

# AUTO EXPRESS



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**PLUS**

# NEW FRONTIERA

Vauxhall brings back badge for cut-price Qashqai rival

**OFFICIAL**



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In-car star revealed

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Big-value jumbo Kia driven

**New Lexus LBX**  
Hybrid baby SUV lands in UK

**Astra vs Born**

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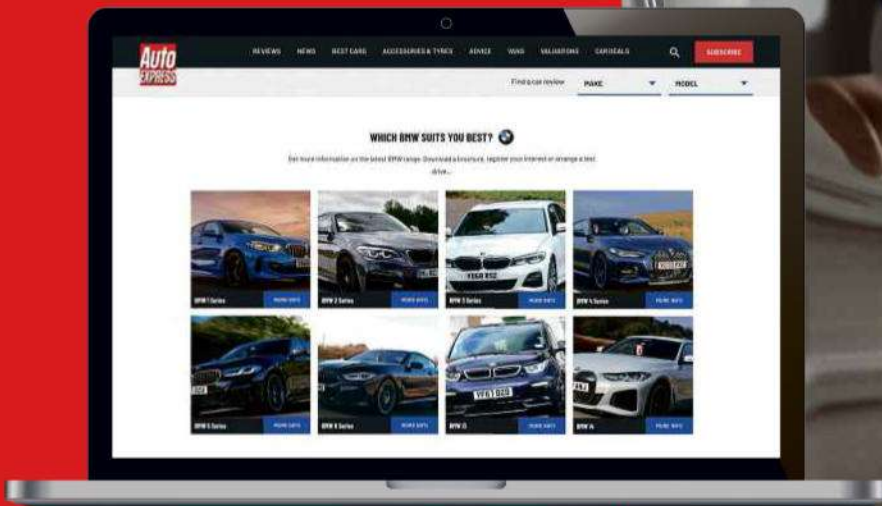
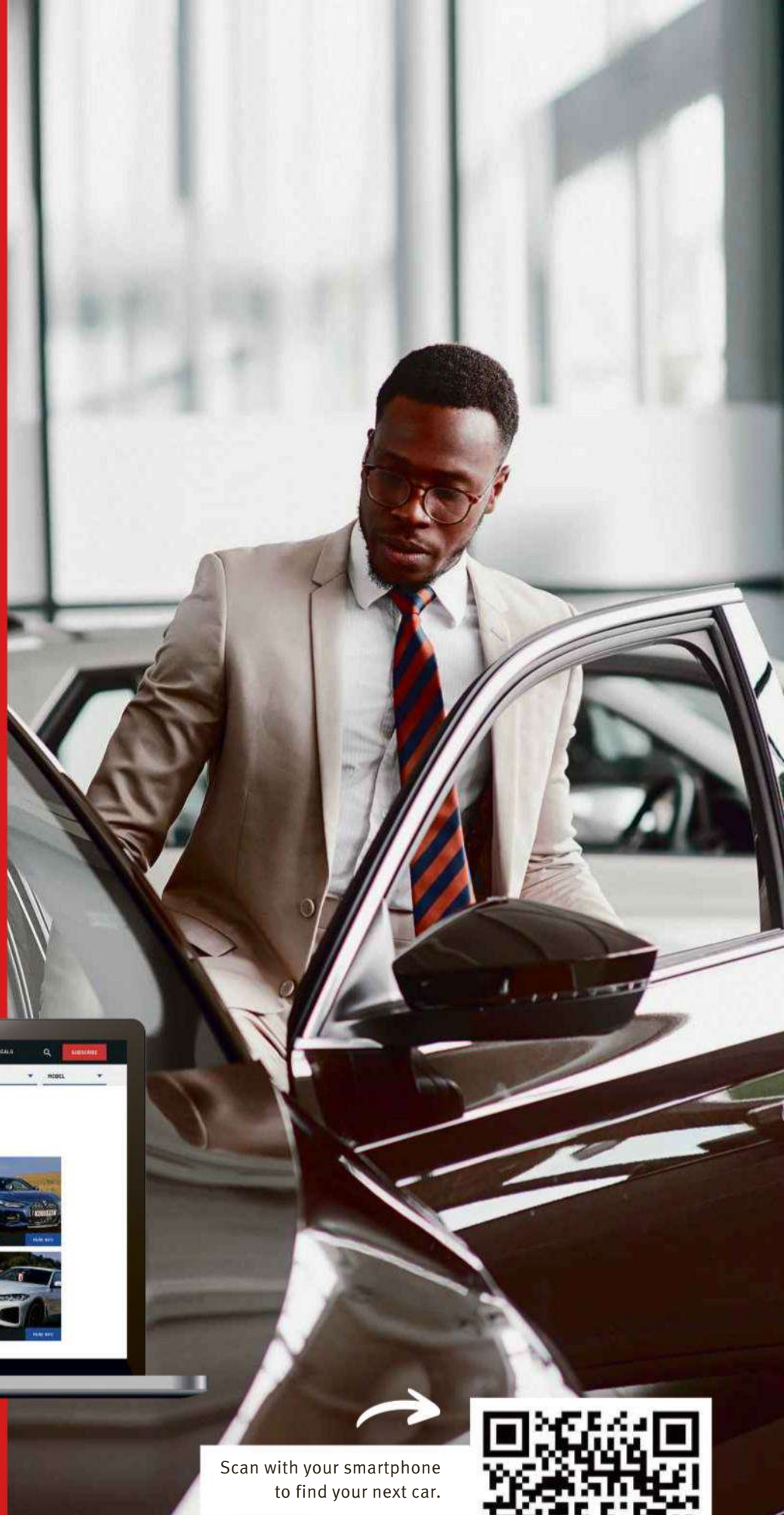
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**AUTO EXPRESS ROAD TESTS**

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# Building on Auto Express's success, from the new editor

**AE** FORGIVE the indulgence, but please hear me out long enough to know how excited I am to be introducing myself as the new editor of the giant that is Auto Express.



My predecessor Steve Fowler's legacy is an automotive magazine and website in brilliant shape, producing world-class content that breaks the latest news, delivers verdicts on every important new model and fights on behalf of you – the UK motorists who love, enjoy and rely on their cars. And that's without even mentioning the industry-leading product tests and a wealth of knowledge in our numerous guides, best-car rankings and advice online.

I'm thrilled to lead Auto Express (and Carbuyer, DrivingElectric and Driver Power) into this new era. While our goal of bringing you the best, fastest, most accurate, most informative and most entertaining content won't change, there are always ways to build on what we have, and make it even better.

Which is a job made easier by the incredible team of dedicated and talented people who deliver these words and pictures to you every day online, and every week in this award-winning magazine.

We're passionate about the cars you're considering for your life; about giving you the information to make decisions on the vehicles to carry you on future adventures – and get you to and from the supermarket, because the best cars are great at the boring stuff, too.

I'm eager to hear your feedback, knowing there are always ways we can improve. It's never a problem to hear the things you love about what we do, either. I've spent nearly 25 years writing about cars and car decision-making, asking probing questions of industry leaders and relishing the innovation, pace of development, and importance of the UK car market. All of those things are only accelerating, more now than ever, as the new-car landscape changes.

But what won't change is the appreciation we have for those people who read the magazine, and who enjoy what we do almost as much as we do.

As well as bringing you the automotive news, reviews, product tests and all the other things you love to read about, we'll keep banging the drum for drivers, and pushing to make things better. Because that's what Auto Express does.

**PAUL BARKER**  
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# Frontera returns as cut-price Qashqai rival

- **Nineties badge to make comeback on value-driven SUV**
- **Smart newcomer will get petrol and EV power, but no 4WD**



**Jordan Katsianis**

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**AE** VAUXHALL has delved into its archives and dug out the classic Frontera badge for its latest SUV, which later this year will be joining the range as a value-driven Nissan Qashqai rival sitting beneath the existing Mokka and new Grandland. The newcomer will be sold in both petrol and electric forms right from launch, replacing the ageing Crossland with a slightly larger body and more rugged style in the process.

The Frontera's underpinnings use the Stellantis Smart Car platform, which will also be used under the forthcoming Citroen ë-C3. In fact, look closely, and you'll notice a selection of shared design cues, with the Vauxhall featuring a similarly upright stance – albeit with a longer body, similar to what we might see on the next C3 Aircross SUV.

The Smart Car platform has been designed to cut costs, thanks to its ties to Stellantis Group models made for developing markets. Yet, as with Citroen, Vauxhall is hoping to capitalise on these more humble underpinnings in order to keep the purchase price low for consumers in Europe and the UK.

It does this through various means, including more efficient production methods, but the set-up remains versatile enough to allow Vauxhall to integrate the

option of a three-cylinder internal-combustion engine (with or without a 48-volt mild-hybrid system), or even a pure-electric powertrain. This will not only result in a headline-grabbing entry-price for the petrol car, but will also make the new Frontera Electric one of the most affordable EVs on the market.

Technical specs are yet to be confirmed, but working from what we know about the ë-C3, we are expecting the Vauxhall to use a 44kWh battery running a single front-mounted motor. Peak DC charging speeds for the Citroen are rated at 100kW, a figure we expect the Frontera to match. No official range has yet been quoted, but 200-250 miles seems a sensible estimate.

The petrol model is likely to make use of the brand's well proven 1.2-litre three-cylinder engine, teamed with either a six-speed manual or an auto transmission. Despite the Frontera's SUV looks, there is no all-wheel-drive option in the pipeline. It's also unlikely that Vauxhall will offer any larger engines, instead focusing on keeping costs as low as possible.

What we can tell you right now is that the new Frontera will be more practical than the outgoing Crossland, with an impressive 460 litres of boot space, and up to 1,600

## FAMILIARITY

Frontera has been designed to slot into Vauxhall's existing model range. It features the brand's distinctive Vizor face, which is echoed inside with a dual-screen layout



## SOFT-ROAD READY

Unlike with the Frontera's predecessor, no 4x4 version is planned – but that hasn't stopped the design team adding SUV flair thanks to scuff plates and body cladding



**INTERIOR**

Cabin looks and feels familiar, but with a lot of extra storage to make the Frontera suitable for the rough and tumble of everyday family life. There's no seven-seater planned

**PRACTICALITY**

Boxy shape will make the Frontera a much more practical vehicle than the Mokka, with Vauxhall already confirming up to 1,600 litres of boot space

**"Vauxhall will capitalise on humble underpinnings in order to keep prices low for Europe and UK"**



**WHEELBASE**

Stretching the distance between the front and rear wheels will not only help practicality, but should also make the Frontera more comfortable. Petrol and electric power will be offered

**SPECIFICATIONS**

No prices or specs have been revealed as yet, but Vauxhall's line-up of Griffin, Design, GS and Ultimate trims is expected to be carried over, with base cars costing less than £25,000



**DASHBOARD** Twin-touchscreen layout inherits its Vizor design from other models in the Vauxhall range, but physical controls for the heating and ventilation are pleasing to see

with the rear row folded down. There's no word yet of a seven-seat version, although Citroen will offer this in the next C3 Aircross.

The Frontera's cabin design falls in line with those of Vauxhall's other models, with a dual-screen layout inspired by the car's Vizor front end. The 10-inch units sit atop a clean dash design, which retains physical controls for the heating and ventilation system. Ahead of the gearshifter there is plenty of storage for small items, including a place for wireless phone charging.

Despite the close connection with other Stellantis models, the new Frontera has distinct exterior styling that boasts details derived from Vauxhall's other cars. These include that Vizor arrangement, and split tail-lights to give the rear end critical distinction from those of its French counterparts.

Of course, the leading aspect of this new Frontera is value – and on that front we are waiting for Vauxhall to confirm exactly where the new model's starting price will sit. The current Mokka costs just shy of £24,000; we expect the petrol Fronteras to undercut this, with the all-electric model likely to come in at less than £30,000.

**“New Frontera has distinct exterior styling that boasts details derived from Vauxhall's other cars”**



**DESIGN**

Frontera's nose isn't dissimilar to those of other Vauxhalls, but the rear is new. The split tail-light design gives the car a defined signature at night







**“Newcomer will be sold in both petrol and fully electric forms right from launch”**

## RIVALS: WHAT FRONTERA HAS TO BEAT



### PETROL FORD PUMA

One of the UK's biggest-selling models is a touch smaller than the Frontera, but it leads on brilliant driving experience. Updated car will eventually spawn an EV option, as well



### PETROL DACIA DUSTER

New Duster packs more style and sophistication than ever. This is the car to beat in the competitive affordable-SUV market. It goes on sale soon with petrol and hybrid engines



### PETROL CITROEN C3 AIRCROSS

Forthcoming C3 Aircross will transform from bubbly SUV to larger, more value-driven model. It'll share its platform with the new Frontera, and be offered with seven seats



### ELECTRIC MG ZS EV

Extremely popular Chinese-built ZS appeals thanks to an affordable price. Its range is on par with the Vauxhall's, but the MG's dynamics and build quality aren't brilliant



### ELECTRIC KIA SOUL EV

Funky SUV has evolved over the years to become Kia's entry-level EV. Base cars cost under £32k, but meagre 171-mile range means it won't match the Vauxhall for value



### ELECTRIC HYUNDAI KONA

Our reigning Car of the Year, but you'll pay for the privilege. Kona Electric has its work cut out here, yet strong points include high-quality engineering and strong efficiency

ANAVARTI

**“The styling takes its cues from the all-electric Scenic E-Tech and features Renault’s redesigned logo”**



# New look as Captur ups te



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**AE** RENAULT'S updated Captur is now here with a dramatic new look and Google-powered on-board technology. The refreshed small SUV follows hot on the heels of the updated Ford Puma and lightly revamped Nissan Juke.

The big styling change is the Captur's less rounded front end, which features a complex grille design that we mocked up in a set of exclusive images earlier in the year (Issue 1,812). The styling takes its cues from the all-electric Scenic E-Tech; the brand's redesigned logo is included, along with new vertical lighting strakes on either side of the revised front bumper.

The rear has received a more subtle rethink, including a simpler bumper and diffuser, while the tail-light housings are now transparent. Two-tone paint schemes will be offered on the facelifted Captur, and

- Will go on sale later this year
- No changes to engine line-up

are standard with range-topping Esprit Alpine trim, which is also a new addition.

Moving inside, every Captur bar the base model has a 10.4-inch central touchscreen and OpenR Link infotainment system. Google Maps and Google Assistant come built in, with more than 50 apps available. Wireless Apple CarPlay and Android Auto are also standard with the new set-up.

Other tech upgrades include a 10.25-inch digital driver's display, a wireless charging pad and two USB-C charging ports for those up front, plus another two USB-C ports in the rear on some trims.

No leather is used in the revised Captur. Instead, it has recycled fabrics selected, in part, for their low carbon footprint. Indeed, Esprit Alpine models feature upholstery made from more than 26 per cent recycled and recyclable fabrics. Other touches in

range-topping cars include aluminium pedals, blue contrast stitching and some French tricolour flags around the cabin.

The Renault has retained its sliding rear bench so owners can prioritise rear legroom or luggage capacity as required. With the rear seats all the way forward, the Captur has 536 litres of boot space; this falls to 422 litres when the seat is back.

The facelifted model is available with up to 18 driver aids, from adaptive cruise control to a driver-drowsiness warning, and also features a 'My Safety' button that lets the driver activate personalised settings for the ADAS suite, giving the option of quickly switching off certain systems.

Renault has also tweaked the car's suspension and power steering in an effort to improve body control.

Engine options are as before: the entry-level Captur TCE 90 uses a turbocharged three-cylinder petrol engine producing 90bhp and 160Nm of torque – enough for

0-62mph in 14 seconds. It's paired with a six-speed manual gearbox.

The Captur E-Tech features a full-hybrid powertrain comprising a 1.6-litre four-cylinder petrol engine and two electric motors – one drives the front wheels, the other is a starter-generator to fire up the engine. This produces 145bhp in total, allowing for 0-62mph in 10 seconds. It will officially return up to 60.4mpg, according to Renault.

The e-motors are powered by a small 1.2kWh battery, which means the Captur E-Tech can cover short distances on electric power. A new E-Save function has been added to the hybrid model, though, which maintains battery charge of at least 40 per cent, for use later in your journey, or to maximise performance when needed.

The facelifted Renault Captur will go on sale in the second half of 2024, with buyers to be given a choice of Evolution, Techno or new Esprit Alpine trims.

**E-TECH**

Clever hybrid engines are claimed to be both frugal and refined



**"No leather is used in the new Captur. Instead, it has recycled fabrics picked, in part, for their low carbon footprint"**

# ech

**ALPINE-ISH**

Esprit Alpine trim tops the range with a sporty look inspired by A110 sports car, and Alpine's Le Mans and F1 racers



# High-performance tweak

- New hardware for hot hatch
- Merc A 35 rival gets 328bhp



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**AE** HOT on the heels of the revised Audi A3 (Issue 1,822) is a new S3, which is said to pack some impressive high-performance hardware.

Audi's hot-hatch rival for the Mercedes-AMG A 35 has a 2.0-litre turbocharged four-cylinder engine that now produces 328bhp. This is backed up by 20Nm more torque (now 420Nm), which helps the new S3 rocket from 0-62mph in 4.7 seconds – one-tenth of a second faster than before. In addition to the on-paper improvements, however, Audi is also keen to talk about the engine's more aggressive demeanour.

This starts with the mapping, which can keep the turbocharger spinning to help in-gear response. There's also a Dynamic Plus mode, which runs the engine at a higher idle, plus a pre-load system for the turbo that'll keep the throttle valve open longer. Audi has said it will offer an Akrapovič exhaust, but UK availability of this system is yet to be confirmed.

The seven-speed dual-clutch gearbox also gets a more aggressive map, with a rejigged launch mode and 50 per cent faster shifts. Audi has integrated a torque-vectoring rear differential as well.

Underneath, the chassis has undergone some fairly substantial changes, starting with the front axle. New suspension geometry has been introduced, with an increase in negative camber, plus stiffer wishbone bearings. Audi says this boosts front-end grip and steering precision, helped further by a new set of 19-inch Pirelli tyres that will be optional on UK



Revised, more aggressively tuned Audi S3 comes as Saloon (above) and hot hatch

models. We're told that 18-inch wheels and tyres will be standard for British buyers.

The brakes are now slightly bigger, and gripped by larger twin-piston calipers. Passive dampers are standard fit, but an adaptive set-up will also be offered.

On top of these mechanical changes, the new S3 has picked up the same styling and tech updates as the rest of the A3 range. These include new front and rear bumpers and lighting. The matrix LEDs feature the same customisable signatures, and come alongside a range of packages including the typical S-badged Audi brushed aluminium, plus Black packs that swap out bright elements for darker alternatives.

Inside, Audi has focused on improving material quality, adding new soft-touch elements on the doors and dash, which reduce the hard plastics on show. The infotainment system is largely untouched, but now features the latest software.

UK prices and specs for both the Audi S3 Sportback and Saloon models have yet to be confirmed, but we expect a small increase, meaning the line-up should start from around £45,000. Fans of the five-cylinder RS 3 needn't stress; the 394bhp flagship will join the range in due course.



"Underneath, the chassis has undergone some fairly substantial changes"



NEW electrified options have been added to the DS 3 and DS 4 range, as well as to the Peugeot 308 and 408 models, with self-charging hybrid powertrains now included in the respective line-ups. The latest cars will hit the road in the summer.

The powertrain is the same in all four models: a Miller-cycle system made up of a three-cylinder 134bhp 1.2-litre petrol unit, combined with a 28bhp electric motor and teamed with a six-speed dual-clutch transmission. It allows for electric-only running at low speeds, with power provided by a 0.9kWh battery located under the floor. A new turbo maximises engine responsiveness at low revs.

DS claims that, compared with the DS 3 PureTech 130, the hybrid should boost efficiency by nearly 20 per cent. The larger DS 4 sees fuel economy improve by up to 16 per cent, with 15 per cent less CO<sub>2</sub>.

Similar numbers are applicable to the two Peugeots; the French firm says the



**FRUGAL**  
DS 4 (left) and Peugeot 308 (right) hybrids are faster and more frugal than pure-petrol cars



## Latest hybrids boost DS efficiency

cars can run on electric power for more than 50 per cent of the time driving in town. It hasn't detailed performance gains, but DS claims both of its own models are quicker than their non-hybrid equivalents.

Yet-to-be-revealed specs for the DS 3 and DS 4 are likely to include the brand's

**"Compared with the DS 3 PT130, the hybrid should boost efficiency by nearly 20 per cent"**

new Pallas and Étoile trims. Prices haven't been confirmed, but the 3 should start from around £30,000, or £4k more for the DS 4.

The hybrid 308 can be ordered now, from £30,240 in Active trim – less than £1,000 over the price of the base petrol with an auto box. The 408 costs from £32,585.

# s for Audi's hot S3

news  
in brief

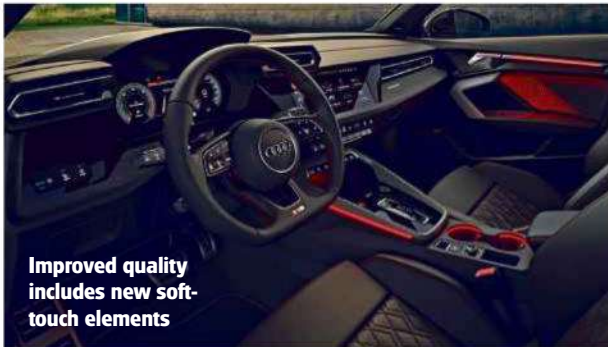


## Sharper than ever: views from behind the wheel

EARLIER this year, long before even the standard A3 was revealed, Audi gave us a chance to sample the updated, sharper S3 on the dusty roads of Oman in the Middle East.

From the off, the S3 immediately felt like a much more capable car. Balance has long been the hot hatchback's trump card, but this revised version provided greater engagement and a bit more bite, without losing the composure and everyday usability existing owners love.

We noticed more response in virtually all of the dynamic elements, from steering that felt more positive and a touch heavier, to the engine, which was sharper and more defined in character. The tighter body control represented a significant improvement over the outgoing car's, and the ride quality – while still flexible enough to remain comfortable in its softer settings – really did lock the body down, helping give the whole package a more athletic feel.



## Morgan updates look to marque's heritage

BRITISH sports car maker Morgan has updated its Plus Four with a range of design, dynamic and technological enhancements, said to be "informed by over 70 years of evolution".

There's a subtly tweaked design (above), with new lights, mirrors and trim, plus a Dynamic Handling Package with new springs and adjustable dampers. The Plus Four still uses a BMW 2.0-litre engine. It costs from £62,500.

## Temerario next to join Lamborghini line-up?

LAMBORGHINI has applied to register the Temerario name with the European Union Intellectual Property Office – including a badge in its familiar font with bullhorns on either side.

We expect the name be used for the forthcoming successor to the Huracán, slotting into the range as the maker's new entry-level plug-in hybrid supercar. 'Temerario' means 'fearless' or 'bold' in Italian, but can also translate as 'daredevil' or 'reckless'.

## Model Y adds red and silver to colour palette

TESLA has introduced two new paint finishes on its big-selling Model Y range: Midnight Cherry Red (below) and Quicksilver. The maker says the former is an "intense metallic colour with dramatic depth", while the latter is a "dynamic, liquid-metal-effect colour that accentuates the shape" of the EV.

Neither finish comes cheap, however. Each is a £2,600 extra – double what you'll pay for Solid Black or Deep Blue. Pearl White remains the only free shade.



# Year-on-year rise for new-car sales

THE latest data from the Society of Motor Manufacturers and Traders (SMMT) shows new-car registrations were up 10 per cent in March, compared with this time last year.

A total of 317,786 models were registered with a '24' plate; more than 545,000 new cars have found homes so far in 2024. Top seller in March was Nissan's Qashqai (right), with 8,931 cars registered. The Ford Puma and Kia Sportage completed the top three.

The majority of the growth is attributed to a buoyant fleet market; private sales fell seven per cent year on year. Market share for petrol (56 per cent) and hybrid (14 per cent) has grown, but diesel cars and EVs are struggling – despite the Government's ZEV mandate dictating that 22 per cent of sales must be zero-emission in 2024.

**PAGE 82: Rutherford on car sales this year**



# Government to investigate glare as drivers report dazzling lights



**Chris Rosamond**  
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● **Almost 90 per cent of UK drivers think car headlights are too bright and now the Government says it's looking into the matter**

**AE** THE UK Government has announced that it will launch an investigation into glare from car headlights. The news follows a survey published earlier this year that revealed 89 per cent of drivers feel car headlights are too bright.

In case you need a bit of context, the RAC released a study in January, which surveyed 2,000 drivers. This found that not only do the “overwhelming majority” of drivers feel that the problem of headlight glare is a prevalent one, but roughly 85 per cent also think the issue is getting worse.

In response to the investigation, as well as a petition which, at the time of writing, has over 10,000 signatures, the Government released a statement saying: “Recognising the need for further evidence [regarding headlight glare], we intend to commission independent research.”

What’s causing this loss of night-time visibility? One of the main causes could be lights that haven’t been aligned properly. An FOI request submitted to the DVLA found as many as five per cent of UK cars (around 1.6 million) failed an MoT between 2019-2023 due to misaligned headlights.

Many beams nowadays are also powered by LEDs, which are typically far brighter than standard halogen or xenon lights, despite consuming much less energy. They usually last much longer too, although they can be expensive to replace.

Another reason could be the growing trend towards SUVs; 62 per cent of drivers surveyed said 4x4s and other raised vehicles are partly to blame for headlight glare, given that their elevated ride height means their beams are typically mounted higher than those of ‘normal’ cars.

Since 2013 an average of 280 collisions per year have been reported in which

**“An RAC study revealed that a majority of drivers feel the problem of headlight glare is a prevalent one”**



**Growing sales of SUVs, and poorly aligned lights could be behind increasing reports of headlight glare**

dazzling headlights were a contributory factor, resulting in six or more deaths annually. This led to calls for change, with 81 per cent of survey respondents saying more needs to be done.

The RAC applauded the response: “The fact the Government has listened to concerns and heeded our calls to examine the issue of glare marks a turning point.

“An independent study provides a golden opportunity for the Government and industry to get to the bottom of the problem, identify the factors involved and map a way forward,” a spokesperson said.

“We’re aware of regulatory changes at an international level that will hopefully make a difference in years to come, but these alone may not be enough to address headlight dazzle,” they said.

## OPINION

**Tom Jervis**  
Consumer reporter

IT’S happened to all of us; you’re on a country road, you turn a corner, and suddenly you’ve been blinded as if the surface of the sun has made its way down to Earth. You soon realise you’ve not witnessed a monumental geocosmic event; instead, you’ve simply passed a car with its LED lights on full beam.

Seeing is important – trust me, as someone with worsening astigmatism and who needs to constantly wear glasses, I know – but has our quest for vision gone too far? The Rolls-Royce Ghost, for example, has laser headlights that can shine as far as 600m up the road; unless you’re travelling at light-

speed (see what I did there?), this level of illumination seems unnecessary.

Then there’s the problem of adaptive headlights. While these systems are supposed to be safer and can make driving at night easier, they don’t always work that well. Sometimes they can fail to switch off the high beams when an oncoming vehicle turns a corner.

So what’s the solution? Headlight hoods reminiscent of the World-War blackout? Perhaps not, but the need to light the road instead of the approaching driver’s minute facial features should be fundamental. In this era of LED and laser beams, stricter rules are needed.

## Range Rover at peak personalisation

LAND Rover has announced a super-exclusive take on its flagship Range Rover. Just 10 examples of the SV Burford Edition will be built, with prices expected to start from more than £200,000.

The maker says the Burford Edition “represents the pinnacle of Range Rover personalisation” and is “the ultimate statement of luxury”. It’s based

on the SV P615 V8 Long Wheelbase car and uses the same 606bhp 4.4-litre twin-turbo V8.

There’s bespoke Aether Grey satin paint and metal script badging on the outside, while the cabin is covered by a two-tone colourway made from Light Cloud and Cinder Grey woven textiles, with matching scatter cushions.





## Revisions to Vitara centre on new look and improved tech

THE Suzuki Vitara has just been updated inside and out, in an attempt to give the ageing crossover added appeal in the ever-competitive family-SUV segment.

Suzuki says the car will launch this summer, although confirmation that the refreshed model will reach the UK is yet to come. If the Vitara does arrive here, we'll see upgraded cabin tech to go with the new exterior styling, although the choice of hybrid engines is unchanged.

Visual updates include a new grille and headlight signature, plus a black section on the bumper that resembles

**"Upgraded cabin tech goes with the new exterior styling, but the choice of engines is unchanged"**

an old-school bull bar. The lower grille and bumper have been reprofiled, and there's a new selection of single and two-tone paint finishes available.

Inside, there is a new nine-inch screen with wireless Apple CarPlay and Android Auto. Suzuki's smartphone app has been added as well, giving remote access for things like location, trip history, warning lights and maintenance updates.

Five new safety features have been added as part of the facelift. There's now a dual-sensor automated brake-assist system, and a camera that monitors the driver's attentiveness. Adaptive cruise control has been included with lane-keep assist, plus there's traffic-sign recognition software, too.

The outgoing Vitara costs from £22,449 in mild-hybrid guise, and we expect a small price increase if or when the updated SUV arrives later this year.



**UPDATED**  
New nine-inch screen is highlight of the interior changes. Wireless Apple and Android smartphone connectivity is also included

## Orders open for new Volvo EX40

WHILE the Volvo XC40 is still available with mild-hybrid petrol power, the all-electric version has been rebadged as EX40. It's available to order now, with prices starting from £45,955.

Buyers get a choice of powertrains, but the main news is the inclusion of a bigger-battery option in conjunction with the single-motor layout. The Single Motor Extended Range, as it's known, has an 82kWh battery that boosts the EX40's range to 343 miles. Opting for this version adds £1,750 to the price.

Core, Plus and Ultra trims are offered, but all EX40s feature LED headlights, a nine-inch touchscreen, 12-inch driver's display, built-in Google apps, a powered

tailgate, reversing camera and lots of safety kit. Meanwhile, top-spec models add a panoramic roof, 360-degree cameras and a Harman Kardon stereo.

The changes also apply to the coupé-styled EC40, although that model isn't offered in base Core spec. Prices for the Single Motor Plus start from £52,555. Twin Motor models are also available.



**Inbox** Your views

We want to hear your views. Send your questions or opinions to the E-mail address below

Contact **Chris Rosamond**  
mail@autoexpress.co.uk X @AutoExpress

## YOUR VIEWS This week's letters

### Grins guaranteed at reasonable speeds?

**FROM: Ged Shields** YOUR review of the Hyundai Ioniq 5 N (Issue 1,824) describes the car, which can do 0-62mph in only 3.4 seconds, as "performance and fun in a family package". However, it fails to point out whether such fun can still be had if driving within legal speed limits.



Can you enjoy N legally, asks reader

### Pricey repairs for 69-plate Peugeot

**FROM: Douglas Lee** I'VE just received a £6,500-plus repair bill after my 69-plate Peugeot 3008's rocker cover blew and contaminated the whole EGR system. I can't believe a car of this age needs this kind of money spent on it – which, after a valuation, is more than half its selling price.

### Road testers or sumo wrestlers?

**FROM: Peter Lewis** YOUR Road Test featuring the Cupra Leon and MG4 (Issue 1,824) describes a 300kg weight difference as equivalent to carrying two extra passengers. Might it perhaps be more suitable to say 'four' extra people? Unless they're sumo wrestlers, it's a big difference!

### Nan's knitwear has a new lease of life

**FROM: Stan Wildhirt** WHAT on earth have they done to the dashboard on the new MINI Cooper Electric hatchback? Moving past the circular screen, it honestly looks like a home-built job, in which someone found another use for their old, worn-out woolly jumper!

### EV ownership is a bit of a pipe dream

**FROM: Alan Jones** I HAVE just read your article on car insurance (Issue 1,823). How can anyone even consider owning an electric vehicle? I'm just glad I still have my 2015 Audi S6, and I cannot ever see myself buying an electric car, given the utterly unbelievable cost of repairs.

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

## Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m)

### Legal

AA: 0345 850 1130 (m)  
RAC: 0330 159 1446 (m)  
Citizens Advice Consumer helpline:  
03454 040506  
Local Trading Standards  
Local Citizens Advice Bureau

### Used car inspections

AA: 0800 056 8040  
RAC: 0330 159 0720

### Technical advice

AA: 0370 142 0002 (m)

### Driving licences

DVLA: 0300 790 6801

### Car registration/history

HPI: 0113 222 2010  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0808 164 1923

### Traffic information

AA: 0906 888 4322  
RAC: 09003 444999 (p)

### Problems with dealers

The Motor Ombudsman:  
0345 241 3008

Consumer Ombudsman:  
[www.consumer-ombudsman.org](http://www.consumer-ombudsman.org)

RMIF: 0845 305 4230

Scottish Motor Trade Assoc.  
0131 331 5510

### Problems with makers

The Motor Ombudsman:  
0345 241 3008

### Financial problems

Financial Ombudsman:  
0800 023 4567

### Safety concerns/recalls

[www.check-mot.service.gov.uk](http://www.check-mot.service.gov.uk)



## Essentials

### Porsche Taycan Turbo GT Weissach

Price:	£186,300
Powertrain:	97kWh battery, 2x e-motors
Power/torque:	1,020bhp/1,340Nm
Transmission:	Two-speed automatic, four-wheel drive
0-62mph:	2.2 seconds
Top speed:	190mph
Range:	345 miles
Charging:	320kW, 10-80% in 18 mins

**ON SALE Now**

# Hot Taycan laps up track



**Yousuf Ashraf**

Yousuf\_Ashraf@autovia.co.uk  
@ashrafoncars

- **1,020bhp Porsche Turbo GT**
- **0-62mph in 2.2 seconds**

**AE** NO matter how you brace yourself in the new Porsche Taycan Turbo GT's carbon-fibre bucket seat, the ferocity when you release all 1,020bhp from a standstill takes your breath away. With a chirp from the tyres, the saloon slingshots forward and piles on speed at a rate that's hard to process.

Activate launch control, and you'll rocket from 0-62mph in 2.3 seconds. An optional Weissach Package ditches the rear seats, saves 70kg and trims a tenth of a second from that sprint. We'd question if this compromise is worthwhile; the lightest Turbo GT still weighs a colossal 2,220kg.

But how does all that feel? In a word: brutal. The Turbo GT pulls so much

performance out of the track that, initially, it feels like your bravery – rather than the car's ability – is the limiting factor. But settle in, and you can virtually drive it as you would a traditional super-saloon.

Slow the car down – not always easy, given the momentum it builds before corners – turn in, and the nose hooks into the apex with great accuracy. As the forces build, the Turbo GT doesn't heave and roll as your brain tells you it should, either. That's Porsche's clever Active Ride system at work.

This lack of movement, and the precision of the controls, give you confidence to commit and use the full performance. And



**Using Turbo GT's full power and acceleration is brutal, but handling inspires confidence**

when you do, the GT finds great traction, yet is easily adjustable on the throttle. It demands respect – the flagship Turbo will bite back if your inputs are too aggressive – but even then the balance is tractable.

Our time in the Turbo GT was confined to a track session, and in this environment it

showcases the full might of Porsche's latest powertrain and chassis technology. The results are incredible, but at an eye-watering £186,300 the GT also needs to be meaningfully more rewarding than a standard Taycan on the road. We'll find out very soon if that's the case.

# Facelifted Hyundai Tucson is ready to roll

THE Hyundai Tucson – our reigning Mid-Size SUV of the Year – has been given a facelift for 2024, and the updated version is now available to order. Prices start at £32,000, an increase of less than £500.

Kicking off the range is a 1.6-litre petrol, with either a six-speed manual gearbox or an optional seven-ratio dual-clutch auto – the latter with mild-hybrid assistance and the option of four-wheel drive. Above that sits the more efficient Tucson Hybrid, and the range-topping Plug-In Hybrid.

All of the powertrains are available in the model's five trim levels: Advance, Premium, N Line, N Line S and Ultimate. Entry-level models get 17-inch alloy wheels, LED headlights, wireless Apple CarPlay and Android Auto, keyless entry, a leather steering wheel, ambient lighting,

front and rear parking sensors, and a reversing camera. Premium adds 18-inch rims, an eight-speaker Krell stereo, heated front and rear seats, a wireless charging pad, adaptive cruise control and a smart electric tailgate, all for an extra £2,500.

N Line trim (right) costs the same as Premium, but offers a much sportier look courtesy of more aggressive front and rear bumpers, body-colour wheelarches and larger, 19-inch wheels. Inside, you get red stitching on the leather and suede seats.

Top-of-the-range N Line S and Ultimate models (which cost £2,500 over Premium and N Line) feature luxuries such as matrix LED headlights, electrically adjustable, heated and ventilated front seats, an opening panoramic sunroof, surround-view monitor and blind-spot monitor.



Latest Tucson comes in five trim levels, in petrol and hybrid forms

**"Kicking off the range is a 1.6-litre petrol, with either a six-speed manual 'box or seven-ratio dual-clutch auto"**





Automedica

**Seven-seat K1 EV will extend Porsche range**

DEVELOPMENT of Porsche's huge new all-electric family SUV (above) is well under way, creating a model that will sit above the Cayenne and include three rows of seats.

Codenamed the K1, the new family-oriented car has been spied testing, prior to its eventual reveal in 2027. It'll get a long wheelbase and extended rear doors, with room inside for seven. The extra space will be facilitated by the use of Porsche's SSP Sport platform, which itself is a heavy update of the PPE chassis only recently introduced with the latest Macan EV.

**Standings shaken up as Formula E heads to Italy**

● Different winner in each of first five races ● All bids are off as series heads to Misano



**Alastair Crooks**

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**AE** LAST time out, the Tokyo Grand Prix dramatically shook up the order of the Formula E championship, with Pascal Wehrlein retaking the top spot in the table and Nick Cassidy falling into second place. The two championship contenders finished outside the podium places, however, allowing others to make up ground.

The big winner was Maserati's Maximilian Günther, who took his first victory of the year – ensuring each of the opening five races have seen a different winner. The 26-year-old German's best finish was seventh last year, and he's now sitting pretty in fifth.

Günther managed to conserve his energy in second place behind pole-sitter Oliver Rowland for much of the race, and with 10 laps to go he made his move on the British driver, seeing out his fifth win in Formula E.

After not placing inside the top 10 for the opening two rounds, Rowland now sits nine points off the outright lead, having secured three podium finishes in a row. The Yorkshireman said: "I'm happy. Three podiums in a row, and second in a home race with a pole... You have to take the overall picture. There's an element of disappointment after leading the whole race, but no regrets. I did my best."

Rowland, who races for Nissan's Formula E outfit, overtook his compatriot, and defending champion, Jake Dennis in the standings. Only one point separates them now, in third and fourth places respectively.

In McLaren's second Formula E season, its performances have been inconsistent to say the least. Sam Bird, one of its two British drivers, managed an incredible victory in Sao Paulo in March, taking the lead from his former team-mate Mitch Evans on the final lap. Two rounds on, Bird qualified last, with his race pace not faring much better.

The season's unpredictability should continue at the next event. The championship heads to Italy's Misano circuit for the first time – a 14-turn,

**"Season's unpredictability should continue at the next event at Misano"**



**In Tokyo, Maximilian Günther took his first victory of 2024 season. Pascal Wehrlein sits at top of table**

2.1-mile dedicated track, rather than the usual street-circuit environment seen on the Formula E calendar. Given that it's a higher-speed, wider set-up than most others on the calendar, with expansive corners, we could see plenty of wheel-to-wheel action.

There'll be plenty of time for drivers to get used to the new fixture, however,

with Misano being a double-header. The event will also cater for a Rookie Free Practice session, and Envision Racing will be hoping Jack Aitken's feedback on its Gen3 car will help fix recent struggles.

The 28-year-old Brit, who's raced in DTM, Le Mans and Formula 1, said: "I'm looking forward to another outing with Envision, this time at Misano, a more traditional circuit than the ones I've experienced so far. It's fascinating to sample the car, and then watch and learn from everyone over the weekend."

**action**



**Auto EXPRESS Verdict**

DOES the world need a track-ready, £190k electric saloon car with just two seats? Probably not. But as a showcase of what Porsche is capable of in the swiftly advancing electric age, the new Taycan Turbo GT is a deeply impressive machine.

**■ MORE FUEL PRICE WOES**

FOLLOWING a small decline towards the end of last year, petrol and diesel prices are slowly creeping back up. They now average six pence more per litre than at the end of 2023.

The cost to brim the average-sized fuel tank rose by £1 in March alone, with experts blaming pump mark-ups on the increase in wholesale petrol and diesel prices, as well as on sky-high retailer margins. The RAC described the ongoing situation as "another month of misery at the pumps".



**Lively**

Rev-happy 875cc engine teamed with a light body provides real thrills, although rear weight bias can bite during spirited driving



# Hillman Imp

The diminutive classic that majored on fun



**Richard Dredge**  
mail@autoexpress.co.uk

**AE** THE Imp could have been a real winner for the Rootes Group. No, scrub that – it *should* have been a winner. With a free-revving, all-alloy, overhead-cam powerplant, agile independent suspension all round, affordable pricing and a family-friendly design, the Hillman should have sold like hot cakes. But when this rear-engined wonder was launched 61 years ago, the Mini – on sale for four years by then – was already a runaway success in showrooms, on rally stages and on the race track, too.

The Mini had not only become a common sight on our roads, it had also ushered in a new era of space efficiency, usability, economy and manoeuvrability. The Imp was going to have its work cut out trying to compete, and – as things transpired, with it quickly building a reputation for fragility – its fate was sealed within months of it going on sale in 1963.

Using the development codenames Slug, then Apex, the car was built at a new factory in Linwood, Scotland. This was erected using a Government grant, in an area where there was huge unemployment. A new workforce was trained up, but there were frequent strikes due to abysmal working relations. The biggest issue, though, as was so often the case across the automotive industry back then, was that the Imp was launched before it was fully developed. The first models used a troublesome pneumatic throttle, along with an automatic clutch and Teflon kingpin bushes that simply didn't work. Yet those were just the start of the problems, because the water pumps were insufferably fragile, and the rest of the cooling system was marginal thanks to poor air flow.

The Imp's reliability issues soon sullied its reputation, yet there were further reasons for its lack of success. Its rear-engined configuration was viewed with suspicion, while it initially came only with an 875cc capacity. On top of this, mechanics frequently misunderstood the hi-tech alloy motor. Overtightening led to all sorts of problems – yet another nail in the car's coffin. For Hillman, the rot had set in during

development. Creating an all-new car was beyond the Rootes Group's resources, so it sought outside help. By 1967, its Chrysler Corporation shareholder had bought the company outright. The Imp's issues didn't inspire heavy investment, and although it wasn't the last Hillman (that was the Avenger), it did tip the brand – and the Rootes Group – on to the slippery slope to oblivion.

Back in 1965, a heavily revised model had picked up the baton, but the damage was done and buyers were wary. Such a shame: with its engaging dynamics and excellent practicality, the Imp was in fact one of the few cars that could rival the Mini, while there was also

**“With its engaging dynamics and excellent practicality, the Imp was one of the few cars that could rival the Mini”**





# i icon drives

The greatest cars we've tested – revisited

a wide choice of bodystyles. By 1969, the cost cutting had really set in, with a raft of changes that made the Imp even less desirable than it had been before. Quality was reduced on the interior trim, seat design, dashboard and many other bits, but despite this the Hillman limped on, eventually being put out to grass in 1976.

Enough of all the negativity, though, because while the Imp may have performed poorly in the showroom, as a classic it's huge fun to drive. The car pictured is in Richard Usher's Great British Car Journey collection in Derby and, as a 1972 example, it's from an era when the reliability issues had been ironed out, but the build quality had taken a nosedive. As with most of Richard's cars, this Imp is original rather than restored, so it's cosmetically challenged here and there, but remains in rude mechanical health.

Driving a well sorted Imp provides a real buzz. The 875cc short-stroke four-cylinder engine is as rev-happy as they come, because it's designed to run at up to 7,000rpm. With unassisted steering that's light and sharp, you have a perfect recipe for driving fun. Throw in a precise gearchange and wonderfully compliant ride, and things get even better. As if this isn't enough, the Imp's kerbweight of little more than 700kg means the unservoed drum brakes front and

rear don't have to work too hard. Meanwhile, the rear weight bias isn't apparent in normal driving – although it can bite if you press on.

Handling is kart-like thanks to a low centre of gravity, achieved by canting the lightweight engine over by 45 degrees. A mixture of swing axles at the front and semi-trailing arms at the rear ensures a smooth (if bouncy) ride, and 45mpg is easy to achieve even when the car is driven with zest. And doing that is very easy, because the low gearing gives fun acceleration, even if you do get through the four ratios quite quickly. With just 37bhp available, along with 66Nm of torque, the Imp can't quite manage 80mph, and the sprint from zero to 60mph officially takes 21 seconds. It feels quicker than that once you're rolling, though – even if this is clearly no sports car.

As an economy vehicle the Imp's interior is spartan, with wipe-clean vinyl trim. The basic instrumentation – fuel, coolant-temperature and oil-pressure gauges, along with a speedometer – was par for the course at the time. But what's really endearing is how fabulous the all-round visibility is, with those thin pillars meaning there are no blind spots whatsoever. Of course, the Imp wouldn't fare too well in a smash, but it's only when you drive a classic such as this, that you realise how safety has adversely, if necessarily,

affected car design in more recent times.

The lack of beefed-up bodywork also means that despite the diminutive external dimensions, there's reasonable cabin space, because it was so much easier to package cars back then. There were no airbags, door beams or crumple zones to accommodate, and the lack of a sporty roofline means there's great headroom.

Not so impressive are the ergonomics and seat design. The ignition key is tucked away down near your feet, and with some switches unlabelled, you're never quite sure what will happen when you activate them. Meanwhile, the flat, unsupportive chairs mean you slide around in corners, so after a long drive your back will be aching and your ears will be ringing from the engine noise. Remember, though, that when this car rolled off the production lines more than 50 years ago, Britain had not long entered the motorway age, amounting to a mere 1,000 miles worth across the UK.

Viewed as a classic for occasional use, the Imp makes a compelling proposition, but back in the day potential buyers weren't convinced. Upon launch, Hillman had predicted it would sell 150,000 each year. Yet annual production peaked at just a third of this, and after 13 years only 440,000 examples had found owners. This included a raft of variations such as the rebadged, slightly upmarket Singer Chamois, the Husky estate and the Commer

## Dash

The basic displays – fuel, water-temperature and oil-pressure gauges, along with a speedo – were par for the course back in the sixties

**“Sharp steering and a wonderfully compliant ride make Imp a perfect recipe for fun”**





Stuart Price



## Interior

**Simple, if stylish for the period, the vinyl-trimmed cabin now feels spartan. All-round visibility is unsurpassed by modern standards**

Imp van. Other derivatives were the 52bhp Chamois Sport and Sunbeam Imp Sport, plus the limited-run 60bhp 998cc Rallye Imp and Rallye Chamois.

The most desirable models now are the rakish, 51bhp 875cc coupés that were launched in 1967: the Hillman Imp Californian, Singer Chamois Coupé and Sunbeam Stiletto. But by the early seventies the range was being pared back once more, and in '76 the Imp bit the dust altogether. The brand is being kept alive now by a hugely enthusiastic owners' club ([theimpclub.co.uk](http://theimpclub.co.uk)), which also caters for an array of Imp-based rarities such as the Clan Crusader, Ginetta G15, Davrian Imp and Bond 875.

If you're tempted, the best cars are passed on through the club, but at any one time there aren't many for sale, because most owners invest money in theirs and then hang onto them for years. Whereas a couple of grand used to net a tidy Imp, you'll need more like £5,000-£7,000 now, with really nice coupés closer to £10,000. Hardly small change – but drive a good example, and you'll soon see why Hillman's small family car deserved so much better than to live its life in the shadow of the Mini.

**Many thanks to Richard Usher and his team at the Great British Car Journey, for preparing the Imp and allowing us to drive it on a very grotty day in January. You can find out more about what's in the collection at [greatbritishcarjourney.com](http://greatbritishcarjourney.com).**

## Interested in buying one?

PREDICTABLY, rust has destroyed most Imps. Rot can break out anywhere, but various high-quality new (repro) panels are available, including some made of plastic for greater durability.

The all-alloy engine is a lot stronger than its reputation suggests, although oil leaks are common. The key is to maintain anti-freeze levels; once they are weakened, corrosion sets in, the alloy breaks up, and the radiator gets blocked, so everything overheats. A stronger block on post-1966 engines is much less prone to heat deformation.

The four-speed box should be a joy. If changes aren't slick, the nylon ball cup at the base of the stick needs to be replaced. It's simple to do, and cheap.

Interior trim is scarce, although some used parts are available. Later, moulded seats aren't easy to repair, but earlier cabins can be patched up quite easily. Replacement carpets are available, too.

Visit [autoexpress.co.uk](http://autoexpress.co.uk) for the latest new cars and drives

Premium small SUV explores new ground, but does it measure up?



Fresh nose gets vertical headlights, a reprofiled bonnet plus a new grille, bumper and air intakes



**NEED TO KNOW**

We won't get this 2.5-litre petrol model; the UK line-up comprises diesel, hybrid and PHEV versions



**PRACTICALITY** Space is a Sorento strong point, with a surprising amount of room even in the rearmost row. Folding the seats down gives a van-like 2,011 litres of boot space



“This facelift has done a lot to address the few issues we had with the previous model”

**26 KGM TORRES EVX**  
Korean manufacturer continues its charge with first new EV

**28 BMW iX2**  
More sharply styled relative of regular iX1 SUV tackles UK roads

**30 MERCEDES V-CLASS**  
Latest tweaks push plush MPV even further upmarket



# Kia Sorento

**Practicality**  
Boot (7/5/2-seat mode)  
187/616/2,011 litres



**FIRST DRIVE** Facelifted family SUV is better value than ever

**AE Steve Fowler**  
KIA's all-electric EV9 flagship may be the brand's pin-up model right now – fresh off the back of its World Car of the Year win – but the Sorento (now in its 21st year) is still hugely important for the firm. Indeed, with its recently announced facelift, it could vie for an award itself – that of the best-value SUV on sale.

We got an early first drive of the new Sorento in the US last month, and although the 2.5-litre turbocharged petrol version won't be available in the UK, there is enough commonality between cars sold there and those over here, to see that this facelift has done a lot to address the few issues we had with the previous model.

There's more than a bit of Kia EV9 about the new Sorento's styling. It features a fresh front end, with vertical headlights and striking new 'star map' LED running lights – white in the UK, rather than amber as on the US model. You'll also notice a reprofiled bonnet that now features the Kia logo, plus a new grille, bumper and air intakes. Tweaks at the back are less substantial, focusing on a similar lighting signature to that found at the front, as well as another new bumper design.

It all adds up to a more premium look – and that's carried over inside. The highlight is a pair of 12.3-inch screens, which again are very similar to those in the EV9. Material quality has had an overhaul, keeping sustainability at its core, with tech such as fingerprint recognition, a wide and customisable head-up display, and multi-colour ambient lighting all available.

Safety kit has also been upgraded, with semi-autonomous cruise control that will change lanes for you as and when it's appropriate to do so. Other trinkets include a 3D camera and a host of other systems.

For once, you actually get more for less – the starting price for this latest Sorento is £3,030 cheaper than before, with UK cars starting from £41,995. That buys you a nicely equipped seven-seat Sorento 2, equipped with a 190bhp 2.2-litre diesel engine – tremendous value and a brilliant car for a large or growing family.

You might not get the fancy twin screens in 2 trim – the 3 (from £46,195) is where you'll need to shop for that – but the base car still comes with alloy wheels, tinted glass, cloth and artificial-leather seats, and a six-speaker audio system.

If you want to avoid diesel, as many buyers do these days, a 1.6-litre petrol-electric hybrid with 212bhp will add £1,000 to the list price, which is still great value in our book. The same engine boosted with plug-in power costs from £47,295. This



version has 249bhp, and uses a 13.8kWh battery for a claimed all-electric range of up to 35 miles. It's a shame Kia couldn't find a way to stretch that to more than 40 miles – the threshold for the all-important, super-low eight per cent Benefit-in-Kind company-car tax banding. Still, this version should offer the potential for big savings if you can plug the thing in after each journey.

Leaving our test model's not-for-UK 2.5-litre turbocharged engine to one side for the time being, the Sorento remains an easy car to drive. It has a slick-shifting auto box, excellent all-round visibility with usefully large door mirrors, as well as nicely weighted controls. We've been critical of its ride quality in the past, so we'll be checking that when we get to try the car at home, but over some pretty ropery US roads the Sorento we drove didn't feel too lumpy. It's generally quiet, comfortable and stable. Ideal for family life.

Space inside should help keep everyone in the household happy, too, because the Kia still offers bags of room for seven. Even those in the very back will find they have more space than in some other seven-seat SUVs, although load capacity is limited with all three rows in place. We found the middle seats particularly generous, even with our tallest tester behind the wheel.

Folding down the back row will free up a boot that'll be plenty big enough for most needs, with 616 litres of space in the diesel and 608 litres in the hybrids. It took airport luggage for four with ease. In full seats-down, van mode, you'll have a whopping 2,011 litres to play with. Kia has also provided plenty of storage for odds and ends, wherever you sit; cup-holders and USB points are dotted around.

Perhaps most welcome of all, though, is the feeling of quality that you get inside

**DRIVING** There are no major changes under the skin, so the Sorento remains a comfortable, quiet and easy-to-drive family SUV. We'll reserve judgement on the ride until we try it in the UK

the cabin. There are still a few hard plastics in places you're unlikely to touch, but the new Sorento seems like a significantly posher car than it did before – again taking inspiration from the EV9. The Kia's cause is helped rather than hindered by its use of new sustainable materials, which eases the environmental conscience while also boosting perceived quality.

All in, it's hard to believe Kia can offer all these upgrades while charging less than before. If you aren't ready for the excellent, electric EV9, the diesel, HEV or PHEV Sorento could be just the ticket.



## AUTO EXPRESS Verdict

WE were already fans of the Sorento, but Kia has listened to the few criticisms we had of the outgoing car, and reacted to most of them. While the way the SUV drives has changed very little, the upgrade to kit and quality, and those stylish new looks – all added to the existing strengths – make an already good car even better. And that's before you factor in a lower starting price.



## Essentials

### Kia Sorento T-GDi AWD

<b>Price:</b>	From £41,995
<b>Powertrain:</b>	2.5-litre 4cyl turbo petrol
<b>Power/torque:</b>	277bhp/422Nm
<b>Transmission:</b>	Eight-speed automatic, four-wheel drive
<b>0-62mph:</b>	N/A
<b>Top speed:</b>	N/A
<b>Economy/CO<sub>2</sub>:</b>	N/A
<b>Size (L/W/H):</b>	4,815/1,900/1,695mm

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**EQUIPMENT** Drive modes (above) will be available on UK cars, while mid-spec 3 trim and above will feature twin 12.3-inch screens (left), inspired by brand's flagship EV9 electric SUV

# Lexus LBX

**FIRST DRIVE** Premium small SUV explores new ground, but does it measure up?

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**AE** AFTER many years of producing a safe line-up of premium SUVs and saloons, Lexus is going all-out to diversify its range. The LC coupé started the expansion, while the LM MPV offers something unique in the large luxury-car sector. At the smaller end of the market, Lexus is downsizing the premium SUV with its compact LBX.

LBX stands for Lexus Breakthrough Crossover, and this is only the second offering from the firm to feature a three-letter name (the first being the LFA supercar). It's the Breakthrough part that's important, because the LBX is the smallest car the brand has ever built, but it comes with the premium quality and technology that have made the company's larger cars popular.

Prices range from £30,000 to just over £40,000, which puts the LBX in the same ballpark as small electric SUVs such as the Jeep Avenger and Volvo EX30. But while Lexus is dipping its toe into the EV market with the larger RZ, the LBX is a petrol-electric hybrid. It uses the same running gear as its Toyota Yaris Cross cousin, so there's a 1.5-litre three-cylinder petrol engine combined with an electric motor, with the system tuned to make 134bhp – 5bhp more than the most powerful version of the Yaris. As with the Yaris Cross, the LBX is available with front or four-wheel drive, the latter being a rarity in the small SUV class.

The Toyota connection will give you an idea of how small the LBX is. At 4,190mm, it's 10mm longer than the Yaris Cross, but slightly broader and longer in the wheelbase. That means there's a bit more space inside, but it's still on the snug side.

Up front there's plenty of room, and the LBX feels just as plush as the company's bigger models, thanks to generous use of premium materials. Our car's light-coloured synthetic leather seemed upmarket (black upholstery is available at no extra cost), but the man-made trim for the steering wheel was less impressive. Although it had the look of leather, it had a slightly oily texture. Meanwhile, the centre-console storage is narrow and the door bins are small.

Where the LBX struggles the most is for rear passenger space. Much like the Avenger and EX30, the back seats are only really good for short trips. Boot capacity isn't dreadful, but at 402 litres it isn't much bigger than a conventional hatch's, while the seats-down total doesn't even reach the 1,000-litre mark, at 994 litres. There



**EQUIPMENT** The brand's smallest model certainly feels worthy of the Lexus badge, with every version getting alloy wheels (above) and a high-quality interior. All also feature a 9.8-inch touchscreen with smartphone connectivity



**PRACTICALITY** The LBX's tight rear seats are only really suitable for children or short trips. The boot is a good size with the seats in place, but 994 litres with everything folded flat isn't as impressive. A false floor aids versatility



**“LBX comes with the premium quality and tech that have made larger Lexus cars popular”**

**Running costs**  
61.4mpg (official)  
£53 fill-up



**Practicality**  
Boot (seats up/down)  
402/994 litres



## Essentials

### Lexus LBX Premium Plus

<b>Price:</b>	£34,495
<b>Powertrain:</b>	1.5-litre 3cyl hybrid
<b>Power/torque:</b>	134bhp/185Nm
<b>Transmission:</b>	e-CVT automatic, front-wheel drive
<b>0-62mph:</b>	9.2 seconds
<b>Top speed:</b>	106mph
<b>Economy/CO<sub>2</sub>:</b>	61.4mpg/103g/km
<b>Size (L/W/H):</b>	4,190/1,825/1,560mm

### ONSALE Now

is a false floor with extra storage beneath, though, while a powered tailgate is fitted to Premium Plus models and above.

All versions of the LBX come with a 9.8-inch touchscreen that features navigation, voice control and a four-year subscription to connected services, plus Apple CarPlay and Android Auto. Premium Plus models are equipped with a 12.3-inch digital instrument cluster and head-up display, although the touch-sensitive steering-wheel controls used to operate the latter are tricky to use. Sometimes the functions unintentionally appear in the head-up display if you skim the controls with your hands, but then you need to use an affirmative double press for them to work.

One of the central screen's useful features is the ability to quickly access often-used functions. The LBX memorises which ones are used most frequently, and a press of an on-screen button opens them. This is particularly handy to deactivate the car's road-sign-recognition software – this beeps every time a sign is detected, and alerts you when you've momentarily crept over the last-detected limit, even by 1mph.

Other standard kit on Premium Plus trim includes LED lights and auto main beam, five USB sockets, two-zone climate control, all-round parking sensors, a reversing camera and ambient cabin lighting. Also fitted are the E-Latch doors first found on the NX. These simply need a squeeze of the exterior handle to open in a single motion, which soon becomes second nature. Opening them from the inside requires a certain knack, where you push the door and thumb the release at the same time. Higher-spec cars also include Safe Exit sensors that prevent doors from opening if approaching traffic is detected.

On the road, the LBX is comfortable. While dismissing it as a Yaris Cross in fancy clothes could be easy, Lexus has put serious effort into delivering a more refined drive. The hybrid system is far quieter, with enough insulation to make the engine virtually undetectable when it fires up. There's



LBX rides well for a small car and doesn't wallow in the bends







Pete Gibson

only a distant thrum when accelerating, but no obvious engine noise at a cruise.

The suspension has been given an overhaul, too, and the LBX offers a comfortable ride for a small car. Its dampers soak up bumps well, and only really big thumps are felt in the cabin. It's much like Lexus's larger SUVs in this regard. The LBX isn't the most involving model to drive, but the steering is direct and, while body roll is noticeable, the car doesn't feel wallowy in the bends.

But when all is said and done, the price is going to be a sticking point for some. The LBX costs about the same as a new MINI Countryman – a model with a similarly premium feel, but a lot more space inside.

**AUTO EXPRESS** **Verdict**

THERE is nothing currently on sale quite like the LBX. It's as small as a Toyota Yaris Cross, yet offers the kind of premium appeal that is synonymous with larger Lexus models. However, although it feels well appointed and is reasonably comfortable to drive, there are compromises elsewhere. Rear-seat space is cramped, while the LBX's price places it on a par with larger petrol SUVs, which match it for quality but deliver greater practicality.



## Essentials

### KGM Torres EVX K40

<b>Price:</b>	£47,495
<b>Powertrain:</b>	73kWh battery, 1x e-motor
<b>Power/torque:</b>	204bhp/339Nm
<b>Transmission:</b>	Single-speed automatic, front-wheel drive
<b>0-62mph:</b>	8.1 seconds
<b>Top speed:</b>	109mph
<b>Range:</b>	287 miles
<b>Charging:</b>	145kW, 10-80% in 37 mins
<b>Size (L/W/H):</b>	4,700/1,890/1,720mm

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**INTERIOR** The new Torres can't quite match contemporary European rivals for cabin quality, but it's pleasant inside. There are soft-touch materials and coloured sections in plenty of places, plus two 12.3-inch infotainment displays

**EQUIPMENT** K40 trim is the top spec, and comes with loads of standard kit, including premium leather in the cabin, a heated steering wheel, powered tailgate and alloy wheels. The EVX isn't currently offered with all-wheel drive

#### Practicality

Boot (seats up/down)  
703/1,662 litres



#### Performance

0-62mph/top speed  
8.1 seconds/109mph



#### Electric motor

Power/range  
204bhp/287 miles



# KGM Torres EVX

## FIRST DRIVE Brand continues its charge with first new EV



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**AE** KGM consumed SsangYong properly only last year, but the Korean conglomerate isn't hanging about on the new-product front. There's a pick-up on the way, playing to the old brand's strengths, but KGM is also aiming for EV adopters with an electric version of its Torres SUV.

The Torres EVX, to give it its official title, is a 4.7 metre-long family car with the same beefed-up design as the petrol-powered version. The cars share a platform that KGM claims is new, although given that work started on this car before the takeover, it's likely to be linked to older SsangYong tech.

The same certainly can't be said for the EVX's powertrain. KG Group needed quick access to a proven set-up, so it turned to Chinese giant BYD and agreed a joint venture to produce batteries in Korea.

That means the Torres has BYD's 'blade battery' with cell-to-pack construction. Capacity stands at 73kWh, although KGM

says the forthcoming pick-up will have a 80kWh set-up, and that this layout could make it to the Torres in due course.

For now, though, this big SUV (a few centimetres longer than a Skoda Enyaq) can manage 287 miles between charges. Maximum charge rate is 145kW, potentially taking the battery from 10 to 80 per cent in 37 minutes. There's 204bhp and 339Nm on tap, too, from the also-BYD-sourced powertrain – enough, KGM claims, for a 0-62mph time of just over eight seconds.

Actually achieving that in the real world might prove tricky, though, because from the off, the Torres EVX feels very much like an older-generation EV. The suspension set-up is pretty stiff – needed, no doubt, to cope with a kerbweight of more than 1,900kg – and this, coupled with fairly powerful throttle calibration, means that the car will spin its front wheels all too easily, even on a bone-dry road. This is in the Normal driving mode, too; changing to Sport increases slip to almost-comical levels. Switching to the more restricted Eco

setting improves the modulation to the point where it becomes straightforward to drive the Torres EVX smoothly.

Fight your way beyond the chirping front tyres and there's enough shove. But the mix of traction control, throttle-pedal map and stiff springs does make this car feel like something Hyundai or Kia were producing five years ago.

It's a pity, because in other ways, the Torres EVX is pretty well tied down. It has enough power for it to sit comfortably at 70mph, and while it's still a bit over-damped, the extra mass stops it from bouncing all over the place. The body stays in check through corners and refinement is pretty decent, too, with minimal electric-motor whine and fair levels of wind and road noise. But the switch to EV power does expose a few unwanted noises.

Inside, there's very little to separate the EVX from petrol versions of the Torres. The dash is covered by a pair of 12.3-inch

### NEED TO KNOW

The Torres is also available with a petrol engine, while KGM's range will expand to include a pick-up in time





“Refinement is decent, with minimal electric-motor whine, and fair wind and road noise”



displays that are crisp and high resolution. But the interface has too many foibles, considering the amount of functions you’re expected to control through it. And in a slice of delicious irony, the Torres EVX beeps to warn you of speed limits, driver tiredness and inattention, yet requires you to swipe down on the centre screen if you want to flick between the driving modes.

Still, the fit and finish represents a huge step forward for the brand formerly known as SsangYong, with soft materials in many key areas and coloured, textured plastics to disguise the harder materials. We’d call the cabin pleasant, as well as spacious.

And it really is the latter because if the Torres EVX has a USP, it’s the sheer size of the thing. We are, after all, talking about a

vehicle that’s big enough to accommodate seven but has only five seats. Everyone will have plenty of head, knee and legroom, and while the middle occupant in the back will have to cope with the transmission tunnel that runs down the middle of the car, it’s not likely to really bother them.

The boot is massive, too; with 703 litres on offer, and further space beneath the floor for cable storage. That’s more than 100 litres up on what you’ll find in the Enyaq – and it’s not often that you find a Skoda trumped on practicality. Sadly, though, KGM hasn’t seen fit to offer any extra storage solutions, such as a cargo net or curry hooks.



**Auto EXPRESS Verdict**

THE KGM Torres EVX feels like an old-school EV dynamically, but there’s no denying that it offers a huge amount of space and a respectable range, along with a sensible amount of standard kit. Pricing may be more of an issue, though, because a figure closer to £40k would have undercut the likes of the big-battery Skoda Enyaq and put clear air between the Torres EVX and cars such as the Kia EV6 and Hyundai Ioniq 5.

★★★★☆

# BMW iX2

## Performance

0-62mph/top speed  
5.6 seconds/112mph



## Electric motor

Power/range  
302bhp/259 miles



**FIRST UK DRIVE** More sharply styled relative of the regular iX1 SUV tackles British roads



**PRACTICALITY** As in many coupé-styled SUVs, rear-seat space and the boot take a hit. But the latter is still a good size, and the seats split and fold 40:20:40 to allow loading of larger or bulky items



**RANGE** There are various drive modes, but you might expect more than 259 miles of range, given the near-£60k list price. Cheaper eDrive20 model is our pick



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**AE** COUPE-SUVs have been around for quite some time now. And while they baffled many on their initial release, with the all-electric age now in full swing, they are starting to make a little more sense.

Thanks to their gently sloping rooflines, they tend to be more aerodynamically efficient than an equivalent regular SUV. And when eking out every last yard of range from a high-voltage battery is so important to some buyers in this market, that counts for quite a lot.

In the case of the BMW iX2, it boasts a drag coefficient of 0.25cd from its sleek body, making it marginally more slippery than the iX1 SUV on which it's based.

And that design really is new, too. Aside from the door mirrors and a couple of wheel designs, there isn't a single part of the exterior carried over from the iX1. The pair do share the same wheelbase, but the iX2 is 54mm longer than the iX1 (while also measuring 194mm more than the outgoing X2), courtesy of an elongated boot area.

The shape is less conventional than that of its X1 relative, and we'd suggest a little more gawky than the first-generation X2 – with more dramatic detailing on the tail-lights, rear bumper and lip spoiler in particular. This new iX2 certainly won't be to everyone's taste visually, but it's hard to deny that it stands out in a sea of quite generic family cars right now.

Inside, it's exactly the same as the iX1 up front. That means you get a superbly finished cabin with a fantastic infotainment system and a floating centre console inspired by the brand's electric iX flagship.

As standard, the swathe of Alcantara across the dashboard and doors adds a suitably expensive feel, and an optional leather covering only adds to this.

The controls are fairly intuitive to use, even if it is a shame that, unlike in some larger BMW models (and the outgoing car),

the iDrive click wheel that makes minor adjustments so straightforward is absent.

There are some unique upholstery fabrics to separate the iX2 from the iX1, but the key difference comes in the back. That roof slightly improves aero performance, but it's to the detriment of rear headroom. It's noticeably tighter in the back, with roughly 40mm chopped from the top. However, knee room is just the same – and fine, to all intents and purposes.

The longer body means a larger boot; 525 litres is a 35-litre improvement on the iX1. But, the boot lip is much higher here, and the hatch a little smaller, so it's not as easy to make the most of the storage area.

On the road, the iX2 feels largely similar to drive. In other words, for the first few yards you might become a little irritated at just how firmly it rides. It's by no means harsh – there's clearly sophistication to the damping – but the body wriggles over every bump in the road to the point where you just wish it would relax a little. Unlike the iX1, there's no xLine variant riding on smaller wheels to take the edge off, either. Admittedly, though, this may come in time.

Add some speed into proceedings and things improve, with that initial firmness softening ever so slightly, while still staving off body roll admirably through the turns. Once you've adjusted to the very light and darty steering, the iX2 is undoubtedly among the sharper cars in this class to drive – only really revealing its weight over large compressions. Traction from the dual-motor set-up is excellent, too. The ride is still on the firm side at motorway speeds, but wind noise is impressively hushed and even tyre roar is fairly well contained.

We drove the iX2 xDrive30, which features that aforementioned dual-motor set-up producing a combined 302bhp. The instant torque means the top-spec iX2 feels every bit as fast as the 5.6-second 0-62mph time suggests, making light work of overtaking and delivering superb throttle response at almost any speed.

However, as in the iX1, there are some small doubts over the projected range. We sampled the iX2 in fairly cool conditions, and averaged around 3.1 miles per kilowatt hour. With a 64.8kWh (net) battery on board, that translates to a range of around 200 miles. That will certainly improve in warmer weather, but for similar money, a Tesla Model Y will go much further. The maximum charging rate of 130kW allows for a 10-80 per cent top up to take 29 minutes.

Unlike many coupé-SUVs, there isn't too much of a premium to pay for the more rakish roof here; prices for the iX2 xDrive30 M Sport start from £57,445. That's £570 more than the equivalent iX1, or less than it'll cost you to add metallic paint to either.

A less powerful, single-motor eDrive20 model starts from £51,615, and while down on power, it adds to the overall range. But the iX1 is also available in lower trim levels, and they will save you some more cash.

## Essentials

### BMW iX2 xDrive30 M Sport

<b>Price:</b>	£57,445
<b>Powertrain:</b>	64.8kWh batt, 2x e-motors
<b>Power/torque:</b>	302bhp/494Nm
<b>Transmission:</b>	Single-speed automatic, four-wheel drive
<b>0-62/top spd:</b>	5.6 seconds/112mph
<b>Range:</b>	259 miles
<b>Charging:</b>	130kW, 10-80% in 29mins
<b>Size (L/W/H):</b>	4,554/1,845/1,560mm

### ONSALE Now



**EQUIPMENT** There's no cheaper xLine variant as there is in the iX1 line-up, but that means all iX2s are well equipped. M Sport trim comes with big wheels, slick infotainment and a high-quality cabin



**DRIVING** There's no denying the iX2 is one of the sharpest electric SUVs to drive, but that comes at the expense of a comfortable ride. We'd like a little more range for the high initial cost, too



### AUTO EXPRESS Verdict

FOR minimal extra outlay, the BMW iX2 offers a sleeker, sportier alternative to the iX1 SUV. But most buyers would be better off saving that small premium and benefiting from the regular car's better practicality. Like the iX1, the iX2 is quick in a straight line and sharp to drive, but we'd trade some of that capability for more comfort. Given the range it offers, it's a pricey car, too.



**“Aside from the mirrors and two wheel designs, no exterior part is carried over from the iX1”**



## Essentials

### Mercedes V 300 d Exclusive

<b>Price:</b>	£87,635
<b>Powertrain:</b>	2.0-litre 4cyl diesel
<b>Power/torque:</b>	236bhp/500Nm
<b>Transmission:</b>	Nine-speed automatic rear-wheel drive
<b>0-62mph:</b>	7.9 seconds
<b>Top speed:</b>	137mph
<b>Economy/CO<sub>2</sub>:</b>	38.2mpg/195g/km
<b>Size (L/W/H):</b>	5,140/1,928/1,901mm

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**PRACTICALITY** Our model features VIP-style six-seat layout, and while Mercedes knows it won't be the big seller, it certainly adds opulence and distracts from the van's commercial underpinnings. This is a big vehicle, though, with plenty of space – wherever you choose to sit



“Early upchanges mean your passengers will rarely have to put up with any diesel clatter at high revs”

# Mercedes V-

**FIRST DRIVE** Tweaks push plush MPV even



**NEED TO KNOW**

Most of the facelift model's changes also apply to the all-electric EQV

**EQUIPMENT** Dual-screen layout is lifted from the A-Class, with the addition of a mouse pad on the centre console. We found this worked better than expected



# Class

further upmarket

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**ME** NO model signifies the power of the Mercedes badge like the V-Class does. You might think a van-based people-carrier would dilute the prestige of the three-pointed star, but with the V-Class, it reinforces Mercedes' premium appeal.

You would hope so, too, considering the MPV costs near enough £75,000 in entry-level form. With this mid-life facelift, we have seen base AMG Line trim become a £3,950 optional extra, replaced by the Premium version in order to comply with Mercedes' goal to drive its brand even further upmarket. With this in mind, we got behind the wheel of the Exclusive range-topper to find out whether Mercedes is still the champion of the luxury people-carrier.

We say 'people-carrier' in the loosest-possible sense, because instead of the usual eight or seven-seat set-up, the model we're driving here has the suitably named VIP Luxury Seat layout in the rear. This means you get a pair of lounge chairs in the middle row, with space for two regular seats behind. Mercedes knows this isn't going to be the most popular model, because it has room for only six people. However, its focus on opulence means it could be the sole competitor to the new Lexus LM and upcoming (not yet for UK sale) Volvo EM90.

Indeed, you'd be hard pressed to find the VIP seats anything but truly cossetting. If we were a global pop star with a penchant for pickiness, we'd flag that the seam on the lower back section is a little firm, but other than that we'd be happy being ferried between concerts in this, the most luxurious of V-Classes.

Look away from the seats, though, and such premium overtones start to unravel as the V's commercial foundations become apparent. For starters, the climate-control buttons for rear passengers are located on

the roof between the front seats – virtually inaccessible for those in the back. The rear chairs are positioned more inboard than the fronts, too, meaning the fold-out tables are a little askew. Further to this, the foot stool and seat rails are manually moveable, which is a surprise given that nearly every other adjustment is electric. We did find the Champagne-glass magnets on the armrests amusing, however, as they held on while we inflicted as much G-force as possible by throwing the Mercedes into corners.

The facelifted V-Class receives a few exterior tweaks, with a fresh grille and bumper, plus Mercedes' Multibeam adaptive LED headlights as standard. Having been on sale for nearly a decade, though, the model was due a tech upgrade inside, and as such it gets a new dual-screen infotainment set-up, plus a mouse pad on the centre console. This works well, but the introduction of touch-sensitive steering-wheel buttons is a shame.

As standard, there are new safety systems such as active distance and blind-spot assist. The Exclusive gains a Driving Assistance Package, which adds active emergency-stop, speed-limit and steering assist. Other useful features include a 360-degree camera, wireless smartphone charging and a powered split-opening bootlid.

While the car driven here is the Long model, the Mercedes is also available in Extra Long form, adding a further 230mm in length, plus a panoramic sliding sunroof.

The V-Class's diesel powertrains haven't changed for this update, and they're offered with either 161bhp and 380Nm of torque, in the V 220d, or 236bhp and 500Nm in this V 300d. While the engine is a little gruff

at slow speeds, there's a lot of low-down torque. A nine-speed auto box sends power to the rear wheels, and its early upchanges mean your revered passengers will rarely have to put up with any diesel clatter at high revs. What was really noticeable, was how much quieter the V-Class was at motorway speeds than it was around town. It also seemed to settle down more over bumps.

There's little to pick between the 300d and its less powerful diesel stablemate in terms of economy. Power won't be the main concern of any business looking to expand its fleet of luxury people-movers, but the 300d's extra muscle is tempting.

Mercedes will soon add a petrol mild-hybrid to the range. A brief prototype drive showed it to be smoother, quieter and more in keeping with the premium image the brand is cultivating with this updated MPV.

**Auto Express Verdict**

**WE'RE confident that the updated Mercedes V-Class will prove just as popular as its predecessor, but that's more a comment on the current lack of direct competition than anything else. Mercedes won't have the premium MPV market to itself for much longer, however, with rivals such as the Lexus LM arriving thick and fast – so the intriguing mild-hybrid petrol version could be a crucial addition. Watch this space.**



**"We did find the Champagne-glass magnets amusing"**

**Running costs**

38.2mpg (official)

£109 fill-up

**Performance**

0-62mph/top speed

7.9 seconds/137mph





**STYLE COUNCIL**  
As well as the Greater London Council, the letters GLC are associated with Mazda (above) and Mercedes (inset) cars

# NAME GAME

Choosing a car name isn't an easy task, which is why some badges have been used more than once

**AE** **Graham Hope**  
THE amount of research that a car manufacturer carries out before naming a new model might surprise you.

There is, after all, an array of different considerations. Does the name suit the car? Will it have cross-border appeal? Might the proposed moniker cause offence in a specific language?

And then there is the X-factor. David Placek of Lexicon Branding, who was responsible for naming the Subaru Outback and Forester, as well as the Lucid brand name, explained to Auto Express: "Naming cars is more complex than most other products. There is more emotional value in naming a car than, for example, a new bottle of water or detergent."

With all this to take into account, it's inevitable that some names have been shared by models from different makers. Here we look at those that have appeared more than once – and give our verdict on which was the more successful execution.

**"Naming cars is more complex than most other products. There is more emotional value in naming a car than, for example, a new bottle of water or detergent"**

**DAVID PLACEK** Lexicon Branding

## **GLC** MAZDA VS MERCEDES

FOR Brits of a certain age, the GLC equates to the militant Greater London Council of the early eighties. In the car world, though, GLC has been used by two brands on two wildly contrasting vehicles.

Firstly, it was deployed by Mazda in 1981 on the US version of a family model sold in Europe as the 323 (above). Buyers were told it stood for 'Great Little Car'.

In 2014, Mercedes rebranded its GLK SUV as the GLC as part of a new system designed to make it easier to identify a model by its name. Space limitations stop us explaining the Merc methodology in full, but it actually makes a lot of sense.

However, the sheer boldness required to hail a product as 'great' in its name means the Mazda gets our vote here.

## **SEBRING** MASERATI VS CHRYSLER

ONE motorsport venue that has won over car makers is Sebring. The Florida circuit has hosted some of the world's key endurance races since 1950. One of the most memorable events in the early years was 1957's 12 Hours of Sebring, won for Maserati by Juan Manuel Fangio, in tandem with France's Jean Behra.

The win was celebrated by the firm in 1962 with the launch of the Maserati Sebring (right), a 2+2 coupé now rightly given classic status. In the mid-nineties the Sebring badge started to appear on a family of Chrysler saloons, coupés and convertibles, including, for a short while, in the UK. But the Maserati is the Sebring to have.







## AVENGER JEEP vs HILLMAN

THE most recent duplication has seen Jeep's 2023 European Car of the Year (left, top) wear a badge last seen in the UK in the seventies and early eighties. Objectively, Avenger evokes memories of Marvel's superheroes, or the classic sixties British espionage TV series that starred Patrick Macnee and Diana Rigg.

But before its successful rebirth with Jeep, the Avenger name had a chequered past, appearing on a largely unexciting small family car that was first sold in the UK as a Hillman, then a Chrysler and finally a Talbot. Chrysler kept the rights to the name, explaining its re-emergence on a US Dodge saloon in 2007. But few could argue that it sits best on Jeep's small SUV.



## BORA MASERATI VS VOLKSWAGEN

TYPE 'Bora definition' into Google and you'll find that it is a strong, cold, north-east wind blowing in the upper Adriatic. It's featured on models from Maserati and Volkswagen, too.

The former was a Giorgetto Giugiaro-penned seventies stunner (right) that's hailed as one of the all-time classic wedge designs. The latter was a rather beige saloon version of VW's Golf from 1999. The V8-engined supercar wins here.



## SIERRA FORD vs GMC

A 'SIERRA' is generally accepted to be a range of mountains, especially in Spanish-speaking countries. But it's often used as a code word in radio communication for the letter 'S'. It's perhaps unsurprising then that it has popped up more than once on vehicles.

In Britain, the name Sierra only means the jelly-mould Ford model that replaced the hugely popular Cortina in 1982, and later spawned a truly memorable RS Cosworth version (above). Across the pond, though, American petrolheads recognise the Sierra nameplate as a long-established heavy-duty pick-up from General Motors brand GMC that remains on sale to this day.

While the latter's enduring appeal is admirable, we simply can't argue against Ford's eighties icon.



## MONZA FERRARI vs OPEL

If you want to convey glamour and speed, naming a car after a race track is a wise move – particularly when it's one of the world's most feted layouts. Monza, near Milan in northern Italy, opened in 1922. Little surprise, then, that Ferrari used it on fifties' sports cars, and in 2018 on the Monza SP1 and SP2 (above) speedsters.

But it also found favour with Opel, which sold two generations of the Monza fastback coupé between 1977 and 1986, the first of which was available in Britain as the Vauxhall Royal Coupé. The Italian connection means Ferrari wins this one.



## CALIFORNIA VOLKSWAGEN vs FERRARI

USING place names for vehicles makes a lot of sense, but only if the location is glamorous. California is so embedded in popular culture that it's an obvious choice. It conjures up images of beaches and the great outdoors, so it seemed a good fit when it first appeared on a Volkswagen camper van in the late eighties.

Perhaps California's association with sunshine was behind its use on Ferrari's V8 hard-top convertible (below) from 2008, too (it also used the badge on the fifties' 250GT). But we'll give VW the nod.



# REACH FOR THE STARS

It's lift off for Vauxhall's Astra Electric as it looks to be a family-hatch hit. We test it against a Cupra Born

Pictures: Pete Gibson

**AE** STELLANTIS and the Volkswagen Group are two giants of the automotive industry, with no less than 17 individual marques shared between them in Europe.

Having a variety of brands under one roof typically results in a lot of parts-sharing, and this has been crucial for both companies to help save costs while developing and rolling out electric cars for their assorted makers.

One obvious product of parts-sharing under the Stellantis umbrella is the recently launched Vauxhall Astra Electric. It uses

the same platform, battery and electric motor as the Peugeot E-308, as well as several other Stellantis products, while over at VW, the Cupra Born is one of many EVs that share the same running gear.

Not only is this head-to-head comparison about bragging rights, but it also highlights two quite different directions in terms of electrification. Where Stellantis has adapted an existing ICE platform for its EV, the VW Group has engineered one from scratch. Both options mean huge investment, but which offers the best all-round talents?

## WHAT IS A REAL-WORLD ROAD TEST?

THE Auto Express Real-World Road Test subjects the latest cars to our rigorous assessment processes, which are focused on buyers' needs.

We consider the merits of each car, not only the way that it drives, but also every aspect important to owners, from the space inside to the usability of infotainment systems.

Equally importantly, we give you a clearer indication than ever of how much you can expect to pay if you place an order today, thanks to our in-depth number crunching.





## NEW CAR



### Vauxhall Astra Electric 54kWh GS

Price: £40,145

Powertrain: 1x e-motor, 154bhp

0-62mph: 9.2 seconds

Test efficiency: 3.2 miles/kWh

Official range: 259 miles

Annual VED: £0

Picture: iStockphoto

## RIVAL



### Cupra Born 58kWh V3 Edition

Price: £39,500

Powertrain: 1x e-motor, 227bhp

0-62mph: 6.6 seconds

Test efficiency: 3.6 miles/kWh

Official range: 262 miles

Annual VED: £0



**ELECTRIC HATCHES**

# Vauxhall Astra

**MODEL TESTED:** Astra Electric GS

**PRICE:** £40,145 **POWERTRAIN:** 1x electric motor, 154bhp, 54kWh battery

**AE** THE latest Astra aims to be the most versatile yet, with petrol and hybrid versions offered alongside this all-electric one. The car pictured is in top-spec Ultimate trim, but we're testing the mid-range Astra GS, which costs £645 more than the range-topping Born with the smaller battery.

## Tech highlights

ELECTRIC drive was added to the Mk8 Astra at the end of 2022, and because it's based on the Stellantis EMP2 platform, it has a 54kWh battery, rather than the 50kWh unit found in the first e-CMP-based Corsa and Mokka Electric cars. While the Astra is not a bespoke EV like the Born, it still comes with a 259-mile range, which is pretty respectable for a family hatchback. Helping this figure is the Astra's fairly low drag coefficient of 0.26Cd, which is the same as the super-slippery nineties' Calibra coupé.

The Astra isn't as sporty as that car, but the electric motor sends 154bhp and 270Nm of torque to the front axle, making it more potent than any pure-petrol version from the current generation.

While the Astra Electric looks identical to its combustion-engined counterparts – an impressive feat, considering the differing priorities for EV cooling and aerodynamics – the packaging isn't the same, and boot space takes a hit due to the location of the batteries. If carrying capacity is key, the Astra Electric is also offered in Sports Tourer form, making it one of the few all-electric estates on the market.

**SAFETY:** The Mk8 Astra was tested by Euro NCAP in 2022 and was awarded four stars – a rating that applies to all powertrains. Whenever a car doesn't get the full five-star rating, especially a family hatch, it raises a few eyebrows. In the case of the Astra, pedestrian safety wasn't an area it excelled in and neither was safety assist. Whatever Astra you opt for, you'll get the same amount of safety kit.

## On road

DON'T push the Astra Electric too hard and your reward will be a well mannered and refined driving experience – although ultimately it's a little dull.

**AROUND TOWN:** The Astra suits urban driving, but perhaps not as well as you'd expect of an electric car. We say this because EVs usually offer instantaneous torque, but in the Astra the throttle response feels numb. The quick steering is a bonus around town, as is the 10.5-metre turning circle – although that's not quite as tight as the Cupra's.

As with the throttle, we think the brake pedal could have a better feel. The transition from electric motor regeneration to the mechanical brakes leads to an inconsistent feel, and there's no one-pedal driving mode, either.

Where the Vauxhall feels better than a lot of its rivals is in the ride quality. It's heavier than the petrol car due to its battery, but the Astra Electric is composed over rutted roads and speed bumps.

**A & B-ROADS:** You're unlikely to grab the Astra's keys for a spirited drive. A 9.2-second 0-62mph time is respectable, but the interesting part is how close the driving experience is to the petrol models'.

While the powertrain is noticeably different, there's not much between them in delivery. The petrol Astra has light yet vague steering, limited body roll and predictable handling, and this is how the electric version performs, too.

**MOTORWAY:** Hints that the Astra Electric is happiest when at a cruise are most obvious at higher speeds. There is a bit of wind noise around the A-pillars and some unwanted tyre roar, but the Astra is a perfectly pleasant long-distance cruiser. The suspension never feels too harsh on bad surfaces, nor floaty on undulating roads.



## WHEELS

Unlike the combustion-engined Astra, the Electric version comes with 18-inch wheels irrespective of trim level, albeit in different styles





### TESTERS' NOTES

"Electrification boosts cabin refinement, but it also makes unwanted noise more obvious. Our test car suffered from a dashboard rattle that shouldn't be a problem in a brand-new car."

**Alastair Crooks**  
Senior news reporter



**"Where the Vauxhall feels better than a lot of its rivals is in the ride quality"**



## WHAT TO BUY?

Which version we'd choose

**POWERTRAINS** The solitary choice for the Astra Electric is the 154bhp electric motor and 54kWh battery tested here. We've seen the sportier GSe name used for the plug-in hybrid Astra, but there's been no word on if that car's chassis tweaks will carry over to the Electric.

**TRIM** The Astra Electric is well equipped even in entry-level Design spec. Unlike petrol models, all the EVs have the same bodykit and 19-inch wheel size. Kit includes adaptive cruise control, twin 10-inch dash displays, wireless Apple CarPlay and Android Auto, plus front and rear parking sensors.

## OUR CHOICE

GS and Ultimate boast handy kit upgrades, but Design is the best value.

**Ownership**

IF you want an EV that blends in, the Astra Electric will suit you. The exterior features Vauxhall's eye-catching 'Vizor' front end, but the overall design is more generic than the Born's. This theme also extends to the inside, where the Astra EV is identical to the petrol-powered models.

It's a functional cabin, rather than one that impresses visually. In all-black, it's quite dark when compared with the more vibrant Born's interior. The sleeker profile of the Vauxhall means the windscreen feels a little closer to you, and you sit lower than in the Cupra, but the Astra is certainly spacious enough both up front and when sitting in the rear. There's a little more legroom in the back of the Vauxhall, although headroom is tighter than in its Spanish rival by 4mm.

The fit and finish of the Astra is decent enough, but it lacks any real wow factor. The expanse of piano black on the centre console seems like it'll scratch within a few months of family life, and in our GS version, rear passengers miss out on the suede-like fabric on the front doors – getting harsh plastic instead. We like the physical controls for common functions under the touchscreen, although the outer 'buttons' are touch-sensitive.

In 2023, Vauxhall finished 24th out of 32 makers in the Driver Power customer satisfaction survey. Although Cupra didn't feature, parent company SEAT did, and the Spanish firm finished one spot ahead of Vauxhall. If something were to happen to the Astra, Vauxhall has a three-year/60,000-mile warranty and eight years/100,000 miles of cover for the battery. Vauxhall guarantees at least 70 per cent charging capacity throughout this period.

**LAYOUT**

Angular dashboard looks smart, if a little dark. Twin screens provide a hi-tech feel, while shortcut buttons beneath the central display are a useful addition



**TESTERS' NOTES**

"There's hidden storage behind a panel below the air vents, but if the door is open, it limits how far you can open the sliding lid on the storage beneath it, and you can trap your fingers if you're not careful."

**Alastair Crooks**  
Senior news reporter







**STORAGE:** The cabin has deep door bins and a fairly big glovebox. The centre console storage is a little shallow, but there are two cup-holders up front, two Isofix points in the rear and three USB sockets (two up front and one in the rear).

**STYLING**

All Electric models come with an aerodynamic bodykit, so top-spec Ultimate looks similar to Design and GS trims



			
154bhp	54kWh	92 seconds	352 litres
<b>Powertrain</b>	<b>Battery/range</b>	<b>Performance</b>	<b>Seats up/down</b>
1x e-motor	259 miles	105mph	1,268 litres





## SCREENS

Gently curved digital screens don't suffer from reflections. Head-up display only comes with Ultimate trim



Heated sports seats are common to GS and Ultimate models. They feature suede and fake-leather upholstery



Rocker switch puts Astra into Drive, while pressing B button boosts the amount of regenerative braking



Dark cabin isn't helped by the thick C-pillars, which feature black plastic trim instead of rear quarterlights



**Headroom:** 925mm  
**Legroom:** 599 to 838mm  
**Door to door:** 1,434mm

## Practicality

THE Astra Electric's practicality is only average for a car in this class.

**REAR SPACE:** It's easy to get comfortable in the back of the Astra thanks to the low window line and enough legroom for tall adults. The bench seats are quite flat, however, and headroom and elbow don't quite match the Cupra's, but we doubt you'll hear any complaints from those travelling in the Vauxhall's back seats.

**BOOT:** The Astra Electric is a victim of packaging issues. The use of petrol, plug-in hybrid and all-electric powertrains on the same platform means boot space is hindered by the battery location; it's down 70 litres on the ICE models to 352 litres. Unlike the petrol models, the EV doesn't have underfloor storage, either. The Astra is wider than the Born and the boot's lip height is lower, so more cumbersome objects should be easier to load.

# Cupra Born

**MODEL TESTED:** Cupra Born 58kWh V3 Edition

**PRICE:** £39,500 **POWERTRAIN:** 1x electric motor, 227bhp, lithium-ion battery

**AE** IF the Astra is a household name, then the Born is a relative unknown. However, step inside and the Cupra feels pretty familiar to other VW Group electric cars – although that means some of the quirks have been carried over, too.

## Tech highlights

THE Born sits on the MEB platform, which is the same architecture used for the VW ID.3 and ID.4, Skoda Enyaq and Audi Q4 e-tron. The Cupra's choice of 58kWh and 77kWh batteries is offered in most of those EVs, and the larger unit is claimed to be capable of up to 343 miles in the Born. What the 58kWh battery loses in range it makes up for with a lower price. There's a saving of £2,770 in V2 and V3 Edition trims (the 77kWh unit isn't offered in entry-level V1 spec), which undercuts the Vauxhall Astra Electric.

Despite the Born's slightly larger battery, there's nothing to split these two competitors when it comes to range, with both offering around 260 miles per charge. With Cupra's inherent extra focus on performance over sisters VW and SEAT, the Born's rear-wheel-drive layout is a sporty alternative to that of the front-wheel-drive Astra.

The Cupra also features a much more powerful 227bhp electric motor, so it is faster in a straight line, with a hot hatch-like 6.6-second 0-62mph time. That's a full 2.6 seconds faster than the Astra. From the raw numbers, the Born should be the model that appeals most to keen drivers.

**SAFETY:** When Euro NCAP tested the Cupra Born in 2022, it awarded the Spanish electric hatchback a maximum five-star rating. The model performed especially well when it came to adult and occupant safety. Pedestrian safety was not so good, however, with the Born's A-pillars in particular offering poor protection in the event of an impact.

## On road

CUPRA'S reputation for sporty, engaging cars extends into the EV world with the Born.

**AROUND TOWN:** The Born is an excellent urban runabout, thanks to its responsive powertrain, excellent visibility and compliant ride – which feels better at low speeds, with a less fidgety nature than the Astra's. As with the Vauxhall, the Cupra's steering is light, with a front end that seems quick to react to driver inputs.

What you don't notice in urban driving as much is the Cupra's initial brake pedal travel, which is spongier than the Vauxhall's. There's also an obvious transition from brake regeneration to the discs and pads in the slightly less intuitive Born.

**A & B-ROADS:** If you're looking for a fun B-road blast, then the Born manages to provide enough entertainment. We'd like the traction control system to be a little less intrusive, but you can have some fun with what is a usable rear-driven chassis. The 227bhp electric motor serves up plenty of poke, although there's a typical drop off in power delivery the faster you go.

Despite an extra 104kg of weight over the Astra, the Born feels the more lively of the two cars. Get overzealous with your steering inputs with either of these models and you'll find safe, predictable understeer is the order of the day, though.

**MOTORWAY:** At motorway speeds the Born doesn't feel as tied down as the Astra, but driving the Cupra on a long journey is no chore. Road noise from the tyres is the most noticeable drawback to refinement, but in terms of high-speed ride quality, the Born largely impresses.

That quick steering you experience at low speeds thankfully settles down the faster you go.

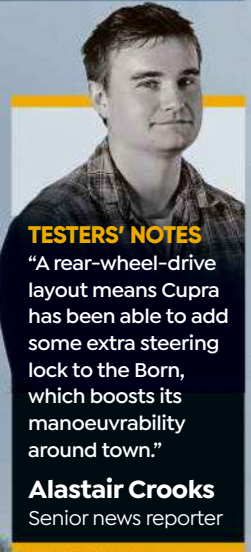


## WHEELS

There are 18, 19 or 20-inch diameters (the latter featured on our test car), but we'd choose smaller rims for a more comfortable ride







#### TESTERS' NOTES

"A rear-wheel-drive layout means Cupra has been able to add some extra steering lock to the Born, which boosts its manoeuvrability around town."

**Alastair Crooks**  
Senior news reporter

**"If you're looking for a fun B-road blast, then the Born manages to provide enough entertainment"**



## WHAT TO BUY?

Which version we'd choose

**POWERTRAIN** If you want to tap into the Born's playful dynamics, then the more powerful 227bhp electric motor is best – but the 201bhp version is no slouch either. The choice between the 58kWh and 77kWh batteries is a tough one, because while the extra range is useful, so is the £2,770 cheaper price for the smaller battery.

**TRIM** The V3 Edition comes with an uprated sound system, a panoramic roof, and 20-inch wheels as standard. But lesser Borns are still well equipped, with a saving of around £1,800 between the V3, V2 and entry-level V1.

## OUR CHOICE

V2 with the 77kWh battery and 227bhp motor should cater for most needs.

**Ownership**

THE Born has a bespoke EV platform, but still uses parts that are shared with the wider VW Group. For example, the 12-inch, high-resolution central touchscreen is used in the Cupra Formentor SUV, although the Born gets some additional EV functionality. The infotainment is pretty easy to understand, but the touch sliders for the climate and audio volume remain an annoyance.

The flat-bottomed steering wheel with perforated leather is a classy touch, but the touch-sensitive buttons are a pain to use, with the outer ones often accidentally pressed. More frustrating buttons are provided for the window controls: there's a switch that swaps between operating the front and rear windows, but we'd prefer four individual controls.

We like the Born's sports seats, which offer good support and a decent level of comfort, while the overall cabin plays into a minimalist theme pretty successfully without being too dull, courtesy of the copper-coloured trim pieces.

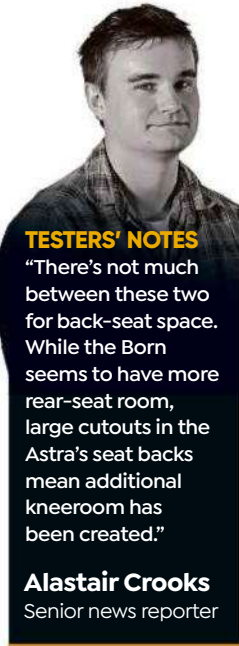
Also Cupra recently increased its warranty from three years and 60,000 miles to five years and 90,000 miles, making it one of the most competitive aftersales agreements on the market. It even trumps its Volkswagen parent company, which is still limited to 36 months.

As with the Astra, the Born's battery is under warranty for eight years or up to 100,000 miles, whichever comes first. The Born requires a service every two years on Cupra's maintenance plan. But if your Born has the e-Boost function with the uprated Brembo brakes, you won't be able to make use of the brand's in-house service scheme.

**STORAGE:** A sliding cover over the centre console reveals two cup-holders, while high-spec cars also have a wireless smartphone charger. There's a fold-out central rear armrest plus two additional cup-holders. The door bins are pretty spacious and the sliding central armrest contains a storage area.

**INTERIOR**

Large windows help with all-round visibility, and when combined with the Born's light cabin materials, mean the Cupra has a greater sense of space inside



**TESTERS' NOTES**

"There's not much between these two for back-seat space. While the Born seems to have more rear-seat room, large cutouts in the Astra's seat backs mean additional kneeroom has been created."





**Alastair Crooks**  
Senior news reporter



**DETAIL**

Born's shape boosts its aerodynamic efficiency, while labels boast about car's eco credentials



			
227bhp	58kWh	6.6 seconds	385 litres
<b>Powertrain</b>	<b>Battery/range</b>	<b>Performance</b>	<b>Seats up/down</b>
1x e-motor	262 miles	99mph	1,267 litres





**SHIFTER**  
Drive is initiated via the rocker selector attached to the right side of the instrument binnacle. This makes room for storage elsewhere



Synthetic Alcantara-style material comes in light grey as standard, while a subtle blue is available for £195 extra



Copper detailing is a Cupra trademark, and there's enough on show in the cabin without it feeling overdone



Compact driver's display is attached to the steering column and moves with the wheel when it's adjusted



**Headroom:** 929mm  
**Legroom:** 576 to 824mm  
**Door to door:** 1,445mm

## Practicality

THE Born should suit family life because it scores well for usability.

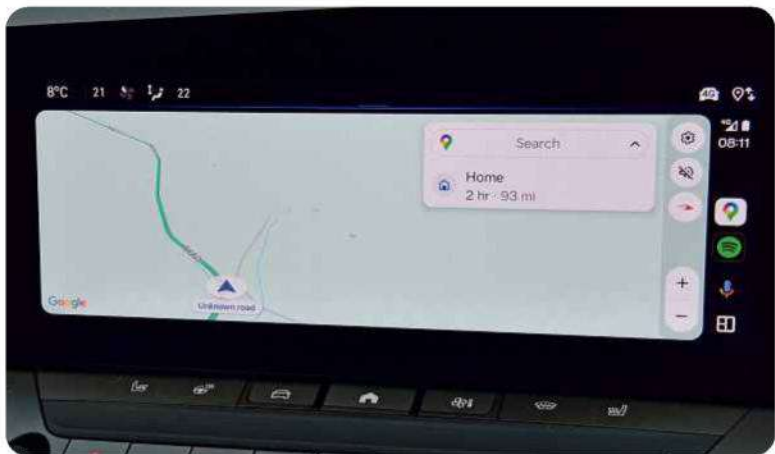
**REAR SPACE:** The Born's upright profile and high roof mean it has plenty of headroom front and rear. In the back there's also good legroom, although not quite as much as in the Astra. The Cupra fights back when it comes to width, though, with an extra 11mm of elbow room. Middle-seat passengers should be more comfortable here than in the Astra, thanks to the Born's flat floor.

**BOOT:** With its bespoke EV platform, the Born has better packaging when it comes to boot space. A 385-litre volume is around par for a family hatch, but remember that there's an electric motor beneath it too. Fold the rear seats and there's 1,267 litres on offer, but they don't fold completely flat. An optional false floor helps to mitigate the Cupra's high loading lip.

# Head to head

## Infotainment

Which multimedia system is best for music, sat-nav & connectivity?



### Vauxhall Astra

**Pure Panel | Key features:** Navigation, wireless phone connectivity

EVERY version of the Astra Electric gets the same 10-inch central touchscreen. This is joined by another 10-inch unit for the driver's display that creates the seamless Pure Panel dashboard layout. Vauxhall's own satellite-navigation system, voice-recognition software, and wireless Apple CarPlay and Android Auto connectivity are also included as standard with the EV.

The system itself looks smart enough and is quick to respond to inputs, but the fonts are a little small, so you'll have to get familiar with the various sub-menu logos. A reversing camera only comes on mid-spec GS trims or higher and is integrated with the 360-degree camera. During our test we found the camera got quite dirty, resulting in a poor rear view.

#### CLEAN

The Vauxhall's layout is neat and simple - we like the readily available climate control functions on most of the sub-menus



#### Standard kit included

LED headlights and rear lights, keyless go, 18-inch wheels, bodykit, lane-departure warning, front and rear parking sensors, road-sign recognition, adaptive cruise control, adaptive high beam and rain-sensitive wipers

#### What we would choose

There's a £605 option to fit a towbar, but this is for a cycle rack, because the Astra Electric isn't rated to tow a trailer

### vs Cupra Born

**Cupra Connect | Key features:** Navigation, 10-year online subscription

AS with the Astra, there's only one layout when it comes to the Born's infotainment screens. The central 12-inch panel is partnered with a 5.3-inch driver's display, which is mounted to the steering column so it moves as you adjust the wheel. It's not new technology, but the set-up means the screen is visible with the wheel in any position.

The larger touchscreen has a great resolution and never felt overburdened with our inputs. However, it's unfortunate that the touch-sensitive slider sits below the infotainment panel, where you'd naturally want to rest your hand while using the display. As part of the 'Cupra Connect' service, the Born has a 10-year subscription to emergency calls, breakdown calls and servicing scheduling.

#### Standard kit included

LED headlights, 18-inch wheels, ambient lighting, rain-sensing wipers, sports seats, copper-coloured interior accents, adaptive cruise control with speed limiter, forward-collision warning with automatic braking, road-sign recognition

#### What we would choose

The £970 heat pump is only offered on the smaller 58kWh battery (and not the 11kWh), but it's worth a look. We'd also recommend the £830 Dynamic Chassis Control to make the most of the Born's performance

#### BRIGHT

The Born's infotainment is clear enough, but the layout can be a faff at times - especially for the climate controls



# Charging ahead

Top-up times, range and efficiency are key EV attributes. How does our duo compare here?



## Vauxhall Astra

A SMALLER battery, shorter range and poorer efficiency (3.2mi/kWh against the Born's 3.6mi/kWh on test) means the Astra will spend more time charging. A maximum charging speed of 100kW is pretty average, while a 20 to 80 per cent top up takes 26 minutes.

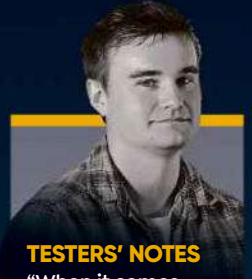
As with the Born, the Astra has an on-board 11kW charger as standard. Cold weather contributed to the Astra's 160-mile predicted range on test, but this was still a surprise, given its standard heat pump.



## Cupra Born

DURING our testing we found the Cupra Born to be more efficient than the Astra, resulting in a real-world range of 209 miles range in cold conditions.

The Born is able to replenish its battery more quickly because it accepts a rate of up to 120kW, which takes the battery from five to 80 per cent capacity in 35 minutes. Neither car currently offers vehicle-to-load charging, although the Born is fitted with the hardware for this, which could be rolled out at a later date.



### TESTERS' NOTES

"When it comes to charging your devices, the Born has more options. There are four USB connectors to the Astra's three, and the Cupra has an induction-charging pad for compatible smartphones, too."

**Alastair Crooks**  
Senior news reporter

# Key battlegrounds

Our rivals go head to head on specific elements



### POWERTRAIN

THE Born has the more responsive motor and stacks more power on paper, but the two are more closely matched than you'd think on the road.

### RIDE

THE Astra has greater success at smothering out bumps and ruts in the road, but neither of these models is uncomfortable.

### MANOEUVRABILITY

BOTH of these cars are a doddle to drive around town, but the Born has the tighter turning circle of the two.

### PRACTICALITY

SHARING a platform with petrol models restricts the Vauxhall's practicality slightly compared with the Cupra.

# Costs

**Vauxhall Astra Electric GS**

**Cupra Born 58kWh V3 Edition**

**On the road price/as tested** £40,145/£40,145

£39,500/£39,500

**PCP Personal contract purchase**

Three-year term/£4,000 deposit/10,000 miles annually

Monthly cost	£530 x 36 months
Manufacturer deposit contribution	£3,500
Optional final payment	£17,420
Representative APR	4.5%
Excess mileage charge	10p per mile
Other fees	£0

£491 x 36 months
£4,000
£17,747
3.9%
9.89p per mile
£10

**PCH Personal contract hire**

Three-year term/six-month deposit/10,000 miles annually

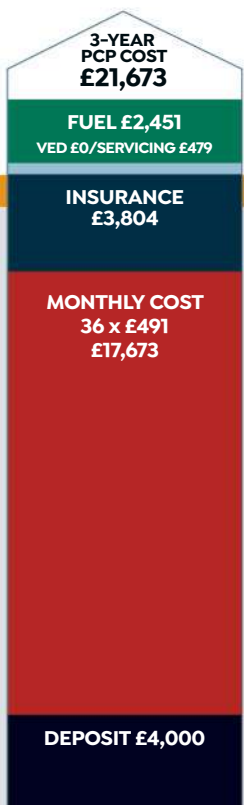
Monthly cost	£388
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£609
------

All offers and finance prices correct at time of going to press. Three-year insurance and fuel costs are based on figures for first 12 months

THERE'S less to pay if you want to return the Astra at the end of the term, and more choice.

CUPRA is far pricier on a lease plan, even if you select the entry-level model instead.



## Figures

Powertrain	1x electric motor/lithium-ion battery
Power/torque	154bhp/270Nm
Transmission	Single-speed auto/fwd
Battery capacity/usable	54/50kWh
Length/wheelbase	4,374/2,675mm
Height/width	1,441/1,860mm
Boot capacity (seats up/down)	<b>352/1,268 litres</b>
Kerbweight/payload/towing weight	1,679/421kg/N/A
Turning circle/spare wheel	10.5 metres/repair kit
Basic warranty (miles)/recovery	3yrs (60,000)/ <b>3yrs</b>
Driver Power maker position	24th
NCAP: Adult/child/ped./assist/stars	80/82/67/66/4 (2022)
0-62mph/top speed	9.2 seconds/105mph
Auto Express econ./predicted range	3.2 miles/kWh/160 miles
Claimed range (WLTP)	259 miles
Charging capability	7/11/100kW
Charging time	8h/5h 45 min/26 min (20-80%)
Tax bracket	2%

Powertrain	1x electric motor/lithium-ion battery
Power/torque	227bhp/310Nm
Transmission	Single-speed auto/rwd
Battery capacity/usable	62/58kWh
Length/wheelbase	4,324/ <b>2,766mm</b>
Height/width	1,540/1,809mm
Boot capacity (seats up/down)	385/1,267 litres
Kerbweight/payload/towing weight	1,765/525kg/N/A
Turning circle/spare wheel	10.2 metres/repair kit
Basic warranty (miles)/recovery	5yrs (90,000)/2yrs
Driver Power maker position	23rd (SEAT)
NCAP: Adult/child/ped./assist/stars	93/89/73/80/5 (2022)
0-62mph/top speed	6.6 seconds/99mph
Auto Express econ./predicted range	3.6 miles/kWh/ <b>209 miles</b>
Claimed range (WLTP)	262 miles
Charging capability	11/120kW
Charging time	6h 15 min/35 min (5-80%)
Tax bracket	2%

**BOOT**  
STANDARD internal-combustion-engined Astra has 422 or 1,339 litres of space.

**RECOVERY**  
VAUXHALL offers three years of cover on its EVs, while ICE models only come with 12 months of assistance.

**DIMENSIONS**  
A WHEELBASE that's 9cm longer than the Astra's boosts the amount of cabin space available in the Born.

**TEST RANGE**  
COLD weather and extended motorway use pegged both cars back, but the Born lost less overall range.

## Equipment

Number of airbags/Isofix points	Eight/two
Parking sensors/camera	Front & rear/360 degree
Lane-keep assist/blindspot/AEB	Yes/no/yes
Climate control/adaptive cruise ctrl	Two-zone/yes
Leather/heated seats/wheel	Part artificial/yes/yes
Metallic paint/LED lights/heat pump	<b>£600/yes/yes</b>
Keyless entry & go/powered tailgate	Yes/no
Sat-nav/digital dashboard/USBs	Yes/yes/three
Online services/wireless charging	Yes/no
Apple CarPlay/Android Auto	Wireless/wireless

Number of airbags/Isofix points	Six/two
Parking sensors/camera	Front & rear/yes
Lane-keep assist/blindspot/AEB	Yes/no/yes
Climate control/adaptive cruise ctrl	Two-zone/yes
Leather/heated seats/wheel	No/front/no
Metallic paint/LED lights/heat pump	<b>£590/yes/£970</b>
Keyless entry & go/powered tailgate	Yes/no
Sat-nav/digital dashboard/USBs	Yes/yes/four
Online services/wireless charging	Yes/no
Apple CarPlay/Android Auto	Wireless/wireless

**PAINT**  
VIVID Cobalt Blue, Crimson Red and Electric Yellow are £700 additions.

**PAINT**  
VAPOR Grey is the only standard colour, while special Aurora Blue is £880 extra.

# Number crunching

We do the maths and work out the best ways to buy



**John McIlroy**  
Editor-at-large

**THE Government's Zero Emissions Vehicle (ZEV) mandate is forcing car makers to sell more electric models, and it means they're coming up with big deposit contributions to get customers behind the wheel.**

Vauxhall and Cupra offer dealer discounts of £3,500 and £4,000 respectively, while the Born's lower list price results in its monthly repayments on a three-year PCP with a £4,000 deposit and 10,000-mile annual limit being £39 less a month. If you want to buy the Born at the end of the term, it's slightly more expensive, at £17,747.

In terms of other costs, it's give and take between the two, with the Astra costing more in servicing and electricity, based on our test figures, but the Born is pricier to insure.

As well as financial incentives, both makers have charging offers, too. Vauxhall offers a free home chargepoint installation, while buyers without off-street parking can pick between free credit for PodPoint chargers at Tesco supermarkets or £675 of credit on the Octopus Electroverse network.

Cupra also offers a complimentary home wallbox deal in association with installation partner Ohme, and includes a pre-paid credit card loaded with £750 for use when charging at public points.

# Results

## WINNER

### Cupra Born



A BESPOKE EV platform really helps the Born's practicality, and when you combine that with an excellent drive, you're onto a winner.

It doesn't quite live up to its hot-hatch billing, but there's fun to be had, while a lower list price and better efficiency mean that the Cupra also appeals to the head. Frustrations with the infotainment system and ergonomics could be a stumbling block for many people, although if you can manage to look past this, the Born is an excellent compact family EV.



**INTERESTED?**  
Scan the code for further information

- + Stylish looks
- + Well equipped
- + Two battery options
- + Engaging dynamics

- Annoying touch controls
- Some hard cabin plastics
- No under-bonnet storage
- Road noise on big wheels

# 1st



## RUNNER-UP

### Vauxhall Astra



KUDOS goes to Vauxhall for offering the latest Astra with a convincing line-up of powertrains; it's just that the all-electric version isn't our pick of the bunch.

The Astra is immediately put on the back foot by being more expensive than the Born, while its test efficiency wasn't as good. It claws back marks for its refinement, and standard kit, but the Cupra has the edge for driving enjoyment, as well as more choice in terms of battery size and trim levels.



**INTERESTED?**  
Scan the code for further information

- + Eye-catching looks
- + Comfortable at a cruise
- + Good standard kit
- + Heat pump is standard

- Dark interior
- Smaller boot
- Not as fun to drive
- No larger-battery option

# 2nd



# Rivals and other options

The Cupra Born wins our twin test but what else is out there?

## SAME CLASS

### MG4

WE'RE fans of the MG4, and it's not hard to see why, with its surprisingly fun driving dynamics courtesy of a rear-driven chassis, plus excellent range figures and a bargain price.

There's a selection of power outputs, with 168bhp for the entry-level SE, 200bhp for the Long Range, 242bhp in the Extended Range, and topping out at 429bhp with the dual-motor, four-wheel-drive XPower. Even the least powerful model offers a pretty pacey 7.5-second 0-62mph time. Range for the 51kWh battery model stands at 218 miles, but the 77kWh version can do 323 miles on a charge, according to official WLTP figures.

- + ● Generous equipment
- + ● Cheaper than rivals
- + ● Good to drive
- ● Small boot
- ● Frustrating infotainment
- ● Questionable cabin quality



## SAME CLASS

### Volkswagen ID.3

JUST as the Astra Electric is twins with the Peugeot E-308, the Cupra Born is paired with the ID.3. The Born's fiddly touch-sensitive buttons have been made less frustrating with an early facelift for the VW, while the sub-par interior quality (for a VW) was also remedied.

That leaves the ID.3 as a competent offering in the family EV sector, with a range of up to 347 miles following the update and improved infotainment responsiveness. The VW also rides slightly better than the Born, although the trade-off is that the ID.3 isn't quite as much fun from behind the wheel as its Spanish counterpart.

- + ● Solid range
- + ● Refined ride
- + ● Vehicle-to-grid charging
- ● Pricier than rivals
- ● Weak brake regeneration
- ● Larger touchscreen still to come



## The great debate

The Auto Express test team have their say

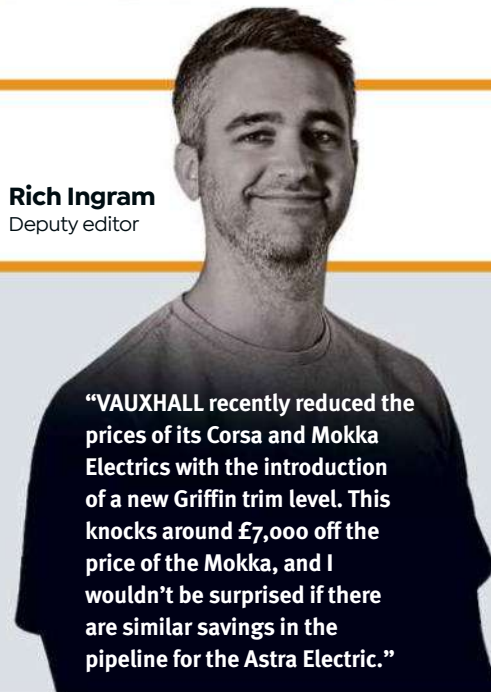
### ELECTRIC HATCHES

The Born pips the Astra in this test, but what do our experts think about these family-car competitors?



**John McIlroy**  
Editor-at-large

"CHOOSE either of these cars in a more basic trim level and you won't feel short-changed on kit, with LED lights, navigation and adaptive cruise control as standard across both ranges. However, it's the wider choice of powertrain options that puts the Born ahead for me."



**Rich Ingram**  
Deputy editor

"VAUXHALL recently reduced the prices of its Corsa and Mokka Electrics with the introduction of a new Griffin trim level. This knocks around £7,000 off the price of the Mokka, and I wouldn't be surprised if there are similar savings in the pipeline for the Astra Electric."



# USED CARS

If you don't need a brand-new car, what else does this budget get you?



## SAME MONEY Polestar 2 Long Range

CREATING a sub-brand can be tricky, but as with Cupra, Volvo's all-electric Polestar spin-off is doing very well. That's thanks to the Polestar 2, a lifted fastback that takes on a few different segments with its practicality, interior quality, range and refinement.

For less money than the Cupra or Vauxhall you can get a one-year-old model with the 82kWh dual-motor set-up that provides a 367-mile range and a stonking 415bhp.

- + ● Eye-catching design
- + ● Long driving range
- ● Firm ride
- ● Not the biggest boot



## SAME MONEY BMW i4 eDrive40

IF you want something with a premium badge, excellent build quality and better range than either of our two test competitors, the BMW i4 looks like a fabulous used buy.

The eDrive40 has an 83.9kWh battery and can provide 366 miles of range, while also accepting a rapid 205kW charging speed. The i4 proves that a pure-electric car can be as good to drive as the petrol equivalent, thanks to a 335bhp rear-mounted e-motor.

- + ● Great to drive
- + ● Interior quality
- ● Cramped rear seats
- ● Three-year warranty

## COMING SOON Ford Explorer

**DUE** Late 2024 **PRICE** From £39,875



WHILE Vauxhall has electrified the Astra, Ford won't do the same with the Focus, and the new Explorer is as close as you're going to get. The first examples will arrive later this year, with 77kWh and 79kWh batteries, and sit close to the £50k mark. But a cheaper Standard Range will match the family hatches in our test, with a 55kWh battery providing a 218-mile range.

If you can cope with that, then the Explorer should make for an appealing option, thanks to its SUV proportions, 450-litre boot and massive 15-inch central touchscreen. The Explorer is based on the same MEB platform as the Cupra Born, but hopefully Ford will be able to weave its typically enjoyable driving dynamics into its new electric vehicle.

**Dawn Grant**  
Picture editor



"IT'S impressive that the Astra Electric can still take on the Born even though it's based on an architecture that was originally designed for combustion-engined vehicles. However, there are still some key areas where the Cupra's bespoke EV layout shines though."

**Alex Ingram**  
Chief reviewer



"THE Astra Electric hatchback was beaten by the Born here, but it'll be a different story for the Sports Tourer estate. With precious few electric load-lugging rivals (the E-308 SW and MG5 are the only ones at this price point), it's arguably the best choice in the sector."

**Dean Gibson**  
Senior test editor



"CUPRA is pitched as a sporty brand, but while the Born does have a racy edge when compared with the Astra and other MEB-based models, it doesn't quite hit the hot-hatch brief. Maybe the forthcoming Raval supermini will be even closer to the mark."



# Honda ZR-V

**FINAL REPORT** We look at Honda's history of hybrid tech as we say farewell to our SUV



**Chris Rosamond**  
Chris\_rosamond@autovia.co.uk

**AE** OVER the years, I've enjoyed getting to know a wide range of cars on extended 'long-term' test loans, from superminis to V10-powered muscle coupés, and everything in between. But one of my all-time favourite loaners is something of an oddity – namely the futuristic-looking Honda Insight coupé, which introduced the first generation of the brand's hybrid tech, in the form of Integrated Motor Assist.

Compared with the latest iterations of hybrid technology from Honda and others, this IMA set-up seems almost laughably simple today. A 13bhp electric motor on the crankshaft gave the Insight's 67bhp three-cylinder engine a boost under acceleration, powered by a pack of 120 D cell NiMH batteries behind the two passenger seats, which recharged on the over-run.

This was claimed to give the 1.0-litre Insight the performance of a 1.5, but I loved the car mostly for its ultra-aerodynamic, tapered bodywork, light weight and vibrant orange recycled-plastic trim that contrasted brilliantly with 'my' car's glossy black paint. It was also great fun to drive, although I recall the aero styling being worryingly susceptible to crosswinds at speed.

A recent trip to Honda's logistics centre to return our ZR-V loaner inspired the flashbacks, because the firm keeps a vivid green example of the Insight on its historic fleet, alongside a number of its more sporty offerings. Does that make me 'historic', too,

I wonder? Either way, it's interesting to contrast and compare hybrid tech a quarter of a century later – which, in the case of the ZR-V, means Honda's e:HEV set-up.

Twin electric motors work in conjunction with a 2.0-litre Atkinson-cycle engine, to deliver punchy performance that's said to be on a par with a standard 3.0-litre internal-combustion engine. Interestingly, that's the same 50-per cent performance hike claimed for the Insight at the turn of the century.

In the ZR-V, thanks to a combined total of 181bhp, the e:HEV officially delivers 0-62mph in 7.8 seconds, with impressive WLTP figures of 130g/km of CO<sub>2</sub> and 49.5mpg – although our own 'real-world' test conditions were more likely to deliver mileage in the high 30s, due to doing a lot of fast motorway work. That said, when driving at 40-60mph on single-carriageway or B-roads, we also frequently hit 60mpg, and, of course, around town the ICE engine barely kicked in at all, meaning fuel consumption was negligible.

The EV mode (which self-selects automatically) is a superbly relaxing way to negotiate town driving, too, and even when the ICE engine does kick in, the switchover to either petrol/electric drive or direct petrol drive for high-speed motorway cruising is generally all but imperceptible. I found that only occasionally did the

**“The Honda's EV mode is a superbly relaxing way to negotiate town driving”**

## Essentials

### Honda ZR-V e:HEV Sport

On fleet since: December 2023

Price new: £41,095

Engine: 2.0 litre i-MMD Hybrid, e-CVT 141bhp/181bhp (petrol/electric)

CO<sub>2</sub>/tax: 131g/km/£560

Options: Metallic paint (£650)

Insurance\*: Group: 35 Quote: £1,248

Mileage/mpg: 9,478/47.4mpg

Any problems? None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



subdued thrum of the petrol engine make itself heard, and it was never intrusive.

I've previously extolled the virtues of the ZR-V's comfortable front and rear seats, and the boot size is decent, too – but there were a few flies in the ointment. Both related to the cruise control, and the first was a fiddly steering-wheel control that my sausage fingers couldn't get to grips with. Setting or resuming a chosen speed simply required more dexterity than I could muster, which usually led to frustration and distraction as I made a more careful second attempt.

The ACC cruise control is a technically impressive, active system that reacts to traffic ahead, but our second problem was its tendency to slow down far too much in response to vehicles changing lanes, and then taking too long to speed up again. For example, if we set the system to 70mph on the motorway, and came up behind a car doing 60mph, the ZR-V would still be slowing and thinking about its next move while the car in front had already moved over. We typically then had to jump on the gas to avoid an embarrassing incident, with the car behind being surprised by our failure to keep up with the flow. It all rather defeats the purpose of the active cruise system.

If you don't do many motorway miles, or they're on less busy routes, this will be much less of an issue. And to be fair, I've used the ACC system happily on various long West Country jaunts, and been glad of it.

Indeed, the ZR-V has proven a worthy and engaging companion for the past three months, and I'll be sorry to see it go.



**Time shift**  
The Honda Insight and ZR-V are generations apart, but they both use EV tech to great effect

**Performance**

0-62mph/top speed  
7.9 seconds/108mph



**Practicality**

Boot (seats up/down)  
380/1,322 litres



**Running costs**

48.7mpg (official)  
31% Benefit-in-Kind tax



Pete Gibson

**WE LIKE** The Honda ZR-V has excellent rear legroom, and while its luggage area isn't the biggest in class, the overall balance seems very well judged from a family user's perspective



**WE DON'T** Android phones connect by cable, while Apple users get wireless. Also, the switchgear is too fiddly

“I’ve previously extolled the virtues of the comfortable seats, and the boot size is decent, too”



**Auto Express Verdict**

THE ZR-V is efficient, engaging and relaxing to drive, in addition to being impressively equipped. It has served well as both family transport and a speedy ‘exec express’ on work-related trips – in particular proving extremely comfortable after long hours at the wheel. It’s a shame there’s no four-wheel-drive option, which would be useful for some owners, but otherwise it’s an attractive all-round package.





**Hurry up!**  
Andy resorted to a stopwatch to time just how slowly the ID.3's infotainment system responds

# Volkswagen ID.3

**SECOND REPORT** Laggy infotainment mars VW's ownership experience



**Andy Pringle**  
Andy\_Pringle@autovia.co.uk

**AE** READ any review of the Volkswagen ID.3, and in no time at all you'll realise that there is one major complaint. It seems everybody moans about the infotainment system – and, in particular, how laggy it is. It's something I noticed as soon as the car arrived, but the beauty of a long-term test is that it would let me see if I could learn to live with the issue. And, if you'll forgive me cutting to the chase, yes, the set-up isn't great, but there's no deal-breaker here. Indeed, the system in this 2023 model year car is far better than that fitted to the first ID.3. But we know a better set-up – shared with the ID.7, and already fitted to European ID.3 models – will be coming to UK cars soon. For now, though, the delay between me pressing a button and the requested action taking place can seem to take an age – long enough for me to worry I didn't do it properly in the first place. Worst of all, the response is very inconsistent. Sometimes,

things happen immediately, but on other occasions the wait is long enough for me to consider timing it with a stopwatch. Above all, I hate having to check the screen to see if it's doing what I want, because that means taking my eyes off the road for longer than I'm comfortable with. And while we're talking frustrations, a dishonourable mention has to go to the volume and temperature sliders. They're hard enough to use in daylight, but how the car was signed off for production without those controls being back-lit, I will never know. They're awful at night – and again, the result is that common actions demand you take your attention from the road. Of course, you can adjust the volume using steering-wheel buttons. But here, too, VW lacks attention to detail. The controls' position means I often accidentally change the radio station when turning the wheel – which drives me nuts, because getting back to my desired station usually takes a good few prods. It's a real shame, because a lot of the onboard tech – in particular, the optional

Driver Assistance Pack and Interior Pack – is absolutely first rate. The former bundles together Side Assist, Traffic Jam Assist, keyless entry, a rear-view camera and an around-view monitor. Given that I live in south west London, where traffic is permanently heavy and parking spaces are at a premium, all this helps to ease the stress of life behind the wheel. Likewise, the augmented-reality head-up display that comes as part of the Interior Pack is fabulous. The lower part shows your speed and sat-nav directions, but all manner of extra information can appear on the animated upper section. For instance, as you approach a junction when using the sat-nav, arrows flash in your line of vision – without distracting you, I hasten to add – and point you to the correct road. It's a very neat idea. Finally, I've come to really appreciate Adaptive Cruise Control and Lane Assist on my frequent trips to see family in Sussex. They're among the best such systems I have ever used, particularly in the super-smooth way they adjust the car's speed. As you drive, the set-up also reads speed-limit signs and, if necessary, adjusts how fast the car is going to suit. Most of the time, it's a very useful back-up – but the system is occasionally too clever for its own good. For

**Practicality**

Boot (seats up/down)  
385/1,267 litres



**Easy** ID.3 is generally simple to live with, and helps to make everyday motoring more pleasant



example, on a section of the A3 I use regularly, it reads the 30mph signs on the slip roads even when I stay on the main carriageway, which has a 50mph limit. Also, on the past two occasions I've headed south on the M23, the car read something that convinced it a 100mph limit was in force. Fortunately, these have been isolated incidents, and the ID.3 is wonderfully simple to live with most of the time. From its smooth powertrain and excellent refinement, to the spacious cabin, wireless Apple CarPlay integration, and keyless entry and start, it generally helps to make everyday motoring that little bit easier and more pleasant.

**“I hate having to check the screen, because that means taking my eyes off the road”**



## Essentials

### Volkswagen ID.3 Pro S 77kWh

<b>On fleet since:</b>	September 2023
<b>Price new:</b>	£42,870
<b>Powertrain:</b>	77kWh battery, single e-motor, 201bhp
<b>CO<sub>2</sub>/BiK:</b>	0g/km/2%
<b>Options:</b>	Mains charge cable (£165), front and rear mats (£105), removable boot floor (£75), 20-inch alloy wheels (£1,580), heat pump (£970), Driver Assistance Pack Plus (£2,095), Dark Olivine Green metallic paint (£860), Exterior Pack (£1,725), Interior Pack (£770)
<b>Insurance*:</b>	Group: 28E Quote: £984
<b>Mileage:</b>	3,955
<b>Efficiency:</b>	3.6 miles/kWh
<b>Any problems?</b>	None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** Optional ambient lighting system, with 30 colour choices, gives the premium feel you would expect of a VW model



**WE DON'T** It's awkward to reach controls for heated rear window and lights, through gap between steering wheel and screen

## Auto EXPRESS Verdict

THERE is an awful lot to like about the ID.3 – not least its good range, strong efficiency and excellent range of technology. But the laggy infotainment system is the reason this 2023 version gets no more than four stars here. Yes, it's better than the original set-up; and yes, you can live with it. But a better system is coming, and that could well make a very decent car even better.



## Fleetwatch



**Whoops!** Button for TT's heated driver's seat dropped off during a recent bout of spirited driving – but it's since been stuck back in place

## Audi TT Roadster

A **BUTTON** fell off in our otherwise beautifully built TT's cabin the other day, shock horror – but we blame the axle tramp the Audi suffers from if you put your foot down off the line, rather than the quality of the car itself. The tramping is sometimes so violent, it sends a mighty judder through the TT's structure – which is exactly what happened just before said button (for the heated driver's seat) dropped off. Fortunately it has stayed in place since we stuck it back where it should be.

In other news, we managed to get a pleasing 44.8mpg out of the Audi the other day, on a long, quiet, unusually calm run from London to Oxford. With unleaded fuel costing £1.43 per litre, it makes our TT nearly as cheap to run as an EV...



**Speedy** 100mph limit seemed rather excessive in suburban England

## Renault Clio

THE infotainment system in our Renault Clio is proving gratifyingly easy to navigate. We have used both Google Maps via Apple CarPlay, and the built-in sat-nav system, and switching between the two is simple. However, during a recent local trip with no directions needed, the speed-sign-recognition function went awry; while we were driving along a stretch of 30mph road, it was telling us the limit was 100mph.

The issue, similar to the one Andy experienced in his ID.3 (left), corrected itself once we had navigated the next roundabout, but these systems have got to get better – and soon. It has recently become mandatory that they gain the highest Euro NCAP safety rating. With full autonomous driving drawing closer, motorists must be able to trust the technology available.

## Our fleet INDEX

- Audi TT**  
Issues 1,797, 1,804, 1,822
- BYD Dolphin**  
New arrival
- Citroen C4 X**  
Issues 1,804, 1,813, 1,824
- Genesis GV70**  
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- Honda ZR-V**  
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New arrival
- Vauxhall Astra**  
Issue 1,817
- VW ID.3**  
Issue 1,823
- VW ID.3**  
Issue 1,806



Your ultimate guide to buying and owning an electric car

**Performance**  
0-62mph/top speed  
7.9 seconds/99mph



**Boot** With the £75 two-position floor option in its upper setting, it levels out the load lip and the charge cable can be stored underneath

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NEW CAR	SAME PRICE
 <b>Toyota C-HR</b> <b>2.0 i-VVtI GR Sport</b> Price: £41,625 Powertrain: 2.0-litre 4cyl hybrid, 193bhp, eCVT auto 0-62mph: 8.1 seconds Test efficiency: 48.1mpg/10.6mpg CO <sub>2</sub> : 110g/km Annual VED: £170	 <b>Kia Sportage</b> <b>1.6 T-GDi GT-Line S</b> Price: £40,675 Powertrain: 1.6-litre 4cyl turbo hybrid, 212bhp, six-speed auto 0-62mph: 8.4 seconds Test efficiency: 42.5mpg/9.3mpg CO <sub>2</sub> : 132g/km Annual VED: £170





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the scores at every stage”  
- Auto Express magazine







## DIAMOND EDITION PUTS NEW SPIN ON DISKLOK

### NEW PRODUCT

#### Disklok Diamond Edition

Price: from £260

Contact: [disklokuk.co.uk](http://disklokuk.co.uk)

PHYSICAL security specialist Disklok claims the “best just got better”, with the launch of its Diamond Edition.

Disklok, producer of one of the toughest steering-wheel locks we’ve tested ever since the nineties, says the latest device is the only one on the market with a Sold Secure Diamond rating. It enhances the same basic design with unique Diamonite material. This better resists attacks using the new generation of cordless angle grinders, and can also withstand and surpass five minutes of hand and power-tool onslaught, including from axes, saws, crowbars, drills and lock picks. Unlike most rivals, all Diskloks enclose the wheel rather than grip it, thwarting most conventional attacks that involve leverage or cutting.

The anthracite-coloured newcomer, which has the police-backed Secured by Design accreditation, costs £260-£270 in small or medium versions, with a protective storage case and soft wheel cover. The £150-£160 Gold Edition remains on sale, in three sizes coloured yellow or silver.



### Tough

Diamonite-embedded Diamond Edition takes Disklok tech to a new level of security against attack



**Kim  
Adams**

Got a query?

[products@autoexpress.co.uk](mailto:products@autoexpress.co.uk)

### FAQ

**Having left my car stationary for a few months, I have come back to find moss on the window rubbers and mould on the upholstery. What’s the best way to get rid of them and prevent them from coming back?**

#### Clean

A pressure washer can work well to remove exterior moss, along with a multi-purpose cleaner



WE asked expert Richard Tipper from Perfection Detailing for advice. He says: “Starting with the moss, it’s going to be much easier to deal with this using a pressure washer, if you have one. Make sure the car’s trim and paint aren’t too delicate, though, and don’t be tempted to get too close with the nozzle.

“If that doesn’t shift the moss on its own, you might need to use a multi-purpose cleaner. Gently agitate the moss with a soft brush, before rinsing. In order to help prevent the issue happening again, avoid parking under trees, because this is where you will get the most debris and fall-out.”

For the mould inside the car, this is generally caused by either damp or the remnants of food and drinks. Tipper says: “You might be able to get rid of this by simply wiping the surfaces with a microfibre cloth, and giving it all a good vacuum. Remember to check the seat belts, too, as they might have been affected – and you don’t want to discover it when you’re wearing posh clothes.”

If that doesn’t address the issue, then Tipper suggests using some upholstery cleaner along with a soft brush or microfibre cloth. Leave the fluid to soak in for a few minutes, and then wipe off. You will also need to let the interior dry out and find the source of the damp. This can be wet boots, coats or umbrellas left in the boot, but could also be caused by a leak.

“If your car is damp inside, think about getting a desiccant bag, which will absorb some of the moisture,” he says. “If you are putting a vehicle away when it’s dry, but you’re worried about the garage being damp, shut the car’s windows and vents.”

## THIS WEEK'S HOT KIT



# New Vredestein tyre gives you the best of both worlds

## FIRST TEST

### Vredestein Ultrac Pro

Price: £133.17 (255/35ZR18 94 Y)

Rating: ★★★★★

Contact: [vredestein.co.uk](http://vredestein.co.uk)

IT'S a giddy, banzai lap alongside ex-F1 star Giancarlo Fisichella in a Ferrari 488, punctuated by impossibly late braking that somehow takes us to the precise apex of tight corners with the ABS pulsing and the tyres squealing, instantly followed by maximum acceleration and a jink of oversteer. Yet even after a day of full-attack lapping, the tyres on Fisi's Ferrari still look good, and it's the tyres we're here to try.

Vredestein says the new Ultrac Pro is a genuine breakthrough in UUHP (Ultra Ultra High Performance) tyres, because it's the first to offer class-competitive grip and class-leading comfort. Think Michelin Pilot Sport 4S for grip, and Michelin Primacy for ride comfort, and you get the idea.

Vredestein has independent data to show that, against three best-selling rivals, the limit of grip with the Ultrac Pro is pretty much equal with two and just ahead of the third. Yet compared with three less sporty tyres, its impact absorption is on a par.

To feel for ourselves, we drove the circuit in a 500bhp Mercedes-AMG GT, a coupé that demands a lot of its tyres – the rears especially. It was impressive, diving keenly into corners and powering out strongly, with progressive slip when the car's high grip limit was breached.

Vredestein's innovation in the Ultrac Pro is a more robust bead design that hugely increases torsional stiffness where the tyre meets the rim. The firm says this gives the control to allow the thinner, more flexible sidewall that lessens the effect of impacts. We also drove a BMW 4 Series Convertible on a varied road route, and its comfort and quietness were impressive. On some fabulously twisty hill roads, it was easy to get into a satisfying, precise, brisk flow.

The Ultrac Pro succeeds the Vorti, which was launched in 2012, and has a top A label rating for wet grip, while rolling resistance has improved from D to C in more than half the sizes offered. Impressively, it also finished third in an Auto Bild test of UUHP tyres last month.

The Ultrac Pro goes on sale this summer in sizes from 18 to 24 inches, undercutting its rivals' prices by as much as 25 per cent.

**"On twisty hill roads, it was easy to get into a satisfying, brisk flow"**



## INNOVATIVE

Vredestein says its new bead design allows good control and better comfort



## news, deals & events



### Back to the future for Cambridge Audio

CAMBRIDGE Audio has partnered with the DeLorean Motor Company to release a special edition of its Evo 150 music centre (above). The DeLorean Edition's body can be customised with two magnetic chassis – one inspired by the legendary DMC-12's grille, the other with the logo of DeLorean's upcoming sports car.

The centre can deliver radio and streaming services, with a 150W amplifier and a phono stage to link it to a turntable. It costs £2,099, and two acoustically matched Evo S speakers can be added for £699. Visit [cambridgeaudio.com](http://cambridgeaudio.com) for more info.

### New tech will warn of loose wheel nuts

SUMITOMO Rubber Industries, owner of Falken Tyre, has developed new tech capable of detecting loose wheel nuts, and warning drivers long before any risk of a rim detaching.

The Sensing Core system uses wheel-speed signals and vibrations to tell if any nuts are loose by as little as one millimetre. Set to be used as standard equipment by at least one vehicle manufacturer this year, the set-up can also be retrofitted.

### Bentley Le Mans win marked at Donington

THIS year's Donington Historic Festival takes place over the 4-5 May weekend. A key focus will be the 100th anniversary of Bentley's first Le Mans win – showcasing racers including the 2003 Speed 8 and 2000 EXP Speed 8 Le Mans GT prototype. Twenties and thirties Bentleys will battle in pre-war racing classes, too.

Plus there'll be daily flypasts from a Spitfire and Hurricane, open access to the paddock, car club displays, and a series of Q&A sessions. Tickets start at £26 for a one-day adult pass, while children under 13 go free. Find out more at [doningtonhistoric.com](http://doningtonhistoric.com).

## Mini test

FOR heavy users this Ryobi has the advantage of a removable battery, so additional power packs can be charged while it's working. It has the highest voltage on test, but the slowest speed, although the battery has a useful capacity, given that it's rated at 2Ah.

The casing rotates to give a choice of straight or trigger-style modes. We found the latter more natural and it made it easier to locate the sunken direction-change switch. The case also features the best nose light here, plus storage for a couple of driver bits.

At 5Nm, it has sufficient grunt but, unlike the similarly specced Bosch, it cuts out to prevent overloading at its limit. That's irritating to say the least, because you need to wait a few seconds before it will work again – although you can continue by hand. It's a shame because this would be a closer match for the Bosch otherwise.



### NEW PRODUCT Ryobi 4V Cordless Pivoting Screwdriver

Price: £49.99 Rating: ★★★★★  
Contact: [uk.ryobitools.eu](http://uk.ryobitools.eu)

# Which screwdriver should you turn to for car work?

**AE** Kim Adams

ALTHOUGH cordless drills can drive sizeable wood screws, a powered screwdriver is the weapon of choice where a little delicacy is required in compact spaces.

Ryobi included one in its new-for-2023 4V range, and to see how the Cordless Pivoting Screwdriver fares, we tested it against two rivals: another newcomer – this time from Laser – and Bosch's big-selling seventh-generation IXO.

We assessed the spec of each tool, plus its comfort and ease of use. Power was tested by driving different-sized screws into wood and finally we checked what you get in the box and factored in price.

It's easy to see why the Bosch is a big seller because it just does everything right, and so takes the win. The Ryobi is close behind, but is a little short of grunt compared with the cheaper Bosch. The Laser is outgunned in this company, but works well for more delicate tasks such as work on RC cars.

**"If a little delicacy is required, the weapon of choice is a powered screwdriver"**

THE Laser is a bit out of its depth here. It delivers just 3Nm of torque compared with its rivals' five or more, and that was immediately apparent as it gave up early in our screw tests. It also has a battery with less than half the capacity of the others.

It is the fastest here, though, and it's fine for light-duty work. However, the separate buttons for forward and reverse take a little getting used to. For car work we'd go for something with a bit more grunt.



### LIGHT DUTY Laser Electric Screwdriver

Price: £55.63 Rating: ★★★★★  
Contact: [lasertools.co.uk](http://lasertools.co.uk)

IT'S hard to look past this super package from Bosch, which includes a selection of bits, like the Laser, plus a right-angle drive adaptor, all for the cheapest price here.

The trigger-style unit fits neatly in the hand, with the change-of-direction switch easy to find and use. The only downside is it's easy to inadvertently move into neutral. The IXO has slightly more grunt than the Ryobi but, with no cutout, it kept the pressure on and drove home screws that defeated its rival much earlier.



### OUR PICK Bosch IXO

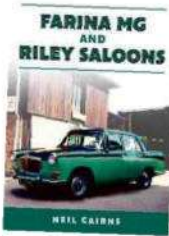
Price: £43.90 Rating: ★★★★★  
Contact: [bosch-diy.com](http://bosch-diy.com)

## books, games & apps

### Farina MG and Riley Saloons

Neil Cairns (Amberley, [amberley-books.com](http://amberley-books.com))  
Price: £15.99 Rating: ★★★★★

SLIGHTLY rambling but with plenty of good info on this range of cars. Photography is a combination of period pictures and some more modern ones, but the latter aren't of a particularly high quality. Owners will love the depth of info on offer, which may tell them something new about their cars.



### Drivers on Drivers

Philip Porter & others (Porter Press, [porterpress.co.uk](http://porterpress.co.uk))  
Price: £30 Rating: ★★★★★

THIS is a compendium of some fascinating interviews with great racing drivers. Nothing beats the horse's mouth, and it's hugely interesting to read what these greats have to say about their favourite races, teammates and rivals. A must-read for racing fans, and with proceeds benefitting cancer charity Hope For Tomorrow, it's well worth picking up a copy.



### NASCAR Manager

Available for: iOS, Android  
Price: Free Rating: ★★★★★

INSTEAD of being a straightforward NASCAR racing game – most of which aren't very entertaining – this game has you managing a pair of drivers. You decide when they pit, how hard they race, and how their season progresses. The graphics are good and the gameplay is entertaining, but it's a shame how much of it is based on unlockable loot crates rather than skill.



## App of the week

### Autogas

Available for: iOS, Android  
Price: Free Rating: ★★★★★

IF you're trying to beat rising prices with an LPG-equipped car, this app is really useful, helping you locate stations near you. The interface is slick and it's easy to find gas and pricing. The locator details are particularly helpful.





**PRODUCT GROUP TEST**  
**10 | 4 | 2024**  
 Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our huge online test archive

# DASH CAMS

We take a view on the best in-car cameras

**AE** Tom Barnard

DASH cams have moved from being a novelty gadget into the mainstream. Many drivers fit one through choice, but now some employers and insurers will insist you have a camera, because it makes insurance claims simpler to resolve.

While the cheapest units can cost less than £20, it's worth investing more to get useful features and sharper footage.

The best cams can capture in high-quality 4K, which improves your chances of seeing details such as number plates and road markings. Night vision helps in the dark, while polarising filters reduce glare, and GPS sensors add speed and location data. Then there are apps to view and download footage, and parking protection settings for recording incidents even when you are away from the car.

As with most products, you get what you pay for, but some cameras hit a sweet spot between footage quality, features and price. Which will capture our Best Buy?

## How we tested them

WE attached all the cameras onto the windscreen of our test car and drove in a wide variety of light and weather conditions to see how they were able to cope with everything from bright sunshine to dark country lanes.

We then checked how easy it was to save footage after an incident, and the quality of the images. Finally, we looked at each cam's features and price to judge the value for money.



### Miofive S1 4K Dash Cam

Price: £79.99 (plus SD card)

Rating: ★★★★★

Resolution: 4K

Contact: [amazon.co.uk](http://amazon.co.uk)



**BEST BUY** MIOFIVE cameras have been sneaking up our score sheets for a while, and it's the S1 which has finally made it to the very top. It's the cheapest dash cam here, yet it has the same ability to capture 4K footage as the most expensive rivals. Even if you were to add an SD card and hardwire kit, the whole package would come in comfortably under a £150 budget.

The camera also has built-in GPS and a screen that makes it easy to set up, along with fast WiFi connection to the simple app. The footage is up with the best in sunlight, and acceptable at night.



### Nextbase iQ 4K

Price: £449 (including 64GB memory card)  
 Rating: ★★★★★  
 Footage quality: 4K  
 Contact: [nextbase.com](http://nextbase.com)



**RECOMMENDED** THIS is the first dash cam in years that really seems to move the market on, thanks to connectivity that means you can view footage from the camera – inside and outside the car – live from your smartphone. You can also use the app to download complete accident reports, which bundle the footage and all the details, including the speed of any other vehicles involved.

We love the iQ, but the 4K version we tried costs £449, with a 2K model at £349. And if you want all the connected features, you'll need to pay a £9.99 monthly subscription too. That might prove to be too much for many motorists.

**“Nextbase has moved the market on, with connectivity that lets you view live footage on your smartphone”**

### Ring RSDC3000

Price: £99.99 (plus SD card)  
 Rating: ★★★★★  
 Resolution: 1296P  
 Contact: [ringautomotive.com](http://ringautomotive.com)



**RECOMMENDED** OUR previous champion is still a great camera, but a recent price rise has left it looking expensive compared with the winning Miofive (left). It only has 1296P resolution too, but despite the lower quality, it still provided clear detail in most conditions and coped well with changing light conditions.

It has all the features we consider essential too, including embedded GPS data and a WiFi connection to link with the Ring app. We'd have liked the option of a hard wire, though, to enable neater cabling and a parking protection mode.



## Kenwood DRV A601W

**Price:** £239.95 (including 64GB memory card)

**Rating:** ★★★★★

**Footage quality:** 4K

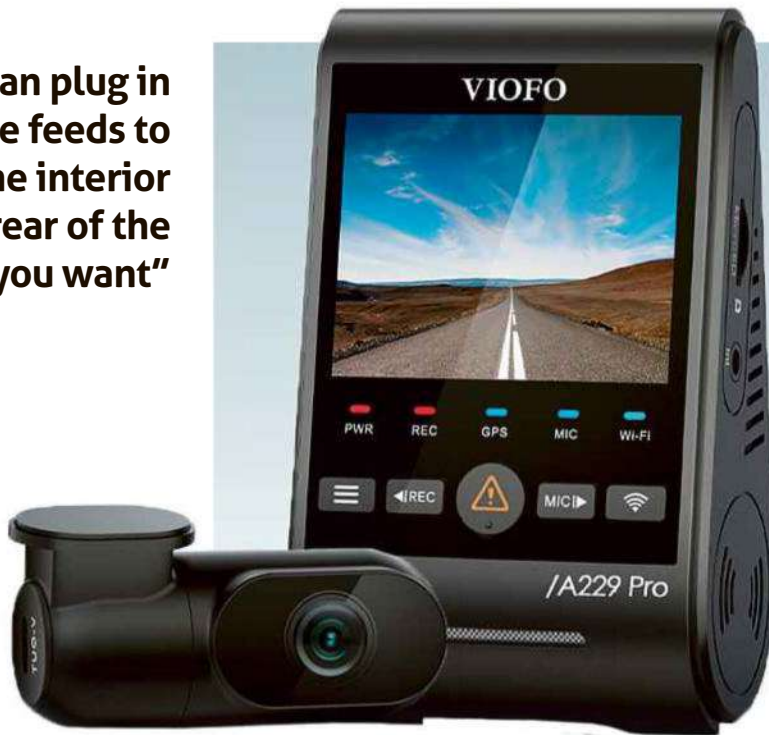
**Contact:** kenwoodshop.co.uk

KENWOOD'S A601 is a traditional camera that does all that you need without a fuss. There are no unnecessary gadgets, just reliable footage capture with GPS data and a decent app. It stands out here thanks to the image quality in brighter conditions. A standard polarising filter makes a real difference when it's sunny, reducing glare and reflections from the dashboard.

The price will put many buyers off, but the A601 has a 64GB memory card included and feels much more solid than the cheaper cameras here, especially around the magnetic mounting.



**"You can plug in two more feeds to cover the interior and rear of the car, if you want"**



## VIOFO A229 PRO

**Price:** £234.95 (plus memory card)

**Resolution:** 4K

**Rating:** ★★★★★

**Contact:** viofo.com

VIOFO might not be a household name like Nextbase and Kenwood, but its cameras have been improving quickly, to the stage where the tech is equal to the biggest players. The A229 PRO is its flagship, offering 4K footage captured through a polarising lens, which does a decent job in all light conditions. The wedge-shaped camera is subtle too, with a built-in screen that makes it easy to navigate the menus.

The VIOFO becomes a more attractive choice if you fancy adding more cameras to the set-up, though. You can plug in two more feeds to cover the interior and rear of the car, if you want.

## Thinkware F70 Pro

**Price:** £119 (including 32GB SD card)

**Rating:** ★★★★★

**Resolution:** 1080p

**Contact:** thinkwaredashcam.eu

THE Thinkware initially looks like fair value, but it's missing some key features, the most obvious being footage quality. The difference isn't as stark as you might expect, but in some situations rivals picked up a number plate legibly and the F70 couldn't.

There's no screen, so the camera is compact, and there is a simple button to save footage. We like the no-cost option of a hard wire too, but adding a GPS sensor costs another £20.



## Auto EXPRESS Verdict

THE Nextbase iQ is the camera we're most impressed by in this test, but its hefty price and ongoing running costs mean it will only make real sense to professional drivers and those who want to keep a watchful eye on a supercar.

Once we took value into account, we were really impressed by the Miofive S1. It's not perfect, but it offers 4K footage and all the features we think are essential for less than £100. That makes it a winner. Third place goes to the Ring RSDC3000, which is still a great all-round package.

1. Miofive S1 4K Dash Cam
2. Nextbase iQ 4K
3. Ring RSDC3000

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\*13" Tyre 0-35PSI/2.4BAR

# DRIVER POWER



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New and used buying advice from our team of experts

**✓ YOU LIKE**

"The performance is excellent, with things helped by the fitment of the electric motor."

"Considering the amount of tech fitted, this is not a costly car."

"There's no shortage of head and legroom."

"Very impressed with the build quality, both inside and out."

"There's really good forward visibility, thanks to the large windscreen and the thin pillars."

"Driven with care, 72mpg is perfectly possible."

**✗ YOU DON'T LIKE**

"The two biggest letdowns for me are the exterior design and the fuel economy. Both are poor."

"The infotainment system is sluggish and outdated, and the sat-nav really is dreadful to use."

"The engine needs a bit more power to get up steep hills more easily."

"No spare wheel is supplied and there isn't the space to fit a full-size spare, even as an option."

"The front seat cushions are a bit too firm."

## DRIVER POWER

UK's biggest satisfaction survey

32nd POSITION

### Honda Jazz Mk5

Years: 2020 to date CO<sub>2</sub>: 102-106g/km

Fuel economy: 60-62mpg (1.5 hybrid)

Best options: There are no options, but there are cosmetic accessories

USED PRICES: From £13,000



**Richard Dredge**  
mail@autoexpress.co.uk

**AE** MAGIC seats can be relied upon to give the Jazz a boost for practicality, where it scores 15th. There's also a 14th for rear legroom, 11th for driver visibility and 13th for cabin quality, which contribute to a strong rating for the interior overall.

There's a similarly upbeat 15th position for reliability, but the Jazz really comes to the fore on running costs, with an excellent eighth overall. That includes a third place for servicing, and seventh for economy. But the Jazz ranks a poor 71st for handling and the same for driving pleasure. Owners don't like the exterior styling, given that it ranked 69th, but the interior style and quality are much more popular, with 24th and 13th places respectively.

**WE SAID** "The Honda Jazz aims to attract buyers who are interested in better fuel economy, up-to-date connectivity and reasonable running costs. Does it succeed? For the most part, yes."

**HAVE YOUR SAY**  
[www.autoexpress.co.uk/driver-power](http://www.autoexpress.co.uk/driver-power)

**OVERALL SCORE** 90.02% Bars show where model finished out of 75 vehicles in our 2023 new-car survey. The longer the bar the better

CATEGORIES	YOUR RATINGS
Engine and gearbox	75 / 1
Exterior	69 / 1
Interior and comfort	24 / 1
Practicality and space	15 / 1
Ride and handling	71 / 1
Safety features	13 / 1
MPG and running costs	8 / 1
Reliability and build quality	15 / 1
Infotainment, connectivity and electrics	69 / 1
Value	75 / 1



**INTERIOR** Cabin material and build quality are highly rated, as is comfort, while practicality and space also get strong scores from owners of Honda's supermini



**AE** Richard Dredge

FOR a long time now, BMW has offered a wide model range, with many of its cars class leaders when it comes to efficiency, build quality and dynamic ability. There was a time when the firm's vehicles were also graceful and stylish, but in recent years the brand has moved towards designs that are more divisive, and the 4 Series is just such a car.

The looks alone prevent the 4 Series from being added to the shortlist of many potential buyers, but if you can get on with its overly flared nostrils, there's a lot to love about this impressive GT. The BMW 4 Series is available in three forms: a coupé and convertible that both come with two doors, and a four-door Gran Coupé, which we'll cover in another issue.

## History

THE Mk2 4 Series coupé, codenamed G22 by BMW, was launched in October 2020 with three petrol engines: the 181bhp, 2.0-litre 420i, 254bhp, 2.0-litre 430i and the 369bhp, 3.0-litre M440i xDrive. Initially there was just one diesel, a 187bhp, 2.0-litre 420d, but by March 2021 there were also 282bhp, 3.0-litre 430d and 335bhp, 3.0-litre 440d xDrive options.

In March 2021 the second-generation 4 Series convertible arrived, with the same engine options as the coupé, and at the same time the 503bhp Mk2 M4 coupé was launched, followed two months later by the M4 convertible. A facelifted 4 Series has just reached showrooms, with an updated interior and exterior design, a refreshed instrument panel and a new operating system for the iDrive infotainment.



**CO<sub>2</sub>/tax**  
146-153g/km  
£180



**Running costs**  
48-53mpg (420i coupé)  
£85 fill-up



**Performance**  
0-62mph/top speed  
7.5 seconds/149mph



# BUYER'S GUIDE: BMW

## NEED TO KNOW...

### TRANSMISSIONS

WITH the original 4 Series, some models were offered with a manual transmission, but all Mk2s came in eight-speed automatic form only.

● **Hybrid tech** To improve efficiency, all of the diesel engines and the M440i xDrive come with mild-hybrid tech, which also adds 10bhp.

● **iDrive niggles** The iDrive infotainment can be a bit glitchy with some phones. Updating your car and/or phone software usually fixes things.

● **Ride** All 4 Series come with either 18-inch or 19-inch wheels. When these are combined with the sport suspension, check that you can live with the firm ride.





**PRACTICALITY** Boot capacity is 440 litres, but the rear seats fold to increase the volume (BMW doesn't quote a figure). Ski hatch in the centre makes carrying longer items easier



# 4 Series Mk2

**FROM £26,000** Coupé and convertible blend 3 Series virtues with sportier looks

**Get a grip** The 4 Series is rear-wheel drive, but xDrive editions have four-wheel drive. It's worth having with any engine, for year-round security.



## Expert's verdict

**Chris Rosamond**  
Current affairs editor

SOME car makers are inconsistent, but not BMW. This is a company that produces cars that are always great to drive, crammed with the latest tech, and which feature some of the most efficient engines going. The 4 Series is evidence of this, and while the front-end design is challenging to some, if it isn't a deal breaker for you, we reckon the 4 Series is a cracking car to drive and to own.

### Running costs

THE 4 Series is a mixed bag when it comes to running costs, because while the engines are efficient, you'll pay plenty for servicing at official dealers, and insurance costs also tend to be steep. Finding a good independent specialist can help to slash running costs.

**"We reckon the BMW 4 Series is a cracking car to drive and own"**



**STYLING** Large kidney-grille openings are not to all tastes, while 18 or 19-inch alloy wheels are fitted, depending on the trim level

## DRIVER POWER

[www.autoexpress.co.uk/driver-power](http://www.autoexpress.co.uk/driver-power)

### YOUR VIEW

BMW rarely does really well in our New Car surveys. In 2023 there were four models in the top 75; the i3 came 13th but the 1, 3 and 5 Series came 72nd, 46th and 47th respectively. There were six BMWs in the 2022 survey, placed between 32nd and 74th. The 4 Series is too niche to appear, but the 3 Series usually does; it came 46th in 2023, with the only high scores being for ergonomics and fuel economy.

### CASE STUDY

JAMES Cleaver from Godalming, Surrey, owns a 2021 430i. He comments: "I've had a string of German cars over the past 20 years and they've rarely disappointed. They've generally featured the latest tech, great quality and strong performance, with discreet looks. All of those are true of my 4 Series, which is also enjoyable to drive and surprisingly comfy. It's costly to run, but no worse than I expected."

**INFOTAINMENT** Mk2 4 Series cars have a 10.25-inch infotainment screen, with Apple CarPlay and Android Auto connectivity

## How much?

THERE are three times as many coupés as convertibles for sale on the used market, and almost one in three 4 Series is a diesel. You'll need to find at least £26,000 to buy a 4 Series Mk2, which bags an early 420i or 420d coupé with around 60,000 miles on the clock.

About one third of 4 Series examples have a 3.0-litre six-cylinder engine and to bag one of these, you'll need to spend at least £35,000. This secures a 35,000-mile 21-plate M440i; an equivalent M430d carries a premium of about £2,000. Convertibles are more unusual, but aren't too tricky to find. You'll be doing well to secure one for less than £30,000, which is enough to buy a 30,000-mile 420i or 420d on a 21-plate. Six-cylinder cars start at £37,000 for a 25,000-mile M440i registered in 2021.

## Running costs

	+	Average MPG	CO <sub>2</sub> emissions	Annual road tax
Model				
420i	29-31	48-53mpg	146-153g/km	£180*
430i	34-35	46-49mpg	153-161g/km	£180*
440i xDrive	38-40	39-41mpg	175-178g/km	£170*
420d	32-33	67-72mpg	121-129g/km	£170*
420d xDrive	32-33	61-65mpg	129-137g/km	£170*
430d xDrive	40-41	50-51mpg	144-146g/km	£170*
440d xDrive	42	46-47mpg	154-157g/km	£170*

Insurance group

Plus a £390 supplement for years 2-6.

THE 4 Series comes with variable servicing, which tells the driver when maintenance is required, based on oil levels, wear rates of individual components, and how hard the vehicle is driven. With normal driving, an oil service is due every 16,000 miles or so.

Because parts are replaced when necessary rather than according to a set schedule, there are no fixed prices, but expect to pay £330-£375 for an oil and filter change. Replace the air and fuel filters as well and this cost jumps to £590-£630, while fresh brake fluid is required after three years and then every other year, at £80 a time. Lifetime coolant is used and no 4 Series engine has a cambelt to replace.

## Interior

AS you'd expect, the view for a 4 Series driver is very much like that for someone in a 3 Series. That means a dash that's really easy to live with once you've mastered it, along with some of the comfiest and most supportive seats around.

The cabin is also filled with high-quality materials, and the front seats are wonderfully

comfortable and supportive. Unlike in the 3 Series, headroom is at a premium for those in the back, although legroom is a bit more generous and there's a decent amount of cubbyholes. Boot space is okay, at 440 litres, and to boost usability, the rear-seat backrest folds down, although BMW doesn't quote a cargo volume for this mode.



**HANDLING** The 4 Series is talented enough to keep keen drivers entertained, but is also a capable motorway cruiser



**INTERIOR** Build and material quality is as premium as you'd expect, with leather upholstery coming as standard



**SETTINGS** Driving modes are chosen via buttons on the centre console, with information displayed on the dash-mounted touchscreen



## Partwatch

Part	Dealer price	Independent price
Front brake pads (axle set)	£309.92	£36.49-£70.26
Front brake discs (pair)	£442.54	£152.98-£554.04
Door mirror glass (electric)	£109.17/£344.17*	£10.00-£39.99**
Front wiper set	£68.36	£ 9.90-£29.88

Prices for a 2021 420i. Dealer figures from Sytner Worcester ([sytner.co.uk](http://sytner.co.uk)). Independent prices from [eurocarparts.com](http://eurocarparts.com). \*Left/right. \*\*Price from [carwingmirrors.co.uk](http://carwingmirrors.co.uk)

## Recalls

BMW has recalled the second-generation 4 Series on just two occasions so far, and in both cases the campaigns also affected a variety of other models in the manufacturer's range. The first was issued in March 2021 and affected 705 cars made in January and February 2021. Some 3, 4, 5, 7 and 8 Series examples, as well as the Z4, left the factory with sub-standard brake discs; replacements were fitted by dealers.

The second recall came in August 2022 and it affected more than 320,000 BMWs produced between October 2020 and June 2021. Apart from the Z4, pretty much every model in the marque's range was affected by a faulty Exhaust Gas Recirculation (EGR) system that could lead to a fire in the engine's intake manifold. To check if any BMW that you're thinking of buying is subject to an outstanding recall, put its VIN into [bmw.co.uk/en/footer/quick-links/bmw-vehicle-recalls.html](http://bmw.co.uk/en/footer/quick-links/bmw-vehicle-recalls.html).

## Which one?

THE three key decisions you have to make are whether you want a convertible or a coupé, how much performance you need (the four-cylinder engines should be sufficient for most), and if you want a petrol or diesel engine. There are no wrong decisions because any 4 Series is great to drive, easy to live with and has plenty of performance with reasonable economy.

The four-cylinder engines are all you really need, but the six-cylinder models are especially sublime to drive, although they'll cost you more for fuel, insurance and maintenance, as you'd expect.

BMW offered M Sport and M Sport Pro trims, with the former featuring 18-inch alloy wheels, three-zone climate control, LED headlights, variable steering, front and rear parking sensors, digital dials, a 10.25-inch touchscreen and adaptive cruise control. The Pro edition added 19-inch wheels, metallic paint, adaptive suspension and an upgraded hi-fi.

## Alternatives

THE two most obvious competitors are German, and they are the Audi A5 and the

Mercedes C-Class. Both came in coupé or convertible forms, but while the Audi has a wonderful interior, some great engines and packs plenty of tech, it's nowhere near as much fun to drive as the BMW. The Mercedes is more rewarding to drive and, like the others, has plenty of kit, some great engines and feels special inside.

Another readily available rival is the Ford Mustang, which also comes in open or closed guises. While there are no diesel engines, the turbocharged 2.3-litre petrol unit is punchy, plus the 5.0-litre V8 sounds superb and provides plenty of pace. A less obvious choice is the Lexus RC, which is much rarer and less engaging dynamically, but is refined and very eye-catching.

## Verdict

WE could say that the 4 Series is as good to drive as it is to look at, but we suspect that might not inspire you to even consider one. If you try one out, though, you'll soon discover that this is a car that's very much function over form. And if nothing else, it'll create a talking point with your friends.

For many years the BMW 3 Series has been one of the most complete cars on the



market, and these two-door models are a 3 Series in everything but name, which tells you all you need to know about what they offer in terms of usability, dynamic abilities, performance and safety.

Being a BMW, there are no bargains to be had when buying used, but think of the 4 Series as reassuringly expensive.

## Contacts

**Official**  
[bmw.co.uk](http://bmw.co.uk)

**Forums**  
[4-seriesforums.com](http://4-seriesforums.com)  
[bimmerforums.co.uk](http://bimmerforums.co.uk)  
[bimmerpost.com](http://bimmerpost.com)

## Jaguar F-Pace 3.0 S AWD Auto

Years: 2016 to date

Engine: 3.0-litre 6cyl diesel, 296bhp

Transmission: 8-spd auto/4WD Kerbweight: 1,884kg

0-60mph: 6.6 seconds Top speed: 150mph

Boot capacity (seats up/down): 650/1,740 litres

Ins. group: 42 Official econ/CO<sub>2</sub>: 47mpg/159g/km

**PREMIUM** Helped by a great ride/handling balance, this smooth and muscular diesel feels more like a sports saloon than an SUV



## Porsche Macan 3.0 V6 S Diesel

Years: 2014 to 2023

Engine: 3.0-litre 6cyl diesel, 255bhp

Transmission: 7-spd auto/4WD Kerbweight: 1,880kg

0-60mph: 5.6 seconds Top speed: 142mph

Boot capacity (seats up/down): 500/1,500 litres

Ins. group: 39 Official econ/CO<sub>2</sub>: 46.3mpg/159g/km

**POTENT** Macan accelerates with even more gusto than the Jaguar, while its handling – if not its ride – is better than the F-Pace's





"Both of these SUVs are still very desirable as second-hand buys, but which is the best?"



# Pace, space and grace

Which diesel SUV best combines performance, efficiency and luxury?

**AE** A NEW electric Porsche Macan has just been unveiled, but back in 2016 the fossil-fuelled edition was busy taking on our reigning Car of the Year, the Jaguar F-Pace.

Both were tested in diesel form, after the Jag had already proved good enough to come out on top of the BMW X3 and

Land Rover Discovery Sport in group tests. However, we knew that the Macan would be a tough nut to crack.

At this point we'd tested the F-Pace in four-cylinder 2.0-litre form, but the 3.0-litre six-pot engine was altogether more special, and it was with this powerplant that we

compared the Jaguar with its German rival, itself in S Diesel guise.

Porsche stopped offering a diesel engine in 2018, yet Jaguar stills sells a new mild-hybrid diesel F-Pace, and most used cars are diesels. Both models are desirable second-hand, but which is the best? ➔

# Jaguar F-Pace

Elegant, great-driving SUV makes sense in either four-cylinder or V6 guise

**FROM  
£12,000**  
D180 R-Sport  
2016, 120k miles

**+ FOR**  
Plush and roomy cabin is inviting, prices are sensible, plus the F-Pace is well equipped and great to drive

**- AGAINST**  
The V6 diesel is relatively rare on the used market, while the design of the Jaguar's dashboard is a bit drab, too



ONE of the problems with many sports utility vehicles is they're not at all sporty – but that's not an accusation you can level at the F-Pace in 3.0-litre D300 form. You'll pay extra to buy and run one over the far more common four-cylinder models, but for some that's a premium worth forking out for.

The V6 engine is smooth and muscular, and it works brilliantly with the eight-speed automatic transmission that was fitted as standard. While the dash could do with a bit more flair, the rest of the interior is excellent, with plenty of rear-seat space and a decent-sized boot. What really impresses is the ride/handling balance, which makes this feel more like a sporting saloon than an SUV.

You're spoiled for choice if shopping for a used F-Pace. We found well over 1,000 of them – 75 per cent with a diesel engine, and the vast majority of those with only four cylinders. These start at £12,000 or so for an early D180 R-Sport with around 120,000 miles on the clock. If you won't settle for less than six cylinders, you'll need to budget at least £17,000 for a 2016 D300 S with 100,000 miles under its belt.



The dash design could do with more flair, but the cabin is roomy, plush and inviting, with plenty of rear space



## ONE WE FOUND



### USED DEAL

## JAGUAR F-PACE

D300 Portfolio auto,  
2016, 47,000 miles

**PRICE £21,990**

THE Portfolio is one of the plushiest F-Pace trims, and it's also one of the most common. Standard kit includes 10-way seat adjustment, a heated windscreen and washer jets, plus a panoramic roof.

**SOURCED FROM CARWOW**

## Verdict

### 1st Jaguar F-Pace



THE F-Pace has aged well, with a better reliability record than you might think. It's also more practical and comfortable, better equipped and cheaper to buy than the Macan.



**+ FOR**

There's a lot of badge appeal, as with any Porsche, the interior feels special and the Macan is brilliant to drive

**- AGAINST**

The ride may be a bit too firm, prices are higher than for the F-Pace, plus kit levels aren't as generous



**FROM**  
**£18,000**  
3.0 V6 S Diesel  
2014, 100k miles

# Porsche Macan

Despite being even sportier, can this V6-only option justify a higher starting price?

IF the F-Pace is sporty, the Macan is even more so. For those wanting diesel power, Porsche didn't offer anything less than a 3.0-litre V6 engine – and despite the fact that this car has lower bhp and one fewer gear, and weighs the same, it accelerates with more gusto than the Jaguar. The Macan's handling is better than the F-Pace's, but there isn't much in it; what lets the Porsche down is its firm ride, which is why we'd suggest finding a car with the air-suspension option.

The Macan was introduced two years before the F-Pace, so in theory prices should be a bit lower for early cars. However, that's not the case because, unlike Porsche, Jag offered an entry-level four-pot engine. The odd, very high-mileage Macan can be found for less than £18,000, but this general starting point nets a 2014 3.0 V6 S Diesel with 100,000 miles.

From October 2018 the diesel powerplant was dropped in the Macan, which is why there are three times as many petrol-engined cars for sale. The diesel came with only one trim, but there were a lot of additional-cost options, so check what's fitted; navigation was an extra, and it is very sought after.



Even though there's only one trim level, and a lot of equipment came at extra cost, the cabin feels special



## ONE WE FOUND



### USED DEAL

## PORSCHE MACAN

3.0 V6 S Diesel,  
2015, 86,000 miles

**PRICE £21,495**

THERE'S no choice of trim levels, but all diesel Macans are reasonably well equipped, with three-zone climate control, eight-way electrically adjustable front seats, front and rear parking sensors, and leather trim.

**SOURCED FROM CARWOW**

## Verdict

### 2<sup>nd</sup> Porsche Macan



THE Macan's handling and interior design are ahead of the F-Pace's. The Jaguar is a better all-rounder – but we wouldn't blame you if you go for the Porsche.



Visit [carbuyer.co.uk](http://carbuyer.co.uk) for all the latest data plus indepth car reviews and videos

## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.  
**ECONOMY/EMISSIONS/RANGE:** Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO<sub>2</sub> and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.  
**WARRANTY:** Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.  
**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.  
**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

**ROAD TAX:** When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,605 for vehicles emitting over 255g/km of CO<sub>2</sub>. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

VEHICLES BELOW £40,000		VEHICLES OVER £40,000	
Electric vehicle:	£0	Electric vehicle:	£0
Alternative fuel:	£170	Alternative fuel:	£560
Petrol/diesel:	£180	Petrol/diesel:	£570
Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.		After five years, vehicles costing more than £40,000 revert to the lower rates.	
Pick-up trucks: The models listed here pay a flat rate of road tax, at £320 per year.			

**EURO NCAP RATING:** At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

NEW CAR PRICES

### ABARTH

Dealers: 82 / Warranty: 3 years/60000 miles

Model	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
500 - 3673x1682mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
42kWh (152) auto 500	164	7.0	0	23	£34195
42kWh (152) auto 500 Turismo	157	7.0	0	23	£38195
500C: add £3000					

### 595/695 - 3660x1627mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4 T-Jet (145) 595	42.2	7.3	152	29	£23225
1.4 T-Jet (165) 595 Turismo	42.2	7.3	152	30	£24725
1.4 T-Jet (180) 695	40.9	6.7	156	34	£25725
1.4 T-Jet (180) 695 Turismo	40.9	6.7	156	34	£27225
1.4 T-Jet (180) 695 Competizione	40.9	6.7	156	35	£29925
595C/695C: add £2650					

### ALFA ROMEO

Dealers: 55 / Warranty: 3 years/unlimited miles

Model	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
Giulia - 4643x1873mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
2.0T (280) auto Sprint	39.2	5.7	162	24	£39995
2.0T (280) auto Veloce	38.2	5.7	167	34	£44995
2.0T (280) auto Tributo	38.2	5.7	167	34	£48495
2.9 V6T (510) auto Quadrifoglio	28.2	3.9	227	46	£87195

### Tonale - 4528x1841mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£35995
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£40995
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£44495
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£43495
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£48495
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£51995

### Stelvio - 4687x1903mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.0T (200) auto AWD Sprint	33.6	7.2	192	30	£47895
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£52895
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£56395
2.9 V6T (510) at AWD Q'foglio	23.9	3.8	267	50	£87195
2.2D (190) auto AWD Sprint	46.3	7.6	156	30	£45595
2.2D (210) auto AWD Veloce	46.3	6.6	159	30	£50595
2.2D (210) auto AWD Tributo	44.8	6.6	166	30	£55655

### ALPINA

Dealers: 7 / Warranty: 3 years/60000 miles

Model	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
D3 5 - 4719x1827mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0TT (355) auto AWD saloon	40.9	4.6	182	50	£65000
3.0TT (355) auto AWD Touring	40.9	4.8	182	50	£66000

### B3 - 4719x1827mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0TT (462) auto AWD saloon	28.0	3.8	229	50	£79600
3.0TT (462) auto AWD Touring	28.0	3.9	229	50	£80700

### D4 5 - 4792x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0TT (355) at AWD Gran Coupe	40.9	4.8	182	50	£67000
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### B4 - 4792x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0TT (495) at AWD Gran Coupe	28.8	3.7	223	50	£82200
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### D5 5 - 4799x1868mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0TT (347) auto AWD saloon	44.1	4.8	189	50	£67700
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### B5 GT - 4979x1868mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 V8T (621) auto B5 Touring	25.2	3.4	256	50	£127900
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### B8 - 5092x1932mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 V8T (621) auto Gran Coupe	25.4	4.2	254	50	£140300
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### XD3 - 4718x1897mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0TT (355) auto XD3	43.5	4.9	173	50	£72000
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### XB7 - 5151x2000mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 V8T (621) auto XB7	23.0	4.2	279	50	£153300
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### ALPINE

Dealers: 7 / Warranty: 3 years/60000 miles

Model	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
A110 - 4181x1798mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.8T (252) auto A110	42.2	4.5	153	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	153	44	£65490
1.8T (300) auto A110 S	40.9	4.2	153	46	£67490
1.8T (300) auto A110 R	41.5	3.9	154	46	£96990
Estimate Edition: add £15500 to A110 S					

### ARIEL

Dealers: N/A / Warranty: 1 year/unlimited miles

Model	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
Atom - 3410x1798mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

### Nomad - 3215x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500
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### ASTON MARTIN

Dealers: 20 / Warranty: 3 years/unlimited miles

Model	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
DBX - 5039x1998mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
4.0 V8T (550) auto DBX	19.8	4.5	323	50	£176500
4.0 V8T (707) auto DBX707	19.9	3.3	323	50	£194500
Vantage - 4465x1942mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
4.0 V8T (510) auto Vantage	24.4	3.6	236	50	£131500
4.0 V8T (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8T (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8T (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

### DB12 - 4725x2060mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8T (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8T (680) auto DB12 Volante	23.2	4.1	276	50	£199500

### DBS - 4712x1940mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

5.2 V12T (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12T (715) auto DBS Volante	21.0	3.6	306	50	£277500

### AUDI

Dealers: 118 / Warranty: 3 years/60000 miles

Model	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
A1 Sportback - 4029x1740mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.0 (95) 25 TFSI Sport	51.4	11.0	124	19	£22790
1.0 (95) 25 TFSI S line	51.4	11.0	124	19	£24740
1.0 (95) 25 TFSI auto Sport	48.7	11.5	132	19	£24375
1.0 (95) 25 TFSI auto S line	48.7	11.5	132	19	£26325
1.0 (110) 30 TFSI Sport	53.3	10.5	121	19	£23525
1.0 (110) 30 TFSI S line	53.3	10.5	121	19	£25475
1.0 (110) 30 TFSI auto Sport	48.7	10.6	131	19	£25110
1.0 (110) 30 TFSI auto S line	48.7	10.6	131	19	£27600
1.5 (150) 35 TFSI auto S line	47.1	7.7	137	25	£28085
Black Edition: add £1700 to S line					

### A3 Sportback - 4343x1984mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 (110) 30 TFSI Sport	51.4	10.6	124	17	£28075
1.0 (110) 30 TFSI S line	51.4	10.6	125	18	£30400
1.0 (110) 30 TFSI auto Sport	55.4	10.6	116	17	£29625
1.0 (110) 30 TFSI auto S line	54.3	10.6	118	18	£31905
1.5 (150) 35 TFSI Sport	50.4	8.7	128	23	£31965
1.5 (150) 35 TFSI S line	49.6	8.7	129	23	£31965
1.5 (150) 35 TFSI auto Sport	50.4	8.4	127	23	£31190
1.5 (150) 35 TFSI auto S line	49.6	8.4	128	23	£33515
1.4 (245) 45 TFSI e auto Sport	282.5	7.6	25	27	£36400
1.4 (245) 45 TFSI e auto S line	282.5	7.6	25	27	£38680
1.4 (245) 45 TFSI e at S line Comp	235.4	6.8	29	26	£40430
2.0 TFSI (310) quat at S3 Black Ed	34.9	4.8	183	34	£44090
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56015
2.0 (150) 35 TDI auto Sport	61.4	8.3	120	24	£33090

2.0 (150) 35 TDI auto S line	61.4	8.3	121	25	£35370
Black Edition: add £1800 to S line (not 30 TFSI, 40 TFSI e), Carbon Black: add £4650 to RS 3, Vorsprung: add £6000 to S3 Black Edition, add £7250 to RS 3					

### A3 Saloon - 4495x1984mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 (110) 30 TFSI Sport	52.3	10.6	122	18	£28640
1.0 (110) 30 TFSI S line	52.3	10.6	122	18	£30920
1.0 (110) 30 TFSI auto Sport	55.4	10.6	115	18	£30190
1.0 (110) 30 TFSI auto S line	55.4	10.6	115	18	£32470
1.5 (150) 35 TFSI Sport	50.4	8.7	127	24	£30205
1.5 (150) 35 TFSI S line	47.9	8.7	135	26	£32530
1.5 (150) 35 TFSI auto Sport	50.4	8.4	126	24	£31755
1.5 (150) 35 TFSI auto S line	47.9	8.4	133	24	£34080
2.0 TFSI (310) quat at S3 Black Ed	36.2	4.8	178	35	£44655
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	62.8	8.3	119	25	£33655
2.0 (150) 35 TDI auto S line	58.9	8.3	126	28	£35935
Black Edition: add £1800 to S line (not 30 TFSI), Carbon Black: add £4650 to RS 3					

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Q5 Sportback</b> - 466x1893mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> N/A				
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	£51780
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	£53930
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	£57555
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	36	£59705
2.0 (204) 40 TDI quat at Sport	44.8	7.6	166	£50625
2.0 (204) 40 TDI quat at S line	44.8	7.6	166	£53170
Black Edition: add £250 to 45 TFSI S line/50 TFSI e, add £2895 to 40 TDI S line				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Q7</b> - 5052x1968mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> N/A				
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	£69000
4.0 V8 TFSI (507) qt at S7Q Black	23.3	4.1	276	£90670
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	£66605
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	£69645
Black Edition: add £4550 to S line, Vorsprung: add £22200 to S line, add £17950 to S7Q				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Q8</b> - 4986x1995mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> N/A				
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	£76215
4.0 V8 TFSI (507) qt at S7Q Black	23.0	4.1	279	£97360
4.0 V8 TFSI (600) quattro at RS Q8	21.2	3.8	301	£911295
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	£75615
Black Edition: add £4550 to S line, Vorsprung: add £23800 to S line, add £19550 to S7Q, add £17800 to RS Q8, Carbon Black: add £10500 to RS Q8				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Q8 e-tron</b> - 4986x1995mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> N/A				
95kWh (340) 50 quattro at Sport	283	6.0	49	£70115
95kWh (340) 50 quattro at S line	295	6.0	49	£75115
114kWh (408) 55 quattro at Sport	333	5.6	50	£80115
114kWh (408) 55 quattro at S line	348	5.6	50	£85115
114kWh (503) quat at S7Q Black	270	4.5	50	£98215
Black Edition: add £2350 to S line, Vorsprung: add £17000 to S line/S7Q				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Q8 Sportback e-tron</b> - 4986x1995mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> N/A				
95kWh (340) 50 quattro at Sport	292	6.0	49	£72615
95kWh (340) 50 quattro at S line	304	6.0	49	£77615
114kWh (408) 55 quattro at Sport	344	5.6	50	£82615
114kWh (408) 55 quattro at S line	361	5.6	50	£87615
114kWh (503) quat at S7Q Black	278	4.5	50	£100715
Black Edition: add £2350 to Sport, Vorsprung: add £17000 to S line/S7Q				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>A5 Coupe</b> - 4673x1846mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> 71st				
2.0 (150) 35 TFSI auto Sport	45.6	8.9	141	£34335
2.0 (150) 35 TFSI auto S line	45.6	8.9	141	£42525
2.0 (204) 40 TFSI auto S line	45.6	7.1	141	£46240
2.0 (265) 45 TFSI quattro at S line	35.8	5.5	180	£53500
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	£47670
2.0 (163) 35 TDI auto Sport	58.9	8.2	125	£45655
2.0 (163) 35 TDI auto S line	58.9	8.2	125	£47200
2.0 (204) 40 TDI quat auto S line	54.3	6.9	135	£48965
Black Edition: add £1750 to S line, Carbon Black: add £6400 to RS 5, Vorsprung: add £17900 to RS 5				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>TT</b> - 4177x1832mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> N/A				
2.0 (197) 40 TFSI auto Black Ed	40.4	6.6	158	£39340
2.0 (197) 40 TFSI auto Final Edition	40.4	6.6	159	£43385
2.0 TFSI (320) quat at TTS Final Ed	34.0	4.5	190	£56555

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>RB</b> - 4426x1940mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
5.2 V10 FSI (570) at Perf RWD Ed	22.4	3.7	286	£146160
5.2 V10 FSI (620) quat at Perf Ed	21.9	3.1	293	£162265

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>BENTLEY</b>				
Dealers: 23 / Warranty: 3 years/unlimited miles				
<b>Flying Spur</b> - 5316x1988mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
3.0 V6 Hybrid (544) auto	85.6	4.3	75	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	£201000
4.0 V8TT (550) auto	22.2	4.1	288	£917510
4.0 V8TT (550) auto S	22.2	4.1	288	£920420
6.0 W12TT (635) auto Speed	18.8	3.8	340	£215000
6.0 W12TT (635) at Speed Ed 12	18.8	3.8	340	£231200

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Bentayga</b> - 5125x2010mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
3.0 V6 Hybrid (462) auto	83.1	5.3	82	£5155500
3.0 V6 Hybrid (462) auto S	83.1	5.3	82	£5185400
4.0 V8TT (550) auto	21.2	4.5	265	£5164100
4.0 V8TT (550) auto S	21.7	4.5	294	£5188665

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Continental</b> - 4850x1966mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
4.0 V8TT (550) auto GT	23.3	4.0	263	£5183500
4.0 V8TT (550) auto GT S	23.3	4.0	263	£5206600
6.0 W12TT (659) auto GT Speed	20.9	3.6	308	£5230500
4.0 V8TT (550) auto GT Convertible	22.6	4.1	266	£5201800
4.0 V8TT (550) auto GT S Convertible	22.6	4.1	266	£5227100
6.0 W12TT (659) at GT Spd Conv	20.6	3.7	314	£5253400

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>BMW</b>				
Dealers: 192 / Warranty: 3 years/unlimited miles				
<b>1 Series</b> - 4319x1799mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> 72nd				
1.5T (136) 118i SE	49.6	8.9	130	£28290
1.5T (136) 118i Sport	49.6	8.9	130	£29335
1.5T (136) auto 118i SE	49.6	8.8	130	£29775
1.5T (136) auto 118i Sport	49.6	8.8	130	£30820
2.0T (165) auto 128i	40.9	6.1	157	£29845
2.0T (306) auto xDrive M135i	38.7	4.8	167	£41245
1.5 (116) 116d SE	62.8	10.3	119	£29515
1.5 (116) 116d Sport	61.4	10.3	120	£30515
1.5 (116) auto 116d SE	61.4	10.1	120	£31000

MPG/EV range	0-60mph	CO2	Insurance group	List price
1.5 (116) auto 116d Sport	61.4	10.1	121	£32000
2.0 (190) auto 120d Sport	57.6	7.3	129	£35530
M Sport: add £1800 to Sport				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>2 Series Gran Coupe</b> - 4526x1800mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> N/A				
1.5T (136) 218i M Sport	49.6	9.2	130	£32675
1.5T (136) auto 218i M Sport	46.9	9.1	129	£34160
2.0T (178) auto 220i M Sport	47.1	7.1	136	£36895
2.0T (306) auto xDrive M235i	39.8	4.9	162	£43385

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>3 Series</b> - 4709x1827mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> 46th				
2.0T (184) auto 320i Sport	44.1	7.4	145	£39605
2.0T (184) auto 320i M Sport	43.5	7.4	146	£40855
3.0T (374) auto M340i xDrive	35.3	4.4	182	£58925
3.0TT (510) auto M3 Competition	28.8	3.9	223	£81195
3.0TT (510) at M3 Comp xDrive	28.7	3.5	228	£84070
2.0T PHEV (292) auto 330e Sport	21.2	5.8	30	£46285
2.0T PHEV (292) at 330e M Sport	20.18	5.8	31	£47535
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	£47835
2.0T PHEV (292) at 330e xD M Spt	188.3	5.8	34	£49085
2.0 (190) auto 320d Sport	58.9	6.9	127	£42545
2.0 (190) auto 320d M Sport	57.6	6.9	129	£43795
3.0 (340) auto M340d xDrive	47.1	4.6	158	£58330

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>3 Series Touring</b> - 4709x1827mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> 46th				
2.0T (184) auto 320i Sport	42.2	7.6	152	£41675
2.0T (184) auto 320i M Sport	42.2	7.6	152	£42925
3.0T (374) auto M340i xDrive	34.0	4.6	187	£60700
3.0TT (510) at M3 Comp xDrive	27.7	3.6	230	£86570
2.0T PHEV (292) auto 330e Sport	20.18	5.8	31	£48035
2.0T PHEV (292) at 330e M Sport	20.18	5.8	31	£49285
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	£49585
2.0T PHEV (292) at 330e xD M Spt	176.6	5.8	36	£50835
2.0 (190) auto 320d Sport	56.5	7.2	132	£44295
2.0 (190) auto 320d M Sport	55.4	7.2	133	£45545
3.0 (340) auto M340d xDrive	45.7	4.7	163	£60305

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>4 Series Gran Coupe</b> - 4640x1825mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
2.0T (184) auto 420i M Sport	41.5	7.9	154	£44600
3.0T (374) auto M440i xDrive	35.3	4.7	182	£59425
M Sport Pro Edition: add £4800 to 420i				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>4 Series</b> - 5060x1900mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
2.0T (208) auto 520i M Sport	48.7	7.5	132	£51000
2.0T (299) auto 530e M Sport	470.8	6.3	14	£59455
3.0T (489) at 550e xDrive M Sport	35.3	4.3	20	£76550
M Sport Pro: add £3000 to M Sport				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>5 Series Touring</b> - 4936x1868mm, <b>EURO-NCAP</b> ★★★★★				
<b>DRIVER POWER POS:</b> 47th				
2.0 (184) auto 520i SE	42.2	8.3	152	£45955
2.0 (333) at 540i xDrive SE	35.8	5.2	179	£45970
2.0T PHEV (292) auto 530e SE	188.3	5.9	35	£56100
2.0T PHEV (292) at 530e xDrive SE	156.9	5.9	41	£58130
2.0 (190) auto 520d SE	55.4	7.6	134	£46800
M Sport: add £3500				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>5 Series</b> - 5060x1900mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
83.9kWh (340) at xDrive40 M Sport	357	6.0	0	N/A
83.9kWh (601) auto M60 xDrive	315	3.8	0	N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>7 Series</b> - 5391x1950mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	£103895
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	£108395
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	£119305

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>7 Series</b> - 5391x1950mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
106kWh (544) at xDrive60 Ex'lence	387	4.7	0	£5113970
106kWh (544) at xDrive60 M Sport	384	4.7	0	£5118470
106kWh (660) auto M70 xDrive	348	3.7	0	£5161963

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>8 Series Gran Coupe</b> - 4843x1902mm, <b>EURO-NCAP</b> N/A				
<b>DRIVER POWER POS:</b> N/A				
3.0T (333) auto 840i M Sport	33.2	5.4	194	£

	MPG/EV range	0-60mph	CO2	Insurance group	List price
1.2 PureTech (130) Sense Plus	49.5	10.5	140	19	£27815
1.2 PureTech (130) Shine	49.5	10.5	140	19	£28865
1.2 PureTech (130) at Sense Plus	46.7	10.3	147	18	£29890
1.2 PureTech (130) auto Shine	46.7	10.3	148	18	£31040
1.6 PureTech PHEV (225) at Shine	222.3	N/A	32	28	£35995
1.5 BlueHDI (130) auto Sense Plus	57.8	10.6	136	19	£30415
1.5 BlueHDI (130) auto Shine	57.8	10.6	136	19	£31565

C-Series Edition: add £2795 to Shine

**CUPRA**

Dealers: 128 / Warranty: 3 years/60000 miles

Leon - 4398x1799mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.5 TSI (150) V1	47.8	N/A	135	N/A	£31130
1.5 TSI (150) V1 Design Edition	46.4	N/A	139	N/A	£32755
1.5 eTSI (150) auto V1	47.7	N/A	135	N/A	£32660
1.5 eTSI (150) at V1 Design Edition	46.4	N/A	139	N/A	£34885
2.0 TSI (300) at V22 Design Edition	37.1	5.7	173	33	£41470
2.0 TSI (300) at V23 Design Edition	37.0	5.7	174	33	£44815
1.4 TSI e-Hyb (245) at V22 Des Ed	219.1	6.7	30	30	£40950
1.4 TSI e-Hyb (245) at V23 Des Ed	218.0	6.7	30	31	£44295

Leon Estate - 4657x1799mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.5 TSI (150) V1	47.3	N/A	136	N/A	£32650
1.5 TSI (150) V1 Design Edition	45.6	N/A	141	N/A	£34295
1.5 eTSI (150) auto V1	47.3	N/A	136	N/A	£34750
1.5 eTSI (150) at V1 Design Edition	45.7	N/A	141	N/A	£36395
2.0 TSI (300) auto V1	41.6	N/A	154	N/A	£35525
2.0 TSI (310) at 4Drive V22 Des Ed	34.1	4.9	189	30	£44990
2.0 TSI (310) at 4Drive V23 Des Ed	34.0	4.9	189	33	£47710
1.4 TSI e-Hyb (245) at V22 Des Ed	214.7	7.0	31	30	£42320
1.4 TSI e-Hyb (245) at V23 Des Ed	213.5	7.0	31	31	£45980

Born - 4322x1809mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

58kWh (204) auto V1	259	7.3	0	25	£34125
58kWh (204) auto V2	259	7.3	0	25	£36045
58kWh (230) auto V2 e-Boost	261	6.6	0	26	£36855
77kWh (230) auto V2 e-Boost	341	7.0	0	28	£39625

V3: add £1755 to 58kWh V2, add £1580 to 77kWh V2

Ateca - 4394x1841mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.5 TSI (150) auto V1	41.8	9.3	153	17	£36045
2.0 TSI (190) auto 4Drive V1	35.2	7.2	183	24	£39825
2.0 TSI (300) auto 4Drive V21	31.7	4.9	202	30	£44000
2.0 TSI (300) auto 4Drive V22	31.7	4.9	203	31	£46700
2.0 TSI (300) auto 4Drive V23	31.7	4.9	202	32	£49640

V2: add £1785 to V1, V2N: add £2000 to V23

Formentor - 4450x1839mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.5 TSI (150) V1	44.8	8.9	143	19	£32030
1.5 TSI (150) auto V1	42.3	8.9	151	19	£32620
2.0 TSI (310) auto 4Drive V22	33.2	4.9	193	33	£45070
1.4 TSI e-Hybrid (204) auto V1	239.2	7.8	28	24	£39895
1.4 TSI e-Hybrid (245) auto V21	190.8	7.0	33	26	£42550

V2: add £2430 to V1, V22: add £1865 to V21 e-Hybrid, V23: add £3240 to 2.0 TSI V22, V2N: add £3380 to 2.0 TSI V22

**DACIA**

Dealers: 127 / Warranty: 3 years/60000 miles

Sandero - 4088x1848mm, **EURO-NCAP**★★★  
DRIVER POWER POS: N/A

1.0 Tce (90) Essential	53.3	12.2	119	11	£13795
1.0 Tce (90) Expression	53.3	12.2	119	12	£14795
1.0 Tce Bi-Fuel (100) Essential	52.3	12.2	109	8	£13795
1.0 Tce Bi-Fuel (100) Expression	52.4	12.2	109	8	£14795

Sandero Stepway - 4099x1848mm, **EURO-NCAP**★★★  
DRIVER POWER POS: N/A

1.0 Tce (90) Essential	50.4	12.0	127	10	£15295
1.0 Tce (90) Expression	50.4	12.0	127	10	£16295
1.0 Tce Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 Tce Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 Tce (90) auto Extreme	45.6	14.2	140	7	£19145

Extreme: add £1350 to Expression

Jogger - 4547x1784mm, **EURO-NCAP**N/A  
DRIVER POWER POS: N/A

1.0 Tce (110) Essential	48.7	11.2	130	13	£18295
1.0 Tce (110) Expression	48.7	11.2	130	13	£19595
1.0 Tce (110) Extreme	48.7	11.2	130	13	£20595
1.6 Tce Hyb (140) at Expression	56.5	10.1	109	15	£22995
1.6 Tce Hyb (140) at Extreme	56.5	10.1	109	15	£23995

Duster - 4316x1822mm, **EURO-NCAP**★★★  
DRIVER POWER POS: 4th

1.0 Tce (90) Essential 4x2	45.6	12.5	140	13	£17295
1.0 Tce (90) Expression 4x2	45.6	12.5	140	11	£18295
1.0 Tce Bi-Fuel (100) Essential 4x2	44.1	12.5	145	14	£17295
1.0 Tce Bi-Fuel (100) Expression 4x2	44.1	12.5	145	14	£18295
1.3 Tce (130) Expression 4x2	45.6	11.1	141	11	£19695
1.3 Tce (130) auto Journey 4x2	44.3	10.4	142	14	£23195
1.5 Blue dCi (115) Extreme 4x2	57.6	10.5	127	14	£22145
1.5 Blue dCi (115) Extreme 4x4	53.3	12.1	139	15	£24445

Journey: add £1500 to Expression, Extreme: add £500 to Journey (not Tce 90)

**DS**

Dealers: 196 / Warranty: 3 years/60000 miles

DS 3 - 4118x1791mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.2 PureTech (100) Performance Line	49.6	10.9	128	15	£25990
1.2 PureTech (130) at Perf Line	46.3	9.2	135	20	£28550
1.2 PureTech (130) at Esprit de V age	46.3	9.2	137	22	£31010
54kWh (155) at E-Tense Perf Line	270	9.0	0	27	£37265
54kWh (155) at E-Tense Esprit de V	270	9.0	0	30	£39725

Opera: add £2310 to Esprit de Voyage

DS 4 - 4400x1830mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.2 PureTech (130) at Performance Li	48.6	10.4	138	20	£32580
1.2 PureTech (130) auto Rivoli	48.6	10.4	138	20	£34940

	MPG/EV range	0-60mph	CO2	Insurance group	List price
1.5 B'HDi (130) at Performance Li	61.2	10.9	138	22	£34470
1.5 BlueHDI (130) auto Rivoli	61.2	10.9	137	22	£36830
1.6 Hyb E-Tens (225) at Perf Line	232.3	7.7	28	30	£40765
1.6 Hybrid E-Tense (225) at Opera	232.3	7.7	28	31	£43650

Esprit de Voyage: add £2415 to Rivoli (not BlueHDI), Opera: add £2690 to Rivoli (not BlueHDI)

DS 9 - 4934x1932mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.6 Hybrid E-Tense (250) at Rivoli+	361.0	8.1	22	41	£56000
1.6 Hybrid E-Tense (250) at Opera	361.0	8.1	22	N/A	£64600
1.6 Hyb E-Ten (360) at 4x4 Opera	185.0	5.6	35	N/A	£73415

Esprit de Voyage: add £1000 to 4x4 Opera

DS 7 Crossback - 4593x1890mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.6 Hyb E-Tense (225) at Perf Line	250.0	8.9	26	34	£44190
1.6 Hyb E-Tns (300) at P Line+ 4x4	249.8	5.9	26	40	£51890
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	40	41	£55790
1.5 B'HDi (130) at Performance Li	53.3	10.7	140	26	£36785

Performance Line+: add £2700 to Performance Line, Rivoli: add £1200 to Performance Line+, Esprit de Voyage: add £2000 to Rivoli (not 360) Opera: add £4650 to Performance Line+ (not BlueHDI)

**FERRARI**

Dealers: 14 / Warranty: 4 years/unlimited miles

Roma - 4656x1974mm, **EURO-NCAP**N/A  
DRIVER POWER POS: N/A

3.9 V8TT (620) auto Roma	25.2	3.4	255	50	£170984
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Portofino - 4594x1938mm, **EURO-NCAP**N/A  
DRIVER POWER POS: N/A

3.9 V8TT (600) DCT Portofino	26.4	3.5	245	50	£166241
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F8 - 4611x1979mm, **EURO-NCAP**N/A  
DRIVER POWER POS: N/A

3.9 V8TT (720) auto F8 Tributo	26.2	2.9	246	50	£203516
3.9 V8TT (720) auto F8 Spider	25.7	2.9	250	50	£225297

812 - 4693x1971mm, **EURO-NCAP**N/A  
DRIVER POWER POS: N/A

6.5 V12 (800) DCT 812 GTS	20.2	3.0	318	50	£293150
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SF90 Stradale - 4704x1973mm, **EURO-NCAP**N/A  
DRIVER POWER POS: N/A

4.0 V8TT (986) auto SF90 Stradale	46.3	2.5	154	50	£376048
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**FIAT**

Dealers: 96 / Warranty: 3 years/60000 miles

Panda - 3653x1643mm, **EURO-NCAP**Zero  
DRIVER POWER POS: N/A

1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14740
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16765
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16240
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17765

500 - 3571-3632x1900-1627mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16790
1.0 FireFly Hybrid (70) (Red)	55.4	13.8	115	8	£17790
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18290
42kWh (118) auto	204	9.0	0	17	£28195
42kWh (118) auto (Red)	199	9.0	0	17	£28195
42kWh (118) auto La Prima	194	9.0	0	18	£34195

500C: add £2650 to Hybrid, add £3000 to Electric

Tipo - 4386x1818mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.5T (130) auto Garmin	53.3	9.0	119	10	£28745
1.5T (130) auto Cross	53.3	9.0	119	11	£29245

500X - 4269x1796mm, **EURO-NCAP**★★★★★  
DRIVER POWER POS: N/A

1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28515
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29975
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29975

Dolcevita: add £2650

600e - 4171x1781mm, **EURO-NCAP**N/A  
DRIVER POWER POS: N/A

54kWh (155) auto Red	254	9.0	0	N/A	£32995
54kWh (155) auto La Prima	252	9.0	0	N/A	£36995

**FISKER**

Dealers: TBC / Warranty: 6 years/60000 miles

Ocean - 4773x1944mm, **EURO-NCAP**N/A  
DRIVER POWER POS: N/A

113kWh (564) auto AWD Extreme	440	3.7	0	N/A	£60825
113kWh (564) auto AWD One	440	3.7	0	N/A	£60825

**FORD**

Dealers: 781 / Warranty: 3 years/60

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>i10 - 3670x1680mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.0 MPI (67) Advance	55.3	14.8	116	£15970
1.0 MPI (67) auto Advance	53.2	17.8	121	£16070
1.2 MPI (84) Premium	52.3	12.6	123	£18070
1.2 MPI (84) auto Premium	49.5	15.8	129	£18170
1.0 T-GDi (100) N Line	52.3	10.5	123	£18020
Premium: add £1300 to 1.0 MPI Advance				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 84/Warranty: 3 years/unlimited miles				
<b>i20 - 4040x1775mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
1.0 T-GDi (100) Advance	53.2	10.4	120	£20770
1.0 T-GDi (100) Ultimate	51.3	10.4	125	£24070
1.0 T-GDi (100) auto Advance	62.3	11.4	122	£22020
1.0 T-GDi (100) auto Ultimate	50.4	11.4	127	£25320
1.6 T-GDi (204) N	40.3	6.2	158	£26530
Premium: add £1800 to Advance				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>i30 - 4340x1795mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.0 T-GDi (120) SE Connect	61.4	11.2	118	£22700
1.0 T-GDi (120) Premium	52.3	11.2	123	£25050
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	£23900
1.0 T-GDi (120) auto Premium	61.4	11.2	121	£26850
1.5 T-GDi (159) N Line	N/A	8.4	148	£26655
1.5 T-GDi (159) auto N Line	N/A	8.8	142	£27865
2.0 T-GDi (280) at N Performance	33.6	5.4	191	£27735

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>Ioniq 5 - 4635x1890mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
58kWh (170) auto Premium	238	8.5	0	£43445
77kWh (228) auto Premium	315	7.3	0	£47610
77kWh (228) auto Premium AWD	298	5.1	0	£51110
84kWh (650) auto N/A	TBC	3.4	0	£65000
Ultimate: add £3000 to 77kWh Premium, Namsan Edition: add £4720 to Ultimate				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>Ioniq 6 - 4855x1880mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
77kWh (228) auto Premium	338	7.4	0	£47040
77kWh (325) auto Premium AWD	322	5.1	0	£50540
Ultimate: add £3500				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>Bayon - 4180x1775mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.0 T-GDi (100) SE Connect	53.3	10.7	120	£21570
1.0 T-GDi (100) Premium	53.3	10.7	121	£23770
1.0 T-GDi (100) auto SE Connect	53.3	11.7	119	£23870
1.0 T-GDi (100) auto Premium	53.3	11.7	120	£25020
1.0 T-GDi (120) Premium	53.3	10.4	121	£24520
1.0 T-GDi (120) auto Premium	53.3	10.4	120	£25770
Ultimate: add £1300 to Premium				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>Kona - 4350x1825mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
1.0 T-GDi (120) Advance	48.7	11.8	131	£25725
1.0 T-GDi (120) N Line	47.8	11.8	134	£27525
1.0 T-GDi (120) N Line S	47.8	11.8	135	£29925
1.0 T-GDi (120) auto Advance	47.0	11.7	136	£27525
1.0 T-GDi (120) auto N Line	44.8	11.7	142	£29325
1.0 T-GDi (120) auto N Line S	44.8	11.7	143	£31725
1.6 T-GDi (198) N Line S	43.4	7.8	147	£31725
1.6 T-GDi (198) auto N Line S	44.1	7.8	145	£33525
1.6 HEV (141) auto Advance	60.1	11.2	106	£230025
1.6 HEV (141) auto N Line	60.1	11.2	106	£31825
1.6 HEV (141) auto N Line S	60.1	11.2	106	£34225
48kWh (156) auto Advance	234	8.8	0	£24995
65kWh (218) auto Advance	282	7.8	0	£38595
65kWh (218) auto N Line	282	7.8	0	£40395
65kWh (218) auto N Line S	282	7.8	0	£43095
Ultimate: same price as N Line S				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 66/Warranty: 3 years/60000 miles				
<b>Tucson - 4500x1865mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.6 T-GDi (150) SE Connect	41.5	10.3	151	£23150
1.6 T-GDi (150) Premium	41.5	10.3	154	£33200
1.6 T-GDi (150) 4x4 SE Connect	43.5	9.6	144	£33275
1.6 T-GDi (150) 4x4 auto Premium	43.5	9.6	146	£35275
1.6 T-GDi Hybrid (230) at SE Conn	49.6	8.0	127	£35940
1.6 T-GDi Hybrid (230) at Premium	49.6	8.0	130	£38140
1.6 T-GDi PHEV (265) at Prem 4WD	201.8	8.6	31	£41930
N Line: add £700 to Premium Hybrid, same price as Premium PHEV, N Line S: add £1700 to N Line, Ultimate: add £2700-£2740 to Premium				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 103/Warranty: 5 years/125000 miles				
<b>Santa Fe - 4785x1900mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.6 T-GDi HEV (230) at Prem 2WD	44.1	N/A	145	£24320
1.6 T-GDi HEV (230) at Prem 4WD	40.4	N/A	159	£24529
1.6 T-GDi PHEV (265) at Prem 4WD	173.7	8.8	37	£49075
2.2 CRDi (202) at Premium 4WD	N/A	9.2	178	N/A
Ultimate: add £3315 to Premium				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: TBC/Warranty: 5 years/TBC miles				
<b>INEOS</b>				
<b>Grenadier - 4895x1930mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
3.0 T (286) auto Utility Wagon	19.6	8.6	328	£65000
3.0 T (286) auto Station Wagon	19.6	8.6	325	£76000
3.0D (249) auto Utility Wagon	25.2	9.9	286	£65000
3.0D (249) auto Station Wagon	25.2	9.9	286	£76000
Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 63/Warranty: 5 years/100000 miles				
<b>Quartermaster - 5440x1930mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
3.0 T (286) auto Utility Wagon	19.6	8.6	327	£66215
3.0D (249) auto Utility Wagon	25.2	9.9	294	£66215
Fieldmaster/Trialmaster Editions: add £7500				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 103/Warranty: 5 years/125000 miles				
<b>D-Max - 5265x1870mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 84/Warranty: 3 years/unlimited miles				
<b>JAGUAR</b>				
<b>XE - 4678x1967mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0 T P250 at R-Dynamic HSE Black	34.2	6.7	186	£37600
2.0 P300 auto AWD 300 Sport	30.1	5.6	211	£43500
2.0 D200 auto R-Dynamic S	57.9	6.9	128	£33230
2.0 D200 at R-Dynamic SE Black	57.9	6.9	128	£35615
2.0 D200 at R-Dynamic HSE Black	54.5	6.9	137	£37695

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>XF - 4954x1987mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0 T P250 at R-Dynamic SE Black	35.4	6.5	190	£40160
2.0 T P250 auto R-Dynamic HSE	34.6	6.5	192	£42360
2.0 T P300 auto AWD 300 Sport	31.1	5.8	205	£48145
2.0 D200 auto R-Dynamic S	56.8	7.1	131	£35660
2.0 D200 auto R-Dynamic SE Black	54.3	7.1	137	£38920
2.0 D200 at R-Dynamic HSE Black	52.7	7.1	140	£41115
Sportbrake: add £1800-£2020 (not R-Dynamic S)				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>E-Pace - 4395x1984mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0 T P160 auto R-Dynamic S	35.8	9.9	179	£42700
2.0 T P160 at R-Dynamic SE Black	35.4	9.9	181	£45280
2.0 T P250 at R-Dynamic S	32.7	7.0	196	£45455
2.0 T P250 at AWD R-Dynamic S	32.2	7.0	198	£48035
2.0 T P300e at AWD R-Dynamic S	197.0	6.1	32	£49440
2.0 T P300e at AWD R-Dynamic S	191.7	6.1	33	£52020
2.0 D200 auto AWD R-Dynamic S	44.5	7.9	166	£43185
2.0 D200 at AWD R-Dyn SE Black	43.8	7.9	169	£45675
HSE Black: add £2635 to SE Black				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>I-Pace - 4682x2011mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: 65th</b>				
90kWh (400) auto AWD EV400 S	286	4.5	0	£69995
90kWh (400) auto AWD EV400 SE	277	4.5	0	£73495
90kWh (400) at AWD EV400 HSE	277	4.5	0	£77495
90kWh (400) at AWD EV400 Sport	261	4.5	0	£79995

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>F-Pace - 4747x2070mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: 50th</b>				
2.0 T P250 auto AWD R-Dynamic S	30.7	6.9	210	£52560
2.0 T P250 at AWD R-Dyn SE Black	30.2	6.9	213	£57150
3.0 T P400 auto AWD 400 Sport	28.8	5.1	223	£69425
2.0 T P400e at AWD R-Dynamic S	176.2	5.0	37	£60985
2.0 T P400e at AWD R-Dyn SE Blk	174.0	5.0	37	£65715
5.0 V8 S/C P550 auto AWD SVR	23.5	3.8	274	£95180
2.0 D200 auto AWD R-Dynamic S	44.6	7.8	166	£33
2.0 D200 at AWD R-Dyn SE Black	43.4	7.8	171	£33
3.0 D300 at AWD R-Dyn SE Black	38.3	6.1	193	£41
HSE Black: add £4170 to P250 SE Black, add £3620 to P400e SE Black, add £4160 to D200 SE Black, add £3695 to D300 SE Black				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 173/Warranty: 5 years/unlimited miles				
<b>F-Type - 4470x1923mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0 T P300 auto R-Dynamic	29.9	5.6	216	£62380
5.0 V8 S/C P450 auto 75	27.2	4.4	237	£78535
5.0 V8 S/C P450 auto 75 AWD	26.7	4.4	242	£83495
5.0 V8 S/C P575 auto 75 AWD	27.0	3.5	239	£103075
Convertible: add £5590 to P300/P450, add £5195 to P575				

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 66/Warranty: 3 years/60000 miles				
<b>JEEP</b>				
<b>Avenger - 4084x1797mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
1.2 T (100) Longitude	50.4	10.6	130	£23600
1.2 T (100) Altitude	50.4	10.6	130	£25345
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	£25300
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	£27000
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	£29200
54kWh (156) auto Longitude	244	9.6	0	£34800
54kWh (156) auto Altitude	244	9.6	0	£36500
54kWh (156) auto Summit	244	9.6	0	£38700

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 66/Warranty: 3 years/60000 miles				
<b>Renegade - 4236x1805mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5 T E-Hybrid (130) auto Limited	48.7	10.0	128	N/A
1.3 T PHEV (190) auto Limited 4x4	148.7	7.7	41	£36500
1.3 T PHEV (240) auto Upland 4x4	141.2	7.1	45	£36500
1.3 T PHEV (240) at Trailhawk 4x4	141.2	7.1	46	£38500

MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 66/Warranty: 3 years/60000 miles				
<b>Compass - 4404x1819mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5 T E-Hybrid (130) Limited	50.4	10.0	128	£34580
1.5 T E-Hybrid (130) High Altitude	50.4	10.0	128	£35080
1.5 T E-Hybrid (130) S	50.4	10.0	128	

	MPG/EV range	0-60mph	CO2	Insurance group	List price
3.0 D300 auto AWD Dynamic HSE	33.1	6.5	223	45	£72350
3.0 D300 at AWD Metropolitan Ed	32.9	6.5	225	45	£7095

**Range Rover Evoque** - 437x1996mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 73rd

2.0 P200 auto AWD S	32.6	8.0	196	32	£44650
2.0 P200 auto AWD Dynamic SE	32.6	8.0	196	32	£47180
2.0 P250 auto AWD Dynamic SE	31.9	7.0	200	36	£47965
2.0 P250 at AWD Autobiography	31.9	7.0	200	39	£56340
1.5 P300e auto AWD S	200.7	6.1	31	38	£48945
1.5 P300e auto AWD Dynamic SE	200.7	6.1	31	39	£53025
1.5 P300e at AWD Autobiography	200.7	6.1	31	40	£60385
2.0 D165 FWD S	46.7	9.5	158	26	£39380
2.0 D165 auto AWD S	44.1	9.2	168	26	£42965
2.0 D165 auto AWD Dynamic SE	44.1	9.2	168	26	£46295
2.0 D200 auto AWD S	44.0	7.9	171	29	£44020
2.0 D200 auto AWD Dynamic SE	44.0	7.9	173	31	£48100
2.0 D200 at AWD Autobiography	44.0	7.9	173	34	£56475

Dynamic HSE: add £3000 to Dynamic SE

**Range Rover Velar** - 4797x2041mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

2.0T P250 auto AWD S	30.1	7.1	214	37	£53735
2.0T P250 auto AWD Dynamic SE	29.9	7.1	216	38	£58110
3.0T P400 auto AWD Dynamic HSE	28.3	5.2	227	46	£70640
3.0T P400 at AWD Autobiography	28.2	5.2	229	47	£77755
2.0T P400e auto AWD S	169.1	5.1	38	31	£64680
2.0T P400e auto AWD Dynamic SE	163.5	5.1	40	35	£68805
2.0 D200 auto AWD S	43.7	7.8	169	36	£53405
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£57450
3.0 D300 auto AWD Dynamic SE	38.6	6.1	192	42	£62850

3.0 D300 at AWD Autobiography 37.4 6.1 197 46 £74965  
Dynamic HSE: add £5300 to P250 Dynamic SE, add £3675 to P400e Dynamic SE, add £5575 to D200 Dynamic SE, add £4975 to D300 Dynamic SE

**Range Rover Sport** - 4946x2047mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

3.0TT P400 auto AWD Dynamic SE	29.4	5.4	217	49	£89070
3.0TT P400 auto AWD Autobiog	28.9	5.4	221	50	£100810
3.0TT P460e auto AWD SE	39.2	6.3	16	50	£89925
3.0TT P460e at AWD Dynamic SE	39.2	6.3	16	50	£92925
3.0TT P460e auto AWD Autobiog	38.0	6.3	17	50	£106665
3.0TT P550e auto AWD Autobiog	37.7	6.3	17	50	£113995
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D300 auto AWD SE	37.7	6.3	197	47	£82000
3.0 D300 auto AWD Dynamic SE	37.7	6.3	196	48	£85000
3.0 D300 auto AWD Autobiog	36.9	6.3	201	50	£96740
3.0 D350 auto AWD Autobiog	36.9	5.6	201	50	£100920

**Range Rover** - 5052x2047mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

3.0TT P400 auto AWD SE	29.0	5.5	220	50	£105700
3.0TT P400 auto AWD Autobiog	28.4	5.5	225	50	£125600
4.4TT V8 P530 auto AWD Dynamic SE	24.3	4.4	264	50	£139600
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£168800
3.0TT P460e auto AWD SE	38.6	6.3	16	50	£115530
3.0TT P460e auto AWD Autobiog	36.9	6.3	18	50	£134810
3.0TT P550e auto AWD Autobiog	36.6	6.3	18	50	£138500
3.0TT P550e auto AWD SV	36.2	6.3	18	50	£161445
3.0 D300 auto AWD SE	36.8	6.5	201	50	£102100
3.0 D300 at AWD Autobiography	35.7	6.5	207	50	£122000
3.0 D350 auto AWD SE	36.9	5.8	201	50	£105200
3.0 D350 at AWD Autobiography	35.7	5.8	207	50	£125100

HSE: add £6300 to P400/D300/D350 SE, add £5940 to P460e SE

**Range Rover LWB** - 5252x2047mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

3.0TT P400 auto AWD HSE 7st	28.1	5.8	228	50	£117200
3.0TT P400 at AWD Autobiog 7st	28.1	5.8	228	50	£127035
4.4TT V8 P530 auto AWD Dynamic SE	26.7	4.6	267	50	£141600
4.4TT V8 P615 auto AWD SV	23.9	4.4	268	50	£189200
4.4TT V8 P615 at AWD SV Sig Suite	23.9	4.4	268	50	£204600
3.0TT P460e at AWD Autobiog	36.6	4.5	18	50	£137380
3.0 D350 auto AWD HSE 7st	35.2	6.1	210	50	£116700
3.0 D350 auto AWD Autobiog 7st	35.3	6.1	210	50	£127100

Four seats: add £1165 to P400 Autobiography, add £600 to P530/D350 Autobiography

**LEXUS**

Dealers: 51 / Warranty: 3 years/60000 miles

**ES** - 4975x1865mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

2.5 Hybrid (218) at ES 300h Prem Ed	54.3	8.9	127	34	£40000
2.5 Hybrid (218) at ES 300h Takumi	54.3	8.9	125	38	£56365

F Sport: add £7115 to Premium Edition

**LS** - 5235x1900mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

3.5 V6 Hybrid (359) auto LS 500h	36.2	5.4	176	47	£89175
3.5 V6 Hybrid (359) at LS 500h F Sport	35.7	5.4	178	50	£96875
3.5 V6 H (359) at LS 500h AWD Tmi	31.0	5.5	208	50	£115680

AWD: add £7700 to standard car

**LM** - 5130x1890mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

2.5 Hybrid (250) auto LM 350h	42.1	9.1	152	N/A	£89305
2.5 Hybrid (250) at LM 350h AWD	39.2	9.1	163	N/A	£92305
2.5 H (250) at LM 350h AWD T'kmi	39.2	9.1	163	N/A	£112305

**LBX** - 4190x1825mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

1.5 Hybrid (136) auto Urban	65.7	9.6	105	N/A	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	N/A	£32495
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	N/A	£34495
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	N/A	£38245
1.5 Hybrid (136) at Original Edition	62.8	9.6	115	N/A	£39545

Design: add £1100 to Premium Plus, add £1000 to Takumi

**UX** - 4495x1840mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: 38th

2.0 Hybrid (184) auto UX 250h	53.2	8.5	120	22	£34770
2.0 Hybrid (184) at UX 250h F Sport	50.4	8.5	126	22	£42770
2.0 Hybrid (184) at UX 250h E-Four	47.0	8.7	135	22	£42765
2.0 Hybrid (184) at UX 250h F Sport E-4	47.0	8.7	136	22	£44875
72.8kWh (204) auto UX 300e	27.9	7.5	0	38	£47495
72.8kWh (204) at UX 300e Premium	27.9	7.5	0	38	£50995
72.8kWh (204) at UX 300e Takumi	27.9	7.5	0	38	£57095

F Sport Design: add £2200 to standard car, Takumi: add £4000 to F Sport, add £3250 to F Sport E-Four

**NX** - 4660x1865mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

2.5 Hybrid (242) at NX 350h 2WD	49.5	8.7	129	32	£44430
2.5 Hyb (242) at NX 350h Tak 2WD	49.5	8.7	129	32	£58485
2.5 Hybrid (242) auto NX 350h	47.0	7.7	136	32	£45435
2.5 Hyb (242) at NX 350h F Sport	44.1	7.7	144	35	£54985
2.5 Hyb (242) at NX 350h Takumi	44.1	7.7	145	36	£59485
2.5 PHEV (306) at NX 450h+ Prem	313.9	6.3	21	38	£54950
2.5 PHEV (306) at NX 450h+ F Sport	313.9	6.3	21	40	£62200
2.5 PHEV (306) at NX 450h+ T'kmi	313.9	6.3	21	41	£65295

**RZ** - 4890x1895mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

71.4kWh (313) at RZ 450e Prem	271	5.6	0	44	£64500
71.4kWh (313) at RZ 450e Takumi	252	5.6	0	45	£74000

**RX** - 4890x1920mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

2.5 Hyb (250) at RX 350h Premium	44.1	7.9	150	42	£62125
2.5 Hybrid (250) at RX 350h Takumi	44.1	7.9	145	43	£76625
2.4T Hyb (371) at RX 500h F Sport	35.3	6.2	182	46	£77195
2.5 PHEV (309) at RX 450h+ Prem	256.8	6.5	25	44	£67100
2.5 PHEV (309) at RX 450h+ T'kmi	256.8	6.5	25	45	£81600

**RC** - 4700x1840mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

5.0 V8 (457) auto RC F	23.9	4.5	268	48	£76560
5.0 V8 (457) auto RC F Track Ed	23.9	4.5	268	48	£93310

**LC** - 4770x1920mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

3.5 V6 Hybrid (359) auto LC 500h	34.8	5.0	184	47	£95515
5.0 V8 (464) auto LC 500	24.3	4.7	262	48	£95660
5.0 V8 (464) at LC 500 Convertible	24.1	4.8	275	48	£106385

**LOTUS**

Dealers: 18 / Warranty: 3 years/36000 miles

**Eletre** - 5103x2135mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

112kWh (612) auto Eletre	373	4.5	0	N/A	£90750
112kWh (612) auto Eletre S	373	4.5	0	N/A	£105750
112kWh (918) auto Eletre R	304	3.0	0	N/A	£121250

**Emira** - 4413x1895mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

2.0T (360) auto First Edition	N/A	4.2	195	N/A	£78895
3.5 V6 S/C (400) First Edition	N/A	4.3	243	N/A	£83095
3.5 V6 S/C (400) auto First Edition	N/A	4.3	243	N/A	£84895

**McLAREN**

Dealers: 8 / Warranty: 3 years

**Artura** - 4539x1976mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

3.0 V6 hybrid (680) auto Artura	61.5	3.0	129	50	£190460
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**720S/765LT** - 4543x4600x2059mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

4.0 V8TT auto 720S	23.1	2.9	276	50	£228560
4.0 V8TT auto 720S Spider	23.1	2.9	276	50	£251960
4.0 V8TT auto 765LT	23.0	2.8	280	50	£280000
4.0 V8TT auto 765LT Spider	23.0	2.8	280	50	£310500

**GT** - 4683x2045mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

4.0 V8TT (620) auto GT	23.7	3.2	270	50	£167560
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**MASERATI**

Dealers: 19 / Warranty: 3 years/unlimited miles

**Ghibli** - 4971x1945mm, **EURO-NCAP** ★★★★★  
DRIVER POWER POS: N/A

3.0 V6TT (430) auto Modena	25.7	4.9	243	N/A	£96165
3.8 V8TT (580) auto Trofeo	22.4	4.3	283	N/A	£121745
2.0T (330) auto GT Hybrid	32.5	5.7	197	N/A	£75945

**Quattroporte** - 5262x1948mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

3.0 V6TT (430) auto Modena S	25.7	5.0	250	N/A	£113970
3.8 V8TT (580) auto Trofeo	22.8	4.5	280	N/A	£142745

**Grecale** - 4847x1979mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

2.0T (300) auto GT	32.1	5.6	199	N/A	£61570
2.0T (330) auto Modena	31.4	5.3	203	N/A	£67810
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£99700

**Levante** - 5005x1981mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

3.0 V6TT (430) auto Modena	21.6	5.2	295	N/A	£101880
3.8 V8TT (580) auto Trofeo	20.0	4.1	320	N/A	£143225
2.0T (330) auto GT Hybrid	27.7	6.0	232	N/A	£79550

**GranTurismo** - 4966x1957mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£143075
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£161195

**MC20** - 4669x1965mm, **EURO-NCAP** N/A  
DRIVER POWER POS: N/A

3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>EQB - 4634x1834mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
67kWh (228) at 300 4MT AMG Li	253	8.0	0	29 £55310
67kWh (292) at 350 4MT AMG Li	253	6.2	0	35 £56810

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>GLC-Class - 4716x1890mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0T (280) at 300 4MAT AMG Line	37.7	6.2	171	42 £54850
2.0 Hyb (340) at 300 e 4MT AMG L	565.0	5.7	12	47 £63210
2.0 (219) at 220 d 4MAT AMG Line	52.3	7.9	141	40 £52880
2.0 (291) at 300 d 4MT AMG L Prr	49.6	6.5	150	44 £61420
2.0 Hyb (333) 300 d 4MT AMG Li	706.3	6.2	11	49 £65460

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>GLC-Coupe - 4764x1890mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0T (280) at 300 4MAT AMG Line	37.7	6.3	149	43 £61325
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.1	140	41 £59355
2.0 (291) at 300 d 4MT AMG L Prr	49.6	6.4	171	44 £67895

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>EQC - 4762x1884mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
80kWh (408) at 400 4MAT AMG Li	245	5.1	0	50 £74330

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>GLE-Class - 4924x2010mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
3.0T (403) at 450 4MAT AMG Line	28.5	5.6	225	47 £82110
2.0 Hyb (388) at 400 e 4M AMG Li	282.5	6.1	22	47 £95455
3.0T (435) auto AMG 53 4MATIC+	26.2	5.0	245	50 £103265
4.0 V8T (612) at AMG 63 5 4MT+	22.8	3.9	281	50 £141000
2.0 (289) at 300 d 4MAT AMG Line	39.8	6.9	187	44 £77985
3.0 (389) at 450 d 4MAT AMG Line	35.3	5.6	207	48 £81110
7 seats: standard on GLE 450, AMG 53, 300 d, 450 d				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>GLE-Coupe - 4941x2018mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0 Hyb (388) at 400 e 4M AMG Li	282.5	6.1	22	49 £95455
3.0T (435) auto AMG 53 4MATIC+	26.2	5.0	245	50 £103265
4.0 V8T (612) at AMG 63 5 4MT+	23.0	3.9	280	50 £144860
3.0 (389) at 450 d 4MAT AMG L Prr	34.9	5.6	212	49 £92810

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>EQE SUV - 4863x1940mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
89kWh (288) at EQE 350 AMG Li	334	6.6	0	50 £90560
89kWh (288) at EQE 350 Business	319	6.6	0	50 £122260
91kWh (408) at EQE 500 AMG Li	324	4.9	0	50 £108760
91kWh (408) at EQE 500 Business	320	4.9	0	50 £121760
91kWh (617) at AMG EQE 53 AMT	305	3.7	0	50 £133860

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>GLS-Class - 5209x2030mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	254	47 £110070
4.0 V8T (579) at 600 Maybach	20.2	4.9	317	50 £177455
4.0 V8T (579) at 600 May 1st Class	20.0	4.9	320	50 £181755
4.0 V8T (634) at AMG 63 4MAT+	22.1	4.2	303	50 £153455
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	231	50 £108070
Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>EQS SUV - 5125x1957mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
108kWh (360) at EQS 450 AMG Li	364	6.0	0	50 £129470
108kWh (544) at EQS 580 AMG Li	363	4.6	0	50 £139470
Business Class: add £14325				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>G-Class - 4873x1984mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
4.0 V8T (585) at AMG 63 4MAT	17.2	4.5	369	50 £174665
3.0T (330) at 400 d 4MT AMG Line	26.4	6.4	289	N/A £131335
Carbon Edition: add £7000 to AMG 63, Magno Edition: add £18730 to AMG 63				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>CLE-Class Coupe - 4850x1861mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	N/A £46605
2.0T (258) at CLE 300 4MT AMG L P	39.8	6.2	162	N/A £57545
3.0T (381) at CLE 450 AMG Li Prem	36.7	4.4	176	N/A £66265
2.0 (197) auto CLE 200 d AMG Line	60.1	7.5	123	N/A £49060

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>AMG SL - 4700x1915mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0T (381) auto SL 43 Premium	30.1	4.9	206	50 £108165
2.0T (381) at SL 43 Premium Plus	30.1	4.9	212	50 £117165
4.0 V8T (476) at SL 55 4MT Prem+	21.9	3.9	299	50 £147715
4.0 V8T (585) at SL 63 4MT Prem+	21.9	3.6	299	50 £171965
4.0 V8T (585) at SL 63 4MT Perf	21.9	3.6	297	50 £179465
Touring: same price as Premium (not SL 63)				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>MG</b>				
Dealers: 71 / Warranty: 7 years/80000 miles				
<b>MG3 - 4018x1729mm, EURO-NCAP★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5 (106) Excite	42.3	10.4	152	7 £13820
Exclusive Nav: add £1700 to Excite				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>MG4 - 4287x1836mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: 66th</b>				
51kWh (170) auto SE	218	7.7	0	27 £26995
64kWh (203) auto SE Long Range	281	7.9	0	28 £29495
64kWh (203) at Trophy L Range	270	7.9	0	29 £32495
64kWh (435) auto XPower	239	3.7	0	40 £36495

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>MG5 - 4600x1818mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
52.5kWh (156) auto SE	214	7.7	0	32 £30995
Trophy: add £2500 to SE				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>ZS - 4314x1809mm, EURO-NCAP★★★ (EV★★★★)</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5 (106) Excite	42.7	10.4	149	15 £17820

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>1.0T GDI (111) Exclusive</b>				
42.7	10.5	149	15	£21570
<b>1.0T GDI (111) auto Excite</b>				
39.0	12.1	163	14	£20355
<b>51kWh (176) auto EV SE</b>				
198	8.0	0	21	£30495
<b>73kWh (156) auto EV SE Long</b>				
273	8.2	0	21	£32995
Exclusive: add £2300 to Excite, Trophy: add £2500 to EV SE				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>HS - 4574x1876mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5 T-GDI (162) Excite	37.2	9.9	168	16 £23495
1.5 T-GDI (162) auto Excite	36.2	9.9	174	16 £24995
1.5 T-GDI (258) auto Excite Plug-in	155.8	6.9	43	27 £31095
Exclusive: add £2500 to Excite				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>MINI</b>				
Dealers: 148 / Warranty: 3 years/unlimited miles				
<b>Cooper - 3858x1756mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5T (156) auto C Classic	47.9	7.7	133	N/A £23135
1.5T (156) auto C Exclusive	47.9	7.7	134	N/A £25335
1.5T (156) auto C Sport	45.6	7.7	139	N/A £26635
2.0T (204) auto S Classic	45.6	6.6	140	N/A £26700
2.0T (204) auto S Exclusive	45.6	6.6	140	N/A £29735
2.0T (204) auto S Sport	44.8	6.6	143	N/A £31035
41kWh (184) auto E Classic	190	7.3	0	N/A £29920
41kWh (184) auto E Exclusive	190	7.3	0	N/A £32145
41kWh (184) auto E Sport	190	7.3	0	N/A £33445
54kWh (218) auto SE Classic	250	6.7	0	N/A £34445
54kWh (218) auto SE Exclusive	250	6.7	0	N/A £36645
54kWh (218) auto SE Sport	250	6.7	0	N/A £37945

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Clubman - 4253x1800mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5T (136) auto Cooper	47.1	9.2	136	20 £27440
2.0T (178) auto Cooper S	44.1	7.2	145	26 £30665
2.0T (306) at John Cooper Works	38.2	4.9	169	40 £41000

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Convertible - 3821x1727mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5T (136) Cooper	47.9	8.7	134	21 £25890
1.5T (136) auto Cooper	47.9	8.7	135	22 £25890
2.0T (178) Cooper S	43.5	7.1	148	27 £29515
2.0T (178) auto Cooper S	45.6	7.1	141	28 £29515
2.0T (231) John Cooper Works	40.9	6.5	156	29 £35965
2.0T (231) at John Cooper Works	40.9	6.5	156	29 £35965

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Countryman - TBC, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5T (170) auto C Classic	46.3	8.3	138	N/A £29025
1.5T (170) auto C Exclusive	46.3	8.3	138	N/A £31525
2.0T (218) auto S Classic ALL4	41.5	7.1	155	N/A £34425
2.0T (218) auto S Exclusive ALL4	41.5	7.1	155	N/A £36925
2.0T (300) auto JCW ALL4	36.2	5.4	177	N/A £40425
66kWh (204) auto E Classic	287	8.6	0	N/A £42025
66kWh (204) auto E Exclusive	287	8.6	0	N/A £44525
66kWh (313) auto SE Classic ALL4	269	5.6	0	N/A £47125
66kWh (313) at SE Exclusive ALL4	269	5.6	0	N/A £49625
Sport: add £1200 to Exclusive				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>MORGAN</b>				
Dealers: 18 / Warranty: TBC				
<b>Super 3 - 3581-1840mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
1.5 (118) Super 3	40.0	7.0	130	N/A £43165

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Roadster - 3700-3890x1680-1756mm, EURO-NCAP N/A</b>				
<b>DRIVER POWER POS: N/A</b>				
2.0T (255) Plus 4	39.0	5.2	165	N/A £62995
2.0T (255) auto Plus 4	40.0	4.8	159	N/A £64995
3.0T (335) auto Plus 6	34.0	4.2	180	N/A £81995

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>NISSAN</b>				
Dealers: 221 / Warranty: 3 years/60000 miles				
<b>Leaf - 4490x1788mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: 42nd</b>				
40kWh (150) auto Acenta	168	7.9	0	21 £28995
62kWh (217) auto e+ N-Connecta	239	6.9	0	21 £34945
N-Connecta: add £1500 to Acenta, Tekna: add £3000 to Acenta, add £1500 to e+ N-Connecta				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Juke - 4210x1800mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: 64th</b>				
1.0 DIG-T (114) Visia	48.7	10.7	132	13 £20985
1.0 DIG-T (114) Acenta	48.7	10.7	133	13 £22585
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14 £24585
1.0 DIG-T (114) auto Acenta	47.1	11.8	137	13 £24085
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14 £26085
1.6 Hybrid (143) auto N-Connecta	55.0	10.1	112	N/A £28210
Tekna: add £1500 to N-Connecta, Tekna+: add £1400 to Tekna				

MPG/EV range	0-60mph	CO2	Insurance group	List price
<b>Qashqai - 4394x1806mm, EURO-NCAP★★★★</b>				
<b>DRIVER POWER POS: 48th</b>				
1.				

	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.7TT (650) auto Turbo S	23.5	2.7	271	50	£180600
4.0 (510) GT3	21.9	3.9	293	50	£146400
4.0 (510) auto GT3	21.7	3.4	294	50	£146400
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600
GT3 Touring Package: same price as GT3					

**911 Cabriolet** - 4519-4573x1852-1900mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0TT (385) auto Carrera	27.2	4.4	236	50	£107000
3.0TT (385) auto Carrera 4	26.9	4.4	238	50	£113000
3.0TT (450) Carrera S	27.4	4.4	233	50	£120000
3.0TT (450) auto Carrera S	26.6	3.9	241	50	£120000
3.0TT (450) Carrera 4S	27.2	4.4	235	50	£126000
3.0TT (450) auto Carrera 4S	26.4	3.8	242	50	£126000
3.0TT (480) Carrera GT5	26.9	4.3	239	50	£132000
3.0TT (480) auto Carrera GT5	25.9	3.6	248	50	£132000
3.0TT (480) Carrera 4 GT5	26.2	4.3	244	50	£138000
3.0TT (480) auto Carrera 4 GT5	25.7	3.5	249	50	£138000
3.7TT (580) auto Turbo	23.3	2.9	275	50	£169100
3.7TT (650) auto Turbo S	23.3	2.8	275	50	£190600
911 Targa: same price as Carrera 4/4S/4 GT5					

**RENAULT**

Dealers: 158 / Warranty: 3 years/60000 miles

**Zoe** - 4087x1787mm, **EURO-NCAP** Zero  
**DRIVER POWER POS:** N/A

52kWh (135) auto Techno	239	9.5	0	18	£31195
Icronic: add £800 to Techno					

**Clio** - 4050x1798mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.0 Tce (90) Evolution	54.3	12.2	118	10	£17795
1.0 Tce (90) Techno	53.3	12.2	119	11	£19195
1.0 Tce (90) Esprit Alpine	53.3	12.2	120	11	£20595
1.6 E-Tech (145) auto Evolution	67.3	9.3	96	15	£21295
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£22695
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24095

**Megane E-Tech** - 4200x1768mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

60kWh EV60 (220) auto Equilibre	280	7.5	0	26	£34495
60kWh EV60 (220) auto Techno	280	7.5	0	27	£36495
60kWh EV60 (220) auto Icronic	280	7.5	0	26	£38495

**Traffic Passenger** - 5080-5480x1956mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 Blue dCi (110) Advance	39.2	16.5	186	N/A	£45955
2.0 Blue dCi (110) Advance LWB	38.7	16.5	187	N/A	£47955
2.0 Blue dCi (110) Extra	38.7	16.5	188	N/A	£4775
2.0 Blue dCi (110) Extra LWB	38.7	16.5	189	N/A	£49405
2.0 Blue dCi (150) Advance	39.2	16.6	186	N/A	£47935
2.0 Blue dCi (150) Advance LWB	38.7	13.6	187	N/A	£49585
2.0 Blue dCi (150) Extra	38.7	13.6	188	N/A	£49735
2.0 Blue dCi (150) Extra LWB	38.2	13.6	189	N/A	£51385
2.0 Blue dCi (150) auto Advance	38.2	11.6	189	N/A	£51565
2.0 Blue dCi (150) auto Advance LWB	38.2	11.6	190	N/A	£53215
2.0 Blue dCi (170) auto Extra	37.7	10.6	191	N/A	£53890
2.0 Blue dCi (170) auto Extra LWB	37.7	10.6	192	N/A	£55540

**Captur** - 4227x1797mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 34th

1.0 Tce (90) Evolution	48.7	13.3	131	12	£21495
1.0 Tce (90) Techno	47.9	13.3	133	12	£22995
1.6 E-Tech Hyb (145) at Evolution	60.1	10.6	106	19	£24795
1.6 E-Tech Hyb (145) at Techno	58.9	10.6	107	19	£26295
1.6 E-Tech Hyb (145) at E-T Eng'ed	60.1	10.6	107	20	£28395

**Arkana** - 4568x1821mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.6 E-Tech Hyb (145) at Techno	60.1	10.8	105	16	£26995
1.6 E-Tech Hyb (145) at Techno	60.1	10.8	105	16	£28995
1.6 E-Tech Hyb (145) at Esprit Alp	58.9	10.8	107	16	£31295

**Scenic E-Tech** - 4470x1864mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

60kWh (170) auto Techno	260	8.6	0	N/A	£37495
87kWh (220) auto Techno	379	7.9	0	N/A	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	N/A	£43495
87kWh (220) auto Icronic	369	7.9	0	N/A	£45495

**Austral** - 4510x1825mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.2 E-Tech Hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech Hyb (200) at Techno Alp	60.1	8.4	105	22	£36695
1.2 E-Tech Hyb (200) at Icronic Alp	60.1	8.4	105	23	£39195

**ROLLS-ROYCE**

Dealers: 6 / Warranty: 4 years/unlimited miles

**Cullinan** - 5341x2164mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.75 V12 (571) auto	18.1	5.2	341	50	£312800
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£356600

**Ghost** - 5545-5715x2148mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

**Phantom** - 5762-5982x2018mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

**Spectre** - 5475x1996mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

120kWh (577) auto	323	4.5	0	50	£332000
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**SEAT**

Dealers: 128 / Warranty: 3 years/60000 miles

	MPG/EV range	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>Ibiza</b> - 4059x1780mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A					
1.0 MPI (80) SE	53.3	15.3	119	3	£18595
1.0 MPI (80) FR	50.4	15.3	125	4	£20895
1.0 TSI (95) SE	54.3	10.9	118	9	£19045
1.0 TSI (95) FR	52.3	10.9	124	11	£21425
1.0 TSI (95) Xcellence	51.4	10.9	126	11	£21640
1.0 TSI (110) FR	52.3	10.2	123	12	£21840
1.0 TSI (110) Xcellence	51.4	10.2	124	12	£21895
1.0 TSI (110) auto FR	47.9	10.0	132	13	£22965
1.0 TSI (110) auto Xcellence	47.9	10.0	133	13	£23020
SE Technology: add £1035 to SE, FR Sport: add £885 to FR, Xcellence Lux: add £1215 to Xcellence					

**Leon** - 4368x1991mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.0 TSI (110) SE	51.4	10.9	124	11	£23335
1.0 TSI (110) FR	50.4	10.9	127	12	£26820
1.0 eTSI (110) auto SE	51.4	10.8	124	12	£26365
1.0 eTSI (110) auto FR	50.4	10.8	128	12	£29110
1.5 TSI Evo (130) SE	51.4	9.4	124	18	£24905
1.5 TSI Evo (130) FR	50.4	9.4	127	16	£27150
1.5 TSI Evo (150) FR	48.7	8.7	131	18	£28445
1.5 eTSI Evo (150) auto FR	49.6	8.5	130	19	£30505
2.0 TDI (115) SE	65.7	10.2	112	16	£26275
2.0 TDI (150) FR	64.2	8.9	116	20	£30505
Leon ST estate: add £1275 (selected models), SE Dynamic: add £1520 to SE, FR Sport: add £1730 to FR (not 1.0 TSI manual)					

**Arona** - 4138x1780mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 59th

1.0 TSI (95) SE	52.3	11.5	124	9	£21695
1.0 TSI (110) FR	53.3	10.3	121	12	£25110
1.0 TSI (110) Xperience	53.3	10.3	120	12	£25830
1.0 TSI (110) auto SE	47.9	10.1	134	11	£22980
1.0 TSI (110) auto FR	47.9	10.1	135	13	£26235
1.0 TSI (110) auto Xperience	47.9	10.1	134	13	£26875
1.5 TSI (150) auto FR	45.6	8.2	140	18	£26475
SE Technology: add £1030 to SE, FR Sport: add £1130 to FR, Xperience Lux: add £1610 to Xperience					

**Ateca** - 4381x1841mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 63rd

1.0 TSI (110) SE	46.3	11.4	138	10	£27330
1.5 Eco TSI (150) SE	44.8	8.5	142	18	£29225
1.5 Eco TSI (150) FR	42.8	8.5	149	18	£31125
1.5 Eco TSI (150) Xperience	42.8	8.5	150	18	£31410
1.5 Eco TSI (150) auto SE	44.1	8.6	145	18	£30875
1.5 Eco TSI (150) auto FR Black Ed	41.5	8.6	153	19	£35860
1.5 Eco TSI (150) auto Xperience	42.2	8.6	151	18	£31810
SE Technology: add £845 to SE, FR Sport: add £2465 to FR, Xperience Lux: add £3180 to Xperience					

**Tarraco** - 4735x1839mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5 TSI Evo (150) SE	41.5	9.9	155	18	£33415
1.5 TSI Evo (150) auto SE	39.2	9.5	165	20	£34995
1.5 TSI Evo (150) auto FR	38.2	9.5	169	20	£38980
1.5 TSI Evo (150) auto Xperience	36.7	9.5	175	20	£38015
2.0 TDI (150) SE	52.3	10.2	143	20	£35215
2.0 TDI (150) auto SE	51.4	10.1	143	19	£36255
2.0 TDI (150) auto FR	50.4	10.1	146	20	£40240
2.0 TDI (150) auto Xperience	48.7	10.1	151	20	£39270
SE Technology: add £1535 to SE, FR Sport: add £1950 to FR, Xperience Lux: add £1950 to Xperience					

**SKODA**

Dealers: 135 / Warranty: 3 years/60000 miles

**Fabia** - 4108x1780mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.0 MPI (80) SE Comfort	55.0	15.6	116	4	£18600
1.0 TSI (95) SE Comfort	54.9	10.7	117	10	£19150
1.0 TSI (110) SE Comfort	55.5	9.9	116	12	£19500
1.0 TSI (110) SE L	55.1	9.9	117	12	£21135
1.0 TSI (110) Monte Carlo	54.5	9.9	118	13	£21835
1.0 TSI (110) auto SE Comfort	50.7	9.8	126	12	£22135
1.0 TSI (110) auto SE L	50.4	9.8	127	13	£21525
1.0 TSI (110) auto Monte Carlo	49.9	9.8	128	13	£22835
1.5 TSI (150) auto Colour Edition	51.7	7.9	124	19	£23065
1.5 TSI (150) auto SE L	51.5	7.9	124	19	£24000
1.5 TSI (150) auto Monte Carlo	51.1	7.9	125	19	£24700
Colour Edition: add £700 to SE Comfort					

**Scala** - 4362x1793mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.0 TSI (95) SE	53.3	10.9	119	11	£20800
1.0 TSI (110) SE	53.3	10.0	113	13	£21600
1.0 TSI (110) auto SE	49.6	10.0	130	13	£22995
1.5 TSI (150) SE	51.4	8.2	124	18	£23075



MPG/EV range	0-60mph	CO2	Insurance group	List price
1.8 VVTi Hybrid (140) auto Design	58.9	10.2	108	£34685
1.8 VVTi Hybrid (140) auto Excel	57.7	10.2	110	£38150
2.0 VVTi Hybrid (197) at GR Sport	57.7	8.1	110	£40645
2.0 VVTi PHEV (223) auto Design	35.3	17.2	19	N/A
2.0 VVTi PHEV (223) auto Excel	35.3	17.2	19	N/A
2.0 VVTi PHEV (223) at GR Sport	35.3	17.2	19	N/A

**bZAX - 4690x1860mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion AWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion FWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

**RAV4 - 4600x1855mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: 30th

2.5 VVTi Hyb (218) at Design FWD	50.4	8.4	129	26	£39875
2.5 VVTi Hyb (222) at Design AWD	48.7	8.1	131	28	£42255
2.5 VVTi PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV), GR Sport: add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

**Hilux - 5325x1855-1900mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

2.4 D-4D (150) Double Cab Active	29.1	13.2	255	41	£36007
2.4 D-4D (150) Double Cab Icon	30.0	13.2	246	41	£38595
2.4 D-4D (150) Dbl Cab Invinicible	30.0	13.2	247	42	£41590
2.4 D-4D (150) auto Dbl Cab Icon	30.7	12.8	241	41	£40118
2.4 D-4D (150) auto DC Invinicible	30.7	12.8	242	42	£43112
2.8 D-4D (204) D Cab Invinicible	33.2	10.1	224	45	£41945
2.8 D-4D (204) D Cab Invinicible X	33.2	10.1	224	45	£46005
2.8 D-4D (204) at DC Invinicible	30.0	10.7	246	45	£43467
2.8 D-4D (204) at DC Invinicible X	30.0	10.7	246	45	£47527
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	246	45	£49735
2.8 D-4D (204) at Invinicible XAT35	30.0	10.7	248	45	£73326

**GR Supra - 4379x1854mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

2.0T (254) auto GR Supra Pro	38.6	5.2	161	34	£50545
3.0T (335) GR Supra	32.1	4.3	198	36	£54630
3.0T (335) GR Supra Pro	32.1	4.3	198	36	£57130
3.0T (335) auto GR Supra Pro	34.9	4.6	183	37	£58580

**VAUXHALL**

Dealers: 338 / Warranty: 3 years/60000 miles

**Corsa - 4060x1765mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.2 (75) Design	53.3	12.4	118	10	£19625
1.2 (75) GS	53.3	12.4	121	12	£22605
1.2 Turbo (100) Design	52.3	9.3	117	16	£20525
1.2 Turbo (100) Ultimate	52.3	9.3	117	17	£25685
1.2 Turbo (100) auto Design	48.7	10.2	121	16	£22255
1.2 Turbo (130) auto GS	50.4	8.2	123	22	£26205
1.2 Turbo (130) auto Ultimate	50.4	8.2	123	23	£28385
50kWh (136) auto Design	222	8.9	0	24	£32390
50kWh (136) auto Ultimate	222	8.9	0	25	£34025
54kWh (156) auto GS	246	8.2	0	24	£35475
54kWh (156) auto Ultimate	246	8.2	0	25	£38585

**Astra - 4374x1860mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.2 Turbo (110) Design	51.4	10.5	123	17	£26960
1.2 Turbo (130) Design	51.4	9.7	123	19	£27560
1.2 Turbo (130) GS	51.4	9.7	124	19	£29855
1.2 Turbo (130) Ultimate	51.4	9.7	124	19	£32970
1.2 Turbo (130) auto Design	50.4	9.7	127	20	£29060
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31355
1.2 Turbo (130) auto Ultimate	48.7	9.7	130	21	£34515
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (180) auto Ultimate	256.0	9.3	27	25	£41050
1.6 PHEV (225) auto GSe	256.0	7.5	25	25	£41200
54kWh (156) auto Design	254	9.2	0	25	£37795
54kWh (156) auto GS	254	9.2	0	25	£39795
54kWh (156) auto Ultimate	254	9.2	0	26	£42910

**Astra Sports Tourer - 4374x1860mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.2 Turbo (110) Design	50.4	10.8	125	17	£28160
1.2 Turbo (130) Design	50.4	10.0	126	19	£28760
1.2 Turbo (130) GS	49.6	10.0	128	19	£31055
1.2 Turbo (130) auto Design	49.6	9.9	128	23	£30260
1.2 Turbo (130) auto GS	48.7	9.9	130	23	£32555
1.6 PHEV (180) auto GS	282.5	7.7	23	27	£39135
1.6 PHEV (225) auto GSe	256.8	7.5	26	31	£43400
54kWh (156) auto Design	254	9.2	0	N/A	£39995
54kWh (156) auto GS	254	9.2	0	N/A	£41995
54kWh (156) auto Ultimate	254	9.2	0	N/A	£45110

**Combo Life Elec. - 4403x4753x1921mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

50kWh (136) auto Design	174	11.7	0	N/A	£34835
50kWh (136) auto Ultimate	174	11.7	0	N/A	£35945
50kWh (136) auto Design XL 7st	174	11.7	0	N/A	£34685
50kWh (136) auto Ultimate XL 7st	174	11.7	0	N/A	£36695

**Vivaro Life Electric - 4956x5306x1920mm, EURO-NCAP N/A**  
DRIVER POWER POS: N/A

50kWh (136) auto Combi Medium	143	13.1	0	36	£37145
50kWh (136) auto Design Long	143	13.1	0	36	£43725
50kWh (136) auto Ultimate Long	143	13.1	0	36	£48795

**Crossland - 4212x1765mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.2 Turbo (110) Design	48.7	10.5	130	14	£22900
1.2 Turbo (130) Design	47.9	10.5	133	16	£25325
1.2 Turbo (130) auto Design	46.3	9.9	138	18	£24960
1.2 Turbo (130) auto GS	46.3	9.9	138	18	£27425
1.2 Turbo (130) auto Ultimate	46.3	9.9	138	18	£30330

**Mokka - 4151x1791mm, EURO-NCAP N/A**  
DRIVER POWER POS: 75th

1.2 Turbo (100) Design	51.4	10.6	125	13	£24660
1.2 Turbo (100) GS	50.4	10.6	126	14	£27035
1.2 Turbo (136) Design	51.4	9.1	125	20	£25860
1.2 Turbo (136) GS	51.4	9.1	126	20	£28235
1.2 Turbo (136) Ultimate	51.4	9.1	126	20	£31455

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.2 Turbo (130) auto Design	47.9	9.2	134	20	£22775
1.2 Turbo (130) auto GS	47.9	9.2	137	20	£29880
1.2 Turbo (130) auto Ultimate	47.1	9.2	135	19	£33100
50kWh (136) GS	201	8.7	0	22	£38985
50kWh (136) Ultimate	201	8.7	0	23	£41295

**Grandland - 4477x1856mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: 52nd

1.2 Turbo (130) Design	46.3	10.4	139	15	£29620
1.2 Turbo (130) GS	45.6	10.4	140	15	£31880
1.2 Turbo (130) Ultimate	44.8	10.4	140	17	£35380
1.2 Turbo (130) auto Design	44.1	10.3	144	15	£31120
1.2 Turbo (130) auto GS	44.1	10.3	145	16	£33880
1.2 Turbo (130) auto Ultimate	44.1	10.3	145	17	£37380
1.6 PHEV (225) auto GS	192.0	8.9	29	24	£40955
1.6 PHEV (225) auto Ultimate	192.0	8.9	29	25	£44510
1.6 PHEV (300) auto GSe	235.4	6.1	27	35	£45850
1.5 Turbo D (130) auto Design	55.4	12.3	133	14	£32120
1.5 Turbo D (130) auto GS	55.4	12.3	134	15	£34380
1.5 Turbo D (130) auto Ultimate	55.4	12.3	134	16	£38030

**VOLKSWAGEN**

Dealers: 223 / Warranty: 3 years/60000 miles

**Polo - 4074x1751mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: 62nd

1.0 (80) Life	51.4	15.5	124	1	£20730
1.0 TSI (95) Life	54.3	10.8	118	8	£21670
1.0 TSI (95) R-Line	54.3	10.8	119	11	£24070
1.0 TSI (95) auto Life	51.4	11.3	125	8	£23105
1.0 TSI (95) auto R-Line	50.4	11.3	127	11	£25505
1.0 TSI (110) auto R-Line	50.4	10.4	127	11	£26730
2.0 TSI (207) auto GTI	44.8	6.5	147	23	£29645
2.0 TSI (207) auto GTI Edition 25	42.8	6.5	151	24	£32335

Style: add £3340 to 1.0 TSI (95) Life manual

**Golf - 4284x1789mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.0 TSI (110) Life	52.3	10.2	123	14	£26705
1.0 eTSI (110) auto Life	54.3	10.2	117	15	£28625
1.5 TSI (130) Life	52.3	9.2	122	17	£27315
1.5 TSI (130) Style	51.4	9.2	124	18	£29270
1.5 eTSI (130) auto Style	50.4	9.2	126	18	£31190
1.5 TSI (150) Life	51.4	8.5	126	19	£28025
1.5 TSI (150) Style	49.6	8.5	129	20	£29980
1.5 eTSI (150) auto Life	51.4	8.5	126	20	£29845
1.5 eTSI (150) auto Style	49.6	8.5	128	21	£31800
1.4 TSI PHEV (204) auto Style	313.9	7.4	21	24	£36800
1.4 TSI PHEV (245) auto GTE	235.4	6.7	27	27	£40650
2.0 TSI (190) at 4MOTION Black Ed	38.7	6.7	165	26	£36320
2.0 TSI (245) auto GTI	38.7	6.3	167	28	£39575
2.0 TSI (300) auto GTI Clubsport	38.7	5.6	166	29	£42030
2.0 TSI (320) auto R	36.2	4.7	176	31	£44310
2.0 TSI (333) auto R 20 years	36.2	4.6	175	31	£45975
2.0 TDI (115) Life	67.8	10.2	117	17	£28305
2.0 TDI (115) auto Life	62.8	10.4	117	17	£29850
2.0 TDI (150) auto Style	62.8	8.8	119	23	£33025
2.0 TDI (200) auto GTD	54.8	7.1	136	27	£37160

R-Line: add £645 to Style (1.5 TSI (not 130) auto, 2.0 TDI 150 auto), Black Edition: add £1500 to 1.5 TSI 150 R-Line

**Golf Estate - 4633x1789mm, EURO-NCAP ★★★★★**  
DRIVER POWER POS: N/A

1.0 TSI (110) Life	51.4	10.5	124	14	£28075
1.0 eTSI (110) auto Life	54.3	10.6	119	15	£29995
1.5 TSI (130) Life	52.3	9.4	123	17	£28685
1.5 TSI (130) Style	50.4	9.4	126	18	£30640
1.5 eTSI (130) auto Life	51.4	9.4	125	18	£30605
1.5 TSI (150) auto Life	50.4	9.4	128	18	£32560
1.5 TSI (150) Style	49.6	8.7	128	19	£32925
1.5 TSI (150) Life	49.6	8.7	131	20	£31295
1.5 eTSI (150) auto Life	48.7	8.7	128	20	£31215
1.5 eTSI (150) auto Style	48.7	8.7	131	21	£33215
2.0 TSI (320) auto R	35.8	4.9	178	31	£46695
2.0 TDI (115) Life	65.7	10.5	112	17	£29700
2.0 TDI (115) Style	64.2	10.5	114	17	£31655
2.0 TDI (115) auto Life	62.8	10			



**AE** NEVER lose sight of the fact that in the vehicle manufacturing, selling and buying game, the most important players are consumers spending their own money on new cars.

Without them, those running the production lines, transport/shipping firms, retail outlets, workshops and related businesses, couldn't exist. Neither would the circa 800,000 automotive jobs in the UK. Also, could our Government cope without those billions (or is it trillions now?) it grabs by slapping its 20 per cent VAT 'surcharge' on car purchases? I think not.

So whether these buyers put their hands in their pockets, find the funds from their small business accounts, or rely on their company/corporate coffers, what are they choosing to purchase this year? The best way to fully answer that question is for me to come back to you in nine months when the full 2024 registration figures will be announced by the Society of Motor Manufacturers and Traders (SMMT).

But before then you'll have to rely on the first of my quarterly summaries of '2024 car-buying trends' based on facts of the official and unofficial variety.

Fact number one, between 1 January and 31 March, purchasers preferred hybrids over everything else. This is the type of vehicle that emphatically emerged as the top choice among those paying real money for what they consider to be the most appropriate cars for themselves. And who can blame them for their decisions? Not me, that's for sure. We're talking here about a wide range of cars that fall

into three official categories: plug-in hybrid electric vehicle (PHEV), hybrid electric vehicle (HEV), and mild-hybrid electric vehicle (MHEV). And surprise, surprise – of the 233,000 hybrids sold, comparatively inexpensive MHEVs appealed most to paying customers.

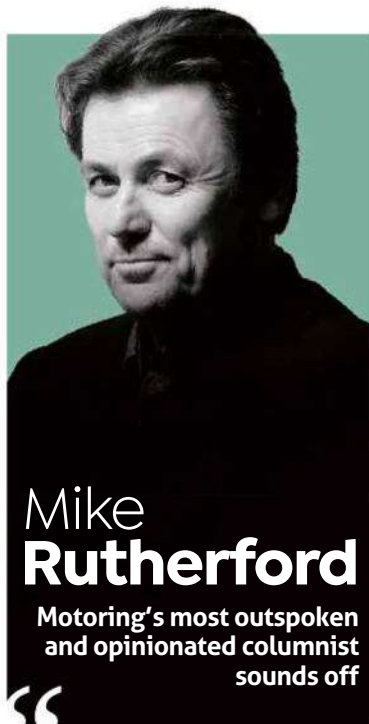
Sitting comfortably in the No. 2 slot behind those hybrids are pure-petrol cars (212,000 models sold so far in '24). Pure-electric vehicles remain way behind in third place (just over 84,000 sold), while pure-diesels (almost 17,000) languish at the bottom of the table.

Put another way, in the first quarter of '24, a huge 84.5 per cent of the cars that people chose to buy or register had petrol or diesel tanks, while a mere 15.5 per cent didn't.

When it comes to the top 10 selling models over the same three months, there isn't a pure-EV range in sight. Ford's Puma is the best seller, followed by the Nissan Qashqai, Kia Sportage, Nissan Juke, Audi A3, BMW 1 Series, VW Golf, MINI, MG HS and VW T-Roc.

The trend in the first quarter of 2024 is crystal clear. The overwhelming majority (almost 85 purchasers in every 100) went for cars with internal-combustion engines that are either pure or aided and abetted by mild, full or plug-in hybrid EV tech.

In the same period, the minority (just over 15 paying customers in every 100) opted for pure-electric vehicles, which continue to sell slowly because they suffer from a condition known in the trade as 'excessive sticker-price syndrome'. It can be cured almost instantly – if manufacturers, retailers and others are brave enough to play their respective roles in making these 100-per cent EVs more affordable. Problem solved. What's not to like?



**Mike Rutherford**

Motoring's most outspoken and opinionated columnist sounds off

The trend so far in 2024 is clear: buyers demand hybrids first, pure-petrol cars second, pure-electric vehicles third

**Do you agree with Mike?**

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