class: it just screams hire-and-reward.

At certain times of the day, fully one-third of the cars passing the end of my street are Priuses on cabbage duty. I'm very glad of that. This is London's inner ring road, and the air here is often illegally choked with NO<sub>x</sub> and micro-soot particulates. Since I walk my small child to school that way, I'm relieved those Priuses aren't diesel taxis.

Even though I admire the Prius, I shan't be driving this one for long. For journeys in my city, foot, cycle, bus or Tube are far better transport than any car. Cars for me are for long journeys, so as of next month you'll be reading about the Prius in the hands of a commuter.

It's at its best in slow urban driving. You waft along in near silence, just tickling the throttle, so the head-up

display stays in 'Eco' rather than climbing into the admonishing red zone.

Slowing down is nervier. If the battery's empty, your head nods forward as the regeneration system hungrily snaffles kinetic energy. If the battery is full, your initial brush of the pedal does very little, so you have to push harder to activate the discs. It's an old hybrid problem, but others have now overcome it.

More annoyances. The dash is a mess of clashing typefaces and jarring graphics. The ergonomics are terrible. Switches are hidden under the steering column and behind the centre console, and the touchscreen needs very accurate finger-jabbing.

This car is the top-spec Excel, and has only one option, £545 blue paint. Excel means leather seats, a bit plasticky if you ask me. It also brings navigation and a JBL hi-fi, which has to work hard against the raucous road noise. Its 17-inch wheels are standard, but 15s (which take rated CO<sub>2</sub> down to 70g/km and exempt it from London's C-Charge) are no-cost.

Since it's a Prius, fuel consumption is critical, but it's only just arrived, so we can't say for sure. The trip computer (I never believe them) says 53mpg. One drives a Prius gently because that's the whole point. Every time I drive a Prius and then get into something else, I get better economy than normal out of the something else, because Prius-driving has moderated my throttle habit.

The real Prius speciality is urban economy, where its regen and part-time EV capability come into play. In many town journeys it runs for more than half the time (albeit less than half the distance) engine-off. On motorways, the petrol powertrain is probably less efficient than a diesel, but this is a low-drag car, which helps claw back some mpg.



## GARAGE LOGBOOK

### Good stuff

There's no car better for anonymity in central London than the Uber popular Prius

### Bad stuff

Every time you stop at a red light, someone tries to jump in the back and asks you to take them south of the river....

### TOTAL MILEAGE AND OUR MPG

001104 53.1







# Mitsubishi L200

Price/as tested £24,949 (CV price)/£29,938 Model Warrior Driver Tom Ford Why it's here It's the TG project truck!

2442cc 4cyl turbodiesel, 178bhp, 317lb ft 37.7mpg, 196g/km CO<sub>2</sub> 0–62mph in 11.8secs, 109mph 1860kg

## REPORT 3

First job on any build is always, *always* decide what you want to achieve, and then plan how to get there in the most effective manner possible. Unfortunately, this is *TopGear*, so in reality it involved coming up with 352 mildly-silly-but-fun-looking ideas, and then panicking about not having enough time.

There are, however, some basics that can be covered. First I know I'm going to be going somewhere sandy for the L200's adventure when it's finished, so the thinking is to do a kind of Euro-spec pre-runner. Now a "pre-runner" is generally a vehicle designed to – you guessed it – "pre-run" a desert race course for familiarisation purposes. You're looking at a vehicle with some of the upgrades of a racing truck (suspension, cage, tyres, winches, etc), but keeping the road legality and some of the comforts of a stock vehicle.

So, we know we want the look and the rugged nature, but also the aircon and radio. The L200 is a good place to start,

## GARAGE LOGBOOK

### Good stuff

*As it's a brand-new truck it's... clean. Nothing is rusted solid*

*It's like waiting to see what the baby looks like. Except with a truck*

*Nobody has pointed out any limits. Yet*

### Bad stuff

*Feels a bit naughty, preparing to chop up a new L200*

*The organisation of so many different suppliers is already a headache, and we have time pressure. I feel like I'm on one of those American TV build shows*

### TOTAL MILEAGE AND OUR MPG

0 0 2 2 3 9 1 32.7

which is why we picked it: relatively simple, very rugged. Next up is a plan, which involved drawing cartoon trucks so badly that it made every designer in the TG office either wince or laugh their heads off. Then contact the man with all of the contacts, in this case a chap called Paul Cowland, who basically knows anyone with anything useful, to order up a wish list of bits: suspension, wheels, tyres, exhaust, engine tuning – the good stuff.

After that, time to engage an actual engineer, to make sure that all of those bits, y'know, work. Step forward, Ralph Hosier of RH Engineering, who will oversee both the bolt-on bits and do the proper custom fabrication – not everything comes off the shelf on this one. Ralph has already laughed – and again, winced – at some of my ideas.

The L200 is currently at his yard being pulled apart to see exactly how extreme we can go without compromising usability. This is where the stress and excitement starts...



# Ford Focus RS

Price £31,250/£35,765 Model Focus RS Driver Jack Rix

Why it's here Can the Focus RS do sensible as well as sideways?

## REPORT 4

Scrubs up quite nicely, doesn't it? Been a while since I hand-washed a car, but I now realise it's an important part of the bonding process. Apart from those multi-spoke wheels – they are the devil's work. Anyway, it's another of the RS's dirty habits we need to talk about this month: it's been drinking heavily. Nearly 2,000 miles since we took ownership and it's only managing a squeak over

25mpg. Part of that is clearly down to me living and working in London, so it doesn't get motorway workouts as often as some other members of the TG fleet, but still, 25mpg? That's near-as-makes-no-difference the same as the editor's 911 C4S – and that's got two more cylinders and an extra 69bhp. And it's a Porsche. I've got no complaints about the RS's performance and demeanour, but beware: the "Eco" in EcoBoost is a bit of a stretch.

### TOTAL MILEAGE AND OUR MPG

0 1 2 5 8 3 1 25.1

2261cc, 4cyl turbo, 4WD, 345bhp, 347lb ft 36.7mpg, 175g/km CO<sub>2</sub> 0–62mph in 4.7secs, 165mph 1547kg



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# Data

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Everything you need to know about buying new cars

How it works

## VOLKSWAGEN

### TopGear on Volkswagen:

- 1 Quietly brilliant, thoroughly deserving of every accolade it's thrown its way. Up and Golf particular highlights.

### GOLF

2 The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 GTI 5d	£28,520	6.4	155	230	258	44.1	148	8/10
2.0 R 5d	£32,520	5.1	155	310	280	37.7	180	9/10
5 1.6 TDI SE N' 5d	£21,925	10.2	123	115	185	68.9	106	8/10

6 Euro NCAP ★★★★★ LxWxH in mm: 4258x1799x1492, 50-litre fuel tank, 380/1270-litre boot, 9 engines, 9 trims, 54 models in total.

#### 1 TG SPEAKS

Our verdict on the brand

#### 2 SOME WORDS...

...about the car

#### 3 YELLOW BAR

Denotes the TG Favourites

#### 4 FUEL ECONOMY

Less is, um, more

#### 5 MODEL CHOICE

Just the ones that count

#### 6 CRASH TESTING

You want five stars here

#### 7 BOOT VOLUME

Two numbers? Seats up/down

#### 8 NOT EVERY ENGINE

is available with every trim!

## NEW IN THIS MONTH

### Honda Civic p145

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SE	£18,335	10.8	126	127	148	58.9	110	8/10



### Mini Countryman p149

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Cooper	£22,465	9.6	126	136	162	51.4	126	7/10



## ABARTH

### TopGear on Abarth:

Tuned Fiats brimming with back-street garage attitude. Fond of a loud exhaust, but not so keen on subtlety...

### 500

Short on talent, long on appeal, that's the rufy-tufy Abarth. Pogo stick ride but ever so eager with it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
595	£15,090	7.8	131	145	152	47.1	139	7/10
695 Biposto	£33,060	5.9	143	190	185	43.5	155	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3660x1630x1490, 35-litre fuel tank, 185/610-litre boot, 2 engines, 3 trims, 8 models in total.

### 124 SPIDER

Fiat's turbo MX-5 gains a whopping... um, 30bhp. For £30k. Hugely characterful and sweeter to drive than a Mazda, mind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T 170	£28,565	6.8	144	170	184	44.1	148	7/10

Euro NCAP n/a, LxWxH in mm: 4045x1740x1233, 45-litre fuel tank, 140-litre boot, 1 engine, 2 trims, 2 models in total.

## ALFA ROMEO

### TopGear on Alfa Romeo:

The best badge in the business, now worn by two hatches, a saloon and a divisive sports car. History repeating?

### GIULIA

At long last, Alfa's back in the small sports saloon game with an agile, comfy, RWD... blinder. Wonders shall never cease.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.9 BiTurbo QV	£61,000	3.9	180	510	442	34.4	189	9/10
2.0 JTDM Tec'	£33,095	7.2	143	180	280	67.2	109	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4639x1426x1873, 58-litre fuel tank, 480-litre boot, 4 engines, 5 trims, 8 models in total.

### 4C

Lotus by Alfa, with the odd Alfa foible to boot. But when a car's this pretty, light and engaging, you just want one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7T Coupe	£52,505	4.5	160	240	258	41.5	157	5/10
1.7T Spider	£59,505	4.5	160	240	258	41.5	157	6/10

Euro NCAP n/a, LxWxH in mm: 3989x1864x1183, 40-litre fuel tank, 110-litre boot, 1 engine, 1 trim, 2 models in total.

## ARIEL

### TopGear on Ariel:

Artfully shaped metalwork containing frenzied engines and a man clinging on for dear life. Hectic, addictive.

### ATOM

The single most insane car on sale. Even the regular version will redefine your sense of what's possible in a car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245	£32,255	3.2	141	245	154	N/A	N/A	9/10
2.0 SC 350 R	£64,800	2.5	155	330	243	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3410x1890x1195, 42-litre fuel tank, n/a-litre boot, 4 engines, 4 trims, 4 models in total.



## NOMAD

Part special forces all-terrain fast attack vehicle, part latter-day beach buggy. This is Tamiya made real, and it's mega.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.4 Nomad	£33,000	3.4	125	235	221	N/A	N/A	10/10

Euro NCAP n/a, LxWxH in mm: 3215x1850x1425, 42-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

## ASTON MARTIN



## TopGear on Aston Martin:

Achingly cool cars that make up in beauty and charisma what they lack in technical and dynamic ability.

## VANTAGE

The car that took on the 911. And lost. But it's an Aston, which means brogues to the Porsche's two-a-penny trainers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12 S	£140,495	3.7	205	573	458	17.2	388	7/10

Euro NCAP n/a, LxWxH in mm: 4380x1870x1260, 80-litre fuel tank, 300-litre boot, 4 engines, 2 trims, 4 models in total.

## DB11

Replaces a car that defined modern Astons. No pressure then. Turbos rob character but as an intercontinental GT it's world class.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2TT V12	£154,900	3.9	200	600	516	25.0	265	8/10

Euro NCAP n/a, LxWxH in mm: 4739x1940x1279, 78-litre fuel tank, 270-litre boot, 1 engine, 1 trim, 1 model in total.

## VANQUISH

Overhauled DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
V12 S	£199,950	3.5	201	600	465	21.6	302	8/10

Euro NCAP n/a, LxWxH in mm: 4692x1912x1294, 78-litre fuel tank, 368-litre boot, 2 engines, 2 trims, 4 models in total.

## RAPIDE S

Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£149,500	4.4	203	560	465	21.9	300	8/10

Euro NCAP n/a, LxWxH in mm: 5019x1929x1360, 90.5-litre fuel tank, 317/886-litre boot, 1 engine, 1 trim, 1 model in total.

## AUDI



## TopGear on Audi:

Aspirational premium brand is inventing so many niches, if there's not one for you today, there will be by tomorrow.

## A1

Essentially a posh Fabia, the A1 is prince to Skoda's pauper. Or maybe the emperor's new clothes. Either way, it's not £20k good.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£17,245	8.8	127	125	147	57.6	115	6/10
S1	£25,940	5.8	155	231	272	40.3	162	8/10

Euro NCAP n/a, LxWxH in mm: 3973x1740x1416, 45-litre fuel tank, 270/920-litre boot, 4 engines, 4 trims, 14 models in total.

## A3

Does nothing remarkably (besides having a lovely cabin) but so good in most areas it's got the A-Class and 1-Series on toast.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 TFSI SE	£19,825	9.7	128	115	147	62.8	104	8/10
S3	£32,790	5.2	155	310	280	40.4	162	7/10
2.0 TDI SE T	£23,920	8.5	135	150	250	70.6	105	7/10

Euro NCAP n/a, LxWxH in mm: 4241 (4313)x1777x1424, 50/55-litre fuel tank, 365/1,100-litre boot, 9 engines, 6 trims, 41 models in total.

## A4

Meet the regional boss's new A4. Just like the regional boss's old A4. It's lighter and smarter. Unlike the regional boss.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI SE	£28,750	7.2	149	190	236	50.4	127	7/10
2.0 TDI SE	£30,200	8.9	130	150	236	74.3	99	7/10
3.0 TDI q' S Line	£40,080	5.3	155	272	443	55.4	134	7/10

Euro NCAP n/a, LxWxH in mm: 4726x1842x1427, 58-litre fuel tank, 480-litre boot, 6 engines, 3 trims, 20 models in total.

## A5

Don't worry the picture's small. You still can't tell it's the new one in real life. About as memorable as an algebra exam.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI SE	£33,050	7.7	130	190	296	68.9	106	7/10
S5	£47,000	4.7	155	354	369	38.2	170	7/10

Euro NCAP n/a, LxWxH in mm: 4673x1846x1371, 58-litre fuel tank, 465-litre boot, 5 engines, 3 trims, 16 models in total.

## A6

Audi's photocopy styling department has pulled another one out the bag. Still not up to 5-Series standards.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 6 Perf	£87,720	3.7	189	605	554	29.4	223	8/10
2.0 TDI SE Exec	£33,720	8.4	144	190	280	65.7	113	6/10
3.0 BiTDI SE Av	£49,995	5.2	155	320	479	45.6	164	7/10

Euro NCAP n/a, LxWxH in mm: 4910x1870x1460, 65-litre fuel tank, 535/1680-litre boot, 8 engines, 6 trims, 23 models in total.

## A7

Audi's niche-busting continues. The A7 is basically an A8 hatch, with the added suggestion that you might drive yourself.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 7 Perf	£93,560	3.7	189	605	554	29.4	223	7/10
3.0 BiTDI S Line	£58,705	5.2	155	320	479	46.3	162	7/10

Euro NCAP n/a, LxWxH in mm: 4970x1911x1420, 73-litre fuel tank, 535/1390-litre boot, 6 engines, 5 trims, 13 models in total.

## A8

Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.2 TDI SE Ex L	£79,440	4.9	155	385	626	38.7	190	6/10

Euro NCAP n/a, LxWxH in mm: 5135x5270x1949x1460, 90-litre fuel tank, 520-litre boot, 5 engines, 6 trims, 17 models in total.

## TT

It won't chase away the old stereotypes, but the latest TT is impressive. TT RS is supercar-fast, yet not supercar-exciting.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5 TT RS	£51,800	3.7	155	400	354	34.4	187	7/10
2.0 TDI ultra	£31,775	7.1	150	184	280	62.8	116	8/10

Euro NCAP n/a, LxWxH in mm: 4177x1832x1353, 50-litre fuel tank, 305/712-litre boot, 5 engines, 4 trims, 19 models in total.

## R8

No V8, no manual, only a faint restyle? Has Audi dropped a difficult second album clanger? Nope, not at all.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2 V10	£122,450	3.5	200	540	398	23.9	275	9/10
5.2 V10 Plus	£137,450	3.2	205	610	413	22.8	289	9/10
5.2 V10 Spyder	£131,140	3.6	197	540	398	24.1	277	9/10

Euro NCAP n/a, LxWxH in mm: 4470x1240x1940, 83/73-litre fuel tank, 112/338-litre boots, 2 engines, 2 trims, 3 models in total.

## Q2

Finally, Audi bins the styling photocopy and creates a trendy crossover with Evoque desirability for Qashqai money.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£24,400	8.5	131	150	184	52.3	124	6/10
1.6 TDI SE	£22,950	10.3	122	115	184	64.2	114	6/10

Euro NCAP n/a, LxWxH in mm: 4190x1790x1510, TBA-litre fuel tank, 405/1,050-litre boot, 4 engines, 3 trims, 12 models

## Q3

This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS Q3 Perf	£49,185	4.4	167	367	343	32.8	203	6/10
2.0 TDI quat' Sp	£31,100	7.9	136	184	170	53.3	138	6/10

Euro NCAP n/a, LxWxH in mm: 4385x1831x1608, 64-litre fuel tank, 420/1325-litre boot, 4 engines, 3 trims, 15 models in total.

## Q5

Doesn't look all-new, but Audi assures us it is. Sits on same platform as new A4 and A5 and is much better for it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI S line	£41,040	6.3	147	249	273	40.4	159	7/10
2.0 TDI SE	£37,170	7.9	135	187	295	56.5	132	7/10

Euro NCAP n/a, LxWxH in mm: 4663x1893x1659, 65/70-litre fuel tank, 550/1550-litre boot, 2 engines, 3 trims, 6 models in total.

## Q7

The latest Audi Q7 is smaller on the outside, bigger where it matters. Marginally less offensive than before, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
e-tron	£66,000	76.2	143	258	517	156.9	48	8/10
3.0 TDI 272 SE	£52,095	6.3	145	272	442	49.5	149	8/10

Euro NCAP n/a, LxWxH in mm: 5053x1963x1730, 100-litre fuel tank, 295/2075-litre boot, 1 engine, 2 trims, 2 models in total.

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## BAC

### TopGear on BAC:

A car so good to drive that you'll need to take everyone you know out for a ride in it. Oh, wait...

## MONO

Some say it's too extreme. All we know is that Stig once voted it his car of the year. And that some people are fools.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3 280	£150,000	2.8	170	280	206	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3952x1800x1110, 35-litre fuel tank, NA-litre boot, 1 engine, 1 trim, 1 model in total.

## BENTLEY

### TopGear on Bentley:

"Speak softly and carry a big stick," as W. O. Bentley literally never said.

## CONTINENTAL GT

Way better than the David Dickinson image would suggest, the Conti GT is a masterclass in modern British style.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8 S	£149,800	4.3	192	528	502	26.7	246	8/10
6.0 W12 Speed	£168,900	4.0	206	635	605	19.5	338	8/10
6.0 W12 Conv'	£165,600	4.4	195	575	517	19.0	347	8/10

Euro NCAP n/a, LxWxH in mm: 4806x1920x1400, 90-litre fuel tank, 358-litre boot, 3 engines, 3 trims, 8 models in total.

## FLYING SPUR

Brilliant in many ways, but somehow fails to capture the essence of luxury as well as the Conti coupe.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8 S	£132,800	4.3	183	507	487	25.9	254	6/10
6.0 W12	£154,900	4.3	200	625	590	19.0	343	6/10

Euro NCAP n/a, LxWxH in mm: 5299x1976x1488, 90-litre fuel tank, 475-litre boot, 2 engines, 2 trims, 3 models in total.

## MULSANNE

The replacement for the Arnage, and every bit as opulent and grand. Recent facelift hasn't done the styling any favours.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75 V8	£229,360	5.1	184	512	752	16.8	393	7/10
6.75 V8 Speed	£252,000	4.8	190	537	812	19.3	342	7/10

Euro NCAP n/a, LxWxH in mm: 5570x1930x1530, 96-litre fuel tank, 443-litre boot, 1 engine, 3 trims, 3 models in total.

## BENTAYGA

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 TSI W12	£160,200	4.1	187	600	664	21.6	296	8/10
4.0 V8 Diesel	£136,505	4.6	167	435	664	35.8	210	8/10

Euro NCAP n/a, LxWxH in mm: 5140x1998x1742, 85-litre fuel tank, 431-litre boot, 2 engines, 2 trims, 4 models in total.

# TOP 7

## UTILITY SUVs



## LAND ROVER DISCOVERY 3.0 SDV6 GRAPHITE

Price £47,505 Specs 252bhp, 442lb ft, 0-62mph 9.3secs, VMax 112mph, 36.7mpg, CO<sub>2</sub> 203g/km

Seven seats, off-road ability, comfort and just enough luxe make this the thinking man's Range Rover. The new one sure has big boots to fill...



## DACIA DUSTER ACCESS 1.6 4X4

Price £11,495 Specs 112bhp, 115lb ft, 0-62mph 12.0secs, VMax 104mph, 41.5mpg, CO<sub>2</sub> 155g/km

Britain's cheapest four-wheel drive, and no less brilliant because of that. Not much in the way of standard kit, but then who cares for £11k?



## MERCEDES G350 D

Price £91,145 Specs 241bhp, 443lb ft, 0-62mph 8.9secs, VMax 119mph, 28.5mpg, CO<sub>2</sub> 261g/km

Along with cockroaches, probably about the only thing capable of withstanding nuclear fallout. Epic off-road, very suspect on-road. Cool in spite of itself.



## JEEP RENEGADE 1.6 MULTIJET 120 SPORT

Price £19,895 Specs 120bhp, 236lb ft, 0-62mph 10.2secs, VMax 111mph, 64.2mpg, CO<sub>2</sub> 115g/km

Unlike the Fiat 500X it shares oily bits with, the boxy Renegade has lots of clearance and a 4x4 system that doesn't sully the name of its WWII vet granddaddy.



## TOYOTA LAND CRUISER INVINCIBLE

Price £55,930 Specs 172bhp, 332lb ft, 0-62mph 12.7secs, VMax 109mph, 39.2mpg, CO<sub>2</sub> 194g/km

Looks expensive, until you remember how long it will outlive you by. There's a reason that Toyotas are used in the most inhospitable bits of the planet, you know.

## BMW

### TopGear on BMW:

1 cars good, 2-Series Active Tourer bad. We'll leave you to put the rest of BMW's range on the swing-o-meter.

## i3

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i3 EV 94Ah	£32,380	7.2	93	170	184	n/a	0	8/10
i3 EV REx 94Ah	£35,530	7.9	93	170	184	470	13	9/10

Euro NCAP \*\*\*\* LxWxH in mm: 3999x1775x1578, 9-litre fuel tank (REx), 260-litre boot, 2 engines, 4 trims, 8 models in total.

## 1-SERIES

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
116d ED+ 3d	£22,510	10.4	121	116	191	83.1	89	7/10
120d Sport 5d	£26,320	7.1	142	190	295	65.7	114	7/10
M140i 3d	£32,205	4.8	155	340	369	36.2	179	9/10

Euro NCAP \*\*\*\* LxWxH in mm: 4329x1765x1421, 50/52-litre fuel tank, 360/1200-litre boot, 11 engines, 6 trims, 54 models in total.

## 2-SERIES

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
220d Sport	£28,030	7.1	143	190	295	65.7	112	7/10
M240i	£35,420	4.8	155	340	369	36.2	179	8/10
M2	£44,320	4.5	155	365	369	33.2	199	9/10

Euro NCAP n/a LxWxH in mm: 4432x1774x1418, 52-litre fuel tank, 390-litre boot, 6 engines, 4 trims, 11 models in total.

## 3-SERIES

Not only the benchmark small exec, but one of the best saloons of all. Now facelifted, so even more excellent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
330e SE	£34,475	6.1	140	184	310	148.7	44	7/10
M3	£56,605	4.3	155	431	406	32.1	204	8/10
320d ED Sport	£31,590	8.0	143	163	280	68.9	108	9/10
330d xDrive M	£40,020	5.3	155	258	413	53.3	139	9/10

Euro NCAP \*\*\*\* LxWxH in mm: 4624x1811x1429, 57/60-litre fuel tank, 480-litre boot, 10 engines, 7 trims, 66 models in total.

## 4-SERIES

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
M4	£57,065	4.3	155	431	406	32.1	204	7/10
M4 GTS	£121,780	3.8	190	500	443	34.0	194	8/10
420d SE	£32,645	7.3	149	190	295	67.3	111	8/10

Euro NCAP n/a LxWxH in mm: 4638x1825x1362, 57/60-litre fuel tank, 445/480-litre boot, 8 engines, 7 trims, 87 models in total.

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## 5-SERIES

Evolution of the Five has resulted in one of the most complete cars on sale. It's engaging, refined and very clever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
530e	£43,985	6.2	146	310	420	141.2	46	TBA
520d SE	£36,025	7.5	146	190	295	68.8	108	TBA
530d SE	£43,835	5.7	155	265	458	60.1	124	7/10

Euro NCAP n/a, LxWxH in mm: 4936x1868x1479, 70-litre fuel tank, 510-litre boot (410l 530e), 5 engines, 3 trims, 13 models in total.

## 6-SERIES

Unusually, BMW launched the 6 as a Cabrio first. Also unusually, the coupe's a bit... rubbish. GC 4dr is much better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
M6 Coupe	£93,265	4.2	155	560	501	28.5	232	6/10
640d GC SE	£62,395	5.4	155	313	464	50.4	148	9/10

Euro NCAP n/a, LxWxH in mm: 4890x1890x1370, 70-litre fuel tank, 460-litre boot, 4 engines, 3 trims, 19 models in total.

## 7-SERIES

Never as attractive a proposition as the Merc S-Class, the 7 is phenomenally good without anyone really giving a toss.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
730d	£64,020	6.1	155	269	458	60.1	124	7/10
740Li M Sport	£76,555	5.6	155	331	332	40.4	164	7/10

Euro NCAP n/a, LxWxH in mm: 5098/5238x1901x1467, 78-litre fuel tank, 515-litre boot, 4 engines, 2 trims, 14 models in total.

## i8

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	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i8	£104,540	4.4	155	367	236	134.5	49	9/10

Euro NCAP n/a, LxWxH in mm: 4689x1942x1298, 42-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

## X1

Latest X1 uses FWD platform from 2-Series Active Tourer. Is less objectionable than old one in every single way.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive20d	£31,700	7.6	137	190	295	58.9	127	8/10
xDrive25d	£37,130	6.6	146	231	332	55.4	133	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4439x1821x1598, 61-litre fuel tank, 505/1505-litre boot, 4 engines, 3 trims, 8 models in total.

## X3

Far superior to older ones. So much so that you question the need for the X5. X3 is more socially acceptable, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive20d SE	£34,100	8.1	130	190	295	55.4	135	7/10
xDrive35d M Sp'	£47,135	5.3	152	313	465	47.1	157	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4648x1881x1675, 67-litre fuel tank, 550/1600-litre boot, 3 engines, 3 trims, 7 models in total.

## TOP 5

## SUPER ROADSTERS



## FERRARI 488 SPIDER

Price £204,391 Specs 670bhp, 560lb ft, 0-62mph 3.0secs, VMax 203mph, 24.7mpg, CO<sub>2</sub> 260g/km

So long natural aspiration. Not as visceral as its predecessor, but still a fabulously good thing. Makes a good noise, too, despite the blowers.



## MCLAREN 650S SPIDER

Price £215,250 Specs 625bhp, 442lb ft, 0-62mph 3.1secs, VMax 204mph, 24.2mpg, CO<sub>2</sub> 279g/km

No-one could accuse the big Mac of being dispassionate anymore. Lunatic speed from 650S, with a ride and handling balance to shame the best.



## LAMBORGHINI HURACAN SPYDER

Price £198,792 Specs 610bhp, 413lb ft, 0-62mph 3.4secs, VMax 201mph, 23.0mpg, CO<sub>2</sub> 285g/km

No turbos here. Lack of a roof amplifies one of the Huracan's best assets - the noise from that mighty N/A V10. A relative softy, but charming all the same.



## JAGUAR F-TYPE V6S

Price £65,745 Specs 380bhp, 339lb ft, 0-62mph 5.3secs, VMax 171mph, 28.8mpg, CO<sub>2</sub> 234g/km

Do not mistake this for a GT. Voluptuous bodywork and front engine disguise a two-seater that's poised, precise and fun. V8S a hooligan, base V6 a touch sensible.



## ASTON MARTIN V12 VANTAGE ROADSTER

Price £148,155 Specs 565bhp, 457lb ft, 0-62mph 3.9secs, VMax 201mph, 19.2mpg, CO<sub>2</sub> 343g/km

Aston fits epic V12 to its smallest roadster. Results predictably sonorous. Still a charmer, even if it is about a million years old.

## X4

People with the hides of rhinos and a passion for obnoxiousness bought the X6, so we now have to suffer an X4. Joy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive30d XLi'	£45,600	5.8	145	258	413	49.6	149	4/10

Euro NCAP n/a, LxWxH in mm: 4671x1915x1624, 67-litre fuel tank, 500/1400-litre boot, 3 engines, 2 trims, 6 models in total.

## X5

Very good on tarmac, assuming you want to pummel it into submission. Just like with those building contracts, yeah?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
M50d	£67,220	5.3	155	381	545	42.8	173	6/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive30d SE	£52,510	6.8	142	258	413	47.9	156	7/10

Euro NCAP n/a, LxWxH in mm: 4896x1938x1762, 85-litre fuel tank, 650/1870-litre boot, 3 engines, 3 trims, 5 models in total.

## CATERHAM

## TopGear on Caterham:

Small, light and nimble 50-year old cars remain all that. But they didn't have to negotiate X6s in 1965.

## SEVEN

As old as the hills, yet as energetic as a spring lamb. The small, light, flimsy template still serves the 7 well.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.8 160	£18,995	6.9	100	80	79	57.6	114	9/10
2.0 360	£26,995	4.8	130	183	143	n/a	n/a	7/10
620 R	£48,995	2.8	155	310	219	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 3530x1690x1140, 36-litre fuel tank, 75-litre boot, 5 engines, 5 trims, 5 models in total.

## CHEVROLET

## TopGear on Chevrolet:

If you're looking for Chevrolets such as the Aveo and Cruze, you're reading the wrong magazine.

## CORVETTE STINGRAY

The Americans have finally got serious about taking on the Porsche 911. Others have tried before, but rarely as well as this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2 V8 2LT	£62,450	<4.0	186	460	465	23.5	279	7/10
6.2 V8 SC Z06	£97,860	3.4	186	650	650	20.0	322	8/10

Euro NCAP n/a, LxWxH in mm: 4495x1780x1235, TBC-litre fuel tank, TBC-litre boot, 2 engines, 2 trims, 3 models in total.

## CITROEN

## TopGear on Citroen:

Design-led brand that's the most 'French' of the French car firms. Undergoing a bit of a renaissance these days.

## C1

The first time Citroen got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Touch 3d	£8,715	14.3	98	69	69	68.9	95	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3460x1620x1430, 35-litre fuel tank, 196/780-litre boot, 2 engines, 3 trims, 20 models in total.

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Bullet R+ Moto Edition



HD-2 Dash Cam



Vision Dash Cam



## C3

The Cactus-inspired new C3 is a top-notch supermini from Citroen. Much better than we ever imagined.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 68 Touch	£10,995	TBA	107	68	78	60.1	108	8/10
1.2T 110 Feel	£15,235	TBA	117	110	151	61.4	103	8/10

Euro NCAP n/a, LxWxH in mm: 3996x1829x1474, 45-litre fuel tank, 300/922-litre boot, 5 engines, 3 trims, 11 models in total.

### DATA IN NUMBERS: C3 FOR VALUE

- Citroen C3 prices from £10,995
- Volkswagen Polo 5dr prices from £12,460

## C4 CACTUS

Breath of fresh air, as only Citroen can do. Great looking and with just enough gadgets to keep a modern family happy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 75 Touch	£13,260	12.9	103	75	87	61.4	105	8/10
1.2 110 Feel	£17,085	9.3	117	110	151	65.7	100	8/10
1.6 BlueHDi Feel	£17,815	10.7	114	100	187	78.5	95	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4157x1729x1480, 45-litre fuel tank, 358/1170-litre boot, 6 engines, 3 trims, 13 models in total.

## GRAND C4 PICASSO

Funky shapeliness from Citroen, helping make the world of MPVs more acceptable. Headlights a particular success.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 PT Feel	£23,775	10.8	125	130	170	56.5	116	7/10
1.6 BlueHDi Feel	£24,990	11.3	117	120	221	70.6	106	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4590x1830x1630, 60-litre fuel tank, 537/1851-litre boot, 4 engines, 4 trims, 9 models in total.

## DACIA

### TopGear on Dacia:

Cheap cars from Eastern Europe, via France for a bit of je ne sais quoi, and then on to the budget-conscious.

## SANDERO

The UK's cheapest new car – you can lease one for less than a Sky TV package. Nothing here besides simple transport.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 75 Access	£5,995	14.2	101	75	78	54.3	117	6/10
0.9 TCe 90 Amb	£7,795	11.1	109	90	99	57.6	109	6/10
1.5 dCi 90 Amb	£9,195	11.8	107	90	162	80.7	90	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4060x1730x1520, 50-litre fuel tank, 320/1200-litre boot, 3 engines, 3 trims, 7 models in total.

## DUSTER

Simple, high-riding crossover-style five-seater is a TopGear favourite. Good value, surprisingly able, very tough.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 SCE Access	£9,495	11.0	105	115	115	44.1	145	7/10
1.5 dCi Amb'	£12,495	11.8	105	110	177	64.2	115	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4320x1820x1700, 50-litre fuel tank, 475/1636-litre boot, 3 engines, 4 trims, 18 models in total.

# TOP 10

## CHEAPEST AWD



Dacia Duster  
1.6 SCe Access  
£11,495



SsangYong Tivoli 1.6  
e-XDi 160 EX AWD  
£17,500



Suzuki Swift  
1.2 SZ3 5dr  
£12,499



Skoda Yeti Outdoor  
1.2 TSI S  
£17,610



Suzuki Jimny  
1.3 SZ3  
£12,799



SsangYong Korando 2.2  
e-XDi220 SE4 AWD  
£17,750



Suzuki Ignis 1.2  
Dualjet SZ5 Allgrip  
£13,999



Suzuki Vitara 1.6  
SZ-T Alltrip  
£18,549



Fiat Panda 4x4  
0.9 Twinair  
£14,445



Subaru Impreza  
1.6 RC  
£18,940

## DS

### TopGear on DS:

Citroen's new sub-brand will focus on style, tech and luxury. Think Lexus. Only French-er.

## DS 3

A former Car of the Year and a gigantic, mincing Gallic leap forward for Citroen. Not fast, but a kick up the arse for Mini.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 PT Chic	£13,995	12.3	108	82	87	61.4	107	7/10
1.6 PT Prestige	£19,295	7.5	135	165	177	50.4	129	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3948x1715x1483, 50-litre fuel tank, 285/975-litre boot, 7 engines, 5 trims, 15 models in total.

## DS 5

The most avantgarde DS. Not as inspiring as the 3, and the ride should still be better, but family cars come no cooler.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 BlueHDi	£28,110	10.6	127	150	272	65.7	113	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4530x1870x1540, 60-litre fuel tank, 465-litre boot (Hybrid 325l), 5 engines, 3 trims, 9 models in total.

## FERRARI

### TopGear on Ferrari:

Art and science blended into the most alluring and diverse supercar range in the company's history.

## CALIFORNIA T

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V8 T	£155,230	3.6	196	560	556	26.9	250	8/10

Euro NCAP n/a, LxWxH in mm: 4570x1910x1322, 78-litre fuel tank, 240/340-litre boot, 1 engine, 1 trim, 1 model in total.

### DATA IN NUMBERS: CABRIO COMPARO

- Ferrari California T £155,230
- Mercedes-AMG S 65 Cabrio £192,805 (+£37,575)

## 488

So long, natural aspiration. Twin-charged 488 is new-age fast, but not quite as fizzy as the car it replaces. Mighty nonetheless.

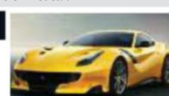


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
488 GTB	£183,964	3.0	205	670	560	24.7	260	9/10
488 Spider	£204,391	3.0	203	670	560	24.7	260	9/10

Euro NCAP n/a, LxWxH in mm: 4568x1952x1213, 78-litre fuel tank, 230-litre boot, 1 engine, 2 trims, 2 models in total.

## F12

The F12 is bombastic, epic and howlingly fast. The fastest ever until the LaFerrari came along. Emphatically not just a GT.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12	£241,053	3.1	211	740	508	18.8	350	10/10
6.3 V12 TdF	£330,000	2.9	211	770	520	18.3	360	10/10

Euro NCAP n/a, LxWxH in mm: 4620x1940x1270, 92-litre fuel tank, 350-litre boot, 2 engines, 2 trims, 2 models in total.

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## GTCC4LUSSO

A much-needed sharpening for the FF, now with an even sillier name. Excellent, and now available with the Cali T's V8.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12	£240,430	3.4	208	690	514	18.3	360	9/10

Euro NCAP n/a, LxWxH in mm: 4922x1980x1383, 91-litre fuel tank, 450/800-litre boot, 1 engine, 1 trim, 1 model in total.

## FIAT

### TopGear on Fiat:

Good when they do the small stuff, bad when they go beyond it. Buy a Panda and be content.

## PANDA

It's back, it's slightly rounder and it's still entirely brilliant. Come here cuddly Panda, we want to give you a hug.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
TwinAir 85 Easy	£11,245	11.2	110	85	106	67.3	99	8/10
1.2 Easy	£10,045	14.2	102	69	75	55.4	119	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3650x1640x1550, 35-litre fuel tank, 225/870-litre boot, 4 engines, 5 trims, 15 models in total.

## 500

Not quite the Sixties revival Fiat was angling for, but the 500 has stayed cute as the Mini keeps bloating.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Pop Star	£12,225	12.9	99	69	75	60.1	110	7/10
0.9 85 Pop Star	£13,525	11.0	107	85	107	74.3	90	7/10
500C 0.9 Lounge	£17,530	10.0	117	105	107	67.3	99	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3571x1627x1488, 38-litre fuel tank, 185-litre boot, 3 engines, 5 trims, 26 models in total.

### DATA IN NUMBERS: TWO CHEAP FIATS

- Fiat Panda 1.2 69 Pop £9,245
- Fiat 500 1.2 69 Pop £11,350

## 500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 95 Pop	£14,575	12.8	106	95	93	46.3	143	5/10
1.6 MJet Lounge	£20,415	10.7	117	120	236	67.3	112	5/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4147x1784x1667, 50-litre fuel tank, 343/1310-litre boot, 3 engines, 4 trims, 11 models in total.

## 500X

The quest to cash in on the 500 continues. Similar lights, but otherwise there's nothing 500-ish here. Not a bad crossover, mind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 MAir P'Star	£18,215	9.8	118	140	170	47.1	139	6/10
1.6 MJet P'Star	£19,715	10.5	116	120	236	68.9	109	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4248x1796x1600, 48-litre fuel tank, 350/1000-litre boot, 4 engines, 6 trims, 13 models in total.

### DATA IN NUMBERS: RENEGADE MASTERED

- Fiat 500X, prices from £14,595
- Jeep Renegade, prices from £18,195

## TIPO

An old name brought back from the grave to add a mite of flair to a humdrum cheap hatchback. No vices, but no virtues, either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T Easy Plus	£15,345	9.6	124	120	159	47.1	139	5/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4370x1790x1500, 48-litre fuel tank, 440-litre boot, 5 engines, 4 trims, 26 models in total.

## 124 SPIDER

Turbo torque and firmer chassis means Fiat's MX-5 gets right up Mazda's nose. If only it didn't look like a Dodge Viper kit car



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T	£20,995	7.5	134	140	177	44.1	148	8/10

Euro NCAP n/a, LxWxH in mm: 4054x1740x1233, 45-litre fuel tank, 140-litre boot, 1 engine, 3 trims, 3 models in total.

# CAR + CLINIC

## MERCEDES S-CLASS COUPE



VS



## LEXUS LC 500

"I need a big coupe to get my wife and I down to southern France once or twice a year. Rest of the time it'll need to handle my commute into London. Had Mercs before, but never a Lexus..."

Mario Kenney, Tunbridge Wells

The S-Class Coupe is the archetypal grand tourer. Big, comfy and with a hushed V8 beneath its bonnet, it does the day-to-day stuff just as well as it does long-distance hauling. The Lexus is a bit smaller - think E- rather than S-Class. You can't get anything in the back (the Merc will take proper adults), but as a protest vote against the German stalwarts, it's really not bad. If you're so inclined, make sure you get the V8. The hybrid is clever but ultimately unsatisfying.

## MERCEDES S500 COUPE

Price £100,240

Engine 4663cc V8 turbo, 449bhp, 516lb ft

Performance 0-62 in 4.6 secs, 155mph, 33.2mpg, 197g/km

## LEXUS LC500

Price £80,000 (est)

Engine 4969cc V8, 467bhp, 398lb ft

Performance 0-62 in 4.4secs, 168mph, 24mpg, 273g/km

## FORD



### TopGear on Ford:

Proof that mass market motoring can have an edge. Note: this does not apply to the disappointing EcoSport.

## KA+

The Ka's march away from the purist original continues. Pity. Five doors now standard for Ford's budget i10 rival.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Studio	£9,245	15.3	99	70	77	56.5	114	6/10

Euro NCAP n/a, LxWxH in mm: 3929x1521x1521, 35-litre fuel tank, 270/849-litre boot, 2 engines, 4 trims, 5 models in total.

### DATA IN NUMBERS: BRIDGE THAT GAP?

→ Price gap, top-spec Ka+ to base Fiesta 5dr £2,700

## FIESTA

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec 3d	£14,795	11.2	112	100	125	65.7	99	8/10
1.6T 182 ST 1	£18,145	6.9	139	182	177	47.9	139	9/10
1.6T ST200	£23,145	6.7	142	200	214	46.3	140	8/10
1.5 TDCi Ztec 5d	£16,895	11.9	111	95	159	88.3	82	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3950x1720x1480, 42-litre fuel tank, 295/979-litre boot, 10 engines, 8 trims, 48 models in total.

## FOCUS

The Focus is good to drive, but is now so dated that even a Vauxhall Astra beats it overall on points.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£19,995	11.0	120	125	147	60.1	108	8/10
2.0T ST 1	£25,100	6.5	155	255	250	41.5	159	8/10
2.3T RS	£31,785	4.7	165	345	325	36.7	175	9/10
1.5 TDCi Zetec	£20,695	10.5	120	120	199	74.3	98	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4358x1823x1484, 53-litre fuel tank, 363/1148-litre boot, 10 engines, 6 trims, 52 models in total.

## MONDEO

Been on sale in the US for years now. Smooth, refined and not too American. Well done Ford.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 TDCi Style	£22,295	11.7	119	120	199	78.5	94	7/10
1.5T Zetec	£22,745	9.2	138	160	177	48.7	134	7/10
2.0 TDCi Est TiT	£27,095	9.5	130	150	258	67.3	109	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4780x1890x1500, 70-litre fuel tank, 540/1460-litre boot, 7 engines, 4 trims, 34 models in total.

## B-MAX

Ford's reply to the Vauxhall Meriva. Sliding rear doors and no B-pillars means easy access and brilliant packaging. Fine car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 Zetec Nav	£16,075	13.8	106	90	94	47.1	139	7/10
1.0T Titan' Nav	£19,585	11.2	117	125	147	57.7	114	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4080x1860x1600, 48-litre fuel tank, 318/1386-litre boot, 6 engines, 3 trims, 13 models in total.

## C-MAX

Now with added grille. C-Max gets Ford's new family face and myriad very welcome improvements elsewhere.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£20,595	11.4	116	125	125	55.4	117	6/10
2.0 TDCi Ti' Gr'	£26,145	9.8	126	150	273	61.4	119	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4380x1860x1620, 53/60-litre fuel tank, 432/1723-litre boot, 4 engines, 3 trims, 20 models in total.

## S-MAX

Second-gen of Ford's low-roofed MPV keeps its dad's fine dynamics, with a much smarter interior



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SCTi Zetec	£25,895	9.9	124	160	177	43.5	149	8/10
2.0 TDCi Zetec	£27,345	10.8	123	150	258	56.5	129	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4796x1916x1655, 70-litre fuel tank, 285/2200-litre boot, 7 engines, 5 trims, 11 models in total.



## KUGA

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Zetec	£22,395	9.7	121	150	177	44.8	145	6/10
2.0 TDCi AWD Z <sup>+</sup>	£25,595	9.9	119	150	273	54.3	135	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4524x1838x1689, 57-litre fuel tank, 406/1603-litre boot, 6 engines, 4 trims, 17 models in total.

## EDGE

Like the Mustang, the Edge is pinched from Ford's US line-up. Is tasked with taking on the Audi Q5 and BMW X3.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDCi Zetec	£30,595	9.9	124	180	295	48.7	149	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4777x1927x1742, 60-litre fuel tank, 310/1788-litre boot, 2 engines, 3 trims, 5 models in total.

## MUSTANG

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3T	£32,345	5.8	155	314	320	35.3	179	7/10
5.0 V8 GT	£36,345	4.8	155	418	387	20.9	299	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4784x1916x1381, 61-litre fuel tank, 408-litre boot, 2 engines, 2 trims, 4 models in total.

## HONDA

### TopGear on Honda:

Reliable, practical model range that seems a lot brighter now the NSX is here.

## JAZZ

Latest Jazz is clever. Very clever. Deserves to be bought by more under 80s than it almost certainly will be.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3 SE Navi	£15,755	11.2	118	102	91	56.5	116	6/10

Euro NCAP ★★★★★ LxWxH in mm: 3995x1694x1550, 40-litre fuel tank, 354/897-litre boot, 1 engine, 5 trims, 5 models in total.

## CIVIC - NEW

New Civic loses clever folding seats and cheap suspension. Result? It's better to drive, but less roomy. Priorities?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SE	£18,335	10.8	126	127	148	58.9	110	8/10
1.5T Sport	£22,470	8.2	136	179	177	48.7	133	8/10

Euro NCAP n/a, LxWxH in mm: 4518x1799x1434, 50-litre fuel tank, 478/1267-litre boot, 2 engines, 7 trims, 7 models in total.

## DATA IN NUMBERS: OIL BURNT

- New Honda Civic petrol engine choice 2
- New Honda Civic diesel engine choice 0

## HR-V

Honda Jazz with a bit more chunk and the option of 4WD. Smaller than a Qashqai. Think Mazda CX-3.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 S	£18,695	10.7	119	130	114	50.4	130	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4294x1689x1605, 50-litre fuel tank, 453/1026-litre boot, 2 engines, 4 trims, 8 models in total.

## CR-V

A car engineered for accountants. It's a great all-rounder but deeply boring with it. There are few more reliable SUVs.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DTEC SE N <sup>+</sup>	£29,480	9.6	125	160	258	57.7	129	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4570x1820x1685, 58-litre fuel tank, 589/1648-litre boot, 3 engines, 4 trims, 11 models in total.

## NSX

New NSX has had maybe longest gestation of any car ever. Feels heavy and complex, but so does a 918 Spyder.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5TT hybrid	£130,000	<3.0	191	573	406	TBA	TBA	8/10

Euro NCAP n/a, LxWxH in mm: 4470x1940x1215, 60-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

## HYUNDAI

### TopGear on Hyundai:

Value-packed Korean has earned a proper reputation for capable cars. Excuse us while we tuck into our hats.



## i10

Lacks the charisma of the Panda and the sheer polish of the Up! but actually, if you don't care about cars, buy this one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE	£10,500	14.7	97	66	69	60.1	108	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3665x1660x1500, 40-litre fuel tank, 218/1012-litre boot, 2 engines, 3 trims, 7 models in total.

## i20

It's the latest i20! It's not that exciting! Otherwise a very worthy and competent supermini, now with decent 1.0 engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 T-GDI Active	£15,525	10.9	109	100	126	58.9	110	8/10
1.2 S Air	£12,045	13.6	99	75	90	58.9	112	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4035x1734x1474, 50-litre fuel tank, 301/1042-litre boot, 7 engines, 6 trims, 34 models in total.

## i30 - NEW

The new i30 is further proof Hyundai is catching up with Kia in the design stakes, and everyone else everywhere else.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CRDi BD SE	£20,645	11.0	1178	110	207	74.3	99	TBA

Euro NCAP n/a, LxWxH in mm: 4340x1795x1455, 50-litre fuel tank, 395/1301-litre boot, 3 engines, 5 trims, 10 models in total.

## IONIQ

Hyundai takes a swipe at Toyota's Prius - and floors it first time. It's £4,000 cheaper too. Korea one, Japan nil.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 hybrid SE	£19,995	10.8	115	106	108	83.1	79	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4470x1820x1450, 45-litre fuel tank, 443/1,505-litre boot, 2 p'trains, 3 trim, 5 models in total.

## TUCSON

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 CRDi 2WD SE	£24,895	10.6	116	136	275	58.9	127	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4475x1850x1645, 62-litre fuel tank, 513/1503-litre boot, 5 engines, 5 trims, 18 models in total.

## SANTA FE

Can't afford a Disco? Then step this way, as savvy Santa Fe shows there is another way. Gymkhana mums might not agree.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2 CRDi Prem	£32,230	9.8	118	157	311	46.3	161	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4660x1890x1760, 70-litre fuel tank, 534-litre boot, 1 engine, 3 trims, 5 models in total.

## INFINITI

### TopGear on Infiniti:

Posh Nissan offshoot desperately aiming to emulate Lexus. In Europe, we're still struggling to notice. Or care.

## Q30

An Infiniti people may actually buy, or so it hopes. Different, for sure, but that doesn't necessarily mean better...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5d SE	£21,500	12.0	118	108	192	68.9	108	6/10
2.2d Business	£28,280	8.6	134	170	258	64.2	115	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4425x1805x1495, 50-litre fuel tank, 368-litre boot, 4 engines, 4 trims, 38 models in total.

## Q50

More sharply styled but otherwise anonymous saloon from Nissan's lux wing. This time aimed at the BMW 3-Series.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Q50 2.2d SE	£29,700	8.7	144	170	295	65.7	114	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4790x1820x1450, 74-litre fuel tank, 400/500-litre boot, 2 engines, 4 trims, 8 models in total.

## Q60

Japan's 4-Series has a clever new V6 and the Q60 saloon's unerring non-mechanical steering. As alternative as it gets.



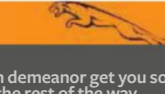
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T Premium	£33,990	7.3	146	211	258	41.5	156	TBA
3.0T AWD S Sp <sup>+</sup>	£42,990	5.0	155	405	351	31.0	208	7/10

Euro NCAP n/a, LxWxH in mm: 4690x1850x1395, 80-litre fuel tank, TBA-litre boot, 2 engines, 3 trims, 6 models in total.

## JAGUAR

### TopGear on Jaguar:

Gorgeous Callum design and a raffish demeanor get you so far. Over-powered engines take you the rest of the way.



Forget the F-Type, this is actually the most important Jaguar of the last decade. Needs to banish all memory of the X-Type. Oops.

## XE

Forget the F-Type, this is actually the most important Jaguar of the last decade. Needs to banish all memory of the X-Type. Oops.

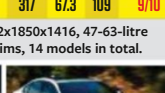


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T SE	£26,995	7.7	147	200	206	37.7	179	8/10
3.0 V6 S/C S	£44,995	5.1	155	340	332	34.9	194	8/10
2.0D 180 SE	£30,275	7.8	140	180	317	67.3	109	9/10

Euro NCAP ★★★★★ LxWxH in mm: 4954x1880x1457, 55/66/74-litre fuel tank, 450-litre boot, 5 engines, 5 trims, 14 models in total.

## XF

New XF is good. Probably-better-than-a-5-Series good. Lovely inside too, just not big enough for plutocrat bellies.

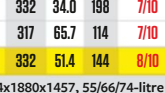


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 S/C S	£49,955	5.1	155	380	332	34.0	198	7/10
2.0D 180 R Sp <sup>+</sup>	£35,100	7.7	136	180	317	65.7	114	7/10
3.0D V6 S	£49,995	5.8	155	300	332	51.4	144	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4954x1880x1457, 55/66/74-litre fuel tank, 540/963-litre boot, 4 engines, 4 trims, 8 models in total.

## XJ

Zoinks. The XJ is rapid, refined and just plain beautiful. The interior is so special we invented an award for it.

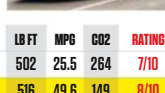


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 XJR	£91,775	4.4	174	550	502	25.5	264	7/10
3.0D V6 R-Sport	£70,980	5.9	155	300	516	49.6	149	8/10

Euro NCAP n/a, LxWxH in mm: 5130x2560x1890x1490, 77/82-litre fuel tank, 520-litre boot, 3 engines, 5 trims, 13 models in total.

## F-PAGE

Not as pointy as a Porsche Macan, but cleverly pitched and therefore bound to become a best-seller...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D Prestige	£34,170	8.5	130	180	317	57.7	129	8/10
3.0 S Diesel	£51,450	5.8	150	300	517	47.1	159	8/10

Euro NCAP n/a, LxWxH in mm: 4731x1936x1652, 60-litre fuel tank, 650-litre boot, 4 engines, 5 trims, 9 models in total.

## F-TYPE

Over-priced Cayman rival, or cut-price 911 alternative? Who cares, when the F-Type is this sodding good?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 S Coupe	£60,775	4.9	171	380	339	31.8	213	8/10
5.0 V8 R AWD	£91,680	3.9	186	550	501	25.0	269	8/10
5.0 V8 SVR	£110,000	3.5	200	575	517	25.0	269	8/10

Euro NCAP n/a, LxWxH in mm: 4470x1920x1300, 70-litre fuel tank, 196/315-litre boot, 4 engines, 4 trims, 16 models in total.

## JEEP

### TopGear on Jeep:

Oblong-obsessed 4x4 experts still trading off WWII heroics. Don't mention the Italian and German oily bits underneath.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport	£17,495	11.9	111	112	112	47.1	141	6/10
1.4 MAir Longi <sup>+</sup>	£20,895	10.9	112	142	170	47.1	140	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4236x1805x1667, 48-litre fuel tank, 351/1356-litre boot, 5 engines, 5 trims, 15 models in total.

## RENEGADE

Meet the Fiat 500X's Yankee cousin. The styling's a bit yee



## CHEROKEE

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 MJet 140	£26,345	10.9	116	140	258	53.3	139	6/10
2.2 MJet 200 4x4	£37,245	8.5	127	200	324	49.6	150	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4623x1859x1669, 60-litre fuel tank, 714/1267-litre boot, 4 engines, 4 trims, 11 models in total.

## GRAND CHEROKEE

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.4 V8 SRT	£65,995	5.0	160	461	460	20.0	328	8/10
3.0 CRD O'land	£48,195	8.2	126	237	405	37.7	198	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4820x1940x1760, 93-litre fuel tank, 782/1554-litre boot, 2 engines, 7 trims, 7 models in total.

## KIA



### TopGear on Kia:

Seven year-warranty-backed range of whitegoods with barely a duffer among 'em. We're as surprised as you are.

## PICANTO

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 1 3d	£8,345	13.9	95	68	70	67.3	99	7/10
1.25 2 5d	£10,745	11.0	106	85	89	65.7	100	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3600x1600x1480, 35-litre fuel tank, 200/870-litre boot, 2 engines, 7 trims, 11 models in total.

## CEE'D

Still a white goods car, but now it's white goods by John Lewis. Build quality is a rival for VW now, as is much else.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T-GDi GT Li*	£20,420	10.3	118	118	26	57.6	115	7/10
1.6T GT	£23,810	7.3	143	201	195	38.2	170	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4310x1780x1470, 53-litre fuel tank, 380/1318-litre boot, 3 engines, 5 trims, 18 models in total.

## NIRO

Kia's crossover hybrid is extremely well priced and doesn't use a horrid CVT. Uber driver, you're spoiled here.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 GDi 2	£22,795	11.1	101	141	196	74.3	88	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4355x1805x1535, 45-litre fuel tank, 427/1425-litre boot, 1 engine, 4 trims, 4 models in total.

## SPORTAGE

Kias are normally somewhat pleasant-looking. This one isn't. Good though, so don't discount it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 GDi 1	£18,250	11.1	113	130	119	42.2	156	7/10
2.0 CRDi GT-Line	£26,100	10.1	114	134	275	54.3	139	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4480x1855x1635, 62-litre fuel tank, 491/1480-litre boot, 5 engines, 6 trims, 13 models in total.

### DATA IN NUMBERS: FAMILY FORTUNES

- Entry-level Kia Sportage £18,250
- Entry-level Hyundai Tucson £18,995

## KOENIGSEGG

### TopGear on Koenigsegg:

Swedish purveyors of deeply outrageous supercars. Big and shouty - yes. But also quite clever.

## REGERA

True to form, latest 'Segg is maddest yet. Petrol-electric hybrid with a weird single speed 'box. It's a huge achievement.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 T PHEV	£145m	2.8	250	1480	1475	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4560x2050x1110, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 model in total.

# HOW TO SPEC A...

## PORSCHE 911 CARRERA GTS



Basic price: £94,316 (2WD manual)

Engine: 2981cc 6cyl turbo, 444bhp, 406lb ft, 30.1mpg, 212g/km

Performance: 0-62mph 4.1secs, 193mph

Weight: 1,525kg

Colour: Miami Blue (£1,805)

Wheels: 20" 911 Turbo S (£0)

Trim: Alcantara Package & GTS Package in Rhodium Silver (£2,298)

Options: LED headlights with PDLs+ (£1,704), ParkAssist (£1,085), rear wiper (£234), Porsche Dynamic Chassis

Control with PASM sports suspension (£2,186), rear-axle steering (£1,530),

ceramic brakes (£5,787), cruise control (£219), bucket seats (£2,420), heated

seats (£320), Burmester stereo (£2,987),

extended interior Alcantara (£324)

TOTAL PRICE: £117,215



## LAMBORGHINI

### TopGear on Lamborghini:

The supercar for those who don't care about lap times. Or The Green Party. Or visibility. But like hexagons.

## HURACAN

Lambo's riposte to the 458 and 650S. Smoother, slicker, but is still essentially Gallardo v.2.0.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 580-2	£156,575	3.4	199	580	398	23.7	278	9/10
LP 610-4	£181,895	3.2	202	610	413	22.6	290	8/10

Euro NCAP n/a, LxWxH in mm: 4459x1924x1165, 80-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

## AVENTADOR

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 700-4	£264,035	2.9	217	700	509	17.6	370	8/10
LP 750-4 SV	£318,073	2.8	217+	750	509	17.7	370	9/10

Euro NCAP n/a, LxWxH in mm: 4780x2030x1140, 90-litre fuel tank, n/a-litre boot, 2 engines, 2 trims, 4 models in total.

## CENTENARIO

Hyper-Aventador celebrates Ferruccio's 100<sup>th</sup> with more power, rear-wheel steer and more carbon than a coal mine.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 770-4	£1.7m	2.8	217	770	517	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4924x2062x1143, TBA-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

## LAND ROVER



### TopGear on Land Rover:

A genuine UK success story with the whole range as at home on a field as the red carpet.

## DISCOVERY SPORT

Freelander gets a new name, and much more besides. Not cheap, but it's what yummy-mummies will be driving this year.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TD4 150 SE	£31,095	11.0	112	150	280	57.7	129	7/10
2.0 TD4 180 SE	£32,795	9.4	117	180	317	53.3	139	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4599x1895x1724, 54-litre fuel tank, 195/1698-litre boot, 2 engines, 4 trims, 4 models in total.

## DISCOVERY

Our first go in a prototype suggests that in the rough, the new, posho Disco is as capable as ever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 Si6 HSE	£59,995	6.9	130	340	332	26.0	254	TBA
2.0 TD4 S	£43,495	7.7	130	258	443	39.2	189	TBA
3.0 TD6 HSE	£58,495	8.0	121	240	369	43.5	171	TBA

Euro NCAP n/a, LxWxH in mm: 4970xTBAx1888, 77-litre fuel tank, TBA/2342-litre boot, 3 engines, 5 trims, 11 models in total.

## RANGE ROVER EVOQUE

A Range Rover for a younger, more stylish, more urban audience. One for fashionistas, not farmers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Si4 Conv'	£48,200	7.8	130	240	251	32.9	201	8/10
2.0 eD4 SE 2WD	£30,600	10.6	113	150	317	65.7	113	8/10
2.0 TD4 SE Tech	£35,200	9.5	124	180	317	58.9	125	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4360x1960x1610, 60/70-litre fuel tank, 550/1445-litre boot, 3 engines, 3 trims, 12 models in total.

## RANGE ROVER SPORT

A prettier RRS would be a contradiction in terms, but the latest one definitely comes with less thuggishness.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 SVR	£96,900	4.5	162	550	502	22.1	298	9/10
3.0 SDV6 HSE	£63,100	6.8	130	306	517	40.4	185	9/10
3.0H SDV6 HEV	£86,800	6.4	130	345	517	45.6	164	9/10

Euro NCAP n/a, LxWxH in mm: 4850x1983x1780, 80-litre fuel tank, 784/1761-litre boot, 6 engines, 6 trims, 8 models in total.



## RANGE ROVER

This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or GALLIC. Hmm, catchy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 SVAuto' Dy'	£104,450	5.1	140	550	502	22.1	299	8/10

3.0 TDV6 Vogue	£76,350	7.4	130	258	442	40.9	182	9/10
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4.4 SDV8 Vge SE	£890,750	6.5	135	340	517	33.6	219	9/10
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Euro NCAP n/a, LxWxH in mm: 5000/199x2070x1840, 85/105-litre fuel tank, 909/2030-litre boot, 4 engines, 4 trims, 11 models in total.

## LEXUS

### TopGear on Lexus:

Angular luxu-Toyotas reverting back to hybrid slumberland after mad, intoxicatingly awesome LFA supercar.

## IS

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
IS 200t Sport	£29,425	7.0	143	180	258	39.2	167	7/10

IS 300h Exec	£29,995	8.3	125	181	221	67.3	97	7/10
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Euro NCAP n/a, LxWxH in mm: 4670x1810x1430, 66-litre fuel tank, 450/480-litre boot, 2 engines, 6 trims, 10 models in total.

## RC

Bit heavier than we hoped, but roaring V8 is sure to give BMW's M4 a few headaches. Good thing, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RC 300h Lux	£35,995	8.6	118	477	391	57.6	113	6/10

RC F	£60,495	4.5	167	450	384	26.2	252	7/10
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Euro NCAP n/a, LxWxH in mm: 4705x1845x1390, 66-litre fuel tank, 366-litre boot, 3 engines, 5 trims, 7 models in total.

## RX

Lexus takes NX and scales up. Much better than the old one, but suffers from the same flaws.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RX 200T S	£41,495	9.2	124	238	258	36.2	181	6/10

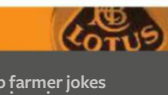
RX 450h SE	£48,495	7.7	124	266	247	54.3	120	6/10
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Euro NCAP n/a, LxWxH in mm: 4890x1895x1690, 65-litre fuel tank, 453-litre boot, 2 engines, 5 trims, 7 models in total.

## LOTUS

### TopGear on Lotus:

Overlook shaky economics and turnip farmer jokes and you'll find sports cars close to driving nirvana.



## ELISE

Still a joy, the current Elise offers visceral driving thrills in a relatively usable package. This is steering feel.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport	£29,900	6.5	127	134	118	44.8	149	8/10

1.8 SC Sport 220	£36,500	4.6	145	217	184	37.7	173	8/10
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1.8 SC Cup 250	£45,600	4.3	154	243	184	37.7	175	9/10
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Euro NCAP n/a, LxWxH in mm: 3790x1850x1120, 44-litre fuel tank, 112-litre boot, 2 engines, 3 trims, 3 models in total.

## EVORA

More power = good, more price = bad. 400 is astonishingly good to drive but an uphill struggle against Cayman and 911.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
400	£73,115	4.1	186	400	303	29.1	225	8/10

410	£82,000	3.9	190	410	309	29.1	225	8/10
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Euro NCAP n/a, LxWxH in mm: 4340x1850x1220, 55-litre fuel tank, 160-litre boot, 3 engines, 3 trims, 5 models in total.

## EXIGE

Lotus' track car has grown up and got heavier. But don't worry, this makes it more usable. Deliriously good to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5 Sport 350	£55,900	3.9	170	350	295	28.0	235	8/10

3.5 Sport 380	£68,900	3.7	178	380	304	28.0	236	9/10
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Euro NCAP n/a, LxWxH in mm: 4084x1802x1129, 40-litre fuel tank, n/a-litre boot, 2 engines, 4 trims, 5 models in total.

# TOP 10

BIGGEST BOOT UNDER £50K



Toyota  
Verso 5st  
880 litres



SsangYong  
Turismo  
875 litres



Renault  
Kadjar  
864 litres



Peugeot  
308 SW  
810 litres



Jeep Grand  
Cherokee  
782 litres



Audi  
Q7  
770 litres



Volvo  
V90  
723 litres



SsangYong  
Tivoli XLV  
720 litres



Skoda  
Kodiaq 5st  
720 litres



Jeep  
Cherokee  
714 litres

## 3-ELEVEN

The extraordinary Lotus 3-Elven is a remarkable driver's car with thrilling speed and mesmerising on-road talent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5 SC Road	£82,500	3.4	174	410	302	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: tba, tba-litre fuel tank, 40-litre boot, 2 engines, 2 trims, 2 models in total.

## MASERATI

### TopGear on Maserati:

Ferrari's moody cousin. Every model beaten in every way by German opposition, save for cachet, cool, and style.



## GHIBLI

Maserati builds a BMW 5-Series. It's available with a diesel engine. Well, they think it's a good idea.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6	£53,590	5.6	163	330	369	29.4	223	6/10

3.0 V6 TT S	£64,510	5.0	177	410	405	27.2	242	7/10
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3.0 V6 Diesel	£49,165	6.3	155	275	442	47.9	158	6/10
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Euro NCAP n/a, LxWxH in mm: 4970x1950x1460, 80-litre fuel tank, 500-litre boot, 3 engines, 2 trims, 3 models in total.

## QUATTROPORTE

Noooo - what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 TT V8 GTS	£110,405	4.7	191	530	523	26.4	250	7/10

3.0 V6 Diesel	£69,565	6.4	155	275	443	45.6	163	6/10
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Euro NCAP n/a, LxWxH in mm: 5050x1900x1440, 90-litre fuel tank, 450-litre boot, 3 engines, 3 trims, 3 models in total.

## GRANTURISMO

Muscular, pretty coupe that's more GT than sports car. Nothing wrong there and the MC Strad has bite if you need it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.7 460 Sport	£91,440	4.8	185	460	383	19.7	331	8/10

4.7 MC Stradale	£110,765	4.5	188	450	376	19.5	337	8/10
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4.7 GranCabrio	£98,970	5.2	177	440	361	19.5	337	8/10
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Euro NCAP n/a, LxWxH in mm: 4880x1920x1350, 86-litre fuel tank, 260-litre boot, 3 engines, 3 trims, 5 models in total.

## LEVANTE

Get over the slightly Chinese Cayenne-copy styling and you'll find a seriously well-sorted SUV. Only diesel for the UK.



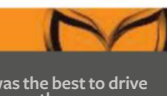
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 Diesel	£54,335	6.9	142	275	443	39.2	189	8/10

Euro NCAP n/a, LxWxH in mm: 5003x1968x1679, 70-litre fuel tank, 580-litre boot, 3 engines, 3 trims, 3 models in total.

## MAZDA

### TopGear on Mazda:

Remember when every single Ford was the best to drive in its class? Well, Mazda's nicked that mantle.



## 2

The last 2 was a sleeper - it never set out to be sparky, but somehow achieved it. Same again. Just with a hint more polish.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£12,595	12.1	106	75	100	60.1	110	7/10

1.5 Sport Nav	£16,095	8.7	124	115	109	56.5	117	7/10
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Euro NCAP n/a, LxWxH in mm: 4060x1695x1495, 44-litre fuel tank, 280/950-litre boot, 4 engines, 4 trims, 12 models in total.

## 3

The 6's design language moves to the 3. So does the handling verve. After that we're less sure why you'd have one over a Golf.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE	£17,795	8.9	121	120	155	55.4	119	6/10

2.0 Sport Nav	£22,570	8.2	130	165	154	48.7	135	6/10
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1.5D SE	£19,895	11.0	116	105	199	74.3	99	7/10
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Euro NCAP n/a, LxWxH in mm: 4465x1795x1450, 51-litre fuel tank, 364-litre boot, 3 engines, 3 trims, 17 models in total.



6

Handsome mid-size saloon with some clever engine tech underneath. Drives well, possibly a bit middle management.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Sport Nav	£24,795	9.1	134	165	154	47.8	135	6/10
2.2D Sport Nav	£26,595	9.1	131	150	280	72.4	107	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4870x1840x1450, 62-litre fuel tank, 489-litre boot, 3 engines, 3 trims, 13 models in total.

## MX-5

Ignore the stereotypes: the MX-5 is back and, crucially, better than it's ever been before. Happy, simple fun.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£18,495	8.3	127	131	111	47.1	139	9/10
2.0 Sport Nav	£23,695	7.3	133	160	148	40.4	161	9/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3915x1735x1225, 45-litre fuel tank, 130-litre boot, 2 engines, 5 trims, 9 models in total.

## CX-3

Because the Nissan Juke doesn't have enough rivals already, CX-3 is pretty and drives well, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE	£17,795	9.0	119	120	151	47.9	137	8/10
1.5D SE	£19,295	10.1	110	105	199	70.6	105	9/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4275x1765x1535, 48-litre fuel tank, 350/1260-litre boot, 3 engines, 3 trims, 12 models in total.

## McLAREN



### TopGear on McLaren:

Hyper-clinical British outfit spinning ever more baffling model choices off its bi-turbo V8 and carbon tub.

## SPORTS SERIES

Meet McLaren's bonny, bouncy baby. As if. 570S is as focused and fast as its Super Series siblings. Just cheaper.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
540C	£126,020	3.4	199	540	399	25.5	258	8/10
570S	£143,270	3.1	204	570	443	25.5	258	9/10
570GT	£154,015	3.4	204	570	443	26.6	249	9/10

Euro NCAP n/a, LxWxH in mm: 4530x1910x1202, 72-litre fuel tank, 150-litre boot, 2 engines, 3 trims, 3 models in total.

## SUPER SERIES

Not a facelifted 12C, says McLaren, but an all new car. Has a P1 nose, more speed, is the car the 12C should have been.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
650S	£195,305	3.0	207	650	500	24.2	275	9/10
650S Spider	£215,305	3.2	207	650	500	24.2	275	9/10
675LT Spider	£285,470	2.9	203	675	517	24.2	275	9/10

Euro NCAP n/a, LxWxH in mm: 4512x1910x1199, 72-litre fuel tank, 145-litre boot, 2 engines, 2 trims, 3 models in total.

### DATA IN NUMBERS: ASTON VS McLaren

- Aston Martin Vanquish S £199,950
- McLaren 650S £195,305

## MERCEDES-BENZ



### TopGear on Mercedes-Benz:

More letters combos than a bath of alphabet soup. Slurp through that and the cars are very tasty.

## A-CLASS

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
A 45 AMG	£40,695	4.2	155	381	351	40.9	162	8/10
A 180d SE	£22,485	11.3	118	109	192	80.7	89	6/10
A 200d AMG L	£25,850	9.3	130	136	221	62.8	116	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4299x1780x1433, 50-litre fuel tank, 341/1157-litre boot, 5 engines, 6 trims, 57 models in total.

## B-CLASS

This Volkswagen Golf SV rival remains oddly proportioned but has plenty of tech inside. Not to mention space.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
B 180d SE	£23,245	11.6	118	109	184	70.6	104	6/10
B 250e Sport	£32,670	7.9	100	179	250	N/A	0	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4360x1790x1560, 50-litre fuel tank, 488-litre boot, 5 engines, 6 trims, 57 models in total.

## C-CLASS

Sleek and sophisticated C-Class takes the fight to the 3-Series. Better looking and highly desirable, especially the C63.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
AMG C 43 4M*	£44,460	4.7	155	372	384	34.9	183	8/10
AMG C 63 S	£67,450	4.0	155	517	517	34.5	192	9/10
C 220d AMG L	£34,295	7.7	145	170	295	70.6	108	8/10
C 350e PHEV	£38,900	5.9	155	293	258	134.5	48	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4685x1810x1447, 66-litre fuel tank, 480-litre boot, 9 engines, 6 trims, 99 models in total.

## E-CLASS

Laden with tech and wonderfully calming. New E gets Merc back in the big exec game. Even if it does look like a C-Class..



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
E 220d AMG L*	£38,430	7.3	149	194	295	72.4	112	9/10
E 350d AMG L*	£47,425	5.9	155	258	457	54.3	144	9/10
E 350e SE	£44,930	6.2	155	279	258	134.5	49	9/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4923x1852x1468, 66-litre fuel tank, 540-litre boot, 4 engines, 2 trims, 8 models in total.

## S-CLASS

Meet the car that has single-handedly saved the luxury car class from the SUV incursion. Sublime in most ways.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S 400 L Hybrid	£72,900	6.8	155	333	272	44.8	147	9/10
S 500 L	£90,525	4.8	155	455	516	31.7	207	9/10
S 350 L d	£68,870	6.8	155	258	457	50.4	148	9/10
S 600 Maybach	£167,215	5.0	155	537	613	24.1	274	9/10

Euro NCAP n/a, LxWxH in mm: 5110/5250x1900x1490, 70/80-litre fuel tank, 510/530-litre boot, 7 engines, 5 trims, 21 models in total.

## CLS

One of the most competent cars in Merc's range. It no longer defines cool like the first one, but it's all top drawer.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
CLS 350d	£51,195	6.5	155	265	457	51.4	142	8/10
CLS 63 AMG SB	£87,525	4.2	155	593	580	28.0	235	9/10

Euro NCAP n/a, LxWxH in mm: 4920x1850x1470, 580-litre fuel tank, 520-litre boot, 4 engines, 3 trims, 11 models in total.

## S-CLASS COUPE

Loads of tech, loads of power, loads of class, quite a bit of cash. New coupe is good enough to justify it all.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S 500	£98,050	4.6	155	455	516	30.0	219	9/10
S 63 AMG	£127,675	4.3	155	585	663	27.9	237	9/10

Euro NCAP n/a, LxWxH in mm: 5027x1899x1411, 80-litre fuel tank, 400-litre boot, 3 engines, 3 trims, 3 models in total.

## SLC

An all-new name but not an all-new car - and you can tell. The V8 AMG is gone too. Prices keener to compensate.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
SLC 43 AMG	£48,360	4.7	155	367	384	36.2	178	6/10
SLC 250d Sport	£32,995	6.6	152	204	369	70.6	114	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4143x1810x1300, 60-litre fuel tank, 225/335-litre boot, 4 engines, 3 trims, 6 models in total.

## SL

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
SL 400 AMG L V6	£73,810	4.9	155	367	369	36.7	175	7/10
SL 63 AMG V8	£114,115	4.1	155	585	664	28.0	234	7/10
SL 65 AMG V12	£173,315	4.0	155	630	737	23.7	279	7/10

Euro NCAP n/a, LxWxH in mm: 4631x1877x1314, 75-litre fuel tank, 364-litre boot, 4 engines, 3 trims, 5 models in total.

## AMG GT

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

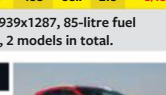


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GT	£98,195	4.0	189	462	443	30.4	216	8/10
GT S	£111,495	3.8	193	517	480	30.1	219	8/10

Euro NCAP n/a, LxWxH in mm: 4546x1939x1287, 85-litre fuel tank, 285-litre boot, 2 engines, 2 trims, 2 models in total.

## GLA

On paper little more than a pointless curiosity, but in reality a rather well judged crossover. Better than the CLA at least.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLA 45 AMG	£45,555	4.4	155	381	351	38.2	172	8/10
GLA 250 4Matic	£31,050	6.6	143	211	250	43.5	153	7/10

Euro NCAP n/a, LxWxH in mm: 4417x1804x1494, 50/56-litre fuel tank, 481-litre boot, 4 engines, 8 trims, 23 models in total.

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## GLC

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLC 43 AMG	£47,875	4.9	155	367	384	34.0	189	8/10
GLC 250d SE	£36,735	7.6	138	204	369	56.5	129	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4759x1890x1644, 66-litre fuel tank, 550/1600-litre boot, 3 engines, 9 trims, 19 models in total.

## GLE

The ML's got a new nose and a new name to go with it. GL for SUV, E for 'the one in the middle'. Simple.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLE 250d Sport	£50,075	8.6	132	204	369	47.9	155	7/10
GLE 350d	£57,075	7.1	140	258	458	42.8	179	7/10
GLE 63 AMG Cp'	£97,235	4.2	155	585	561	23.7	279	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4932x1935x1796, 93-litre fuel tank, 690/2010-litre boot, 5 engines, 9 trims, 26 models in total.

## GLS

The bigger, seven-seat version of the ML gets a new name and even more luxury. Meant for Americans.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLS 350d	£69,110	7.8	138	258	458	37.2	199	7/10

Euro NCAP n/a LxWxH in mm: 5162x1982x1850, 100-litre fuel tank, 360/2300-litre boot, 2 engines, 3 trims, 3 models in total.

## G-CLASS

Now 37 years old, still quite lovable in a weird sort of way. Only vehicle here with an optional third axle. Kinda.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
G 350d	£88,800	8.9	119	245	443	28.5	261	4/10
G 63 AMG	£132,680	5.4	130	571	561	20.5	322	4/10

Euro NCAP n/a LxWxH in mm: 4662x1760x1951, 96-litre fuel tank, 699/2126-litre boot, 2 engines, 2 trims, 2 models in total.

## MG

**TopGear on MG:** Chinese-backed resurrection. Sells fewer cars annually than Ford shifts in the time you're reading this.

## MG3

After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 3Time	£8,399	10.9	108	106	101	48.7	136	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4018x1729x1507, 45-litre fuel tank, 285-litre boot, 1 engine, 4 trims, 4 models in total.

## GS

Finally, MG Mk2 approaches relevance with a smart-looking, tidy-driving crossover that's predictably cheap.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Explore	£14,995	9.6	118	166	185	46.3	139	6/10

Euro NCAP n/a, LxWxH in mm: 4500x1855x1665, 55-litre fuel tank, 2335/1,366-litre boot, 1 engine, 3 trims, 3 models in total.

# TOP 5

## SALOONS



### BMW 320d SE

**Price** £30,390 **Specs** 187bhp, 295lb ft, 0-62mph 7.5secs, VMax 146mph, 67.3mpg, CO<sub>2</sub> 111g/km

All you need to know about the 3-Series is that it's possibly the best car in the world. Now a little better thanks to the tiniest of facelifts...



### MERCEDES C250D SPORT

**Price** £35,990 **Specs** 201bhp, 369lb ft, 0-62mph 6.6secs, VMax 153mph, 65.7mpg, CO<sub>2</sub> 109g/km

Doesn't quite have the handling fluency of the BMW, but is perhaps an even more upmarket contender for class honours. Hate diesel? Try the V8 AMG-C63



### AUDI A4 SPORT ULTRA 2.0 TDI

**Price** £32,050 **Specs** 187bhp, 295lb ft, 0-62mph 7.7secs, VMax 130mph, 72.4mpg, CO<sub>2</sub> 102g/km

Not the handler the 3-Series is, but who cares? The A4 is brilliantly isolated - quiet, comfy and excellently appointed. Interior is class-best.



### SKODA SUPERB 2.0 TDI 150 SE

**Price** £23,280 **Specs** 148bhp, 251lb ft, 0-62mph 8.8secs, VMax 137mph, 68.9mpg, CO<sub>2</sub> 108g/km

All-new Superb is, like the last one, a huge bargain. Both financially and physically. Little short of a Merc S-Class wafts better than this thing.



### JAGUAR XE 2.0D 180 SE

**Price** £30,275 **Specs** 178bhp, 317lb ft, 0-62mph 7.8secs, VMax 140mph, 67.3mpg, CO<sub>2</sub> 109g/km

Jag's first foray into the little saloon sector since the awful X-Type is really quite excellent, but not as complete a package as any of the Germans.

## MINI

### TopGear on Mini:

New hatch uglier but more sorted. Pointless Paceman and two-seaters soon to die. Good rideance.

## HATCH

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
One	£14,700	9.9	121	103	133	61.4	108	7/10
Cooper	£16,250	7.9	130	136	162	62.7	105	8/10
Cooper S	£19,605	6.8	146	192	206	49.5	133	8/10
Cooper D	£17,400	9.2	127	116	199	80.7	92	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3821x1727x1414, 40/44-litre fuel tank, 211-litre boot, 6 engines, 6 trims, 12 models in total.

## CONVERTIBLE

Take Mini, lop the roof off, et viola. Mini Cab is exactly like you'd expect. Good news for inner-city estate agents.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper	£19,240	8.8	129	136	162	57.6	114	7/10
Cooper S JCW	£27,500	6.5	150	231	236	43.5	152	7/10

Euro NCAP n/a, LxWxH in mm: 3821x1727x1415, 40-litre fuel tank, 215-litre boot, 4 engines, 5 trims, 5 models in total.

## CLUBMAN

No rear-hinged doors this time round. Current Clubman is based on BMW's 2-Series and shares its mediocrity.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper	£20,720	9.1	127	136	162	55.4	118	6/10
Cooper D	£23,000	8.6	132	150	244	68.9	109	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4253x1800x1441, 48-litre fuel tank, 360/1250-litre boot, 3 engines, 3 trims, 3 models in total.

## COUNTRYMAN - NEW

The Countryman is a big Mini with a sense of humour failure, but it is a better all-rounder than its predecessor.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper	£22,465	9.6	126	136	162	51.4	126	7/10
Cooper D	£24,425	8.9	129	150	244	65.7	113	7/10

Euro NCAP n/a, LxWxH in mm: 4299x1882x1557, 51-litre fuel tank, 350/1170-litre boot, x engines, x trims, 8 models in total.

## MITSUBISHI

### TopGear on Mitsubishi:

Hard to care now Evo is dead, but electro-Outlander actually Britain's top-selling EV. Nope. Still not fussed.

## OUTLANDER

No-nonsense seven-seat SUV. Fair to middling. Plug-in hybrid version offered too. Green, but only gets five seats.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
PHEV 3h	£34,804	11.0	106	200	2484	166	41	6/10
2.2 DI-D 3	£28,084	10.2	124	150	280	53.3	139	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4655x1800x1680, 60-litre fuel tank, 436-550/1755-litre boot, 2 engines, 5 trims, 7 models in total.

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## MORGAN

## TopGear on Morgan:

Idiosyncratic British sports cars designed to give you wood and a healthy exposure to the elements. Poop poop.

## 3WHEELER

Eccentric and impractical, but for putting a smile on your face, nothing this side of a Tiger Moth competes.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Bespoke 2d	£30,000	4.5	120	110	100	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: n/a, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

## CLASSIC

The only car to look like a restoration when actually new. The reasonably new Plus 8 is a fearsomely fast thing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Plus 4	£36,290	7.5	118	154	148	40.4	164	6/10
4.8 Plus 8	£85,200	4.5	155	367	370	23.0	282	7/10

Euro NCAP n/a, LxWxH in mm: 4010x1500/1720x1220, 50-litre fuel tank, n/a-litre boot, 4 engines, 6 trims, 6 models in total.

## AERO 8

Some ash still lurks in the frame of this sports car. Creaks a bit, but otherwise not as antiquated as you might think.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.8 V8 Coupe	£99,950	4.5	170	367	370	23.0	282	8/10
4.8 V8 S'sports	£126,900	4.5	170	367	370	26.0	256	8/10

Euro NCAP n/a, LxWxH in mm: 4120x1770x1200, 57-litre fuel tank, 227-litre boot, 1 engine, 2 trims, 2 models in total.

## NISSAN

## TopGear on Nissan:

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

## MICRA - NEW

Not so cocky are you now, Fiesta. Micra is pricier but genuinely chuckable, and the hi-fi is world class.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9T Acenta	£14,995	12.1	109	90	103	64.2	99	8/10
1.5 dCi Acenta	£16,345	11.9	111	90	162	88.3	85	8/10

Euro NCAP n/a, LxWxH in mm: 3999x1743x1455, 41-litre fuel tank, 360/1004-litre boot, 2 engines, 5 trims, 10 models in total.

## JUKE

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6T Nismo RS	£22,180	7.0	137	218	207	39.2	165	6/10
1.5 dCi Visia	£15,895	11.2	109	110	192	70.6	104	6/10

Euro NCAP n/a, LxWxH in mm: 4135x1765x1565, 46-litre fuel tank, 350/1181-litre boot, 6 engines, 5 trims, 17 models in total.

## LEAF

The first mass-produced leccy car. It's impressive, but our infrastructure needs sorting before it really makes sense.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV Visia	£26,030	11.9	90	109	206	n/a	0	7/10

Euro NCAP n/a, LxWxH in mm: 4450x1780x1570, no fuel tank, 330/680-litre boot, 1 electric motor, 3 trims, 3 models in total.

## QASHQAI

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 DiG-T Visia	£18,545	11.3	114	115	140	50.4	132	8/10
1.6 DiG-T N-Con'	£23,280	9.1	124	163	177	48.7	138	8/10
1.6 dCi N-Con'	£25,060	10.5	118	130	236	64.2	115	8/10

Euro NCAP n/a, LxWxH in mm: 4370x1800x1595, 65-litre fuel tank, 430-litre boot, 4 engines, 4 trims, 20 models in total.

## DATA IN NUMBERS: 4X4-OVER

→ Number of 4WD Nissan Qashqai variants 3 (6% of range)

## TOP 7

## LUXURY CARS

1



## ROLLS ROYCE PHANTOM EWB

Price £357,875 Specs 453bhp, 531 lb ft, 0-62mph 6.1secs, VMax 150mph, 18.9mpg, CO<sub>2</sub> 349g/km

So big and smooth, it should probably have sails. And a tiller. And a man at the helm. When it comes to stately speed, nothing does it better than a Rolls.

2



## MERCEDES S350 L BLUETEC

Price £67,995 Specs 262bhp, 458 lb ft, 0-62mph 6.8secs, VMax 155mph, 50.4mpg, CO<sub>2</sub> 148g/km

The car Mercedes has to get right above all others, and it's done the job here. More tech than NASA but it's as art-deco as a listed chateaux inside. Superb.

3



## BENTLEY MULSANNE

Price £229,360 Specs 505bhp, 752 lb ft, 0-62mph 5.3secs, VMax 184mph, 16.8mpg, CO<sub>2</sub> 393g/km

Like the wonderful old Arnage it replaces, the big ol' Bentley will show those peasants who's boss. And who cares if it has a slightly piggy nose?

4



## RANGE ROVER LWB

Price £108,650 Specs 339bhp, 517 lb ft, 0-62mph 6.6secs, VMax 135mph, 33.6mpg, CO<sub>2</sub> 219g/km

New long wheelbase Rangey proves that it is possible to shoot grouse during the day and roll up to a state banquet in the evening, all in the same car.

5



## ROLLS ROYCE GHOST

Price £216,864 Specs 563bhp, 575 lb ft, 0-62mph 4.9secs, VMax 155mph, 20.2mpg, CO<sub>2</sub> 327g/km

To call the Ghost the 'cheap' Rolls is to do it a massive disservice. Retains the old-world charm and luxury despite being based on the old BMW 7 Series.

6



## BMW 730d

Price £64,020 Specs 265bhp, 457 lb ft, 0-62mph 6.1secs, VMax 155mph, 60.1mpg, CO<sub>2</sub> 124g/km

New part-carbon 7 is packed with tech. Tick the right box and it can even slot itself into a parking space without anyone behind the wheel. Very amusing.

7



## BENTLEY BENTAYGA

Price £160,200 Specs 600bhp, 664lb ft, 0-62mph 4.0secs, VMax 187mph, 21.6mpg, CO<sub>2</sub> 296g/km

Bentley says the Bentayga is the "fastest, most powerful, most luxurious SUV in the world". It is also quite astounding, without being massively nice to look at...

## X-TRAIL

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 dCi 130 Visia	£23,745	10.5	117	130	236	57.6	129	8/10

Euro NCAP n/a, LxWxH in mm: 4643x1820x1695, 60-litre fuel tank, 135(550)/1982-litre boot, 1 engine, 4 trims, 14 models in total.

## 370Z

Z still looks great, but where's the fire-breathing manliness of the old one, Nissan? GT86 has highlighted its shortcomings.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6 Standard	£27,860	5.3	155	326	269	26.9	249	7/10
3.7 V6 Nismo	£38,050	5.2	155	344	274	26.6	248	7/10

Euro NCAP n/a, LxWxH in mm: 4250x1850x1320, 72-litre fuel tank, 235-litre boot, 2 engines, 3 trims, 3 models in total.

## GT-R MY17

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Pure	£79,995	2.7	196	570	469	23.9	275	9/10
Nismo	£149,995	2.7	196	600	480	23.9	275	9/10

Euro NCAP n/a, LxWxH in mm: 4710x1895x1370, 74-litre fuel tank, 315-litre boot, 2 engines, 5 trims, 5 models in total.

## NOBLE

## TopGear on Noble:

Yes, it's from the home of pork pies. Yes, the engine's from a school-run bus. Doesn't stop Noble being a supercar force.

## M600

Powered by a twin turbo Volvo XC90 V8, the old school M600 is epically fast and amazingly supple. Major want.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.4 V8 T 650	£248,184	3.0	225	650	604	n/a	n/a	9/10

Euro NCAP n/a, LxWxH in mm: 4360x1910x1120, 68-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

## PAGANI

## TopGear on Pagani:

The greatest exponents of artistic Italian pageantry and Hulk-spec power the world has yet seen.

## HUAYRA

The name is what you exclaim when you nail the throttle in this twin turbo V12'd, active aero'd hypercar.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£990,000	n/a	230	730	811	23.5	300	8/10

Euro NCAP n/a, LxWxH in mm: 4610x2040x1170, 85-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

## PEUGEOT

## TopGear on Peugeot:

Chassis bods have refound their mojo with 208 GTi and RCZ R. Design needs to be more Onyx, less ordinary.

## 108

Now more refined and comfortable. Can be had with a 1.2. Have the 1.0. That's the one Toyota made.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 69 Access 3d	£8,715	14.3	99	69	70	68.9	95	6/10

Euro NCAP n/a, LxWxH in mm: 3475x1615x1460, 35-litre fuel tank, 196/780-litre boot, 2 engines, 4 trims, 12 models in total.

## 208

Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Active 5d	£14,000	13.8	103	68	80	60.1	108	6/10
1.6 THP GTi	£20,950	6.5	143	208	221	52.3	125	7/10
1.6 HDi All'Pre gd	£17,550	13.3	106	75	169	94.2	79	6/10

Euro NCAP n/a, LxWxH in mm: 3970x1740x1460, 50-litre fuel tank, 285/1152-litre boot, 6 engines, 7 trims, 39 models in total.



308

Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch good to drive and own. Gobs smacked.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 GTI 270	£29,335	6.0	155	270	243	471	139	8/10
1.6 B'HDi Active	£21,225	9.7	122	120	207	91.1	82	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4253x1804x1457, 53-litre fuel tank, 470/1309-litre boot, 11 engines, 6 trims, 27 models in total.

508

Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Facelift helps. A bit.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 B'HDi Allure	£27,640	9.8	130	150	273	67.3	109	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4830x1853x1456, 72-litre fuel tank, 473-litre boot, 5 engines, 4 trims, 17 models in total.

2008

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Active	£15,765	13.5	105	82	87	57.6	114	5/10
1.6 BlueHDi Allu'	£19,565	11.3	112	100	187	76.3	97	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4160x1740x1560, 50-litre fuel tank, 360/1172-litre boot, 6 engines, 4 trims, 14 models in total.

3008

Mk2 has a smarter, shaper look. Cabin is a genuine Audi-beater, in design and execution. Drives as well as it needs to.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Allure	£23,595	10.8	117	130	170	47.1	120	7/10
1.6 BlueHDi GT L'	£27,345	13.1	108	120	221	67.3	104	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4447x1841x1624, 53-litre fuel tank, 591/1670-litre boot, 6 engines, 4 trims, 11 models in total.

### DATA IN NUMBERS: ESTATE-BEATER

- Peugeot 3008 max boot space 1670 litres
- Volvo V90 max boot space 1526 litres

## PORSCHE

### TopGear on Porsche:

Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed '911-fighter'...

### 718 BOXSTER

Gasp – flat-six engine becomes boxer turbo four. More speed, economy but less aural satisfaction. Er, sound good?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£42,094	5.1	170	300	280	38.2	168	8/10
2.5T S	£51,105	4.6	177	350	310	34.9	184	8/10

Euro NCAP n/a, LxWxH in mm: 4379x1801x1281, 54/64-litre fuel tank, 130/275-litre boot, 2 engines, 2 trims, 2 models in total.

### 718 CAYMAN

Still the world's best sports coupe, but now in spite of its dulled four-pot turbo, rather than because of a sonorous six.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£39,878	5.1	170	300	280	38.2	168	8/10
2.5T S PDK	£50,756	4.2	177	350	309	38.7	167	8/10

Euro NCAP n/a, LxWxH in mm: 4379x1801x1295, 64-litre fuel tank, 150/425-litre boot, 2 engines, 2 trims, 4 models in total.

911

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T Carrera S	£85,857	4.3	191	420	369	32.5	199	9/10
3.0T C4S	£90,843	4.2	189	420	369	31.7	204	9/10
4.0 GT3 RS	£131,296	3.3	193	500	339	22.2	296	10/10
4.0 R	£136,901	3.8	200	500	339	21.2	308	9/10
3.8 Turbo S	£145,773	2.9	205	580	552	31.0	212	8/10

Euro NCAP n/a, LxWxH in mm: 4490x1800x1300, 64-litre fuel tank, 135-litre boot, 5 engines, 12 trims, 17 models in total.

# TOP 10

FASTEST ESTATE 0-62MPH



Audi RS6  
Performance  
3.7secs



Mercedes-AMG  
C63 S  
4.1sec



Mercedes-AMG  
CLS 63  
4.2sec



Mercedes-AMG  
CLA 45  
4.3sec



Volvo V60  
Polestar  
4.8sec



Audi  
S4 Avant  
4.9sec



BMW 335d  
xDrive  
4.9sec



Volkswagen  
Golf R  
5.1sec



Vauxhall Insignia  
VXR ST  
5.6sec



Skoda Superb  
2.0 TSI 280  
5.8sec

## PANAMERA

New Panam no longer looks like a whale carcass, but it's still just as roomy in that 22nd Century cabin. Diesel seriously fast.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4S	£89,110	4.4	179	440	406	34.9	184	8/10
Turbo	£113,780	3.8	190	550	568	30.4	212	8/10
4S Diesel	£92,198	4.5	177	422	627	42.2	176	8/10

Euro NCAP n/a, LxWxH in mm: 5049x1937x1423, 90-litre fuel tank, 495/1304-litre boot, 3 engines, 3 trims, 3 models in total.

## MACAN

Porsche's Range Rover Evoque is a tidy looker that has image by the bucket-load. Thus, soon to be everywhere...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S	£45,945	5.4	157	340	339	32.5	204	8/10
Turbo	£62,540	4.8	165	400	405	31.7	208	8/10
S Diesel	£45,942	6.3	142	258	427	46.3	159	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4684x1923x1624, 65-litre fuel tank, 500/1500-litre boot, 4 engines, 4 trims, 4 models in total.

## CAYENNE

Sporting SUV that's very capable and now better to look at. If no longer has a ride that ruins your spine, either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S E-Hybrid	£64,512	5.9	150	422	435	83.1	79	7/10
Turbo	£94,063	4.5	173	527	554	25.2	261	6/10
S Diesel	£65,495	5.4	156	383	626	35.3	209	8/10

Euro NCAP n/a, LxWxH in mm: 4855x1939x1705, 100-litre fuel tank, 670/1780-litre boot, 7 engines, 7 trims, 7 models in total.

### DATA IN NUMBERS: S-EXPRESSES

- Cayenne S 0-62mph 5.5secs
- Cayenne S Diesel 0-62mph 5.4secs
- Cayenne S E-Hybrid 0-62mph 5.9secs

## RADICAL

### TopGear on Radical:

Super-fast, super-intense range of Nürburgring-humbling race cars. Wait – what, they're road-legal? Oh my.

### SR3

Few are as extreme, and few cope as badly with British roads. A car for dry, smooth, clear tarmac. Such as a track.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245 Std	£69,850	3.4	160	245	265	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4100x1790x1130, 50-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

### RXC

Now here's a trick: Radical's second road car has much more power and a roof, but is far tamer to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6	£94,500	2.8	175	350	320	n/a	n/a	8/10
3.5 V6 Turbo	£107,500	2.6	185	454	500	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1960x1127, 50-litre fuel tank, n/a-litre boot, 2 engines, 1 trim, 2 models in total.

## RENAULT

### TopGear on Renault:

Still a pervading sense of flimsiness about Renaults. We hope the now-defunct RS Megane isn't the end of an era.

### TWINGO

Rear-engined, rear drive, it's a mini-911! Only it's actually a cheeky little city car. Turbo is only one with any nous, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe 90	£12,055	10.8	103	90	99	65.7	99	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3595x1646x1554, 35-litre fuel tank, 188/980-litre boot, 2 engines, 3 trims, 4 models in total.

### DATA IN NUMBERS: BOOTIFUL

- Renault Twingo boot space 188 litres
- Porsche 911 boot space 135 litres



## TWIZY

God knows what's got into us, but we badly want a Twizy. Mainly to sneak up on other cars in electrical silence.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
13kW EV	£7,595	n/a	50	17	42	n/a	0	7/10

Euro NCAP ★★ LxWxH in mm: 2340x1240x1460, no fuel tank, 31-litre boot, 1 electric motor, 3 trims, 3 models in total.

## ZOE

This could be the point where electric cars start to prove themselves. The Zoe looks great and costs little.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV i-Expression	£23,495	13.5	84	92	162	n/a	0	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4090x1730x1560, no fuel tank, 328/1225-litre boot, 2 electric motors, 3 trims, 6 models in total.

## CLIO

A return to form for Renault. Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 1.2 petrol.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe Play Eco	£14,265	11.8	115	90	103	67.3	94	7/10
1.6T RS Trophy	£22,425	6.6	146	220	192	47.9	135	7/10
1.5 dCi Dyn' Eco	£16,665	12.0	112	90	162	88.3	82	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4062x1732x1448, 40/45-litre fuel tank, 320/1146-litre boot, 5 engines, 6 trims, 18 models in total.

## CAPTUR

Renault's take on the Juke that's, perhaps unsurprisingly, more style than substance. Clio for us, please.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe Exp+	£14,945	12.6	106	90	99	56.5	115	7/10
1.5 dCi Exp+	£16,785	12.6	106	90	162	76.4	95	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4120x1780x1560, 45-litre fuel tank, 377/1235-litre boot, 3 engines, 4 trims, 10 models in total.

## MEGANE

New Megane takes cues from Talisman and Espace, neither of which we get in the UK. Pert, but below par to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TCe Exp+	£17,250	10.6	122	130	151	52.3	120	7/10
1.5 dCi Dyn' S	£21,050	11.3	116	110	192	76.4	96	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4359x1814x1447, 47-litre fuel tank, 384-litre boot, 4 engines, 7 trims, 15 models in total.

## KADJAR

Thankfully heaps better than Renault's last crack at a big crossover – the Koleos. Qashqai rival with genuine appeal.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TCe Exp+	£19,145	10.1	119	132	151	50.4	126	6/10
1.5 dCi Exp+	£21,045	11.9	113	112	192	74.3	99	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4449x1836x1607, 55-litre fuel tank, 864/1620-litre boot, 3 engines, 4 trims, 14 models in total.

## SCENIC

Nobody buys MPVs anymore, which is why the Scenic has gone all crossover. Gets 20s as standard. Really.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TCe Exp+	£21,445	12.3	115	115	140	48.7	129	6/10
1.5 dCi Dyn' Gr'	£25,745	12.4	114	110	192	70.6	104	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4406/4634x1866x1653, 60-litre fuel tank, TBA-litre boot, 5 engines, 4 trims, 34 models in total.

## ROLLS-ROYCE

## TopGear on Rolls-Royce:

Wheeled pleasure yachts that've seen off the challenge of Maybach and offer more charm than Bentley.

## GHOST S2

A car for the junior plutocrat, since his boss will clearly be in a Phantom. Wave at him - he needs your pity.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£222,888	4.7	155	571	576	20.8	327	9/10
6.6 V12 EWB	£253,944	4.8	155	571	576	20.6	329	9/10

Euro NCAP n/a LxWxH in mm: 5399/5569x1948x1550, 82-litre fuel tank, 490-litre boot, 1 engine, 1 trim, 2 models in total.

## TOP 10

## MOST ECO 7-SEATER



Renault Grand Scenic 1.5 dCi 110 Hybrid Assist  
80.7mpg



Citroen Grand C4 Picasso  
1.6 BlueHDi 110 S&S  
74.3mpg



Fiat 500L MPW 1.3 Multijet  
68.9mpg



BMW 216d Gran Tourer  
68.9mpg



Peugeot 5008 1.6 BlueHDi 120  
65.7mpg



Kia Carens 1.7 CRDi ISG  
64.2mpg



Ford Grand C-Max  
1.5 TDCi  
64.2mpg



Vauxhall Zafira Tourer  
1.6 CDTi 134 ecoflex BlueInjection  
62.8mpg



Toyota Verso  
1.6 D-4D  
62.0mpg



Volkswagen Touran  
1.6 TDI 115  
61.4mpg

## PHANTOM S2

Luxury British land-yacht which manages to drive as well as it soothes. Cars come no more opulent than this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75 V12 EWB	£373,824	6.1	150	453	531	18.9	349	9/10
6.75 V12 D'head	£367,632	5.8	150	453	531	19.1	347	8/10
6.75 V12 Coupe	£347,256	5.8	155	453	531	19.1	347	8/10

Euro NCAP n/a, LxWxH in mm: 5830/6090x1999x1640, 100-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 4 models in total.

## WRAITH

If the Grand Tour still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£235,416	4.4	155	624	590	20.2	327	9/10

Euro NCAP n/a, LxWxH in mm: 5269x1947x1507, 82-litre fuel tank, 470-litre boot, 1 engine, 1 trim, 1 model in total.

## DAWN

This is how you do luxury in 2016. Not just a car, but a practically unbeatable luxury experience.



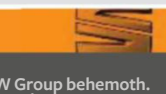
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£264,000	4.9	155	563	575	19.9	330	9/10

Euro NCAP n/a, LxWxH in mm: 5285x1947x1502, 82-litre fuel tank, 244/295-litre boot, 1 engine, 1 trim, 1 model in total.

## SEAT

## TopGear on Seat:

Supposedly the sporty arm of the VW Group behemoth. So why does it make a seven-seat MPV, then?



## MII

Don't go expecting loads of Spanish flair here. VW doesn't permit that. This is just a very sensible Up-based city car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Design 3d	£9,955	14.4	199	60	67	64.2	102	7/10
1.0 75 FR Li' 3d	£11,065	13.2	106	75	70	60.1	108	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 238/951-litre boot, 2 engines, 5 trims, 12 models in total.

## IBIZA

Looks sharp, and pricing is good, but hasn't quite made the leap that the Leon has. Ride could be better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 EcoTSI SE 5d	£14,825	10.4	119	95	118	67.3	98	6/10
1.8 Cupra SC	£18,465	6.7	146	189	236	47.1	TBA	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4030x1690x1430, 45-litre fuel tank, 284-litre boot, 9 engines, 5 trims, 34 models in total.

## LEON

Seat has really upped its game with the all-new Leon. Super-hot Cupra is rather tremendous.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 EcoTSI FR	£21,190	8.0	134	150	184	57.8	114	7/10
2.0 TSI Cupra SC	£29,840	5.8	155	290	258	40.9	158	8/10
2.0 TDI FR SC	£23,710	7.54	142	184	280	62.8	118	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4260x1780x1460, 50-litre fuel tank, 380-litre boot, 7 engines, 5 trims, 37 models in total.

## ATECA

Seat's first crossover is so good you'd think it was an old hand. Handsome, well built, and it's not another Qashqai, is it?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 TSI S	£17,990	TBA	113	115	148	54.3	121	7/10
2.0 TDI SE	£22,930	TBA	125	150	251	64.2	114	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4363x1841x1615, 50/55-litre fuel tank, 510-litre boot, 4 engines, 4 trims, 11 models in total.

## ALHAMBRA

One of the very best MPVs around. If you don't want an S-Max, this is a worthy alternative. Lots of seats, lots of space.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI SE	£29,540	10.2	126	150	251	55.4	132	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 267/2297-litre boot, 4 engines, 4 trims, 8 models in total.



## SKODA

### TopGear on Skoda:

Supposedly the cheap'n'cheerful arm of the VW Group behemoth. So why does it make a £30k barge, then?

### CITIGO

Of course you recognise it – the Citigo is a lightly altered VW Up. Which makes it a very fine city car indeed.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Green SE 3d	£9,765	14.4	100	60	70	68.9	95	7/10
1.0 Gre' SE L 5d	£11,085	13.2	107	75	70	67.3	98	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 251/951-litre boot, 2 engines, 4 trims, 12 models in total.

### FABIA

Only 9 per cent of the old Fabia was carried into the latest one. So it's 91 per cent better, says TG maths.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S	£11,155	15.7	99	60	70	60.1	106	6/10
1.2 TSI 90 SE	£14,000	10.9	113	90	118	60.1	107	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3992x1732x1467, 45-litre fuel tank, 330/1150-litre boot, 7 engines, 5 trims, 34 models in total.

### OCTAVIA

Skoda, VW's practicality-obsessed arm, gives you all the car you'll ever need. Provided you're slightly dull.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 TSI SE	£18,435	9.9	126	115	148	62.8	104	7/10
2.0 TSI vRS	£24,885	6.8	154	220	258	45.6	142	7/10
1.6 TDI SE	£20,350	10.6	122	110	184	74.3	99	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4660x1810x1460, 50-litre fuel tank, 590/1740-litre boot, 9 engines, 8 trims, 45 models in total.

### SUPERB

Enormous Skoda catches Audi-itus. Styled with ruler, but we don't care because it's like an A8 for A3 money



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI S	£19,785	9.9	129	125	147	52.3	125	8/10
2.0 TDI SE	£23,280	8.9	135	150	250	68.9	108	8/10
2.0 TDI SE L Est'	£28,790	8.1	146	190	295	67.3	110	9/10

Euro NCAP ★★★★★ LxWxH in mm: 4861x1864x1470, 66-litre fuel tank, 625/1760-litre boot, 7 engines, 5 trims, 50 models in total.

### YETI

Skoda's SUV-lite is a favourite of TopGear. It looks chunky, acts chunky and drives chunkily, too. Facelift spoils purity though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI S	£17,610	10.9	111	110	129	52.3	124	7/10
2.0 TDI SE L 4x4	£25,275	9.1	121	150	251	55.4	134	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4222x1793x1645, 55-litre fuel tank, 322/1760-litre boot, 4 engines, 5 trims, 21 models in total.

### KODIAQ

Skodiaq is the paragon of family motor-ing. Seats seven, good tech, feels solid – a Disco Sport without the tempting badge.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI S	£21,495	10.5	118	123	148	46.3	139	8/10
2.0 TDI 4x4 SE-L	£30,595	9.5	122	148	251	51.4	144	8/10

Euro NCAP n/a LxWxH in mm: 4697x1882x1655, 60-litre fuel tank, TBA-litre boot, 5 engines, 4 trims, 21 models in total.

## SMART

### TopGear on Smart:

Best yet execution of a flawed idea. We'll have the cheaper, mechanically identical Tingo, thanks.

### FORTWO

A doddle to park, a delight around town, but what on earth was Smart thinking when it signed off the design?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,125	14.4	94	71	67	68.9	93	6/10
0.9T Prime	£12,415	10.4	96	90	83	67.3	97	6/10
0.9T BRAB Cab	£15,950	10.8	96	90	83	65.7	99	6/10

Euro NCAP ★★★★★ LxWxH in mm: 2695, 1663, 1555, 35-litre fuel tank, 260/350-litre boot, 2 engines, 4 trims, 16 models in total.

# HERO

## RANGE ROVER

If it's good enough to be the first vehicle Wills and Kate put little George in, it's alright for us proles too, we suppose. Though with prices kicking off at over £80k the Range is now into properly luxury car territory, hence the long-wheelbase version. The Range Rover's readiness for any occasion is its beauty. Dignified enough to be state transport, yet better off-road than any German this side of a G-Wagen, and supremely refined on the road. This new version caused much crowing about being lighter, slipperier, and techier, but now the dust has settled we can bask in the relief that the stately character and general sense of engineering overkill has survived its reboot intact. Deserves a place in everyone's lottery three-car garage.



### SPEC

Price £99,450 (SDV8 Autobiography)  
Engine 4367cc V8 turbodiesel,  
334bhp, 546lb ft  
Performance 0–62mph in 6.9secs,  
135mph, 33.6mpg, 219g/km CO<sub>2</sub>

## FORFOUR

Same front end as the previous car. Concerning. Otherwise, it's a decent city car. But our eyes hurt.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,620	15.9	94	71	67	67.3	97	6/10

Euro NCAP ★★★★★ LxWxH in mm: 3495, 1665, 1555, 35-litre fuel tank, 185/975-litre boot, 1 engine, 4 trims, 4 models in total.

## SSANGYONG

### TopGear on SsangYong:

Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

### TIVOLI

Neat-looking crossover is SsangYong's more practical take on the Nissan Juke. Storming value but not bad to own either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 eXGi SE	£12,950	12.0	106	128	118	44.1	149	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4195/4440x1795x1590, 471 tank, 423-litre boot (720-litre XLV), 2 engines, 3 trims, 12 models in total.

### KORANDO

Bigger than the Tivoli and also less good. Still, not as offensive to look at as it could be: a lot of car of the money.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2 e-XDi SE4	£17,495	9.9	115	178	295	48.7	152	5/10

Euro NCAP n/a, LxWxH in mm: 4410x1830x1710, 57-litre fuel tank, 486/1312-litre boot, 1 engine, 5 trims, 6 models in total.

## SUBARU

### TopGear on Subaru:

Ex-WRC legend rebuilding its brand with chunky, rugged 4x4s. Rally heritage lives on in old-skool WRX.

### OUTBACK

More of the unfashionable same from Subaru, but that's what owners love. New one is handily sized, very capable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D SE	£27,995	9.7	119	150	258	50.4	145	6/10

Euro NCAP n/a, LxWxH in mm: 4815x1840x1605, 60-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 3 models in total.

### LEVORG

Yet another big estate from Subaru. Hard to see where it fits in, particularly with just a single petrol engine choice.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DiT GT	£27,495	8.9	131	172	185	39.8	164	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4690x1780x1490, 60-litre fuel tank, 522/1466-litre boot, 1 engine, 1 trim, 1 model in total.

## DATA IN NUMBERS: LONE LEVORG

→ Number of Subaru Levorg variants sold in the UK One

### WRX STI

The Scooby turbo is back, minus the Impreza name but with the same huge wing and heinous thirst.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T STi	£28,995	5.2	159	297	300	27.2	242	7/10

Euro NCAP n/a, LxWxH in mm: 4595x1795x1475, 77-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 1 model in total.

### BRZ

An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE Lux 2d	£23,995	7.6	130	200	151	36.2	181	9/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 55-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

### FORESTER

Lacks school run glam, but that's not the point - this is rugged transport. Pity the 240bhp XT Turbo is so ignorable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D XC	£26,995	10.2	118	147	258	47.9	156	7/10

Euro NCAP n/a, LxWxH in mm: 4560x1780x1700, 64-litre fuel tank, 450/1610-litre boot, 3 engines, 4 trims, 6 models in total.



## SUZUKI

## TopGear on Suzuki:

Only the lovable Swift Sport appears to have been fed the enthusiasm from Suzuki's mental motorcycles.

## SWIFT

By not trying too hard, this no-nonsense supermini succeeds in being really rather good. The Sport is thriving, too. Rejoice!



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport Nav 3d	£14,649	8.7	121	136	118	44.1	147	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3850x1700x1510, 45-litre fuel tank, 213/562-litre boot, 2 engines, 4 trims, 10 models in total.

## IGNIS

A car that proudly wears its cheapness on its sleeve. Do you like unsophisticated unpretentiousness? You'll love this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 SZ3	£9,999	11.8	106	90	89	61.4	104	7/10

Euro NCAP \*\*\*\* LxWxH in mm: 3700x1660x1595, 35-litre fuel tank, 267/501-litre boot, 1 engine, 3 trims, 4 models in total.

## S-CROSS

Out with the SX4, in with the S-Cross. Same Qashqai-rivalling concept, same slight surprise at how decent it is.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Boost <sup>+</sup> SZ-T	£19,499	11.0	112	111	125	56.4	113	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4300x1765x1575, 50-litre fuel tank, 430-litre boot, 3 engines, 3 trims, 6 models in total.

## VITARA

This one caught us rather by surprise. Vitara is a perfectly good alternative to a Qashqai or Juke. Well done, Suzuki.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DDiS SZ-T	£18,249	11.5	112	120	236	70.6	106	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4175x1775x1610, 47-litre fuel tank, 375/710-litre boot, 3 engines, 4 trims, 8 models in total.

## TESLA

## TopGear on Tesla:

All-electric cars done properly. Model S is so good; you could almost use one as your one and only car. Almost.



## MODELS

The most credible alternative to the German execs yet launched. Fast, well designed and utterly silent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
60 RWhD	£58,335	5.5	130	328	387	N/A	0	8/10
P90D Ludicrous	£113,435	3.2	155	532	713	N/A	0	9/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4970x1964x1445, no fuel tank, 745/1645-litre boot, 4 power outputs, 4 trims, 4 models in total.

## MODEL X

An SUV EV with Porsche pace. And 'fal-con' doors. Very pricey, but isn't this what the future was supposed to look like?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
P90D	£100,180	3.8	155	773	713	N/A	0	9/10

Euro NCAP n/a, LxWxH in mm: 5036x1999x1684, no fuel tank, TBA-litre boot, 3 power outputs, 3 trims, 3 models in total.

## DATA IN NUMBERS: FAST SUVs

- Tesla Model X P90D 0-62mph 3.8secs
- Range Rover Sport SVR 0-62mph 4.5secs

## TOYOTA

## TopGear on Toyota:

Maker of many boring things. And the GT86. Which is so good, it almost makes up for the rest of 'em.

## AYGO

Citroen C1 with added face fungus. Still cheap, still good around town. Now more capable elsewhere.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 x-play 5d	£10,785	14.2	99	70	70	68.9	95	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3455x1615x1460, 35-litre fuel tank, 168-litre boot, 1 engine, 5 trims, 10 models in total.



## CROSSOVERS

## GROUP TEST

1

## Seat Ateca

As spacious as the VW, better made than the Kia, and it's the coolest looking. Better to drive than is really necessary.

2

## Volkswagen Tiguan

Covers all the bases and cruises beautifully, but odd driving position lets it down. Much better in lesser specs.

3

## Kia Sportage

Oddly quick but looks, feels and even smells cheap and dated inside. Totally regrettable to drive, and lacks headroom.

4

## Ford Edge

An American forced to battle talented rivals using a lacklustre diesel & woeful handling. Big for the money, but so's a skip.



## YARIS

A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.33 Icon 5d	£14,520	11.1	109	98	92	57.6	114	4/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3890x1700x1510, 42-litre fuel tank, 347/768-litre boot, 4 engines, 4 trims, 11 models in total.

## AURIS

For people who want a Prius, but don't want to be seen in a Prius. Possibly Britain's worst driven car. Maybe.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8 Hybrid	£20,790	10.9	112	138	105	80.7	79	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4330x1760x1475, 50-litre fuel tank, 435/1199-litre boot, 5 engines, 5 trims, 30 models in total.

## PRIUS

It looks totally bizarre but the weird styling conceals a well-resolved hybrid. Note the economy: who needs diesel?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8h Active	£23,600	10.6	112	99	105	94.2	70	7/10
1.8h Business +	£26,300	10.6	112	99	105	86.0	76	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4540x1760x1470, 45-litre fuel tank, 445/1120-litre boot, 1 engine, 4 trims, 4 models in total.

## MIRAI

Powered only by hydrogen and smugness, the Mirai is proof hydrogen cars are ready for the mainstream. Nearly.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Mirai FCV	£66,000	9.6	111	152	247	N/A	0	7/10

Euro NCAP n/a, LxWxH in mm: 4890x1815x1535, 5kg hydrogen tank, 361-litre boot, 1 powertrain, 1 trim, 1 model in total.

## GT86

A gobbler face. Smaller steering wheel too. We'll see if there are any more meaningful tweaks when we drive it...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0	£25,945	7.7	130	200	151	36.2	180	8/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 50-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

## C-HR

Wacky-looking crossover aims to taser Toyota's ailing creativity. Hybrids to account for most sales.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Icon	£20,995	10.9	118	115	137	47.8	135	8/10
1.8h Icon	£23,595	11.0	106	122	105	74.3	86	7/10

Euro NCAP n/a, LxWxH in mm: 4360x1795x1555, 45-litre fuel tank, 377-litre boot, 2 engines, 3 trims, 8 models in total.

## LAND CRUISER

Happy in the hands of armed militia and jolly farmers from Lincolnshire. One of the most robust off-roaders ever.



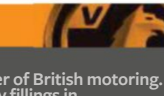
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 D-4D Icon	£48,965	11.7	109	171	302	34.9	213	5/10

Euro NCAP n/a, LxWxH in mm: 4760x1885x1890, 87-litre fuel tank, 403/1695-litre boot, 1 engine, 3 trims, 3 models in total.

## VAUXHALL

## TopGear on Vauxhall:

Along with Ford, the bread and butter of British motoring. Thing is, Vauxhall forgets to put tasty fillings in.



## ADAM

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



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 100 Slam	£15,290	11.5	115	100	96	53.3	125	7/10
1.0T Rocks Air	£17,935	9.9	121	115	125	56.5	115	6/10
1.4T S	£17,935	8.5	130	150	162	47.9	139	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3740x1680x1590, 45-litre fuel tank, 170/663-litre boot, 5 engines, 7 trims, 18 models in total.



## VIVA

Vauxhall revives Viva name, but only in the UK. Viva is called Karl elsewhere. Is quite cheap. Also quite cheerful.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE	£8,965	13.1	108	75	70	62.8	104	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3675x1595x1485, 32-litre fuel tank, 206/1013-litre boot, 1 engine, 2 trims, 3 models in total.

## CORSA

Lovely little 1.0-litre turbo, very refined and vastly improved all round. But it's still a Vauxhall. Need we say more?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 Sting 3d	£10,155	14.9	101	75	96	55.4	118	6/10
1.0T 90 SE 5d	£15,775	11.9	112	90	122	65.7	104	6/10

1.6T 205 VXR 3d	£18,925	6.8	143	205	180	37.7	174	6/10
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Euro NCAP \*\*\*\*\* LxWxH in mm: 4020x1736x1479, 45-litre fuel tank, 285/1120-litre boot, 7 engines, 8 trims, 76 models in total.

## ASTRA

Yes, yawn, it's the new Astra. Trouble is, this one really takes the fight to the Focus. Onboard connectivity is superb.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Design	£16,615	10.5	124	105	125	65.7	99	7/10
1.4T 150 SRi	£19,515	7.8	134	150	181	51.4	128	7/10

1.6 CDTi Design	£18,800	9.0	127	136	236	76.3	99	7/10
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Euro NCAP \*\*\*\*\* LxWxH in mm: 4370x1871x1485, 48-litre fuel tank, 370/1210-litre boot, 8 engines, 5 trims, 41 models in total.

## INSIGNIA

The Vectra replacement that changed its name to avoid incrimination in past crimes. Good to drive, smart design.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.8 T VXR SS	£31,444	5.6	170	325	320	25.7	249	6/10
2.0 CDTi SRi ST	£24,484	8.4	137	170	295	60.1	124	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4830x1860x1530, 70-litre fuel tank, 530/1470-litre boot, 9 engines, 6 trims, 106 models in total.

## DATA IN NUMBERS: BUSINESS CASE

- Vauxhall Insignia VXR £31,444
- BMW 320i xDrive M Sport £32,215

## VXR8

No-nonsense Aussie saloon is back. TG cheers loudly. Particularly as it now has nearly 600bhp... Strewth.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2 V8 GTS	£55,500	4.9	155	584	545	18.5	363	7/10

Euro NCAP n/a, LxWxH in mm: 4940x1900x1470, 73-litre fuel tank, 495-litre boot, 1 engine, 1 trim, 1 model in total.

## MERIVA

Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a Black Cab, minus vomit.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CDTi Tech L'	£17,990	9.9	122	136	236	64.2	116	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4290x1810x1620, 54-litre fuel tank, 400/1500-litre boot, 4 engines, 4 trims, 11 models in total.

## MOKKA X

'X' badge added because 'facelifted one' would look naff. Less fussy dash is good but we want less lethargic engines too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T 140 Desi'	£18,360	9.3	120	140	148	47.1	140	6/10
1.6 CDTi Desi'	£19,915	9.3	119	136	236	68.9	106	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4278x1777x1654, 54-litre fuel tank, 362/1372/663-litre boot, 5 engines, 4 trims, 37 models in total.

## ZAHIRA TOURER

New lights and bumpers, plus on-board wi-fi to distract passengers from the wallowy handling and droning engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 CDTi Tech	£23,370	9.1	129	170	280	57.7	129	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4600x1850x1760, 65-litre fuel tank, 420/1420-litre boot, 2 engines, 6 trims, 16 models in total.

# TOP 7

## POCKET ROCKETS



## FORD FIESTA ST

Price £18,145 Specs 180bhp, 177lb ft, 0-62mph 6.8secs, VMax 137mph, 47.9mpg, CO<sub>2</sub> 138g/km

Effervescent little hot hatch that's as good we dared hope and better than rivals. Sharp nose, accurate steering, energetic turbo and a tail that gets involved.



## PEUGEOT 208 GTI BY PEUGEOT SPORT

Price £22,900 Specs 205bhp, 221lb ft, 0-62mph 6.5secs, VMax 143mph, 52.3mpg, CO<sub>2</sub> 125g/km

They claim it's a replacement for the 205 GTI. It isn't. But it never could be. Far too safe and well built. But it is a mighty effort and for that we are thankful.



## AUDI S1

Price £25,940 Specs 228bhp, 273lb ft, 0-62mph 5.8secs, VMax 155mph, 40.4mpg, CO<sub>2</sub> 162g/km

All-wheel drive means the littlest, and best, of all the mainstream Audis will, when things get wet, run rings around these other cars. Pricey, but worth it.



## MINI JCW

Price £23,780 Specs 231bhp, 236lb ft, 0-62mph 6.3secs, VMax 153mph, 42.4mpg, CO<sub>2</sub> 155g/km

Might not quite match the Fiesta's cheeky charm, but the Mini JCW still knows how to have a good time. Steady on the options or the price spirals alarmingly.



## RENAULTSPORT CLIO 220 TROPHY

Price £22,425 Specs 220bhp, 207lb ft, 0-62mph 6.6secs, VMax 146mph, 47.9mpg, CO<sub>2</sub> 135g/km

Paddleshift gearbox, turbo, five doors. It's a Renaultsport folks, but not as we know it. Better in everyday areas, but with the wild streak dialed out.



## SUZUKI SWIFT SPORT

Price £14,649 Specs 136bhp, 118lb ft, 0-62mph 8.7secs, VMax 121mph, 44.1mpg, CO<sub>2</sub> 147g/km

Perhaps the last N/A hot hatch. Cheap, but rather brilliant. Only 136bhp, but who cares when you've only got a little over a ton of car to hurl about.



## VOLKSWAGEN POLO 1.8 GTI

Price £19,430 Specs 192bhp, 236lb ft, 0-62mph 6.7secs, VMax 146mph, 47.1mpg, CO<sub>2</sub> 139g/km

Much better than the car it replaced, chiefly for its manual gearbox (the old one was DSG-only) and 1.8-litre turbo motor. Less hardcore than a Fiesta ST.

## VOLKSWAGEN

### TopGear on Volkswagen:

Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

## UP

A VW city car you want to own. Neat styling and packaging to shame Ikea's finest, we like the Up. Recently facelifted.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Take 3d	£8,995	14.4	100	60	70	64.2	101	8/10
1.0 TSI High 5d	£12,455	9.9	114	90	118	60.1	108	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3540x1640x1490, 35-litre fuel tank, 251/951-litre boot, 7 engines, 4 trims, 24 models in total.

## POLO

The Golf's mini-me was facelifted for 2014. It's safe and solid, and now has a (little) bit more soul.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S 3d	£11,830	15.5	100	60	70	60.1	106	7/10
1.2 TSI M'tch 5d	£15,040	10.8	114	90	118	60.1	107	8/10

1.8 TSI GTI 3d	£19,430	6.7	146	192	236	47.1	139	7/10
1.4 TDI M'tch 5d	£16,105	12.9	108	75	155	83.1	88	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3970x1682x1462, 45-litre fuel tank, 280/952-litre boot, 9 engines, 8 trims, 32 models in total.

## GOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI SE 5d	£20,070	9.1	127	125	148	54.3	120	8/10
2.0 GTI 5d	£28,520	6.4	155	230	258	44.1	148	8/10

2.0 R 5d	£32,520	5.1	155	310	280	37.7	180	9/10
1.6 TDI SE N' 5d	£21,925	10.2	123	115	184	68.9	106	8/10
2.0 GTD 5d	£27,720	7.5	143	184	258	61.4	125	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4258x1799x1492, 50-litre fuel tank, 380/1270-litre boot, 9 engines, 8 trims, 54 models in total.

## DATA IN NUMBERS: JOIN THE CLUB

→ New VW Golf range, prices from £17,625 (1.0 TSI S 3dr)

## BETTER

A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driver appeal.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI Design	£21,640	8.7	126	150	185	49.6	132	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4640x1770x1480, 68-litre fuel tank, 510-litre boot, 4 engines, 4 trims, 14 models in total.

## PASSAT

The driver likes to pretend he's an exec, when in truth he's a rep that's made his monthly bonus. Fine car, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDI S	£23,170	10.8	128	120	185	70.6	105	7/10
2.0 TDI S	£24,295	8.7	137	150	251	70.6	106	7/10

2.0 TDI SCR GT	£28,990	7.9	147	190	295	68.9	107	7/10
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Euro NCAP \*\*\*\*\* LxWxH in mm: 4767x1832x1456, 59/66-litre fuel tank, 586/1152-litre boot, 4 engines, 5 trims, 26 models in total.

## CC

CC is based on the Passat: good. But it's the old one: less good. Still, a cheap, able alternative to the Merc CLS.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI 184 GT	£30,940	8.6	141	184	258	64.2	114	7/10

Euro NCAP n/a, LxWxH in mm: 4800x1860x1420, 70-litre fuel tank, 532-litre boot, 3 engines, 5 trims, 10 models in total.

## SCIROCCO

Still great looking, but now resting on a platform two gens behind the Golf. Minor facelift isn't enough to disguise this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TSI 180	£23,590	7.4	140	180	207	47.1	148	7/10
2.0 TSI 280 R	£33,390	5.7	155	280	258	35.3	187	8/10

2.0 TDI 150	£24,255	8.6	134	150	199	67.3	109	6/10
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Euro NCAP \*\*\*\*\* WxH in mm: 4256x1810x1406, 55-litre fuel tank, 312/1006-litre boot, 6 engines, 4 trims, 11 models in total.



## TOURAN

New Touran sits on same MQB architecture as latest Golf. As before, a dull but capable way to ferry many people.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDI SE	£25,785	11.9	116	115	185	61.4	119	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4527x1814x1628, 58-litre fuel tank, 137/1857-litre boot, 5 engines, 4 trims, 11 models in total.

## SHARAN

More VW MPV-ery, this time quite good. It's comfortable, practical, seats seven easily and gets decent engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI 150 SE	£29,485	10.7	122	150	177	43.5	150	7/10
2.0 TDI 150 SE	£31,115	10.3	TBA	150	251	56.5	130	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 300/2297-litre boot, 4 engines, 4 trims, 11 models in total.

## TIGUAN

Smart-looking all-new Tiguan is bigger than the old car and now a much more able Discovery Sport alternative.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI SE Nav	£28,665	9.3	127	150	251	58.9	125	7/10
2.0 TSI R-Line	£33,485	7.7	129	180	236	39.8	165	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4486x1839x1632, 60-litre fuel tank, 615/1650-litre boot, 2 engines, 5 trims, 12 models in total.

## DATA IN NUMBERS: CHEAP SEAT

- Seat Ateca 2.0 TDI SE 4Drive £25,075
- Volkswagen Tiguan 2.0 TDI SE 4Motion £29,650

## TOUAREG

If a large SUV can be inoffensive, this is it. Shares much with the Cayenne, except the price and cock-wafting image.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 TDI SE	£44,850	8.7	128	204	332	42.8	173	6/10
3.0 TDI R-Line	£49,650	7.3	140	262	373	42.8	174	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4801x1940x1709, 85-litre fuel tank, 493/1555-litre boot, 2 engines, 3 trims, 5 models in total.

## VOLVO

## TopGear on Volvo:

Far removed from Volvo of old, and far more than just boxes on wheels. Even though they are boxy.

## V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. Now facelifted with an XC90 front end.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 T2 Moment'	£20,255	9.2	118	122	162	51.4	127	TBA
2.0 D3 R-Des'	£25,345	7.9	130	150	236	74.3	99	TBA
2.0 D4 CC	£26,405	7.3	130	190	295	70.6	104	TBA

Euro NCAP \*\*\*\*\* LxWxH in mm: 4370x1857x1470, 62-litre fuel tank, 335/1032-litre boot, 7 engines, 7 trims, 87 models in total.

## S60

At last, a BMW 3-Series rival that's actually a 3-Series size. Good engines, nice interior, but no 3-Series to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 T4 Business	£23,360	6.0	143	190	221	48.7	134	6/10
2.0 D4 Business	£24,545	7.1	143	190	295	72.8	102	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4630x1860x1490, 67-litre fuel tank, 339-litre boot, 8 engines, 5 trims, 36 models in total.

## DATA IN NUMBERS: ENGINE STRETCH

- No. of core engine blocks in 36-model S60 range 3

## V60

Estate version of the S60, only Volvo insists it's not actually an estate, but a 'sportswagon'. It's an estate, Volvo.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Business	£25,745	7.2	140	190	295	70.6	104	7/10
D6 Plug-in	£50,175	5.8	143	220	325	155	48	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4628x1865x1484, 67-litre fuel tank, 430/1241-litre boot, 6 engines, 9 trims, 36 models in total.

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738lb ft



Mercedes-AMG  
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738lb ft



Bentley  
Bentayga W12  
664lb ft



Corvette  
Z06  
650lb ft

## TORQUIEST DIESEL



Bentley  
Bentayga Diesel  
664lb ft



Audi  
SQ7  
664lb ft



Porsche Panamera  
4S Diesel  
627lb ft



Porsche Cayenne  
S Diesel  
627lb ft



Audi A8  
4.2 TDI  
627lb ft

## S90

Think XC90, only a bit lower and without the two extra seats. Much Swedish coolness thrown in for free.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Moment'	£32,955	8.2	143	190	295	64.2	116	8/10
2.0 D5 Inscript'	£42,455	7.0	149	235	354	58.9	127	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4963x1895x1443, 55-litre fuel tank, 500-litre boot, 2 engines, 2 trims, 4 models in total.

## V90

Big estates are back, and the V90 is our favourite. Get it in brown with a bright interior. Very zen.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Moment'	£34,955	8.5	140	190	295	62.8	119	8/10
2.0 D5 Inscript'	£44,455	7.2	149	235	354	57.6	129	9/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4936x1895x1475, 55-litre fuel tank, 723/1526-litre boot, 2 engines, 2 trims, 4 models in total.

## DATA IN NUMBERS: LOADS MORE

- Volvo V90 price premium over S90 £2,000
- Volvo V90 boot space advantage over S90 44%

## XC60

Mid-size SUV stuffed with health and safety kit. It should come in fluoro yellow with a loud hailer as standard.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 SE Lux	£35,385	7.6	130	190	295	62.8	117	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4630x1860x1490, 70-litre fuel tank, 495/1455-litre boot, 3 engines, 4 trims, 14 models in total.

## XC90

Everything we hoped it would be, and more besides. Superb safety systems, fantastic tech and practicality.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D5 Mom'	£47,350	7.4	137	228	347	49.6	149	9/10
2.0 T6 R-Des'	£54,405	6.1	143	324	295	35.3	186	9/10
2.0 T8	£60,455	5.3	140	406	295	104.6	49	9/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4950x2008x1776, 50/71-litre fuel tank, 397/1951-litre boot, 3 engines, 3 trims, 9 models in total.

## DATA IN NUMBERS: VOLVO T8 VS BMW i8

- XC90 T8 CO<sub>2</sub> 49g/km
- BMW i8 CO<sub>2</sub> 49g/km

## VUHL

## TopGear on Vuhl:

Thought up by a pair of Mexican brothers with a background in industrial design. 05 is a promising start.

## 05

Looks like a little British track thing. Isn't. Mexican money, Italian design, Ford power. Good effort.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£59,995	3.7	152	285	310	n/a	n/a	7/10

Euro NCAP n/a, LxWxH in mm: 3718x1876x1120, 40-litre fuel tank, 70-litre boot, 1 engine, 1 trim, 1 model in total.

## ZENOS

## TopGear on Zenos:

Upstart staffed by ex-Caterham execs. It shows – Ford-engined E10 is admirably well-executed.

## E10

What do you get when former Caterham chiefs leave to design their own car? Um, a 21st century Caterham. RIP.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
E10 S	£32,995	4.0	145	250	295	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 3800x1870x1130, n/a-litre fuel tank, n/a-litre boot, 3 engines, 3 trims, 3 models in total.

## DATA IN NUMBERS: 10 OUT OF 10

- Zenos E10 kerbweight 700kg
- Hyundai i10 1.0 kerbweight 933kg



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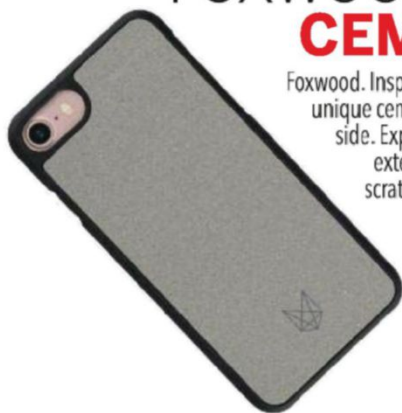
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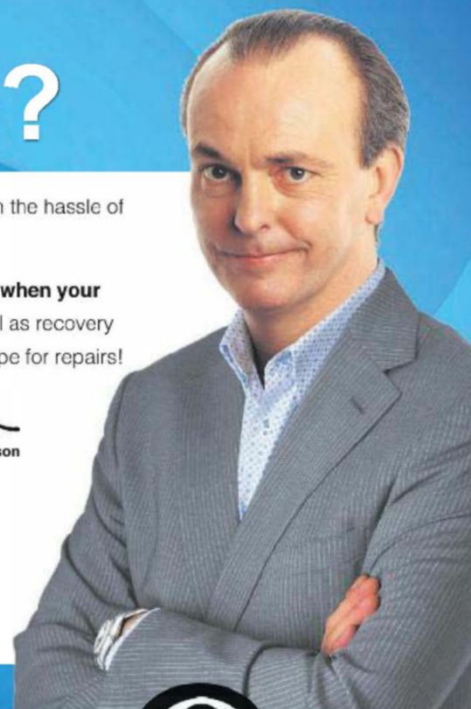


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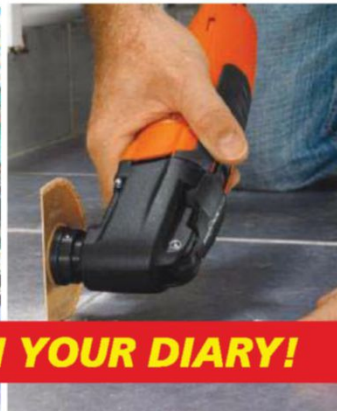
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*KW  
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coilovers*



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**DMS CLS53 AMG (EVO AUGUST '14)** "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER"

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

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

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

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

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



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

### AUDI

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

### BMW

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

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

### MERCEDES-BENZ

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

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

### ALL 2015 RANGE ROVERS AVAILABLE

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

### PORSCHE

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

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

### EXOTIC / MISC

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

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Audi Nanuk: threatened to pick up where the Mega Track left off



# Rare breed

THE SUPERCARS THAT ALMOST MADE IT

**T**hat's the problem with supercars, isn't it? They're a bit bloody one-dimensional. I mean, who hasn't crawled over speed bumps in a £200,000 wedge of carbon-fibre excess wincing as the asphalt delaminates its chin and thought, "There has to be a better way..."? Well, if just buying a sensible SUV like everyone else isn't an option, there is hope. Or more accurately, there was.

Behold the Aixam Mega Track, a mid-engined supercar that thinks it's an SUV – an idea so preposterous and brilliant in equal measure that it's a wonder we haven't seen its like since. In fact, that's not strictly true – in 2013 Audi brought the Nanuk concept to the Frankfurt show (see roundel above...) based on the Italdesign Giugiaro Parcour concept, but even Audi wasn't brave/stupid enough to put the ultimate crossover into production.

You may be rolling the name Aixam around your mind, trying to link it to any other heroic, high-performance oddities, but I'm afraid you're going to draw a blank. That's because Aixam, a French manufacturer born in the Eighties, is known exclusively for building a range of embarrassing quadricycles. Until 1995, that is, when, presumably after a long thirst-quenching

lunch, it decided to branch into the world of high-end supercars. I know, the mind boggles.

Against all odds, the idea was rather forward-thinking, pre-empting the SUV gold rush. Massive tyres, four-wheel drive and adjustable suspension – raising the ride height from 203mm to 330mm at full stretch – gave it the ability to shrug off the type of terrain that had always eluded supercars until now, while a 394bhp 6.0-litre Mercedes V12 provided adequate performance: 0–62mph in 5.8 seconds and 155mph flat-out. Not bad for something weighing the same as a Range Rover.

Alas, the world wasn't ready for Aixam's £200,000 monster, and only five units were ever built. So are you listening, Land Rover? The market for your first supercar is wide open.

**"It's so preposterous and brilliant, it's a wonder we haven't seen its like since"**

## Aixam Mega Track

### Specification

#### WHAT YOU NEED TO KNOW

Years active  
**1995**

Number produced  
**Five**

Cost new  
**£200,000**

USP  
**The world's first farmer-friendly supercar**

Power claims  
**394bhp  
420lb ft**

Performance claims  
**0–62mph in 5.8secs,  
155mph max**

Reason for failure  
**Ahead of its time...**

Chance of resuscitation  
**Not mega**

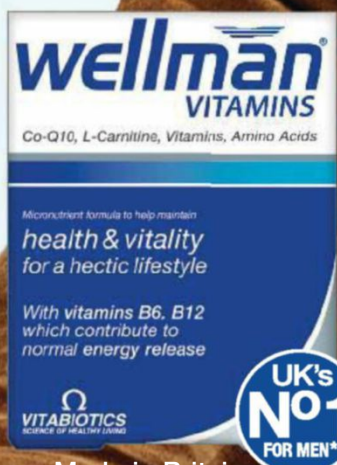


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Official fuel consumption for the SEAT Leon Range in mpg (litres per 100km); urban 31 (9.1) – 65.7 (4.3); extra-urban 46.3 (6.1) – 74.3 (3.8); combined 39.2 (7.2) – 68.9 (4.1). CO2 emissions 164 – 102 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

SEAT Leon 1.0 TSI Ecomotive 115 SE Technology winner of What Car? Best Family Car £18-20k. Car shown is a SEAT Leon 1.4 EcoTSI 150 FR Technology from £21,190 with optional metallic paint worth £575, Winter Pack worth £365 and optional 18" 'Performance' machined alloy wheels worth £785.