

# SCOOP MUSTANG'S FUTURE

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## FIRST PICS

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**NEW CLE 53**

Hot AMG coupé driven

**NEW MG 3 RATED**

A bargain, if no Clio beater

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Stylish but frustrating

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First job? To remove 20 years of accumulated owl poo from the roof

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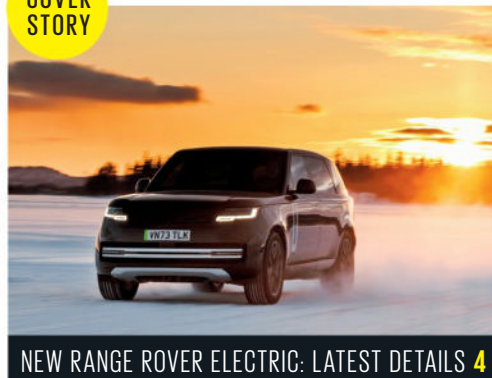
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## COMMENT

# FORD MAKES CASE FOR PASSION AND PROFITS



FORD IS PERHAPS the world's most famous car brand, but many of its recent decisions reflect unemotional business logic rather than automotive passion. The Fiesta has gone, the Focus is on its way out, and the Blue Oval has stealthily become an SUV and commercial vehicle maker.

But there is one glorious exception: the Mustang, which will soon be the only 'traditional' car in its European line-up. So it's encouraging to hear boss Jim Farley (p6, 32) insist that the muscle car has a bright future, possibly with more variants at all price points.

His passion for the Mustang is clear (what's the business case for racing a classic on the fearsome Goodwood circuit?) but the key is that it is a profitable part of Ford's line-up, and a true brand-enhancing halo car. There's a reason Farley compares it to the 911.

It feels like there's a growing divide between the automotive mainstream – all those big SUVs and wheezy, efficient powertrains – and true enthusiast cars. But that might be no bad thing: it gives engineering freedom to make the latter better. And the better these cars are, the more the business case will stack up.

Car firms may be guided by business logic but the likes of Farley show that it needn't come at the expense of passion.

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# NEWS

**GOT A STORY?**

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## Electric Range Rover to be no-compromise luxury SUV

Due this year, the new EV will have the same go-anywhere capability as ICE versions

**T**he new electric Range Rover has been all but revealed as final-stage testing gets under way in preparation for its launch later this year.

New images show JLR's second production EV testing in the Arctic Circle - following a year of component and virtual tests - where temperatures fall as low as -40deg C.

Unusually, the electric Range Rover has been shown completely uncamouflaged - a decision made to "underline the build quality of the initial prototypes", according to its maker.

Painted entirely in black without the contrasting matt trim elements that JLR has previously suggested will mark out the EV powertrain, the prototype looks all but identical to the combustion Range Rover that has been on sale since 2022.

JLR said these new images show how the prototype's

"modernist design language stays true to the Range Rover bloodline", suggesting that the Range Rover Electric - as it is officially named - will be only subtly differentiated from the straight-six, V8 and plug-in hybrid derivatives.

The focus at this stage of the Range Rover Electric's development programme is said to be on the performance of its gearbox, electric motors and electronics in extreme conditions. This is the first JLR model to use a battery and electric drive unit assembled in-house.

The company also revealed that, rather than a conventional ABS-based traction control system, the EV uses new software to precisely manage slip at each wheel and the firm claims to have reduced the "torque reaction time at each wheel from around 100 milliseconds to as little as one millisecond". As a result, "traction is

maximised on all surfaces with exceptional response and composed refinement, significantly enhancing the Range Rover drive experience", according to JLR.

No specific technical details have been given yet, however, beyond the earlier confirmation that it will use an 800V charging architecture.

JLR opened the waiting list for the first electric Range Rover in December last year and by February claimed to have taken more than 16,000 expressions of interest.

While the waiting list gives only an indication of interested customers, rather than a formal reservation, JLR chief Adrian Mardell said the firm

is "excited about the strong client interest" in the EV.

The company has yet to disclose any performance details about the new Range Rover Electric, but it has promised that the EV will have the same "go-anywhere" prowess as the ICE version, with a pledge that it will offer towing, wading and all-terrain capability exceeding its class rivals. Its biggest competition is likely to come from the new Mercedes-Benz G580, which has an identical claimed 850mm wading depth.

The hint that the Range Rover Electric will offer performance "comparable" to the existing V8 suggests a total output close to the 523bhp that model offers.

It is expected to adopt a dual-motor system, which will allow for greater four-wheel-drive ability, and systems such as torque vectoring to boost its off-road potential.

JLR said its test programme

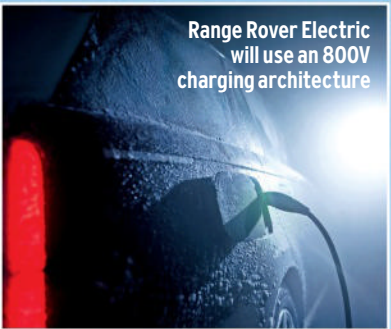
### OFFICIAL PICTURES



EV is undergoing final testing of its key systems in the Arctic



EV will closely match ICE version's looks and off-road ability



Range Rover Electric will use an 800V charging architecture

has been adapted to particularly examine the new vehicle's underfloor, battery durability and thermal derating.

The Range Rover Electric will be built in Solihull alongside the existing mild-hybrid and PHEV versions. It will initially use batteries from a third-party supplier before eventually switching to packs produced in the new Somerset gigafactory that JLR parent company Tata is building.

**FELIX PAGE**

## HARDCORE V8 DEFENDER OCTA SET FOR JULY DEBUT

As JLR prepares the first electric Range Rover for launch, it is also gearing up to reveal the most extreme V8-powered 4x4 it has yet produced.

The Defender Octa will be revealed on 3 July as an exclusive and extremely capable super-off-roader. The new 4x4 is set to use a twin-turbocharged, mild-hybrid 4.4-litre petrol V8 from BMW, as deployed in the X5 and X6 M super-SUVs.

Just 1070 examples of this hardcore special edition will come to the UK in its first year of production. It will feature "tough luxury material choices, striking exterior and interior design enhancements, and the options available to make every adventure epic", according to JLR.

The latest set of preview images show the Octa being subjected to "the most extreme" test programme of any Defender variant yet, with engineers conducting a claimed 13,960 additional tests on top of the standard Defender test programme.



So far, it has conducted countless laps of the Nürburgring Nordschleife, tackled Michelin's wet-

weather handling circuit in France, had its traction control put to the test on Swedish ice and taken on some of the world's most challenging off-road trails in Dubai and Utah.

It has also, says JLR, "conquered every extreme trail" at the company's 4x4 test track in Eastnor, Herefordshire.

Interested customers are being invited to sign up to one of seven 'Defender Elements' preview events being hosted worldwide in the coming weeks, but the firm has given no indication of pricing yet. However, the Octa's limited, extreme billing will take it well clear of the £114k asked for today's most expensive Defender.



Ford CEO Jim Farley recently raced a V8 Mustang at Goodwood



# Four-door Mustang edges closer

Ford CEO says Mustang name could be used for a wider line-up, including a saloon

**F**ord is so delighted with the burgeoning worldwide sales of its 60-year-old, petrol-powered Mustang that it is contemplating launching a new range of “authentic” combustion-engined variants that could include a four-door model for the first time in history.

Speaking exclusively to Autocar at the recent Goodwood Members’ Meeting – where he raced an Alan Mann-prepared Mustang V8 Notchback – Ford CEO Jim Farley claimed the Mustang is now “by far” the world’s best-selling coupé and has developed a huge body of followers worldwide. However, he acknowledged that new derivatives would only be accepted by these supporters if

they had the “performance and attitude” of existing models.

“We will never build a Mustang that isn’t a Mustang,” he insisted. “For instance, there will never be room for a small, two-row Ford SUV with a Mustang badge stuck on it. But could we do other Mustang body forms – a four-door or whatever? I believe we could, as long as these models have all the performance and attitude of the original.”

To begin this latest Mustang expansion phase, Farley believes Ford must start by adding lustre to the original coupé, investing both in models that are accessible to traditional buyers and in other versions that take the coupé further upmarket, the way that Porsche has done with its

911 GT3 RS and GT2 RS models.

“Porsche has been smart about creating derivatives over the past 20 years,” he said. “But we wouldn’t want to do things their way. We want to give them a good, American-

style run for their money.”

One way of keeping costs down while increasing performance in the affordable version, he believes, may be to cut weight and a development programme is already under

way to explore ways of achieving this.

Farley calls the recently announced, track-focused Mustang GTD – a Nürburgring-tested creation with 800bhp, a sophisticated aero package and a £240,000 price – “a down payment” on the performance Mustangs of the future.

“We won’t stop with the GTD,” he said. “At our best, we are an irreverent company. We need to keep doing derivatives that will surprise people.”

For all his expansionist plans, Farley believes Ford needs to be careful about diversifying the brand too far. He said: “Some people think we could mix Mustang with off-road driving – look at what Porsche has done with the 911 Dakar, and what Lamborghini has



£240k GTD shows the potential for high-end hardcore Mustangs



**NEW MUSTANG FLAGSHIP IN THE WINGS**

Ford will extend the Mustang line-up next year with an “amazing” new variant of the coupé, which could be more extreme than even the 800bhp GTD. A preview image leaves much to the imagination, but Ford’s enthusiast vehicles boss, Matt Simpson, suggested it could be a new halo car for the Mustang family. “From road to racing, [petrol] to electric - we’ve even got a street-legal supercar - the best is absolutely yet to come,” said Simpson.



AUTOCAR  
IMAGE

been doing. But I’m not so sure about that.”  
One point of reassurance for Mustang stalwarts is Ford’s intention to continue building V8s “as long as God and the politicians let us”. Farley promises he will fight hard to keep these iconic engines and the manual gearboxes often linked to them in production.  
He believes he can keep that promise even longer than specialist performance car makers - such as Aston Martin - because Ford is fast developing a supporting range of pure-EV models that will provide the fleet offsets needed to keep its ICE-powered siblings legal.  
However, future Mustangs are likely to offer hybrid power, to reduce carbon emissions and to improve performance. Farley said: “We’ve been testing and we really do believe partial electric powertrains work well for performance drivers.”  
“One thing I can promise, however, is that we will never make an all-electric Mustang,”

added Farley, discounting the unrelated Mustang Mach-E electric SUV that shares its name. “I look at other users of pure-electric power such as Formula E, and even companies like Rimac, and I just don’t think that would be right for Mustang. Great for other Fords - look at the worldwide success of Transit - but not for Mustang.”  
Farley, who was appointed Ford CEO in late 2020 and has been rebuilding its model range ever since, sees the Mustang’s rise to global prominence as a big win for the firm.  
He said: “When we decided, in around 2015, that Mustang should go global - with right-hand drive and other expensive changes - it looked like we were taking a big risk. But it has paid off. Nowadays some of our biggest dealers are in countries like Sweden and Australia. I’d say Mustang’s future has never been brighter.”  
**STEVE COPLEY**

» FULL FARLEY INTERVIEW P32

**OFFICIAL PICTURES**



Mercedes-AMG GT 63 S E Performance has 1047lb ft and 804bhp

**AMG GT plugs in to feral pace**

THE NEW PLUG-IN hybrid version of the Mercedes-AMG GT is not just the brand’s quickest-accelerating road car yet but also one of the fastest cars in production.  
Arriving just a few months before Porsche is expected to reveal the long-awaited hybrid version of the 911, the GT 63 S E Performance shares its electrified innards with the recently revealed SL hybrid.  
AMG’s twin-turbocharged 4.0-litre V8, producing 603bhp on its own, is paired with a 201bhp electric motor on the rear axle to give four-wheel drive and 804bhp - more than the Ferrari 812 Superfast and McLaren 750S - and a colossal 1047lb ft, which is one of the highest torque outputs offered by a combustion-powered road car to date.  
Those figures are sufficient to send the GT from 0-62mph in just 2.8sec, which is quicker than any AMG road car

New plug-in hybrid GT outsprints even the Merc-AMG One



yet, including the 1049bhp One hypercar. In fact, it is one of the fastest-accelerating combustion cars in production - and only narrowly outpaced by the most fearsome supercars on sale.  
It will push on to a top speed of 198mph, just edging its

slightly heavier soft-top SL sibling.  
Power for the electric motor is stored in a 6.1kWh battery that gives an EV range of around eight miles. It is topped up on the move via four-stage regenerative braking to ensure “maximum propulsion is always available when the driver needs it”, according to AMG.  
Orders for the new super-PHEV open in the autumn. A starting price of around £200,000 looks likely, representing a premium of about £25,000 over the top-rung pure-V8 car.



**0-62MPH CREW: THE FASTEST-ACCELERATING COMBUSTION CARS**

FERRARI SF90 STRADALE	LAMBORGHINI REVUELTO	PORSCHE 911 TURBO S	MERCEDES-AMG GT 63 S E PERFORMANCE
			
2.5sec	2.5sec	2.6sec	2.8sec

# VW unveils new look in China

ID Code concept sets out a fresh design direction for VW's electric cars and was revealed at the Beijing show



## OFFICIAL PICTURES

**V**olkswagen has revealed a radical shift in design for its future electric models with the unveiling of the ID Code concept at the 2024 Beijing motor show.

Sporting a sleek new design language conceived exclusively for Chinese-market cars, the SUV-coupe concept previews

a new range of EVs that are being developed in partnership with Volkswagen's various joint-venture partners in China, according to Volkswagen CEO Thomas Schäfer.

The ID Code is based on an unspecified platform architecture that is claimed to accommodate single-motor

rear-wheel drive and dual-motor four-wheel drive, as well as varying battery capacities and ranges. The concept itself will evolve into a flagship model for Volkswagen's newly announced ID UX Chinese EV family (see box, below).

Departing dramatically in styling and packaging from

today's ID-badged models, the new four-seater adopts a distinctive front end with flamboyant-looking headlight designs and an illuminated VW logo - features that, says Volkswagen, resonate well with younger buyers of electric cars in China.

Volkswagen design boss

Andreas Mindt says efforts have been made to provide the new concept with human-like qualities through light animations, including a welcome function for the headlights that mimics the blinking of eyes.

He told Autocar: "We wanted to give the ID Code a warm

## HOW VW PLANS TO DOMINATE CHINA'S EV MARKET

Volkswagen will take on the fast-growing ranks of domestic rivals in the crucial Chinese market with its new urban-focused sub-brand, an increased emphasis

on localised R&D, shorter development times and a range of partnerships with domestic technology firms.

The German company has long dominated the Chinese

car market, with the wider Volkswagen Group accounting for more than half of all combustion-engined car sales. But it has had a tougher time winning over buyers of electric vehicles in China.

Volkswagen Cars and its related joint ventures sold 2.2 million cars in China last year, but just 155,000 of those were EVs. That allowed BYD to overtake it as China's best-selling brand with a total of 2.5 million sales, including 1.3 million EVs.

To combat this challenge, Volkswagen has adopted an 'in China, for China' strategy,

which is shown by the new ID Code concept (see above). But beyond that, Volkswagen Anhui - VW's joint venture with JAC - will launch a new ID UX sub-brand. The first model from that, the ID Unyx, will use the Volkswagen Group's MEB platform and be based on the Cupra Formentor.

Volkswagen Cars China boss Stefan Mecha said the brand will be aimed at younger, affluent customers. "In China, you have a huge growing middle class, predominantly in tier-one cities like Shanghai, Beijing and Chengdu," he said. "They have higher purchase



ID Unyx: first EV from a new sub-brand



Mecha wants to "team up to speed up"



VW's new R&D centre in Anhui, China, will employ 3000 people

## THE 1073BHP SKODA ANYONE CAN RACE

Skoda has revealed a supercar... of sorts. The Czech brand has created a virtual race car for Gran Turismo. It's inspired by the 1957 1100 OHC racer, has 1073bhp from four motors and is said to weigh just 1300kg. No word on an ice scraper.



## UK CAR FACTORIES STALL AMID CHANGE

UK car production fell 27.1% in March as factories prepared for the introduction of new models. The SMMT forecasts the UK will build 940,000 cars in a "variable" 2024, with Nissan, JLR, Aston Martin and Mini replacing or updating core UK-built cars.







ID Code will form the basis of a new electric flagship in China



Concept's design is intended to appeal to EV buyers in China

human-like touch. It should provide visual attachment the moment you see it. It is not robotic and cold."

As part of Volkswagen's efforts to match its Chinese competitors on digital functionality, an avatar appears on the driver's side window when you approach with the key, providing information about the traffic and weather conditions. This feature is part of what Volkswagen calls its Smart Window Concept.

Along with its progressive exterior styling, the 4800mm-long concept also previews a new driver-centric interior design, based around AI-supported infotainment functions and advanced level-four autonomous driving capability - the latter function

signalled by lidar units that light up the exterior of the car when it's driving itself.

Although the new design language has been conceived for models to be sold in China, insiders at Volkswagen's design headquarters in Wolfsburg, Germany, say discussions are already under way about how it may influence future models planned for sale in Europe.

Mindt said: "We've shown how we will progress the look of electric models for Europe with the ID 2 and ID 2 GTI. They are more traditional in terms of styling.

"However, we are not ruling out a car like the ID Code being introduced to other markets in the future. For now, though, it is only planned for China."

**GREG KABLE**

New #5 is the largest model that Smart has built so far



OFFICIAL PICTURES

## Smart hits big time with Q3 rival

THE SMART #5 Concept has been unveiled as a first look at the brand's largest, most technologically advanced electric car to date.

Sized roughly in line with the Audi Q3 and Volvo XC40, the four-wheel-drive #5 introduces a new styling direction with a harder-edged, more rugged appearance than Smart's two smaller crossovers, the #1 and #3.

The production version

is strongly tipped to share the SEA platform with its range-mates but, unlike those cars, the #5 will use an 800V electrical architecture to enable much quicker charging speeds.

It has also been confirmed to feature a battery with a capacity of more than 100kWh, which will be among the largest of those used by an EV of this size.

Smart claims that the #5 has a range of more

than 340 miles and can be charged from 10-80% in 15 minutes.

Inside, the #5 introduces a new-look dashboard, which integrates the digital instrument display and twin infotainment touchscreens into one large oval shape.

Physical buttons for critical features such as the window demisters and hazard light switch are omitted in favour of a permanent touch-sensitive panel.



Two infotainment screens feature in one unit



Its 100kWh battery gives a 340-mile range

power and are much more demanding and they want more tech and edgier cars."

Beyond that, a new Volkswagen China Technology Centre in Anhui, employing 3000 people, will develop a new China Main Platform (CMP) that will be used for future mass-market cars.

The CMP will be in addition to the platform being co-developed with Chinese firm Xpeng. That and other collaborations reflect what Mecha calls a "team up to speed up" approach.

Mecha said the software will "have features you need

for the Chinese ecosystem". He added: "The key difference is that in China you manage the car predominantly through speech control and an avatar, and that needs to be developed into the electronic architecture."

Volkswagen will launch more than 30 new cars in China by 2030, but while 16 of those will be EVs, four will be plug-in hybrids and 12 will be ICE models. The combustion models will include a new Passat-based saloon and Tiguan L Pro that will feature greater interior tech than their European equivalents.

## GWM JOINS THE SUV CLUB

Chunky cat, anyone? GWM has confirmed plans to introduce a crossover version of the O3 hatchback as its third model in Europe. "An SUV is what is missing from the line-up now," the brand's chief designer, Andrew Dyson, told Autocar. "It makes it a no-brainer."

It will get similar 'egg-shaped' proportions to the ex-Funky Cat and is likely to be offered with a 64kWh battery for more than 300 miles of range.



## MG HIRES VEYRON STAR AS DESIGN BOSS

Bugatti Veyron designer Jozef Kaban has joined MG as vice-president of global design. Having led the styling of the Volkswagen Lupo, Skoda Octavia and, more recently, VW's ill-fated ID Life concept, Kaban will now shape MG's global design direction.



## BYD TO LAUNCH SUPERCAR NEXT YEAR

BYD's blitz continues with an open-top supercar styled by Wolfgang Egger, designer of the Alfa Romeo 8C. Called the Super 9, it is tipped for a 2025 launch as the third model from the Chinese giant's fourth sub-brand, Fangchengbao.





Leboine joined Fiat in 2021, having designed the reborn 5 supermini at Renault



# Dolce vita and functionality to define future Fiat families

Fiat will create new 500 and Panda derivatives that represent brand's "two souls"

**F**iat is working towards offering two distinct families of small cars, inspired by the 500 and the original Panda.

The Italian brand recently revealed five Panda-inspired concepts, which are due to evolve into production cars in the next three years. However, there remains room in its line-up for the 500 to evolve and spawn new derivatives, as

its "vintage" appeal "will never die", according to Fiat design boss François Leboine.

Leboine explained that he perceives Fiat as having two "souls": the "dolce vita" ethos embodied by the 500 and its derivatives and the "more practical, functional" design language that defined Giorgetto Giugiaro's Panda.

"These two souls of our brand are answering two

different types of customers," said Leboine. "We're super-happy to have this, because it's two translations that are both for designers very cool to translate and play with."

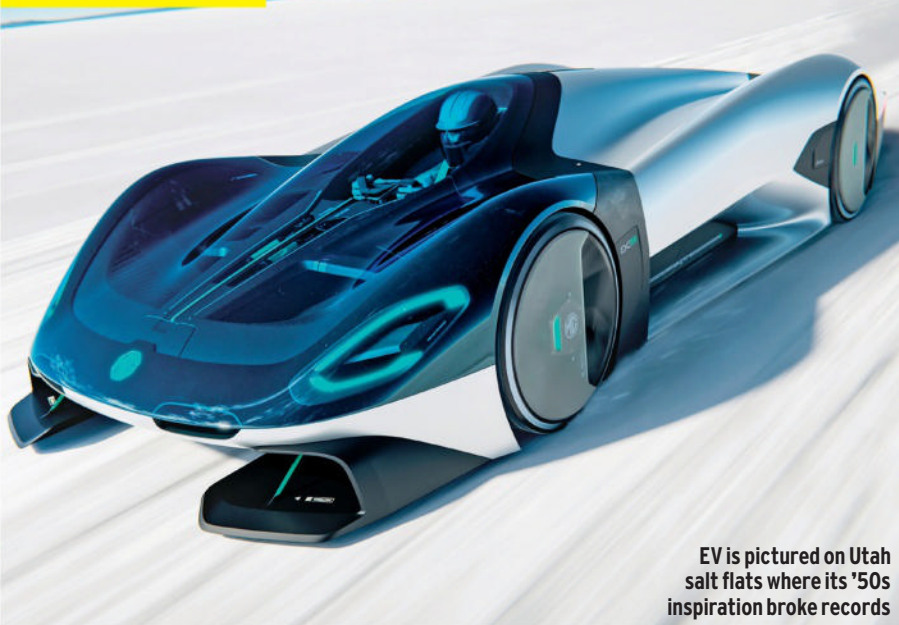
He added that adopting different design languages for two distinct vehicle families means Fiat "will not be too repetitive and too boring".

Each of the Fiat's five new concepts is designed with



Panda arrived as a no-nonsense mini hatchback in 1980

## OFFICIAL PICTURES



EV is pictured on Utah salt flats where its '50s inspiration broke records

## MG marks centenary with shock hyper-EV

MG HAS UNVEILED the EXE181 concept, a futuristic Rimac-baiting electric hypercar, ahead of its public debut at the Beijing motor show.

It was inspired by the EX181 land speed record car driven by Sir Stirling Moss and Phil Hill throughout the late 1950s, which was designed for optimal aerodynamic efficiency.

Similarly, the EXE181 wears as little bodywork as possible, with a smooth-surfaced shell wrapped tightly around a single-seat monocoque. The driver sits inside a prominent central bubble, a reference

to the UFO-like EX181. The cockpit's teardrop shape stretches out into a sloping tail fin, capable of raising from the car's body to act as an airbrake when slowing from high speeds.

MG claims a drag coefficient of just 0.181. For reference, the Volkswagen XL1 was a claimed 0.199, while the McLaren Speedtail is rated at 0.278.

Inside, the EXE181 has a yoke-style steering wheel with a built-in touchscreen and little else besides.

Interior images suggest the EXE181 has four electric motors (one per wheel), but MG has yet

Latest 500 and City Car concept show Fiat's split personality



CENTOVENTI 'STILL IN OUR MIND'

The City Car concept that serves as the halo for the new Panda family gives the best idea of what to expect from the fourth generation of Fiat's supermini since the Centoventi concept that was unveiled in 2019.

The latest concept marks a substantial departure from that earlier one, which was markedly lower-slung and more rounded, but Fiat design boss François Leboine insisted the "Centoventi is still in our mind".

"The Centoventi is definitely embedded into these concepts," he told Autocar. "That was a great concept car that translated the strong philosophy of Fiat in terms of simplicity, affordability, flexibility - all these very smart and clever solutions that Fiat

is very good at proposing."

He explained that when the Centoventi was unveiled, Fiat didn't have the necessary resources to turn it into a production car, but having since become part of the 14-brand Stellantis empire, it now has "other opportunities" to shape the future of the Panda.

More specifically, Fiat has access to the value-focused Smart Car platform that underpins the new Citroën C3 and Vauxhall Frontera and can accommodate pure-combustion, hybrid and EV powertrains. This is crucial to giving the brand the flexibility it needs to cater cost-effectively to differing global demands and legislation with its five new Panda-inspired models.

heavy inspiration from its old Lingotto factory in Turin, famous for its rooftop test track, which is mirrored in the design of certain ovoid interior elements.

Leboine also highlighted how the factory's windows have inspired the pixel-style headlights and brake lights and generally how the building's utilitarian architecture manifests in a "form follows function" approach to the cars' designs.

Leboine insisted, though, that despite taking influence from a century-old building

and nodding heavily to its utilitarian heritage, Fiat isn't switching to a retro design language for its future cars.

"I don't think that what we've done is retro," he explained. "What we get from Lingotto is an eternal modernity; I don't think there's anything retro about what we've done. I'm quite comfortable with this."

"We use the past to tell a story, but actually the products we're doing are definitely modern and looking forward."

While Leboine was adamant about those cars not taking a retro approach, he suggested

the style of today's 500 - which is heavily inspired by its 1950s namesake - can live on as it still holds huge appeal for customers.

"If you're talking about the 500, it's another story," he said. "We talk to customers who are definitely in love with the vintage vibe of the 500, which will never die. It's a history that doesn't belong to a trend. It's just forever. This car is forever. I don't think the 500 can go down in terms of taste or trend."

Leboine also oversees design for Abarth, but he



Fiat couldn't take Centoventi to production back in 2019

would not reveal any clues to the look of Fiat's sporting sibling brand.

"I don't think it's the moment to talk about it, because I need content to

tell you the story behind it," he said, suggesting that Abarth does plan to detail its future design strategy in the near future.

**FELIX PAGE**



Aerodynamics dictated ultra-slippery design

to detail its powertrain. That it claims a 0-62mph sprint time of just 1.9sec suggests it packs more than 1000bhp, given the Rimac Nevera needs 1887bhp to dispatch the sprint in the same time.

That makes the EXE181 one of the world's quickest-accelerating cars.

Japanese start-up Aspark claims its electric hypercar, the Owl, which packs four motors for 1985bhp, hits 62mph in just 1.7sec.

MG has yet to announce a top speed for the EXE181 but has nodded to the original EX181's recorded top speed of 254.91mph in a Chinese

social media post, suggesting that it plans for the new car to comfortably beat its forebear.

It made its public debut at last week's Beijing motor show and is expected to appear at July's Goodwood Festival of Speed, where MG's centenary celebrations will take centre stage.



Chequered trim is only retro aspect of racy cockpit

MG'S MPH MONSTERS



**EX135 (1939)**  
Brooklands racer reworked into slippery single-seater. Cracked 203mph with a 200bhp 1.1-litre engine.

**EX181 (1957)**

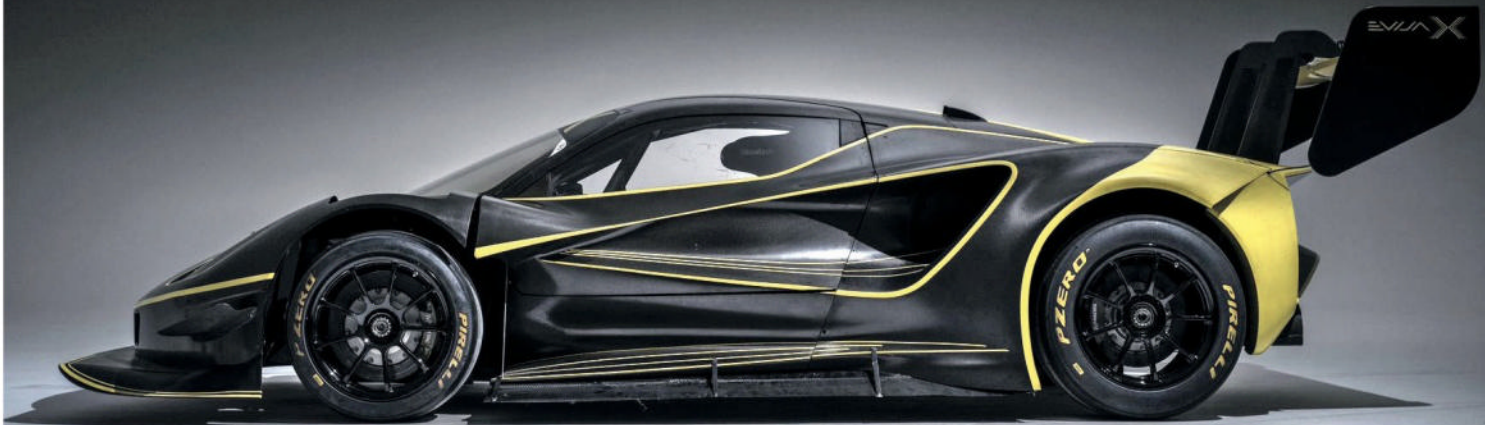
Supercharged 'Roaring Raintrop' hit 245.6mph with Stirling Moss at the helm, and Phil Hill took it to 254.9mph two years later.



**X-15 (2003)**  
Mutant ZT had a 765bhp 6.0-litre Roush V8 - enough to take it to 223mph, making it the world's fastest estate.

# Lotus unleashes wild Evija X

Track-focused version of 2011bhp EV hypercar has been ripping up the 'Ring



Evija X brings motorsport mods to the road car

## OFFICIAL PICTURES

Lotus has officially revealed a wild, one-off reworking of its Evija hypercar - and it has already set the third-fastest Nürburgring lap of all time.

Created as a technological halo for Lotus's expanding EV line-up, the extreme track car was spotted lapping the Nordschleife last year and the firm has now confirmed it achieved a lap time of 6min 24.047sec - only 19sec behind the Volkswagen ID R.

The Porsche 919 Hybrid Evo remains comfortably the fastest car around the Green Hell, with a lap time of 5min 19.545sec.

Lotus says the Evija X's time is the fastest achieved by any

car with a production chassis, though, and believes the car has more to give, having set its unexpectedly quick lap time on a damp day in October.

"Watch this space," said the brand, hinting at a plan to return to Germany in better conditions to shave some vital seconds off.

Lotus is understood to have partnered Multimatic - builder of the Ford GT and Mercedes-AMG One - on the Evija X's engineering.

Underneath its outlandish, aero-optimised bodywork, the X remains technically identical to the road-going Evija, with 2011bhp from a quartet of wheel-mounted motors and power supplied by a 91kWh,

800V battery that is mounted behind the seats.

The Evija's carbonfibre tub is also unmodified but various alterations have been made in pursuit of record-breaking pace. The X has Pirelli track tyres, for example, backed by fearsome carbon brake discs, and the dampers are "all-new".

The carbonfibre bodywork is left unfinished to save crucial grams, while downforce is boosted by a huge carbon rear wing - equipped with DRS - and a race-style front diffuser.

The £2 million Evija has recently entered production in Hethel, Norfolk, nearly five years after its unveiling as the firm's first electric car.

Lotus has given no

Huge wing is part of an extreme aero package



suggestion that it plans to offer a track-only version of the Evija to customers but remains fiercely committed to its motorsport endeavours,

having recently launched a GT4-spec Emira and the 1960s-spec, Can-Am-inspired Type 66 track car.

**FELIX PAGE**



Evija X lapped the Nürburgring in 6min 24sec

## JOHNSTONE TO QUIT LOTUS

Mike Johnstone, Lotus's most senior executive in Europe, is leaving the firm, Autocar understands.

Johnstone is currently on leave from the business and officially still its commercial boss, reporting directly to China-based CEO Qingfeng Feng, but his departure will be announced in due course.

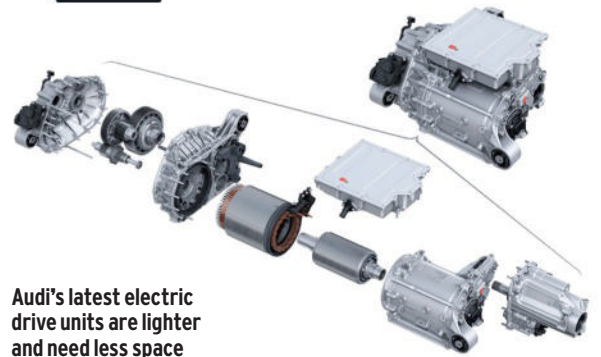
He is understood to have made the decision himself, and is said to be planning to remain in the automotive industry in some capacity, having already identified unspecified opportunities.

His departure follows the publication of Lotus Technology's first results as a listed company on 8 April. These revealed a loss of close to £600 million in 2023 and showed that the firm is barely 5% of the way to its sales goal of 150,000 units in just four years' time.



UNDER  
THE SKIN  
JESSE CROSSE

## HOW ELECTRIC MOTORS ARE RAISING THEIR GAME



Audi's latest electric drive units are lighter and need less space

MOST OF THE major manufacturers have already revealed technology road maps for the next decade that involve a steady move away from ICE to pure-electric drivetrains. Anyone who's ever visited a modern engine plant will appreciate just what a huge task that must be and how no manufacturer would take the decision lightly.

There's more to it than simply the cost and a shift in strategy: there are cultural implications too. Skills built up in the industry over 100 years for the development of complex ICE powertrains will be replaced by a different set altogether.

Audi's facility at Győr, Hungary, is billed as the largest powertrain plant in the world and it's where the firm is producing all the electric drivetrains for its new Premium Platform Electric (PPE), developed with Porsche for larger cars.

The plant makes both the drive motors and axles for Audi's own cars and the motor side involves a complete shift away from traditional powertrain manufacturing. The casting and machining of engine blocks, boring cylinders and then assembling the dozens of moving parts has given way to, on the face of it, the mechanically simpler alternative of the stators and rotors of electric motors.

Audi says it has made 500,000 electric motors since 2018, and although there may be fewer moving parts in the end result, there are still lots of parts to assemble. There are 15 automatic bending machines to make the U-shaped 'hairpin' windings that in modern motors replace the continuous lengths of wire in

traditional windings. Each stator (which forms the coils of a motor surrounding the revolving rotor with its permanent magnets) comprises 140m of copper wire in those hairpin windings, which are joined into continuous lengths with 235 laser welds. More pressings and fewer bolted fasteners than combustion engines mean more robots can be used for assembly.

The electric powertrains are elegantly modular and torque output for different vehicles is changed simply by making the motors longer or shorter. Torque at the wheels and maximum speed are varied by changing the ratios of the gear pairs in what, by comparison with ICE, are simple transmissions.

There might be a perception at consumer level that EV technology is still in its infancy, but it has already evolved in the past few years and is moving fast. Audi says these new PPE motors take up 30% less space in the car than earlier ones and are 20% lighter.

The hairpin winding technique allows for a 'fill factor' (new jargon comes with new technology) of 60% compared with 45% for conventional windings. That means more windings in the same space, equating to more torque from the same-size motor. Oil-cooled rotors have improved efficiency too, with losses caused by drag reduced by 50%. The power-to-weight ratio for PPE motors is now 60% higher than for Audi's first-gen electric motors.

So on the face of it, while electric motors may sound dull compared with internal combustion engines, a peek under the skin reveals they're anything but.



New-look front ends put Cupra's stamp on Formentor and Leon

## Cupra revises Leon, Formentor

CUPRA HAS GRAFTED a new face onto the Formentor and Leon to better distinguish its line-up from that of sibling brand Seat.

The new 'shark-nose' front end brings the crossover and hatchback into line with the upcoming Terramar SUV and gives the brand's three combustion cars a clearer familial link. Key to the look is a prominent beak, which tops a broader grille. The lights are now triangular-shaped LEDs and the rear badge on each car is now illuminated.

Cupra's debut model, the Ateca, has not been included in this refresh, but given that it is based on an eight-year-old Seat model, it is likely to be retired soon.

Inside the new Leon and Formentor, Cupra has pushed to improve sustainability.

The cloth upholstery on the optional bucket seats is now made from a 73%-recycled vegan textile, for example. The leather, meanwhile, is claimed to be "environmentally conscious".

The two models also gain a larger, 12.9in infotainment touchscreen, which runs new operating software that is said to offer improved personalisation and responsiveness. The touch-sensitive slider for the volume and temperature controls is now backlit too.

Under the skin, the Leon and Formentor are said to have been tuned for a sportier dynamic character to go with their upgraded powertrains.

The headliner for each car is the 2.0-litre turbocharged four-pot from the new Audi

S3 and upcoming Volkswagen Golf R, which sends 329bhp to all four wheels via the Volkswagen Group's seven-speed dual-clutch automatic gearbox. The Haldex differential has been swapped for a torque splitter with a multi-plate clutch at either end of the driveshaft to vary the power delivery across the rear axle.

The two plug-in hybrids - with outputs of 201bhp and 268bhp - have had their batteries boosted from 13kWh to 19.7kWh. That increases their electric range from an official 37 miles to a claimed 62. Maximum charging speed has also improved to 50kW.

Deliveries of the new Leon and Formentor will begin this summer, with prices for both likely to start from around the £35,000 mark.

## Supercar pace for Tesla Model 3

THE NEW TESLA Model 3 Performance has arrived as the saloon's quickest variant yet, bringing supercar pace and a host of chassis tweaks.

UK-bound examples get a dual-motor set-up that sends up to 453bhp to all four wheels. Cars produced in the US are boosted to 503bhp. In both cases, the Model 3 Performance dispatches 0-62mph in 2.9sec, which is on a par with the Ferrari 296 GTB and Lamborghini Huracán Evo.

It packs the same 75kWh battery as the Model 3 Long Range, officially yielding 328 miles between charges.

Tesla Model 3 Performance: 0-62mph in 2.9sec



In addition to the power uplift, the Model 3 Performance gets upgraded anti-roll bars, adaptive dampers and bigger brakes. Inside, sports seats

with fatter side bolsters are fitted to provide better lateral support through bends.

Prices start at £59,990 and deliveries begin next month.

# Urus now PHEV only – with 789bhp

Lamborghini's revised SUV drops pure petrol for a V8 hybrid with a 37-mile EV range



**T**he Lamborghini Urus is now available exclusively with plug-in hybrid power, combining a V8 with an electric motor for nearly 800bhp and supercar levels of speed.

Called the Urus SE, it becomes Lamborghini's second hybrid after the Revuelto and will be joined later this year by an electrically assisted replacement for the Huracán, making Lamborghini's line-up all-electrified.

The production version of the fully electric Lanzador super-crossover is expected in 2028, and the second-generation Urus is due to follow shortly after with an EV powertrain.

The Urus SE was revealed on the eve of its public debut at the Beijing motor show last week, sporting a subtle new look that marks it out from the pure-V8 Urus that has been on sale since 2018.

The two versions of Lamborghini's best-seller will be in production together for a short period, while orders for the outgoing variant are fulfilled, but the pure-V8 Urus



Main touchscreen is bigger but traditional buttons remain in situ

is no longer available to order and the last one will be built in the coming months.

The SE is expected to command a premium over the previous Urus, which started at £211,000 in top-rung Performante guise, but Lamborghini will confirm full pricing at the UK launch in a few months.

The car's PHEV powertrain – based around the Urus's existing twin-turbocharged 4.0-litre V8 – is largely familiar from the Porsche Cayenne Turbo E-Hybrid with which Lamborghini's SUV shares a platform.

The petrol engine supplies 612bhp in its own right and assistance from a gearbox-integrated electric motor takes the total output to 789bhp. That's a 132bhp boost over the hardcore Urus Performante and comfortably more than any combustion SUV on sale in the UK.

With combined torque put at 701lb ft, the Urus SE can crack the 0-62mph sprint in just 3.4sec.

Electric power is supplied by a 25.9kWh battery underneath the boot floor. Lamborghini says it is big enough to allow for 37 miles of EV running,

which is possible at speeds of more than 80mph.

The electrified elements of the drivetrain take the Urus SE's kerb weight up to 2504kg, compared with 2197kg for the standard Urus S.

The weight increase is "not avoidable", said Lamborghini chief technical officer Rouven Mohr, "but we worked a lot on compensation".

He cites the removal of the mechanical rear differential in favour of a new electronically controlled limited-slip differential (e-LSD) as one example, claiming a weight saving of around 20kg.

"For sure, it's heavier than the combustion-only version," said Mohr, "but overall if you drive it, you will not feel it."

He added: "Even on the race track, you have to be a pro driver [to notice it]. For sure, if you're a pro driver, there is a certain level where you feel it, but it's on a super-high level."

Mohr said the Urus SE can achieve the same lap times at the race track as the Performante when equipped with the same tyres.

Also new for the updated Urus is a torque distribution system that apportions power "variably and continuously" between the axles, while the e-LSD manages the spread of torque across the rear axle, with the car capable of sending 100% of its reserves rearward on demand.

To go with its new powertrain, the Urus has been lightly restyled. A Revuelto-inspired treatment at the front end, a new bootlid and Y-shaped lighting elements are among the main changes.

Meanwhile, new underbody air vents, reshaped ducts and the reworked front end combine to give a claimed 30%

“We are not producing TVs with wheels. The focus on our cars will always be the driving experience”



New Urus (pictured) will be built alongside the old model initially



Urus SE has subtle styling changes and a less subtle 701lb ft

## Q&A ROUVEN MOHR, CHIEF TECHNICAL OFFICER, LAMBORGHINI

### Can you take learnings from the Urus SE into the Huracán's replacement?

“The architecture is a completely different one, but we learn from every project. We learned from the Revuelto to things that we then applied in the Urus SE, even if the hardware is a different story and the weight distribution and physics are different.”

### Is it a challenge to make a shared drivetrain feel like a Lamborghini?

“I always say the platform issue isn't a problem. It's a big advantage: we can focus on our differentiation topics. If you ask me about the challenges or opportunities from the new drivetrain, I can tell you that we have a much higher degree of freedom on the [power] application side.”



### Porsche and Bentley, your Volkswagen Group stablemates, offer their SUVs with a V6 PHEV. Does that appeal?

“No. We are not a fan of the downsizing approach. In this context, more is better. But I am answering for Lamborghini. If the focus is more for commuting and the best efficiency, for sure the V6 [works]. Also, from a taxation view, in some markets it has huge advantages. But we have to preserve our DNA, and we are so small that we have one offer for the world.”

improvement in cooling of the braking system.

Inside, the layout is familiar but the central infotainment touchscreen has been upsized from 10.1in to 12.3in and it is now, says Lamborghini, “even more intuitive to use”, courtesy of revamped menus and improved graphics.

Mohr told Autocar that the move to a larger screen is not reflective of a shift in mindset towards all-out digitisation at Lamborghini. He said: “Am I convinced by the new trend that a car is more or less a screen with four wheels? This might be the right way for some manufacturers – they can decide – but for us, it's not.”

“We are not producing televisions with wheels. We are producing cars with the

latest connectivity features. Therefore, the focus on our cars will always be the driver, and the driving experience.

“We cannot, and we don't want to, ignore the expectations, especially in a daily user-oriented car like the Urus, regarding the latest technologies like connectivity, Apple CarPlay, Android Auto – all the things that you use today when you commute from A to B.

“Therefore, we decided to update the screen size, but it's clearly still driver-focused and what we will never give up – at least at the moment it's not the plan – is haptic devices.”

Mohr said the Urus SE's cabin arrangement is emblematic of Lamborghini's belief that car interiors will evolve to a point of balance between voice control, touch-sensitive controls and physical buttons and switches.

The new Urus, in line with that notion, features a new line of switches inspired by jet fighters, and the ‘Tamburo’ drive selector remains a physical lever, with, claims Mohr, “improved precision”.

He said: “Our philosophy is that everything related to the driving experience has to be a super-cool optical and haptic device.”

**FELIX PAGE**



## SECRET SOURCE OUR INDUSTRY INSIDER

MODERN CAR factories are filled with sophisticated robots and computer-controlled conveyors, yet workers at one UK assembly plant rely on a soap dish bought from B&Q to keep the line moving.

The ornate chrome shower storage shelves are used to hold clips and trim parts while they are being fitted to the interior of the vehicles. They have been slightly modified with pipe insulation foam, which also came from the plumbing section of the same DIY store.

It came about when one of the workers was having a shower one morning and realised the shelf his wife had recently bought to hold her shampoo, soap and conditioner would be ideal for holding trim parts. Hooking the shelf onto the pillar meant he no longer had to bend down to pick up parts from a box.

It worked perfectly and was shown to his boss, who immediately asked the factory's engineers and procurement department to supply something similar. After measurements were taken and supplier quotes obtained, someone suggested it would be much cheaper and quicker to nip to B&Q and just put it all through on expenses.

# Tavares blasts ZEV mandate

Stellantis CEO calls zero-emission vehicle mandate “terrible” but offers alternatives

**S**tellantis boss Carlos Tavares has branded the current zero-emission vehicle (ZEV) mandate a “terrible thing for the UK” and warned that it could “kill” the domestic automotive industry.

Under the current terms of the ZEV mandate, car makers must achieve at least a 22% sales mix of pure-electric models in the UK this year or risk heavy penalties. That proportion rises in increments to 80% in 2030 on the way to combustion car sales being stopped in 2035.

Speaking to UK journalists from Stellantis’s small van factory at Ellesmere Port, Tavares agreed with the logic behind this notion. He said: “I think the fact that they are imposing a ramp-up of [EV sales] makes sense.” But he added: “The problem is the magnitude and the positioning of the ZEV mandate vis-à-vis the natural demand of the market.”

He estimated that “the natural demand of the market today in the UK for BEVs is half of the mandate” and he cautioned on the dangers of boosting this proportion with legislation and fines.

“If your mandate is imposing on you a level of BEV sales mix that is the double of the natural demand of the market, and if the ZEV mandate is putting you in a corner by saying ‘if you don’t meet this, I’m going to kill you with fines’, then the consequence is that everybody will start pushing BEVs into the market, which then totally destroys profitability, which then destroys the company,” said Tavares.

“This is not rocket science. You have a mandate that is going to kill your industry.”

Tavares said he met with UK transport secretary Mark Harper last week and proposed two alternatives to the current ZEV mandate structure that theoretically “do not cost one penny to the UK taxpayer”.

The first is to bundle the passenger car ZEV mandate with light commercial vehicles (LCVs) “because the planet does not care if the CO<sub>2</sub> is coming from [cars] or from LCVs. We just want to reduce emissions.”

He suggested that this would give more flexibility to car makers and avoid the



“  
**It’s not rocket science. You have a mandate that will kill your industry**  
”

need to “push the metal” by artificially boosting electric passenger car sales to meet the mandated targets.

His second idea, “which is even more obvious”, is to reward locally based vehicle manufacturers by including their UK-produced models as contributions to their ZEV sales mix, irrespective of whether they will be sold in the UK or not.

Stellantis has two UK factories: one in Luton producing mid-sized vans, including the Vauxhall Vivaro and Peugeot Expert, and the smaller van and MPV plant in Ellesmere Port, near Liverpool.

Highlighting the significant supply chain and employment implications that this has for the UK, Tavares questioned why his company is subject to the same terms as manufacturers that build elsewhere.

He said: “The mandate

is treating me the same as anybody that brings [vehicles] from somewhere else. What is my benefit to be in the UK with manufacturing? And how do you support the jobs of your people?”

Tavares added: “Any BEV produced at a UK plant - to be sold in the UK or to be exported, which is superb for the trade balance of the country - should be counted in the mandate.

“CO<sub>2</sub> is a global worldwide problem. The CO<sub>2</sub> does not stop at the country border.”

Tavares said Harper was in a “good listening mode” when he presented his proposals and he is “waiting for the answer” but would not anticipate the government’s final decision on the matter.

But, stressed Tavares, a decision is needed urgently. “I said that we are in a hurry. Time is ticking,” he said.

**FELIX PAGE**

## COULD STELLANTIS EXIT THE UK?

Carlos Tavares has previously warned of job losses and factory shutdowns in other European markets if more favourable production conditions are not achieved - and he echoed similar sentiments for the UK if the ZEV mandate is unchanged and Stellantis cannot continue building vehicles here profitably.

He said: “You cannot expect good things for a red ink [unprofitable] business. [If] you create red ink in sales and marketing, that then is going to create a downtrend

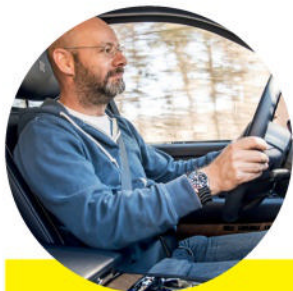
in manufacturing because people are not trying to sell cars at a loss.

“We are not a company that encourages market share to the detriment of profit. We want both.

“If the country does not want [automotive] companies to be successful, the conclusion is obvious. If people think that we are going to stay here accommodating regulations that people do not want, and be the fuse of this contradiction, that would be the wrong bet.”







# Matt Prior

TESTER'S NOTES

You'll have fun in a Seven, whichever way you're going



**A**fter a four-year absence, Caterham has revived its Drift Experience. The clue is in the name to what happens: it's a day spent learning to drift, in a Caterham.

While it's rear-wheel drive, a Seven isn't the most natural car in the world in which to drift. These are light cars with short wheelbases and unassisted steering: great at scribing lines on a race circuit but not easily held sideways like an overpowered long saloon car that has oodles of steering lock and heavily assisted steering.

So Caterham does its Sevens a favour. It takes the 360Rs it uses for other track experiences, jacks up the rear suspension, puts hard back tyres on its biggest-diameter wheels and over-inflates them. Voila: a car that can easily be sent sideways and, with a bit of practice, will stay there.

It happens in big empty spaces at relatively low speeds, at either Brands Hatch or Donington Park, but on wide open steering pads with cone courses laid out to steer around, rather than on the circuits. It's all high-rev but low-speed stuff, so it's suitable for those with no track experience, or loads of it. The cars are wider

A lovely old Lotus, lovingly restored by a youngster



## The future for looking after old cars is now much brighter

SV models so have more footwell and leg space than narrow-bodied cars. And bigger radiators because so much throttle use is involved.

Back in the day, Autocar used to co-promote these days. We would send staffers along to meet our readers and have a very good time squealing around (or into) cones in a big empty car park. It has been years since I did one and I was initially out of practice, particularly since a couple of the test tracks we previously used for photos and video are unavailable to us. But it comes back, and for me it's a useful skill. I've vowed to find a way to keep up my practice.

Now, I could tell you that the day is very useful for learning car control, and that this is very valuable in emergency situations on the road, where the Highway Code will tell you to steer into the skid, but that means nothing unless you've experienced it earlier.

But unless you drive a Seven or equivalent, you've probably got stability control anyway, so consider it more about hooning and having a riot behind the wheel in safe conditions. At £359 they're not cheap days, but I came away tired from the amount of driving, you're encouraged to use and abuse the cars, and the hospitality is good. Caterham is organising 11 days this year and all but three are sold out.

With a new electric model on the way, a

new factory the company is moving into as you read, and its experience and race programmes, lots is happening at Caterham. More on it on these pages through the rest of the year.

■ The lovely looking Series 3 Lotus Seven pictured below, on display at April's Bicester Heritage Sunday Scramble, has just been restored by its encouragingly youthful owner, who is involved with the Bicester-based charity StarterMotor, which gets young people into looking after and restoring historic vehicles.

There's a growing network of organisations like this, and the also-Bicester-based Association of Heritage Engineers, finding partnerships and providing education and apprenticeships to maintain and build skills that the old car business was once worried might be lost.

Recently I popped over to nearby Hightone Restorations, near Steeple Aston (which along with being a great restorer also runs a free 'classics at the crossroads' car meet on the first Thursday of each month), where managing director Gregg Alvarez told me that while there are the old mechanics and artisans who have been doing this stuff for decades, there was a shortage of slightly younger people (those in their thirties and forties) coming through.

But thanks to organisations like the AoHE and StarterMotor and restorers like Hightone taking on apprentices, the trend has been reversed, and the future for looking after old cars is now much brighter. If anyone tells you young people aren't into cars, don't buy it.

### GET IN TOUCH

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# AUTOCAR IPODCAST

## MY WEEK IN CARS



**Steve Cropley**



**Matt Prior**

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# Steve Cropley

MY WEEK IN CARS



Who's most pleased with this one-off C-X75: its owner or designer?

A110 aced Castle Combe track day



## SUNDAY

A perfect day for the opening of the Scramblers' season at Bicester Heritage, especially because I ran straight into former Jaguar design boss Ian Callum, who left Gaydon five years ago to start his own design business, now thriving. Callum wowed the crowds by bringing the world's one and only road-registered Jaguar C-X75, a superb concept designed on his watch in 2010. This example, fresh from a six-month refurb, is owned by one of his customers.

As you may know, the C-X75 was a radical hybrid hypercar that Jaguar agreed to build with Williams – until the bean counters killed it. Four sturdy stunt cars were subsequently created for 2015 Bond film Spectre, powered by supercharged XKR V8s. This one's the best, now with perfect paint, tight panel gaps and (soon) a new interior. How great to see a C-X75 finished as intended and fronted by Callum, who is bursting with new plans, automotive and otherwise.

## MONDAY

I have never worried much about the ebb and flow of the car market. If you take a selfish view, changing demand produces stories and frees up enticing cars to buy – sometimes new, sometimes second hand. But a piece by industrial editor Robert Lea in today's Times about the declining demand for EVs – leading to “vast global overproduction” – strikes me as unprecedentedly serious. There are platoons of commentators on EV subjects, but Lea is one I trust, because he neither pulls punches nor beats things up. Combining info from several strong sources, he sees world EV production over the next three years running an eye-popping 20 million units ahead of demand, unless steps are taken.

## “ This oversupply could kill European car companies ”

Unchecked, this oversupply could kill European car companies. They won't be able to match the low costs of the Chinese, who will divert ever more cars to export markets to offset their home decline. Local products won't be able to compete. Meanwhile, our politicians, thinking only about their own job security, have set impossible EV sales targets and unaffordable fines for car makers that don't reach them. It could all become a mess as big as the collapse of the dot-com boom, suggests Lea, and from today I believe him.

## WEDNESDAY

What's better for offsetting your concern about EV mayhem than tackling a track day in a fast, featherweight, petrol-burning Alpine A110? I signed up for the event staged annually at Castle

Combe by The Guild of Motoring Writers, took our family's A110 Pure – plus my eldest son – and had a wonderful, carefree day.

The car felt quick, and we gradually got quicker to match, learning to trust the neat on-limit handling in Combe's fast, open corners and postponing our braking further and further.

The car spent a total of two hours on track, at the end of which the trip computer read 14mpg instead of the usual 36-38mpg. But the tyres and brakes were still in decent shape, which I read as the sign of a good car.

Track days are fun, especially in cars at least as quick as you. My challenge now is to resist the urge to boost the power and improve the damping – and remember how good it felt to have a comfortable, supple ride home.

## FRIDAY

My pal Derek always uses the same hairdresser. He is particular about his barnet so visits regularly, which means there are multiple chances to discuss important stuff like car insurance premiums.

It turns out this barber, who runs a Toyota GT86, has just had his premium cut from £215 to £184. His brokers say the reduction is because (a) the GT86 doesn't attract thieves, (b) it rarely has accidents and (c) if it does, repairs are simple and parts are on hand.

It seems Derek's barber is happy to pass on the windfall, too: a standard bloke's haircut costs £8.

## AND ANOTHER THING...

Fifteen-year-old Emily Grace stands under the trees at Bicester beside a 1952, four-door, split-screen barn-find Morris Minor she recently won in a competition and intends to restore with her own hands and the help of experts. First job? To remove 20 years' accumulated owl poo from the roof.



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# Damien Smith

## RACING LINES



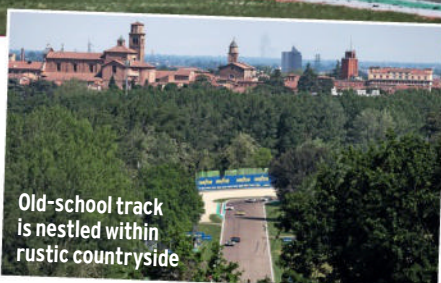
Ferrari and Peugeot were left downcast as Toyota triumphed at Imola

**W**atching motorsport in Italy is an almost spiritual experience. Standing under the trees at glorious Imola's Acque Minerali, looking down on the double right-hander among a reverential tifosi as Hypercars and GTs teeter on the edge then hammer away up the hill, will stick with me as a highlight of 2024. During a thrilling, rain-affected second round of the World Endurance Championship, all seemed right with the world.

Not for the partisan 75,000-strong crowd by the finish of the six-hour race, though. Their beloved and dominant Ferrari 499Ps had lost what had looked a nailed-on home win in the dry with a bad strategy call when the rain came. That allowed one of Toyota's GR010s to rise from sixth on the grid, player-manager Kamui Kobayashi holding his nerve in a tense stand-off with Kévin Estre in his Porsche 963 to deliver a cherished victory.

Kobayashi shared the moment with British veteran Mike Conway and an overjoyed Nyck de Vries, for whom this win will soothe the emotional scars of his Formula 1 tailspin last season.

As for the Italians, at least they had the consolation that God made the podium. MotoGP deity Valentino Rossi, relishing his switch to four wheels at 45, played his part in a WRT BMW M4 one-two in the GT class to finish runner-up in only his second WEC start.



Old-school track is nestled within rustic countryside

### A WING AND A PRAYER

There were heavy frowns in the Peugeot pit as the French team contemplated a tough first race with its evolved 9X8. Now featuring a conventional rear wing and, more significantly, a tyre set-up that brings it into line with its LMH rivals, it had completed perhaps as much as 9300 miles in testing since the end of last year. Peugeot expected more than to qualify 14th and 15th. Then in the race, the #94 entry was caught in a needless first-corner shunt, from which there was no hope of a serious recovery. Meanwhile, the #93 rose steadily to ninth and a consolatory points finish, with only a brief electronic glitch interrupting its run.

“**The Italians at least had the consolation that God made the podium**”

Only bright-eyed Swiss Nico Müller appeared to see the sunny side on a weekend when the 9X8 lagged off the pace.

The elephant in the room that no one mentioned, largely because the rules prohibit them from doing so, is Balance of Performance.

The FIA treated this 9X8 as a new car and hammered it at Imola: it was 13kg heavier and had 13bhp less power than its predecessor at the season-opener in Qatar, where only a late-race fuel shortfall had robbed Peugeot of second place. Old-school Imola was a very different story. But it is likely to be different again next time out at Spa-Francorchamps later this month, and certainly where it counts the most, at Le Mans.

### VIEW FROM THE TOP

A day earlier, Peugeot CEO Linda Jackson had arrived to view the manufacturer's sole motorsport investment. She is fully behind it adding a third chapter to a fine endurance racing heritage – but makes no bones about why.

“You could say we're passionate about it, that it's part of the DNA, but I always take it back to: ‘What does it do for us? Why do we enter?’” she said. “It's two things for me. One, it's a marketing tool for us to talk about Peugeot in a way that's not simply about the cars on the road but also durability

and engineering. The other part is I always think of Peugeot Sport as a laboratory of technology, to develop suspension, hybridisation, electrification and aerodynamics we can then use for [the road cars].”

So why does Peugeot have no interest in F1, considering that it also uses hybrid powertrains?

“It's down to the entry ticket, to be perfectly honest,” said Jackson. “Obviously we invest very strongly in the WEC, but the level you then move up to for F1 is a different world.” So is the exposure, I point out. “True, but you have to balance and find your priorities on return on investment,” she replies. “It's a choice, and it's the entry ticket that's one step too far.”

Peugeot's focus is on one motorsport discipline for now, then. But what about the World Rally Championship, in which it also has a rich heritage? What must that do to attract its interest?

“Go electric,” Jackson replies bluntly of a series that's on course to abandon its expensive hybrid powertrains. “Some say it would take the fun out of it, but I don't think it would. I must have some coherence with what I'm doing on the road, and to go into a race that has nothing to do with electric would be a little schizophrenic.”

For now, despite the Imola gloom, Peugeot is committed to the WEC, but it must heed the boss's steely words: “We're here to win.” There's nothing spiritual about that.

# FIRST DRIVES

NEW CARS TESTED AND RATED



TESTED 23.4.24. SUSSEX ON SALE NOW

## MG 3

Cheap-as-chips supermini makes way for all-new hybrid aimed at bereft Fiesta fans

**M**ore than 4000 Brits bought an MG 3 last year. Impressive, even if this supermini was one of the country's cheapest cars, having been launched over a decade ago. The somewhat crude dynamics and especially its rough engine signalled that pretty clearly.

The new 3 is an entirely different proposition: a modern design, with new underpinnings, MG's first full-hybrid powertrain and a fancier interior with new infotainment and a digital dash. Indeed, MG says it has effectively skipped a generation. So it's "see ya, Dacia Sandero" and "how ya doin', Renault Clio?" as the base price jumps from £14k to £18k.

As such, almost all of its buyers will be 'conquests', and MG expects there to be a lot of them: it has more 3s on the first ship from Nanjing than all the cars it sold here in 2017. Projected annual volume is 10,000 – just under half of what the Toyota Yaris achieves. MG claims volume is what enables it to undercut rivals by thousands, yet Toyota is the world's

biggest car maker, so MG being ultimately owned by the Chinese state might have more to do with it.

That said, MG has retained some British roots: it has a design studio in London and an engineering base in Birmingham, where work was done to tune the 3 for European tastes.

To all intents and purposes, the 3 looks like a cut-price Clio E-Tech: the dimensions match, standard kit is similar and the powertrain is a 1.5-litre petrol four working with an electric motor. However, the motor is twice as strong here (134bhp plays 48bhp) and the gearbox is a three-speed automatic, whereas the Clio has a complex multimodal unit.

I expected the 3 to be much the livelier car, at 192bhp and 313lb ft versus the Clio's 143bhp and 184lb ft, but it doesn't feel anything like that muscular in practice. The Clio is only about 60kg lighter, while the 3 is just 1.3sec quicker to 62mph, so something doesn't quite add up.

No matter: both cars feel faster than they really need to be. There are some key differences, though. Whereas the E-Tech powertrain gives seamless acceleration when you floor it, like a CVT without the elastic-band effect, the Hybrid+ has distinct waves of delivery. Whereas the Clio offers conventional 'D' and 'B' driving, the 3 offers three levels

of regenerative braking, the highest of which is very strong, as in an EV.

The chassis set-ups notably differ, too. The 3 feels softer than the Clio, allowing itself to rise and fall in reaction to crests and dips, rather than trying to push imperfections beneath it flat. That doesn't mean it's unpleasantly floaty, though: it feels controlled, settling quickly, and it isn't so susceptible to poorly repaired sections and potholes.

It will still corner tenaciously if asked to do so, just with a bit more lean. Instead, the main thing that prevents you from feeling quite so confident as you do in the Clio is the steering, which isn't the sharpest – and when you add weight to it by selecting Sport mode, it takes on a curious feeling of elastic tension.

Whether you will prefer this less dynamic nature is personal. Either way, it's a big improvement over the old 3 and better than several rivals.

The official economy is an excellent 64.2mpg. However, after 190 miles of mixed driving, our

“  
It's softer than the Clio but not unpleasantly floaty, and it will still corner tenaciously  
”



**TESTER'S NOTE**

MG won't abandon buyers on a budget: a pure-petrol version of the 3 is due with a manual gearbox. Supposedly this is thanks to feedback from UK dealers, to the firm's credit. **KC**



Interior looks and feels of good quality and the tech is broadly user-friendly



It rolls if chucked but handling gives no cause for complaint



test car's trip computer showed 44.8mpg, which is disappointing given that my Clio long-term is averaging more than 50mpg.

'Maturity' is the word that springs to mind inside. Fine-feeling plastics combine with handsome patterned cloth on the seats and dash and a 10.3in touchscreen. MG deserves credit for its slick graphics, tiled home page, sensible menu layouts and standard smartphone mirroring.

I was pleased to see dash buttons, but annoyingly the one for the air conditioning is just a shortcut to the climate menu on the touchscreen, and if Apple CarPlay or Android Auto is active, it won't do anything unless you first press the home button to return to MG's software. In the Clio, altering the temperature or heated surfaces can be done almost subconsciously, thanks to dials and buttons.

At least it's easy to deactivate the various active safety systems and bongs. Yet you might not wish to do so: in its most helpful mode, MG Pilot combines adaptive cruise

control and lane assist pretty well, not being spooked by ghost lines.

You don't feel too close to your passenger in the 3, taller drivers shouldn't have too many complaints and there's enough room in the back for two shorter adults – although it's a shame that the bench isn't split for more versatile loading. The boot is

a healthy 241 litres, if down slightly on the Clio's 254 litres.

France still makes the best hybrid supermini, but its mirrors are now full of Chinese metal – metal that costs three grand less and, thanks to strong predicted residual values, should be competitive on finance as well. The 3 is an impressive product

for the price, adeptly doing all that potential buyers will expect of it and wanting for little. Not satisfied with its huge slices of the crossover, hatchback and EV markets, MG is now in a great position to feast on supermini sales too.

**KRIS CULMER**  
@kris\_culmer



MG 3 is usually quiet and the engine doesn't sound nasty when it fires up

**MG 3 HYBRID+ TROPHY**

Offers comfort, practicality, lots of technology and hybrid propulsion for several grand less than rivals



<b>Price</b>	£20,495
<b>Engine</b>	4 cyls in line, 1498cc, petrol, plus electric motor
<b>Power</b>	192bhp at 5171rpm
<b>Torque</b>	313lb ft at 2586rpm
<b>Gearbox</b>	3-spd automatic, FWD
<b>Kerb weight</b>	1308kg
<b>0-62mph</b>	8.0sec
<b>Top speed</b>	106mph
<b>Economy</b>	64.2mpg
<b>CO<sub>2</sub>, tax band</b>	100g/km, 25%
<b>RIVALS</b>	Renault Clio, Toyota Yaris



TESTED 15.4.24, TENERIFE, SPAIN ON SALE NOW

# MERCEDES-AMG CLE 53 COUPÉ

Extra 67bhp and dynamic upgrades for angrier-looking version of new two-door

**S**erving as an indirect successor to the E53 Coupé, the CLE 53 Coupé is for the moment the hottest two-door Mercedes – but while it wears AMG badges, it isn't quite a full-bore, Affalterbach-made model. A CLE 63 is on its way, but it remains to be seen what will power it: the latest C63 saloon fell way short of the mark after swapping its roaring V8 for a four-cylinder plug-in hybrid system.

The 53 looks meaner than regular CLE models and gets a suite of powertrain, suspension and interior upgrades to give it a more dynamic and sporting character.

Among the visual changes is the adoption of a new front bumper, AMG's Panamericana grille, a large rear spoiler and a decorative diffuser. Also, thanks to wider wheel arches, it's 58mm wider at the front and 75mm wider at the rear.

The CLE 53 develops 442bhp and 413lb ft from a 3.0-litre twin-turbo straight six, supported by a 48V ISG. It uses a new twin-scroll turbo and

an electrically driven compressor. The latter helps to reduce lag and improve throttle response and allows for the bigger turbo. Boost pressure is up from 0.4 to 1.5 bar, increasing torque from 413lb ft to 442lb ft in overboost for up to 12 seconds. An extra 23bhp and

151lb ft is supplied by the ISG for brief periods under acceleration.

With Race Start engaged, the CLE 53 will sprint from 0-62mph in just 4.0sec. Drive is variably sent to both axles via a nine-speed torque-converter automatic gearbox. There's rear-wheel steering as well.

It's no surprise, then, that the CLE 53 is seriously quick: it could easily take on a supercar of yesteryear.

The M256 engine is free-revving, smooth and more than powerful enough to be enjoyed, while its character is enhanced by a rich, enticing soundtrack that rumbles



CLE 53's 0-62mph time sits 0.5sec either side of BMW's M440i and M4 coupés





**TESTER'S NOTE**

The Pro Performance options pack adds the excellent AMG Performance seats, which give you a better sense of grip by really holding you in place when you're pushing on. **SP**



Interior has a slightly racier look; using the big touchscreen isn't daunting



Its cross-country pace is as praiseworthy as its cruising comfort

“  
Its free-revving straight six is certainly more tuneful than the C63's four-cylinder PHEV  
”

and pops when you lift off. While it doesn't have the allure of an old AMG V8, it's certainly more tuneful than the firm's four-cylinder PHEV.

The gearbox reacts intuitively when pressing on through bends, shifting down when you brake hard into a corner. Shifting up using the paddles behind the wheel is more engaging, but it can stumble if you ask it to swap close to the redline.

Every CLE 53 offers Comfort, Sport, Sport+ and Individual driving modes. Add the AMG Dynamic Plus options pack and you also get Race.

Meanwhile, the standard AMG Ride Control has its own modes: Comfort, Sport and Sport+, with the adaptive dampers adjusting to the surface and driving conditions.

Cruise around in Comfort mode and the CLE 53 is easygoing and relaxing, even if the large alloy wheels and sporty suspension do pick up sharper edges.

Sport and Sport+ make the car firmer, and Race is outright harsh. Sure, this gives you the benefits of greater throttle response and a more reactive 'box, but this is at the cost of ride comfort – and you get a more noticeable jolt in your back when you shift up. Thankfully, you can mix and match settings.

On steep, twisty roads, the CLE 53 is composed and engaging. Turn in at speed and there's an initial dose of roll before it tightens up. You do feel its weight through bends, but it maintains a neutral stance.

However, the steering is short on feel. It's accurate, but there's no change to its weight as you turn in.

The rear-wheel steering is most notable manoeuvring at low speeds, with a nicely subtle effect when pressing on.

There's plenty of grip, thanks to four-wheel drive, although this does limit the car's playfulness. In Sport mode or above, the 4Matic+ system gets more rear-biased and the ESP more lenient, yet the car rarely feels like it's going to break traction, even with more abrupt throttle inputs.

There is a Drift mode as part of the Pro Performance Pack, which sends all of the power to the rear wheels, but we will have to wait for some track time to test that.

The CLE 53 will appeal to those looking for a balance between an all-out sporty coupé and a luxury cruiser. Dial it back into its softer settings and it is ideal for long-distance journeys; swap to a sportier one and it has the power, dynamics and sounds to entertain.

**SAM PHILLIPS**  
X @sam\_\_phillips\_\_



**MERCEDES-AMG CLE 53 4MATIC+ COUPE AMG PREMIUM**

Can be enjoyed at a cruise or at pace. Could do with a bit more steering feel and less weight, though



<b>Price</b>	£73,075
<b>Engine</b>	6 cyls in line, 2999cc, twin-turbo, petrol, plus 48V ISG
<b>Power</b>	442bhp at 5800-6100rpm
<b>Torque</b>	413lb ft at 1800-5000rpm
<b>Gearbox</b>	9-spd automatic, 4WD
<b>Kerb weight</b>	2000kg
<b>0-62mph</b>	4.0sec
<b>Top speed</b>	155mph
<b>Economy</b>	29.5mpg
<b>CO<sub>2</sub>, tax band</b>	217g/km, 37%
<b>RIVALS</b>	Audi S5, BMW M440i



### TESTER'S NOTE

The update brings a new 'character sound' for the Q4 to 'distinguish it' from other vehicles. It's played at speeds below 15mph. **WR**



TESTED 18.4.24. HAMPSHIRE ON SALE NOW

# AUDI Q4 E-TRON

## EV is now more potent and more efficient – but is something missing from UK spec?

Since being launched in 2021, the Q4 E-tron electric crossover has become a firm favourite in the Audi stable. Three years on, the German company has given it a technical update in response to the increasing allure of rivals such as the now-cheaper Tesla Model Y.

The substance of this update can be found underneath a subtly restyled exterior. The big news is a new motor (as found in the new Volkswagen ID 7 saloon) on the rear axle that's more efficient, thanks to better thermal management – resulting in more power and more range. All Q4s continue to use an 82kWh battery pack.

We have driven this new Q4 before, but that German-spec test car was equipped with adaptive dampers, which aren't offered in the UK. The car we are driving on home soil, an entry-level single-motor 45 in Black Edition trim, is

fitted with the standard suspension, which Audi has retuned as part of the update in order to improve balance, comfort, driving fun and stability.

This is also the first time we have been able to see if not offering that adaptive set-up here is an opportunity missed by Audi.

In short: yes, it is. Compared with its German sibling, this British Q4 transmits a few too many surface shortcomings into the cabin. It's by no means awful, and the retuned suspension still provides a relatively refined ride. But given how shoddy British roads are, the adaptive dampers would have become a no-brainer for buyers and matched the premium feel that the rest of the Q4 package exudes.

The single-motor 45 is the line-up's most efficient. How efficient? Audi claims the new motor and

battery combination in this spec is good for 3.7mpkWh, which translates roughly to 285 miles. The WLTP range test returns a best official result of 326 miles.

During my time with the Q4, mixing between Efficiency, Comfort and Sport driving modes on motorways, in city centres and on B-roads, it averaged 3.3mpkWh, equating to 254 miles.

One criticism I have concerns the Q4's throttle response. It took time for me to get to grips with how sharply the Q4 accelerated from rest, with unintentional junction bolts, even in Efficiency mode.

The aforementioned new motor brings a raise in peak torque, from 339lb ft to 402lb ft, so can push the car from 0-62mph in 6.7sec, with not much throttle tickling needed for the energy to be delivered. The top speed is limited to 112mph.

The facelift also brings quicker

charging rates. The single-motor 45 can now charge at up to 135kW from a DC rapid charger, up from 125kW. This is due to better cell chemistry in the battery. That means charging from 10-80% should now take just under half an hour.

Changes have also been made inside. There is now more standard equipment, including the 11.6in MMI Navigation Plus touchscreen, the 10.25in digital instrument panel and heated front seats.

So, the updated Q4 adds to what was already a well-refined, comfortable and very practical electric car. In all, this is an impressive package, even if it isn't a cheap one.

**WILL RIMELL**  
X @will\_rimell

### AUDI Q4 E-TRON 45 BLACK EDITION

Upgrades to an already refined electric SUV are welcome. Range and ride are disappointing, though



Price	£57,260
Engine	Synchronous motor
Power	282bhp
Torque	402lb ft
Gearbox	1-spd reduction gear, RWD
Kerb weight	2140kg
0-62mph	6.7sec
Top speed	112mph
Battery	82/77kWh (total/usable)
Range, economy	326 miles, 3.7mpkWh
CO <sub>2</sub> , tax band	0g/km, 2%
<b>RIVALS</b>	BMW iX3, Genesis GV60, Mercedes-Benz EQA



Comfort isn't so good on passive dampers; touchscreen is rather too involved

TESTED 17.4.24. WARWICKSHIRE ON SALE NOW

# MERCEDES-BENZ E300E

Plug-in hybrid E-Class raises the bar with an electric range of more than 70 miles

**W**hen we road tested the new W214-generation Mercedes-Benz E-Class earlier in the year, our test car had a 2.0-litre diesel engine. We liked it and found diesel suited the E-Class, as it had done for 20 years. However, this E300e plug-in hybrid is the version that will actually sell in numbers.

Its 71 miles of official electric-only range trumps all rivals and nets it just 5% company car tax. In my testing, the engine fired back up after 60 miles, which is still pretty impressive. That sort of range will let most owners do most of their mileage on electric power, and the car feels punchier than its 127bhp output with the engine off suggests.

The gauge cluster shows clearly how much throttle you can use before the engine will kick in, and the shift paddles control the regenerative braking in EV mode.

The E300e switches between its two power sources mostly seamlessly, and with both combined it's seriously quick.

Even with the battery depleted, it manages to run on electricity



a fair bit, resulting in more than 40mpg if you take it easy.

The massive 25.4kWh worth of battery lives under the boot floor and unfortunately decreases luggage space by 170 litres from the mild-hybrid versions to 370 litres. While that doesn't result in a step in the boot floor, as in some Mercedes PHEVs, it does greatly reduce the height of the load space.

The E300e has one last potential ace up its sleeve: it's the only version not to get the lowered AMG Line suspension, so it should be the best-riding E-Class. In reality,

that advantage isn't so pronounced. It's a little softer than the E220d but doesn't lose the slight crashiness on poor road surfaces. It's comfortable all right, just not with a capital C.

In combination with the greater weight, it also makes the handling a touch less immediate, although that seems like a fair trade-off.

With a base price of £68,020, the E300e is expensive, sure, but not significantly more so than rivals. Even though I still wish for a more comfortable suspension option, the E300e is an impressive PHEV executive saloon. Better than a

BMW 530e? Stay tuned for a twin test in a few weeks.

**ILLYA VERPRAET**

## MERCEDES-BENZ E300E AMG LINE PREMIUM PLUS

New E is a pleasing mix of traditional and modern; impressive as a PHEV, if still wanting for a bit of ride comfort



<b>Price</b>	£76,585
<b>Engine</b>	4 cyls in line, 1999cc, turbocharged, petrol, plus electric motor
<b>Power</b>	308bhp at 6100rpm
<b>Torque</b>	406lb ft at 2000-4000rpm
<b>Gearbox</b>	9-spd automatic, RWD
<b>Kerb weight</b>	2210kg
<b>0-62mph</b>	6.4sec
<b>Top speed</b>	147mph
<b>Battery</b>	25.4/19.5kWh (total/usable)
<b>Economy</b>	470.9mpg
<b>Electric range</b>	71 miles
<b>CO<sub>2</sub>, tax band</b>	13g/km, 5%
<b>RIVALS</b>	Audi A6 55 TFSIe, BMW 530e, DS 9 E-Tense 4x4

TESTED 18.4.24. YORKSHIRE ON SALE NOW

# SUBARU FORESTER

Final fling with this maverick off-roader before an all-new version arrives

**A**s Subaru forges ahead with electrification, it has given the car with which it started down that path, the Forester SUV, a final refresh before the sixth-generation model goes on sale next year, having already been revealed to the key US market that snaffles around 70% of production.

The changes are limited to a facelift to bring it into line with the smaller new Crosstrek, plus

mild interior tweaks and the addition of a Sport trim level between basic XE and Premium.

That adds red stripes to the exterior and matching highlights in a cabin that feels its age but still works well – particularly in the spacious rear, with theatre-style seating giving a good view and class-leading child protection.

On the road, the CVT dominates until you learn to drive around

its tendency to leave the flat four droning at exactly 3100rpm. Use all of the throttle pedal and it spins surprisingly sweetly to 6000rpm, but you're better off letting the mild battery assistance help you up to speed, at which point engine noise drops away and plays second fiddle to some bump-thump from the road and a touch of wind rustle.

The ride is fairly firm, but the payoff is surprising body control and agility for such a tall, boxy car.

The thing is, you really need to take the Forester off road to realise why smallholders and rural vets love it so much, and Subaru UK was happy to oblige with a short but challenging course. Select Snow/Dirt mode with the knob between the seats (or Deep Snow/Mud if you want it to allow a bit of wheelspin) and its symmetrical four-wheel drive system has it effortlessly skipping up inclines that would defeat more rugged-looking SUVs, the CVT starting to make sense as it holds the engine in its ideal powerband. You can feel its heft going back down, but the hill descent control looks after you.

Subaru UK won't sell many final-fling Mk5 Foresters, but this aged model still accounts for 26% of its sales, much of that repeat custom – for whom these changes will only add to the model's singular appeal.

**ALASTAIR CLEMENTS**

## SUBARU FORESTER E-BOXER SPORT

Won't appeal to a great many but is still in a class of one for those who love its very particular skill set



<b>Price</b>	£40,195
<b>Engine</b>	4 cyls horizontally opposed, 1995cc, petrol, plus electric motor
<b>Power</b>	148bhp at 5600-6000rpm (ICE), 16bhp (motor)
<b>Torque</b>	145lb ft at 4000rpm (ICE), 48lb ft (motor)
<b>Gearbox</b>	CVT, 4WD
<b>Kerb weight</b>	1687kg
<b>0-62mph</b>	11.8sec
<b>Top speed</b>	117mph
<b>Economy</b>	34.7mpg
<b>CO<sub>2</sub>, tax band</b>	185g/km, 37%
<b>RIVALS</b>	Honda CR-V, Volvo XC60



TESTED 18.4.24. SUSSEX ON SALE NOW

# MAXUS MIFA 9

MG's commercial sibling brand branches out with a luxury seven-seat electric MPV

**F**ashion can be so capricious. Not two years ago, MPVs looked a dead cert to join the format scrapheap, yet now the class is bursting with activity. Apparently we have Chinese businessmen to thank (or otherwise). Don't get rid of your skinny jeans just yet, I suppose.

Following the Mercedes-Benz EQV, Volkswagen ID Buzz and Lexus LM into the UK is the Mifa 9 from Maxus – a brand that might be familiar from its eDeliver electric vans and tippers and the T90EV, the first electric pick-up truck sold here.

Maxus has a complex heritage, as evidenced by the fact that the Mifa is sold abroad as an MG and an LDV. Yes, as in the Birmingham maker of spit-and-sawdust vans, itself formed by Leyland and Daf in the 1980s. Its assets were bought by Chinese firm SAIC after its 2009 bankruptcy, to be joined two years later by MG.

Anyway, it's now a significant player in the UK: sales rose 46% last year and should do so by 60% this year, during which more than 1250 have already been recorded.

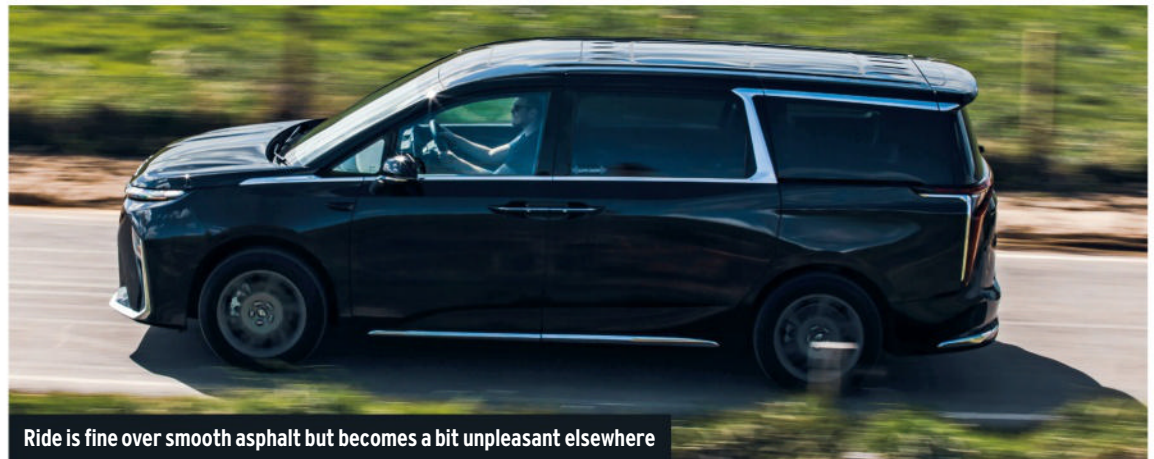
The Mifa isn't a bespoke EV, its platform shared with the ICE G90, but nevertheless the battery is in the ideal place, under the floor, so it's no more compromised than the EQV.

The official range is about 270 miles – 60 more than the EQV, despite both having a 90kWh battery. Range doesn't concern the LM, being a hybrid. When I

eventually found the Mifa's trip computer, however, it claimed a long-term average of just 1.4mpkWh for a scant 126 miles. Mind you, that was against an average speed of 136mph, indicating either some incorrect calculation, perhaps caused by the car defaulting to metric units every time it's started, or it being repeatedly chucked off

a mountain. The vast expanses of undented metal (5270mm long by 2000mm wide and 1840mm tall) suggest the former. In either case, having begun the test nearly full, the battery had only about 40% charge left after around 100 miles.

The single motor makes 241bhp, all of which is needed, given that seven 'well-fed' adults could easily



Ride is fine over smooth asphalt but becomes a bit unpleasant elsewhere



#### TESTER'S NOTE

I had to resort to the manual to work out how to activate the adaptive cruise control: press the drive selector on the steering column down twice. Weird. **KC**



take the total weight past 3.5 tonnes. You won't find EV-typical whiplash acceleration here, but the Mifa is certainly nippier than a diesel van, off the line and when rolling. Just avoid going for a gap in Sport mode, which can easily generate alarming tyre squeal – and that's on Continentals, not Linglongs.

This isn't a bad omen for the handling, though: the Mifa corners tidily, thanks to the typical ultra-low centre of gravity. Indeed, its width was my main concern on country roads. However, it does roll quite a lot when hustled, predictably, leaving me feeling queasy before long – so goodness knows how rear passengers would feel. You may also want to put the regen in 'low' for their sake, as 'high' is really keen.

For the VIPs in their armchairs, comfort is key – but here the Mifa rather lets itself down. There's something of a Transit without



Touchscreen sits beside small driver's display; rear-view 'mirror' is a video screen

“  
There's something  
of a Transit without  
the two-by-fours to  
its ride sometimes  
”



Pampered middle-row passengers will have no trouble unwinding after a meeting

the two-by-fours to the way it rides sometimes, and the way it judders over potholes would raise groomed eyebrows. My photographer has ridden in the LM, and his verdict was the Mifa “isn't even in the same conversation”. Meanwhile, the EQV rides beautifully on air suspension. The calm is further disturbed by alarmingly loud wind noise.

As for the seats, the driver is well cared for, at least in range-topping Premium trim, with many-way adjustment, heating and massaging. Behind, the two armchairs (leather and PVC leather) are even comfier and yet more adjustable, by way of a small touchscreen atop the outer armrest. They can move back and forth, side to side, recline flat and offer not just massages but also control of 'scenarios', concerning the windows, air-con and LEDs.

Walk between the pair and you come to a three-man third row, also of comfy leathery seats, which impressively provide head room for passengers up to about 5ft 9in tall.

Someone unkindly described the Mifa as “an LM from wish.com” when it arrived, but that's probably too harsh. Lexus has played its best hands in terms of interior design

and material choice and quality, but Maxus hasn't resorted to cheap and nasty. The stitched leathery areas feel fine, none of the plastics are hard and scratchy, even on the dash, and the large carbonfibre-look trims on the door have a nice gloss feel to them. It's just the small things that let it down: how the seats creak as they work out that knot in your back, how the armrests judder as you pull them up, how you have to yank the little desk out of them...

I expected to be overwhelmed by the technological complexity so coveted by Chinese consumers when using the Mifa's touchscreen infotainment system, but actually it's pretty user-friendly. Clearly related to the system seen in the new MG 3 (see p22), it has a mostly sensible menu structure (although why isn't the regen slider with the other driving options?) and Apple CarPlay (although that's wired only and on one day refused to work).

The Mifa, then, feels like an LM or EQV made on a budget. Which is what it is – in fact, its top spec costs £10k-£15k less than its German and Japanese counterparts. And it will do what they can do, just in a way that lacks some sophistication. In

this context, its flaws don't seem quite so glaring. For a business wanting more than one electric MPV, the cost difference could be very persuasive. You just need to consider to what extent you would rather delight your accountant over your weary VIP customers.

**KRIS CULMER**  
X @kris\_culmer

**MAXUS MIFA 9 PREMIUM**

Considerably cheaper than its rivals but feels it in its ability to coddle you, and questions hang over its economy

★★★★☆

<b>Price</b>	£77,686
<b>Engine</b>	Permanent magnet synchronous motor
<b>Power</b>	241bhp
<b>Torque</b>	190lb ft
<b>Gearbox</b>	1-spd reduction gear, FWD
<b>Kerb weight</b>	2535kg
<b>0-62mph</b>	9.9sec
<b>Top speed</b>	112mph
<b>Battery</b>	90kWh (total)
<b>Range, economy</b>	267 miles (WLTP), 2.9mpkWh (est)
<b>CO<sub>2</sub>, tax band</b>	0g/km, 2%
<b>RIVALS</b>	Lexus LM, Mercedes EQV





TESTED 25.4.24, YORKSHIRE ON SALE NOW

# JEEP WRANGLER

Jeep updates its brand-defining macho 4x4 as it enjoys a surge in popularity

**N**ot many car manufacturers, certainly not long-established ones, can boast of 248% year-on-year sales increases, but Jeep can. Of course, that's not because Brits have started buying Wranglers en masse: it's largely thanks to the new Avenger.

Does the fact that most of the cars Jeep sells in the UK are now small crossovers that send most or all of their power to the front wheels dilute the brand? Well, Jeep's people talk about "protect the core, broaden the reach". In other words, it's no good keeping the brand pure if it's not commercially viable, but the Wrangler is still a very important part of the range – not because of the sales numbers it generates but because it legitimises the whole operation.

So with that in mind, Jeep has made some small tweaks to the Wrangler, on the one hand to keep it fresh and on the other to ensure that it continues to comply with safety regulations.

The first goal was to improve the Wrangler's side impact protection. That has been accomplished by adding new curtain airbags and – in possibly the most Jeep way imaginable – by adding rock rails. If it works for bouncing off rocks when off-roading, it must work for bouncing off other cars as well.

The updated Wrangler also gains lane keeping assistance, speed limit

warning and drowsy driver alert. When it comes to those, however, Jeep is running down the clock and not actually fitting them until it absolutely has to. As a result, our test cars, which were 2024-model-year examples but produced before February, didn't yet have them fitted. So I can't tell you how well they work or how hard they are to turn off.

Elsewhere, the design of the famous seven-slot grille has been tweaked, with the addition of some three-dimensionality to make it stand out more.

All in all, it's a pretty minor update, but the main thing that returning Wrangler owners will notice is the updated multimedia screen. This is still a pleasingly old-school cabin, with analogue gauges, plenty of chunky buttons and even a manual lever that you need to yank backwards to physically lock the transfer case into low range. Nevertheless, the bigger 12.3in touchscreen is a welcome upgrade, because it runs the same Uconnect software as the Jeep Compass, the Fiat 500 EV and the new generation of Maseratis. Like in those cars, it responds quickly and has logical menus. It's much better than the old interface and the PSA-developed system in the Avenger.

To drive, nothing much has changed, but since we haven't



On-road behaviour is well short of Defender quality



**TESTER'S NOTE**

Jeep has never offered a manual gearbox on RHD versions of this 'JL' Wrangler. Very few would have wanted one anyway, but there simply isn't room for a clutch pedal in the footwell. Even with just two, you're never quite sure where to put your left foot. **IV**



Seats have gained lumbar support as standard and are fairly comfortable



Off-road capability is still phenomenal; face has been changed slightly

“  
**What it lacks in fancy modes and cameras, it throws at the problem in hardware**  
 ”

reviewed a Wrangler in a while, it's worth mentioning that in the past couple of years, the diesel engine and the two-door versions have been discontinued. That's a bit of a shame, because even though those versions filled a niche within a niche, that's the Wrangler's whole point for still existing in the UK.

If you were holding out for the 4xe plug-in hybrid that's now offered in mainland Europe, you will be disappointed, because the PHEV components aren't compatible with right-hand drive.

What we're left with is the four-door with a 2.0-litre turbo petrol engine. That sounds like it might be short of grunt, but it works surprisingly well, doing its

work smoothly and with a gentle purring noise that suggests it's fairly understressed. When you put your foot down, it genuinely shifts too.

The eight-speed automatic gearbox can be a tad lazy, but the payback is that it has the gentle engagement you want when you try to inch forwards on loose terrain.

Because that's where the Wrangler is still happiest: off road. It's enjoyable in its own way on the road, with its soft suspension and tall tyres smothering bad surfaces, but you can never escape the road noise or the head toss as the two sides of the car have an argument by way of the live axles.

What the Wrangler lacks in fancy off-road driving modes and

underbelly cameras, it throws at the problem in hardware: those live axles, the huge suspension travel and a locking centre differential are standard, and Rubicon trim adds locking front and rear differentials and a front anti-roll bar disconnect.

On Jeep's off-road route through Yorkshire, the Wrangler navigated deep troughs and bumpy tracks with apparent ease and clawed its way up a steep path of loose stones that I'd rather not walk up. And that was without any of the Rubicon's extra hardware coming into play. You probably need to go to a purpose-built off-road centre to remotely challenge and experience this car's capabilities.

You might say it's pointless, then, but is it so different from a Porsche 911 GT3 RS, which has to be experienced on a race track to get the added value from it? Perhaps not, and while a new Wrangler isn't cheap (£61,125 for the standard Sahara and £63,125 for the more serious Rubicon), it is cheaper than the Porsche. What's more, if you live somewhere with lots

of green lanes, they're usually free to access whenever you like.

A Wrangler is still compromised on the road and overkill on a green lane, but then that's arguably the point. Few brands need a superhero halo model more than Jeep does.

**ILLYA VERPRAET**

**JEEP WRANGLER 2.0 GME RUBICON**

Safety updates let Jeep's superhero fight on another day, and the multimedia update is welcome



<b>Price</b>	£63,125
<b>Engine</b>	4 cyls in line, 1995cc, turbocharged, petrol
<b>Power</b>	268bhp at 5250rpm
<b>Torque</b>	295lb ft at 3000rpm
<b>Gearbox</b>	8-spd automatic, 4WD
<b>Kerb weight</b>	2028kg
<b>0-62mph</b>	7.6sec
<b>Top speed</b>	99mph
<b>Economy</b>	24.8mpg
<b>CO<sub>2</sub>, tax band</b>	269g/km, 37%
<b>RIVALS</b>	Ineos Grenadier, Land Rover Defender 110

# “I want to know what they are whispering to their mechanics”

Ford boss Jim Farley tells Steve Cropley why both he and the company will continue racing, what's next for Mustang and one thing that would lead to his instant dismissal

**J**im Farley, president and CEO of Ford, has just qualified 13th. It's 2pm and we're at the 81st Goodwood Members' Meeting, where the Ford Mustang 289 V8 that Farley is sharing with Britain's Steve Soper, the former BTCC ace, has finished in the top half of a stellar 30-car field in qualifying for the inaugural Ken Miles Cup. It's a special one-make event staged to mark the 60th anniversary of the Mustang's launch.

Farley's lap times are a second or so behind Soper's and he isn't pleased, despite the fact that this is actually prodigious performance. At 62, Farley is driving an unfamiliar and very potent car on a very fast track that he has tackled only once before. And although he loves racing, Farley really doesn't have much time for it, given that his day job is to steer a £180 billion Detroit-based company whose 177,000 employees build 4.4 million cars a year.

The following day, in a 50-minute, two-driver

race, the Farley/Soper car will cross the line in 13th place in a congested and action-packed contest full of current and former greats, without a single mark on its gleaming blue bodywork, even though most of the notchback Mustangs around it have had some kind of 'tap'. Again, it's a creditable performance.

Today, however, sitting behind the pits in a folding chair, comfortable in his driving gear, Farley's mind is very much on the Mustang's commercial aspects and especially its future. He is deeply proud of the fact that the model has been such a backbone of Ford progress ("not many things in this industry last 60 years") and especially of the fact that a risky decision to globalise Mustang sales, made around 2015 at the start of Farley's own two-year stint as president of Ford of Europe, has resulted in much more prominence and success for the traditionally American pony car.

Despite the fact that Ford has many big-volume EV programmes under way, ranging from the

massive American F-150 Lightning pick-up truck to Europe's compact Explorer crossover, which will soon be launched, Farley wants to stress the importance of the Mustang, which in future will appear in a variety of new iterations – potentially including a four-door model (see p6) – but all of them with the same “performance and attitude” of existing versions.

Farley notes that Ford now makes the best-selling coupé in the world and says it's protective of that: “[Other firms] haven't had anything like the same consistency: they get in and then they get out again. They don't sell many, but they still think periodically ‘let's do another one’ and launch something else. Those models are like a tax on the company.”

Farley's eye is on Mustang expansion. The recently launched, Nürburgring-honed, £240,000, 800bhp GTD is a “down payment” on the model's new direction, he explains, although the game plan is firmly to keep making enticing cars that are attainable. Ford will never make →

Goodwood Members' Meeting celebrated 60 years of the Mustang



Farley shared driving duties with former BTCC star Soper



“  
Whenever someone  
starts telling me they  
know the future, I hear  
a warning buzzer  
in my head

”





“  
We owe it to those  
great engineers that  
their work continues  
”



Farley was Ford's Europe boss before landing the CEO role



Farley wants all Fords to embrace spirit of the Focus



The F-150 is one Ford stalwart that has gone electric

◀ “a Mustang that’s not a Mustang”.

That means V8 production will continue far into the future. And, emphatically, it rules out an electric model (although the Mustang badge has already been used for the Mach-E electric SUV).

Even if someone else at Ford wanted to make a Mustang without the correct credentials, Farley is certain the company’s executive chairman, Bill Ford, Henry Ford’s great-grandson, wouldn’t let it happen. “He’s a Mustang fanatic,” explains Farley. “He owns the 1964½ Mustang that paced Jim Clark at the start of the 1964 Indianapolis 500; he was a little kid sitting in the back with his father driving. If I were to tell him we were looking at an all-electric Mustang coupé, he’d tell me he was looking at a new CEO...”

That’s all very well, I say, but how does that square with the 2035 date much of the world says it’s working towards for the wholesale adoption of EVs? Doesn’t that mean ICE Mustangs, and especially V8s, will have disappeared by then?

“Are you sure?” Farley shoots back. “I don’t think we know. When you need a Transit for your work, or you’re a rancher with a pick-up in the US, electric power is a terrible solution – and even the most radical, decarbonising politician can’t afford to be on the wrong side of the customers.

“Maybe the solution will be hydrogen. Or the sustainable fuels thing is coming along. Whenever someone starts telling me they know the future, I hear a warning buzzer in my head. There are no certainties in our industry. I’ve heard this stuff a thousand times: every car’s going electric, every car’s going hydrogen, every car’s going diesel. There have been a lot of blind alleys.”

While we’re finding out which alternatives for future propulsion will prevail, Farley says Ford will do as much as it can to preserve special ICE engines, such as Mustang V8s: “Most of our lowered emissions standards are achieved by fleets, so I believe we can still sell some special cars if the fleet business is strong.”

Farley’s European connection remains strong – with his wife and three children, he lived in north London during his two-year tenure as boss of Ford in Europe – and he’s well aware of what is now dubbed ‘the Richard Parry-Jones era’, when the late, great product development chief led Ford to a market-leading role in all aspects of driving quality, especially driving dynamics. I ask Farley if he is aware that in

some cases the halo has recently slipped.

“Richard Parry-Jones is still very much in the company, in my eyes, and when I read that our team didn’t get it right, that’s very upsetting for me,” replies Farley. “We owe it to those great engineers that their work continues and gets perfected. I always want us to major on stuff we do very well, like suspension damping, steering feel, brake feel and so on. And we have got to get our cars lighter – and that includes our Mustang versions.

“Just because [the] Fiesta and Focus didn’t work globally doesn’t mean we should turn away from how those cars feel when you drive them.”

Farley agrees Ford’s number-one goal shouldn’t be just mechanical durability or software reliability: driving quality must make its cars different. “That excellence needs to be as obvious in a Raptor as any other Ford,” he says.

As the ground shakes while a field of classic Can-Am sports cars thunders past us, bound for a hectic practice session, Farley changes the subject to Ford’s latest aspirations in racing. Led by the Mustang, a new approach to racing is spreading across the world.

“We’ve stretched our racing to make a sustainable business,” he explains. “In the past, we’ve sponsored people to help them become successful, but now we’ve launched a customer business. We are making race cars to sell in numbers; I want to make it sustainable so the next CEO can’t take it apart. If it makes money, it’s less likely they will want to dismantle it and go yacht racing or something...”

This change of emphasis will have implications for Farley’s own racing career: this year, he will do the Mustang-based Dark Horse series – four 90-minute IMSA races driving a Mustang on his own – plus several other longer-distance events partnering other drivers. Sure, he enjoys it, but he also sees a business benefit: “How can I support the team if I don’t know what customers are saying about our cars? I want to know what they are whispering to their mechanics.”

Ford sees prospects in four or five different varieties of US racing, including IMSA and all levels of Nascar, and it’s involved at a high level in places like South Africa and Australia.

“A Mustang GT4 won its first race in Australia just yesterday,” says Farley proudly. “I don’t think there’s any brand more active in racing across the world.” **A**

## FORD’S RED BULL DIVIDEND

Jim Farley believes Ford’s recently announced deal to partner Red Bull in the development of a hybrid powertrain for Formula 1, expected to make its debut with new F1 regulations in 2026, can recall the glory days of the 1970s, when the Ford-Cosworth DFV V8 was by far the most successful engine in the sport, taking the bulk of its 155 wins from 262 races.

By the time the new powertrain appears, electric assistance is expected to provide nearly 50% of an F1 car’s propulsion.

“Our deal will be a pure technology transfer,” explains Farley. “We have high-discharge battery technology, we have top-class combustion know-how and we have a close relationship with ExxonMobil, which will be especially important in the new era of sustainable fuels.

“Red Bull can help us too with aerodynamic theory. Every little aero gain is going to be so much more valuable than it was in the ICE era, because it helps us cut down on batteries that are heavy and expensive. Red Bull are also big on prognostics – the prediction of failure. F1 technology, with AI, has been predicting problems with race cars for a long time. Ford makes the best-selling vans and pick-ups in the world: imagine having that facility with a road car.”

Ford is also banking on the forthcoming Red Bull link helping it “emotionalise the brand”, with an eye on the huge impact the Netflix series *Drive to Survive* has had on the awareness and approval of F1 in the US. “Who’s a better advocate for a good car than a popular F1 driver?” says Farley. “This could be incredible for our company.”



Red Bull and Ford are creating a new F1 engine



# Slow but 'Shaw

For certain EV customers, range and speed scarcely matter, and what they do need is best provided by a small British company called Bradshaw. John Evans reports

**A**s drivers considering making the switch to an EV anxiously sift through model specs, comparing ranges and PCP bills and plotting the locations of rapid chargers, over at Bradshaw Electric Vehicles they couldn't be happier with their EVs that have ranges of 28 miles and top speeds of 18mph.

'Horses for courses' is the phrase that springs to mind as I survey the Cambridgeshire firm's range of own-make, French Goupil and American Club Car EVs, some in production, others awaiting dispatch. And it's one that all EV buyers would do well to remember when browsing the digital brochures. Why do I need a 250-mile range when all my driving is local? Why am I obsessing over public-charger provision when charging at home will do just fine? Why do I need to be able to do 0-62mph in 5sec when everywhere I go is a 20mph zone?

For Bradshaw, 'horses for courses' is defining. The family firm, founded in 1960, makes and

distributes EVs for industry – everything from small three- and four-wheeled tractors capable of towing up to 25 tonnes to compact water tenders for factories, from small tugs for pulling giant quarry trucks down production lines to tunnel vehicles with a steering wheel at each end (have you ever tried doing a U-turn in a cramped tunnel?). For all these applications, pulling power and ease of charging (most just plug straight into a domestic socket for an overnight top-up) rather than speed, range and rate of charging are key.

Bradshaw's customers tell the firm so. Some also tell it they are

quite happy having lead-acid rather than lithium ion batteries, despite the former requiring the occasional liquid top-up, so Bradshaw offers those too. Depending on the vehicle, choosing a heavier lead battery over the lighter and more energy-rich lithium alternative saves around £6000 on the vehicle's purchase price, although it does impose a payload penalty.

Last year, Bradshaw, which employs 50 people, turned over £10 million and shipped almost 1000 vehicles, most destined for the UK but around 20% abroad. Production and assembly takes place in the main factory while,

to meet demand, a second one is under construction.

A few of Bradshaw's own-make vehicles are rebranded by some globally recognised industrial equipment manufacturers, which says a lot about the company's quality and reputation. Otherwise, you can find its logo proudly displayed on vehicles labouring away in major factories, including Perkins' diesel engine plant in nearby Peterborough, Ford's Dagenham site and JCB's base in Staffordshire. A special projects department ensures specialist requirements can be catered for.

Additionally, Bradshaw has since 2017 been the UK's sole distributor of Goupil utility vehicles. Offered in G2 and larger G4 chassis sizes, complete with two-seat cab and a choice of bodies from pick-up to tipper and box van to pressure washer, the Aquitaine-built models are popular with private and public sector operators.

Prices start at £18,000 for the G2 and £26,000 for the G4, both before VAT. Lead-acid battery power accounts for 60% of sales, and

## A VIABLE ALTERNATIVE TO LITHIUM ION?

It's interesting to note that just plugging in a lead-acid battery to charge, no matter for how long, represents one cycle and that the batteries Bradshaw supplies have a life of around 4000 cycles. Contrast that with the lithium batteries that the company also supplies, for which

a cycle is defined as a full recharge and which also have a life of around 4000 cycles, meaning operators get much more work out of them.

This is just another reason, besides the need for liquid refills and inferior range, why lead-acid batteries are unlikely to have a future in cars.



Bradshaw tractors can tow up to 25 tonnes - think 10 electric SUVs



Car Club buggies are as common on fairways as argyle jumpers



Marketing manager Ramsy Labassi (right) gives Evans the tour

depending on the model, power spans from 7bhp to 13bhp, range from 27 miles to 68 miles and top speed from 18mph to 31mph.

As you might expect of vehicles emanating from the République, they are distinctive-looking things with bags of character - quite an achievement when their primary function is to convey two people in hi-vis jackets and, in some cases, up to 1.2 tonnes of rubbish.

With its T-shaped nose, the G2 is the more striking Goupil. It's actually so shaped because the battery sits inside it, whereas in the slightly more conventional-looking G4, it's slung under the chassis.

Both vehicles are front-wheel drive. With a steel ladder frame, alloy business ends and lots of tough plastic, they are hardy workhorses. Comfortable and fun to drive, too. Quiet, torquey, easy to maintain...

## DRIVING THE GOUPIL G4

With things such as conventional key ignition and a handbrake, the Goupil G4 is designed to be instantly familiar. Twist, release and off you go.

The example I drove, a pick-up, was unladen so weighed just 900kg (versions with the lead-acid battery weigh around 1200kg). As a result, it pulled away cleanly and keenly.

Bradshaw's yard is far from smooth but, surprisingly for an unladen pick-up, the G4 felt comfy. The steering was accurate and the little vehicle felt like it could turn almost within its own length. Add its positive brakes, quiet-running motor and attractive interior and I imagine a day spent collecting rubbish might not be half bad.



“  
It's good to see a company making EVs work and work hard  
”

Electric power really is the future for industrial vehicles like these.

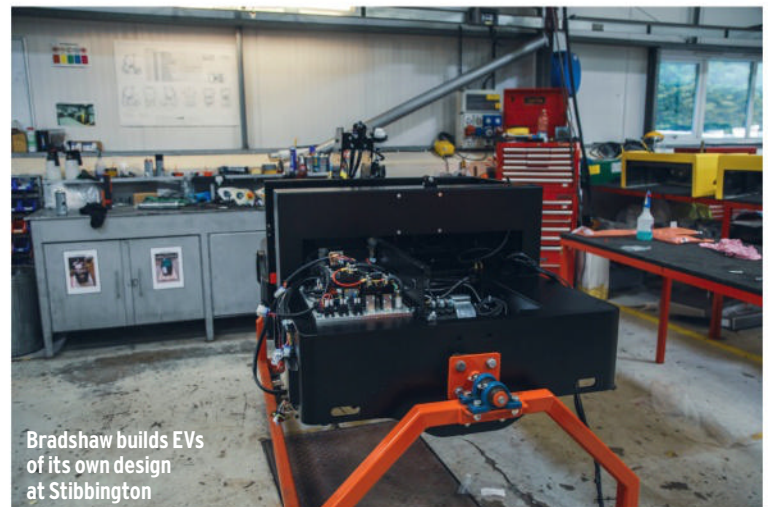
BMW certainly seems to agree: the company has one of these on standby with a water tender body inside its Mini plant in Oxford.

And then there are the Club Car golf and event buggies that Bradshaw imports from Georgia. When I visited, just before the season started, hundreds of them - some for rent, some for leasing - were parked in rows out the back.

Bradshaw has Car Club's south of England concession, and demand for its two-seat golf buggies (prices

from £6000 or £26.50 per week on a lease) has never been higher. At the other extreme are the stretched buggies with as many as eight seats. Look out for them at the British Grand Prix, perhaps shuttling Max Verstappen and his teammates to the trophy cabinet.

With so much focus on the challenges of EV ownership at the moment, it's good to see one company making EVs work and work hard. As they say, horses for courses. That low-cost, short-range Mazda MX-30, for example, might be all you need... **A**



Bradshaw builds EVs of its own design at Stibington

# LIKE A SCAT OUT OF HELL

Brendan McAleer convenes two Scat Pack Dodges in Hells Gate, Canada, to give the V8 muscle car icons a suitably sizzling send-off



**I**t's hazy at Hells Gate, and the smoke stings your eyes. A few miles to the north, an out-of-control wildfire has caused a road closure, turning this narrow two-lane canyon road into a suddenly empty spur to nowhere, free from traffic. Contemplating the big Dodge Challenger sitting on the shoulder with the smell of burning timber hanging in the air, it's not hard to see why the era of this sort of combustion-powered guilty pleasure is drawing to a close.

For 15 years, this huge coupé has represented moonshine-grade distilled nostalgia for a time that was shorter than everyone seems to remember. The original model was introduced in the autumn of 1969 and was dead in just four years, killed off by the meteor impacts of 1970s fuel crises. Now, the modern V8-powered Challenger has reached its own vanishing point. Even for the British, who, the occasional grey import aside, have had to look enviously across the pond at American muscle cars, there's likely to be a sense of loss.

The formerly closely related Dodge Charger

will soldier on as either an EV or powered by a twin-turbocharged straight-six petrol engine. It will now also be available as a saloon or a coupé, taking over the two-door muscle car duties from the Challenger. But from here on, that muscle will theoretically have a smaller footprint – no more thundering V8s of ludicrous displacement and power.

Sensible. A necessary evolution. No more dinosaurs. And yet... The road through British Columbia's Fraser Valley is empty, there's a six-speed manual attached to that whacking great V8 and the meaty tyres of this car appear to be bursting out of its bodywork like The Incredible Hulk splitting his trousers. The future beckons – but not before one more thundering visit to the past.

#### TUNNEL VISION

Further downstream, the Fraser River turns silty and broad, its middle-aged spread creating fertile flood plains and happy farmers. Up here, it's in its vigorous youth, the white-water torrent that gave this narrow passage the name of Hells Gate. To carve a path alongside the river, this road's engineers bored seven

tunnels of varying lengths into the rock, each one a waiting echo chamber. That will be windows down, then.

Rev-match a downshift and stomp on the throttle and the Challenger does its powerboat party piece with aplomb, its big nose lifting. This one is equipped with a Shaker hood, a blister poking through the bonnet that visibly shakes under engine torque. Why? Because it's funny.

Rocketing out of a narrow tunnel in a cloud of loud and angry V8 noises feels like being shot out of a rifle. The road swoops and rolls alongside the channel cut by the river, smooth and without the kind of tight angles you might get in the California hills. It suits the Challenger.

In the words of Futurama's Zapp Brannigan, the Challenger is built like a steakhouse but handles like a bistro. It's far from light on its feet, but there is prodigious grip to be had. The massive weight can be felt everywhere, but this wheel-and-tyre package was designed to tame the much more powerful supercharged Hellcat versions, so there's a surprising balance to it. It's a slugger, but more a well-weighted →



Both the Challenger and the Charger absolutely galvanise anyone under the age of 20. With the Charger, you will frequently come out to the parking lot to find it surrounded by teenagers muttering "Hellcat".



“  
The Challenger ladles out charisma  
by the bucket, flexing and grimacing  
and putting on a show  
”



Dodge resurrected the Challenger in 2008 with a design based on the 1969 original



Mk3 started off with 246bhp and, courtesy of the Demon 170, peaked at 1025bhp





## LIFE AFTER DEATH

The eighth-generation Dodge Charger was revealed in March, and while it will again be purely for the North American market, it has global significance.

It's the first car to be built on Dodge parent company Stellantis's STLA Large platform, which will underpin a wave of future models from the manufacturing giant's 14 brands, including the next-generation Alfa Romeo Giulia and Stelvio, plus the Jeep Recon and Wagoneer S. So the Charger offers considerable clues to potential power outputs for those models.

The platform is multi-powertrain, so the Charger will be offered with a choice of petrol and, for the first time, battery-electric

propulsion. The fossil-fuel option is a twin-turbocharged 3.0-litre straight six offering 420bhp or 550bhp, and will be branded the Sixpack. Dodge bosses didn't think fans would take kindly to branding anything other than a Hemi V8 as the Hellcat.

The Charger Daytona-branded electric option produces 630bhp as standard on top-spec Scat Pack models, with up to 670bhp in a 15-second overboost option. That gives a 0-60mph time of 3.3sec, despite its 2648kg kerb weight. That weight is due to a 100.5kWh battery, which gives an official US range of 260 miles. Lower-powered versions can exceed 300 miles. **JA**



Electric Charger Daytona produces up to 670bhp

← baseball bat than a two-by-four with a nail hammered through it.

The shift action for the six-speed manual is pure steakhouse again, feeling like one of those comedy-sized wooden-handled knives that big American chains love so much. It takes effort, and arguably the eight-speed automatic is a better fit for this car's character. But a well-timed shift up to third followed by a wave of torque is incredibly satisfying.

The steering is as numb as you'd expect with those steamroller tyres, but then you could level that same complaint at many modern BMWs. Compared with actual 1970s muscle cars, with their pool-noodle steering columns, the big Dodge does what you ask and doesn't wander on its leash.

Essentially, the Challenger is a professional wrestler with a steering wheel. Something like a Porsche 911, that's your Greco-Roman Olympic athlete, grace and grip. The Challenger is cartoonish in several dimensions, but it ladles out the charisma by the bucket, flexing and grimacing and putting on a show. You otherwise only get this level of theatre from a supercar, and

there's something standoffish about those. In the Challenger, everyone wants to be your friend.

### PREVIOUSLY...

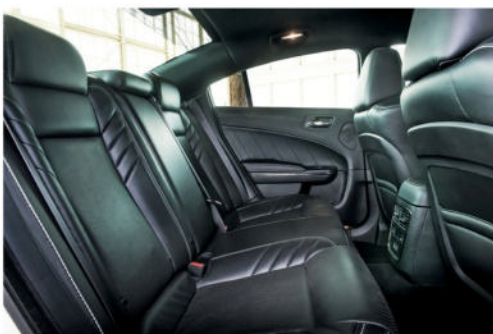
We will cross over to the Charger shortly but, first, no discussion of the modern incarnation of Dodge can overlook its most demonic works. Introduced a decade ago for both the Challenger and Charger, the Hellcat engine replaced an already potent 6.4-litre V8 with a new top-of-the-range supercharged 6.2-litre engine good for a ludicrous 697bhp. Other, more potent special editions such as the Redeye and Demon would emerge, but the Hellcat is the one that everyone will remember.

Despite the fact that every Charger and Challenger Hellcat was bolted together in a Canadian plant 40 minutes away from the centre of Toronto, the Hellcat has become an American icon. First, there was the unflinching straight-line speed of the thing; Ford and Chevrolet turned long-time rivals Mustang and Camaro from pony cars into thoroughbreds, but the Hellcat remained halfway between a Clydesdale and a Saturn V moon rocket.

Almost immediately, people started stealing them. To date, the Charger Hellcat is 60 times more likely to be stolen than any other car on the road in the US. They are nicked, chopped up and sold for parts.

At the same time, the Charger Hellcat became a cultural icon. Perhaps no other car is mentioned as frequently in modern rap music, having long surpassed the Cadillac Escalade SUV. And as the ultimate rear-wheel-drive burnout machine, the Charger Hellcat is the poster car for so-called sideshows, when crowds shut down city streets and drivers perform dangerous stunts.

Despite this outlaw image, the cars retain their charisma. They are also peerless for the kind of continent-crossing interstate travel that defines the American road trip. I once drove 2000 miles in two days in a Challenger Hellcat, up through the Canadian Rockies into Montana, and it was like driving the world's fastest couch. Plus, anytime I stopped for food or fuel, strangers would come over to chat about the car, reminiscing of childhood Mopar dreams. A Lamborghini Huracán might be the stuff →



“  
A touch more throttle  
and the Charger growls a  
warning. It's still a brute  
”

◀ of lottery wins, but everyone can see themselves behind the wheel of a Hellcat.

#### HARD-CHARGING CHARGER

Nowhere near as immediately appealing as the Challenger, the Charger was always going to be the last big Dodge left standing. When it emerged as a four-door cousin to the Challenger, Mopar fans were madder than the time Warner Bros took the confederate flag off the roof of the General Lee.

But the Charger was one of the last few cars you could buy that felt authentic to the old-fashioned full-size American saloon experience. They weren't quite big enough inside to be actually full-size (the Ford Crown Victoria made a better police patrol car), but the rear-drive architecture and variety of powertrains brought the flavour of Hazzard County to the masses.

Which other car spanned such a breadth of choice? Show up at your average rental car counter and you'd drive away in a bare-bones V6 Charger with tiny alloy wheels. Or factory-order a Charger Hellcat and you'd have an automatic transmission, a roomy back seat and trunk and

a top speed of 203mph. If Prohibition reared its head again, the home distillers would be running 'shine in Chargers in a heartbeat.

This one is a limited-edition Last Call 392 Super Bee, with the same 6.4-litre V8 as the Challenger. It leaves off the widebody but is hardly discreet, with drag-racing-style bonnet pins and a show-off graphics package. The little bumblebee doing a burnout is a nice touch.

The Charger doesn't really hide those rental car roots and shows its age more than the Challenger. It is, however, a better-resolved chassis, and there is a certain satisfaction in knowing that you spent nearly every single dollar on as much motor as possible. The automatic transmission and gutsy torque make for unexpectedly smooth operation, but just a touch more throttle input and the Charger growls a warning. It's still a brute.

#### LESSONS FOR THE FUTURE

As they thunder into retirement, the lasting impact of these Dodges fills the windscreen ahead. Yes, they were deliberate throwbacks right from the very development process,

but there are lessons here that can be carried forward to the electric future.

A Mustang or Camaro may disappear around a corner, but the appeal of the Challenger and Charger wasn't only in performance. It lay in the experience, the sound and the fury and also the slight silliness. There was a joy to them that more serious-minded folks might mock, but they did so at their loss.

Dodge also offered something that many other manufacturers have retreated on: choice. Available in a riot of colours, with a huge variety of engines, both the Charger and Challenger were the psychedelic antidote to the 50 shades of grey that is now your local Audi dealer. In the future, if there's one company that's going to sell you a massive purple EV coupé, it will be Dodge.

The thunder of V8s recedes into the distance. An era of muscle car nostalgia draws to a close. But as the Brampton Assembly Plant tools up to build the next generation of Charger, it's worth noting that well over two million Challengers and Chargers passed out of its doors and into the world. There may be no new V8 Dodges being built any more – and yet still they live. **A**



The General Lee, a 1969 Charger, starred in 147 episodes of The Dukes of Hazzard, although it was crashed so much that more than 300 cars were reportedly used during filming. A further 24 were used for the risible 2005 film.



The confederate flag was first to go; now the Charger is losing its V8



Charger interior has hints of rental car and is showing its age now

	Dodge Challenger Scat Pack Swinger	Dodge Charger Scat Pack 392 Super Bee
	A heavyweight that's as deft on its feet as a pro wrestler, ready to elbow-drop its way right into your heart ★★★★☆	Everyone knows the fastest car in the world is a rental car, especially when it comes with a 6.4 V8 under the bonnet ★★★★☆
<b>Price</b>	£41,598	£36,730
<b>Engine</b>	V8, 6400cc, turbocharged, petrol	V8, 6400cc, turbocharged, petrol
<b>Power</b>	478bhp at 6100rpm	478bhp at 6100rpm
<b>Torque</b>	475lb ft at 4100rpm	475lb ft at 4100rpm
<b>Gearbox</b>	6-spd manual, RWD	8-spd automatic, RWD
<b>Kerb weight</b>	1949kg	1978kg
<b>0-62mph</b>	4.3sec (est)	4.5sec (est)
<b>Top speed</b>	174mph	175mph
<b>Economy</b>	20.3mpg	30.0mpg
<b>CO<sub>2</sub>, tax band</b>	325g/km, na	307g/km, na



# RAISING THE SHED

The 'factory' where Tyrrell's F1 winners were made has been saved from demolition. **Damien Smith** peers inside

**B**uilding a Formula 1 car in your own shed? It's a romantic notion, the stuff of daydreams for many of us. But for the late Ken Tyrrell, there was nothing whimsical about such a homegrown approach.

As one of the greatest and most fiercely independent team patrons, he oversaw the creation of grand prix- and world championship-winning Formula 1 cars from just such a humble abode in his family-run timberyard in Ockham, Surrey, for years.

And why not? What more did one need back in the 1960s and 1970s? Today and just down the road sits the fantastical McLaren Technology Centre. The F1 that Tyrrell first knew and thrived in half a century ago might as well have existed in another world.

Tyrrell's humble hub of innovation remains the most famous shed in motorsport and now, happily, following a threat of demolition, has been saved and preserved for cherished posterity at a perfect new location: the Goodwood Motor Circuit in West Sussex, where much of the Tyrrell Racing Organisation's early history was written. It was here where Sir Jackie Stewart first tested a Tyrrell-run Cooper Formula Junior car, stunning

'Chopper' with his pace and kindling one of the great motor racing partnerships that garnered three world championships in the space of just five years. All masterminded from that shed, which as of very recently sits proudly on a plot behind the Woodcote grandstand.

Predictably, it proved a hugely popular draw for visitors to the 81st Goodwood Members' Meeting.

Members' Meeting.

"It's one of those great – and true – British motorsport stories," said Sam Medcraft, the circuit's general manager, who oversaw this wonderfully eccentric relocation to a site "more or less where an accommodation hut was in use here during the war".

That's fitting, because Tyrrell sourced what became his F1 'factory' from the Women's Royal Army Corps to serve as his nascent team's workshop as he began the transition from (not very successful) racing driver to team owner at the turn of the 1960s. He sent two men, Neil Davis and Freddie Gear, to the WRAC's premises to dismantle the 6m-by-21m shed, transport it to Ockham and re-erect it in his timberyard – a process now repeated more than 70 years later.

"The state of the shed was not too bad, given how long it had been there," said Medcraft. "It's

Jackie Stewart won three F1 world titles with Tyrrell: 1969 (in a Matra), 1971 and 1973. The team was constructors' champion in 1971 and scored 23 wins with its own cars.



“We've tried not to refurbish it and kept its bumps and bruises intact”

Shed now sits behind Woodcote, Goodwood's penultimate corner



a fairly solid structure made in a modular style, which made it easier to move and means it has lasted quite well.”

The shed has some history. It was here that in 1970 chief designer Derek Gardner secretly created with a small team of mechanics the first Tyrrell 001, as the team took the crucial next step into constructor status in the wake of Stewart's first world title clinched in a Tyrrell-run Matra.

It was also here a few years later that Gardner prepared to shock the world with surely the most outlandish F1 car of them all: the P34 six-wheeler in which Jody Scheckter won 1976's Swedish GP.

After that season, the F1 cars were constructed in a building next door, but the shed remained in use well into the 1980s as a fabrication shop and then for storage.

When aerodynamicist Jean-Claude Migeot arrived in 1988, he immediately sought out the shed. "It was still there with the famous board: 'Keep out. This means you!'," he told me.

At the end of 1997, Tyrrell sold his team and F1 entry to the new British American Racing venture – which begat Honda, which begat Brawn GP, which begat Mercedes-AMG, based today out of not one but two much larger sheds in Brackley and Brixworth.

The original one continued to be used for storage by its new owner, but the site is now



ripe for housing redevelopment – which triggered the salvage operation.

Goodwood secured its planning permission back in 2021, and finally in January this year the relocation began. First the asbestos roof had to be removed and disposed of, before carpentry and timber-frame specialist Alistair Kerr began the deconstruction work with a five-man team.

So how did Kerr take apart the shed, keeping in mind that he would need to reconstruct it piece by piece at Goodwood? “We took lots of pictures and labelled every part,” he says. “We were quite lucky, because it was a prefab building originally, so it was designed to come apart and be put back together again. We were just very methodical about it.”

Transporting the pieces required further care, then Kerr and his team completed the reconstruction in around two weeks.

All is as it was, except for new window frames to replace the rotten originals, a non-hazardous roof and retro-style electricity sockets, sourced after much poring over of period photos by the Goodwood team.

“We’ve tried not to refurbish it and have kept its bumps and bruises intact,” says Medcraft. “As it was taken to pieces, they found bits of history: front and rear wing endplates tucked away that had been forgotten about, some old posters and



The home of Tyrrell's F1 team stood in Ockham for more than 70 years

stickers too. You can still see the outline of the old Tyrrell sign, the trace of paint spray and the outline of where the engineers’ desks were. Ghosts of the past.”

A formal reopening will occur at the Revival meeting in September, but for now Goodwood’s team is pondering what to make of the shed.

“It won’t be a museum,” says Medcraft. “It would be nice to use it, recreate that spirit of



Tartan helmet and blue Tyrrell: an iconic F1 combination

why it was there in the first place – perhaps host a race academy or use it as an engineering workshop. We haven’t determined its use yet.”

The main thing for now is that one of British motorsport’s most beloved relics is safe – and apparently could be a contender for the Shed of the Year competition. That would be a fine 100th-birthday gift for Tyrrell. Somewhere he must be cracking his big toothy grin at the thought. **A**

PETER SUMMERS / GETTY IMAGES



# Volvo EX30

Volvo moves one market niche smaller to bring in younger, climate-conscious buyers

**MODEL TESTED SINGLE MOTOR EXTENDED RANGE PLUS**

Price £38,545 • Power 268bhp • Torque 253lb ft • 0-60mph 5.7sec • 30-70mph 5.1sec • Economy 2.8mpkWh • Max DC charging speed 135kW • 70-0mph 45.9m

**V**olvo is aiming for a change of gear on its path towards electrification with this week's road test subject. The EX30 is a small car that, it's hoped, can have a big impact on Gothenburg's sales mix. Its maker is already aiming for half of its global sales to be of all-electric models by 2025, and to be selling BEVs exclusively by 2030. In order to hit those marks, however, Volvo needs affordable electric models like this – but, moreover, it needs people to buy them in greater numbers than they are currently.

You wonder, in fact, if and when brands like Volvo might start rolling back on – or, at least, tempering slightly – ambitious electrification claims like these. The penetration of EVs, in many western markets including the UK, is stuck at between 15% and 25%, and not for the want of an increasing number of more affordable all-electric options.

So the commercial challenge facing this car looks significant. For the next couple of thousand words, however, we will concern ourselves with whether the Volvo EX30 is the kind of electric car that deserves to drive adoption, and ultimately to succeed, in the first place.

It is the first of a new breed of Volvos for more reasons than one: not just because it is the smallest in decades (since the Volvo-DAF 300 series of the 1970s, in fact), nor because it is the first Volvo designed exclusively for electric power (not counting the XC40-derived C40 crossover-coupe), but also because it's based on an all-new platform developed fully in the firm's current, Geely-controlled corporate era.

Buyers of this car will be Volvo's very youngest, claims the company, and three out of four will never have considered a Volvo before.

## DESIGN AND ENGINEERING



Volvo has certainly gone small with this car by its own standards, without defying compact EV class norms. The EX30, as its model nomenclature suggests, is an all-electric compact SUV. It's more than 200mm shorter than Gothenburg's next-smallest model, and shorter at the kerb also than either the Ford Focus-based C30 (of 2006) or the 480 (of 1986) hatchbacks were, although it has a five-door hatchback body. Relative to its modern rivals, however, it's not all that small (a Jeep Avenger is almost 200mm shorter).

For now, it is offered in what we might call a moderately high-riding bodystyle only, although a Cross Country version is slated to bring extra ground clearance later in 2024.

It is the first Volvo to be built on the Sustainable Experience Architecture (SEA) developed by Geely for new-generation electric cars, and which – in slightly differing technical guises, at least – has already been deployed on cars as different as the Lotus Eletre, the

## Range at a glance

MODELS	POWER	FROM
Single Motor Plus	268bhp	£33,795
Single Motor		
Extended Range Plus	268bhp	£38,545
Twin Motor		
Performance Plus	423bhp	£40,995

### TRANSMISSION

1-spd reduction gear ■

The EX30 model range runs from a little under £34k to a little over £44k, before options. The car can be had with a 51kWh or 69kWh drive battery, and either one primary rear-mounted drive motor or one per axle.

Volvo offers two de facto model trim levels, Plus and Ultra. On a mid-level single-motor car, the former comes with 11kW AC charging, 19in alloy wheels and manual seat adjustment. Stumping up for the latter gets you 22kW three-phase charging potential, 20in wheels, a panoramic glass roof and electric seat adjustment.

Polestar 4 and the Smart #1 and #3.

SEA is more like a family of platforms than one skateboard-style chassis, insists Geely. On the EX30, it confers a steel chassis, over which is laid a body made of a mix of aluminium, steel and plastic, of which nearly 60% (by volume) is recycled. Around the interior, about one-fifth of the car's mouldings are likewise recycled, and much of its upholstery is made of recycled polyester or denim. As a result of all of the above, claims Volvo, the EX30 has the lowest 'life-cycle carbon emissions' (the combined total of what is associated with its manufacture and its use) of any car the company has ever made – and half that of a petrol-powered XC40.

Volvo is hoping that those kinds of sustainability qualifications will attract younger, climate-conscious buyers – but the ethical argument isn't all that it's offering. Like plenty of its competitors, the EX30 has a primary drive motor carried over the rear wheels, which provides up to 268bhp and 253lb ft. That fulsome power output is enough to put our 1779kg-as-tested Single Motor Extended Range Plus model (Volkswagen ID 3 58kWh – 1757kg, Peugeot e-2008 GT – 1638kg) on close terms with a BMW i5 eDrive40 for power-to-weight ratio.

For those who want even more, there's also a twin-motor Performance Plus version with a supplementary 154bhp drive →



EX30 shares SEA platform with Smart #1



● This isn't the first Volvo (or Polestar) to be seen with these sleek, faired-in door mirrors, but they do add a classy touch of Scandinavian neatness to the exterior.



● The front end is almost entirely sealed. It gives the EX30 a cleaner, simpler 'face' than other Volvos. But, even with no grille to speak of, Volvo didn't forget the diagonal bar on which the 'iron mark' badge has always sat.



● Short, near-equal-length overhangs are becoming a key part of Volvo's design lexicon, speaking as they do of both symmetry and a powerful stance. There's less than 10mm difference between front and rear here, and both are well under a metre.



● Wheel size ranges from 18in on entry-level lithium-iron-phosphate-battery cars to 20in on twin-motor Performance Ultra models, all with quite blocky, part-painted rim designs. These are the middle-sized 19in items and come with Goodyear EfficientGrip tyres.

### We like

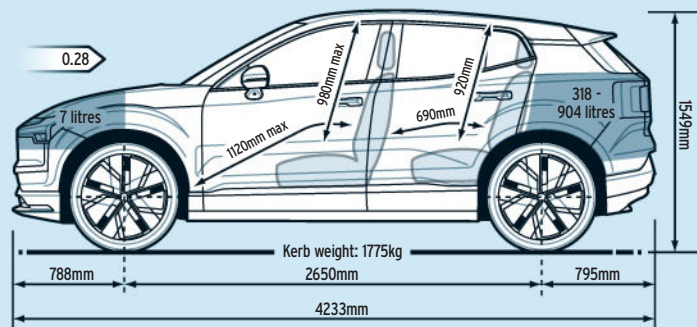
- Class-competitive list prices
- Strong performance
- Inviting interior ambience
- Neat, well-proportioned looks

### We don't like

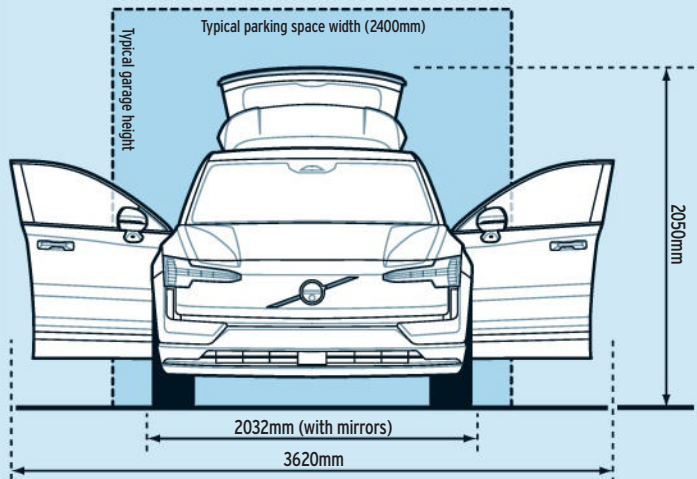
- Irrksome ADAS systems
- 'Centralised' infotainment and instrumentation screen is too distracting to use
- Unsettled close body control on uneven country roads

# Weights and measures

## DIMENSIONS

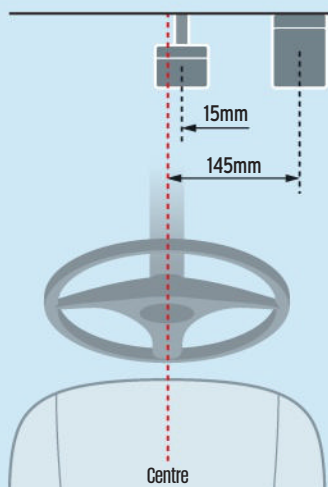


## PARKING



## WHEEL AND PEDAL ALIGNMENT

Conventional two-pedal footwell layout is good, the brake being comfortable enough for either of your feet. Steering column has lots of reach and rake adjustment range.



## HEADLIGHTS

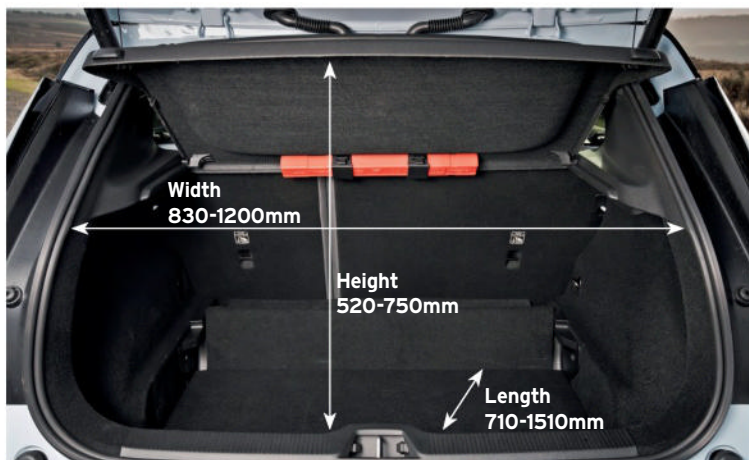
LED lamps are standard, and have plenty of range and power. They have auto-dipping functionality, although it's quicker to dip for oncoming cars than preceding ones in your own lane.



● Front seats are positioned medium-high, with your legs fairly outstretched at the wheel. Seatbacks are quite slim but afford good comfort levels.



● Rear seats offer enough space for children and smaller adults, but are less roomy than those in the Niro EV and Born. Plus-trim models don't even get map pockets.



● The 318-litre boot is at the smaller end of the class on carrying capacity. A folded buggy or a couple of suitcases would fill it with little space left over.

← motor of the same type on the front axle, for a combined 423bhp and 0-62mph in just 3.6sec (making it the quickest-accelerating Volvo production model yet made).

Power storage comes from a choice of drive batteries: a lithium-iron-phosphate unit of 49kWh of usable capacity, or a nickel-manganese-cobalt one of 64kWh in Extended Range or Twin Motor cars (as fitted). The latter is good for up to 296 miles of WLTP range – a figure in the upper reaches of the affordable electric car class.

## INTERIOR



It's a tribute to the skill of Volvo's interior designers to have made the cabin of the EX30 such a neat, tactile and appealing place to be. It

uses plenty of recycled materials, yet its mouldings and trims feel inviting, solid to the touch, and both interesting and alternative.

And then you start to notice what's missing. In front of you is neither a driver's instrument binnacle nor a head-up display. The car's electric window switches are on the centre console to your left, and so, immediately to your right, the door console contains neither audio speakers nor any switchgear. Clever, centrally mounted, drawer-style cupholders (which slide out from under the centre armrest) and a small, centrally mounted glovebox ahead of them make so much of the fascia and surrounding cabin layout symmetrical, so as not to add manufacturing complexity for right- or left-hand drive.

There is little in the way of a lower dashboard, with extra storage available instead in a shallow covered floor bin ahead of the centre console. Above that, the car's 12.3in, portrait-oriented touchscreen infotainment system sits, carrying a simplified digital instrumentation panel at its uppermost edge, and everything else – from trip computer data to navigation mapping, audio, telephony and climate controls, and so many secondary controls for things like foglights, wiper control and ADAS systems – accessible below.

Suffice to say, this is a pretty bold ergonomic rethink – and, in our book, a problematic one. Although the steering column does have physical stalks for transmission control (right) and main beam/turn

indicators/windscreen washers (left), and there are also a few physical switches on the steering wheel spokes, that's still a lot for one 'centralised' touchscreen console to manage. It falls down for top-level accessibility of key functions – and seriously enough to constitute a significant drivability problem. It takes too many individual interactions to deactivate the driver monitoring or speed limit alarm systems, for example – and, without a tactile physical cursor controller, diverts too much of your attention from the road in the process.

Volvo claims that an over-the-air software update for the infotainment home screen, due later this year, can address the problem, and well it may. Still, in the main, you might expect →





● Many of the EX30's interior mouldings are recycled but don't look it. This patterned trim on the door cards is attractive, substantial and tactile.



● Driver monitoring sensors sit on top of the steering column. Given how irksome the system can be, it would be easy - and tempting - simply to cover it up with tape.



● Keyless ignition works via a card rather than a conventional key, which you can keep in your pocket or place in the car's wireless device charging area.



## Multimedia system

★★★★☆

Volvo's 12.3in infotainment system for the EX30 is powered by Google Automotive software, but the company has promised wireless mirroring with Apple and Android handsets since the car's debut. It was disappointing to find on our test car that Apple compatibility has so far been omitted (the same thing happened with the Polestar 2 when new), although Volvo claims it will be added via an over-the-air software update.

Top-level navigability for the system lacks the user-configurability of rival systems, and so your most accessed functions can remain hidden behind layers of menus. Volvo allows some adaptation of the home screen but not of shortcut toolbars, which would make a big difference. As it is, controls for functions that directly affect the car's drivability (and that reset to 'on' automatically) simply aren't accessible enough.

A benefit of the nav system being Google-based is anyone with a Google account will have their saved addresses and recent destinations waiting for them. Our car's Harman Kardon premium audio sounded a little thin for its lack of door speakers.



“  
The EX30 has all of the performance it needs, and then some  
”

◀ a safety-centred Volvo to be quite a lot simpler and easier to operate, and much more reassuring than distracting to drive, than this – not to say more practical (neither second row nor boot space deserves credit in a class of significantly more practical options).

**PERFORMANCE**

★★★★☆

Even the single-motor EX30 has a fairly mature and sophisticated but brisk and assertive-feeling drive. It takes off from rest without abruptness and with plenty of traction and composure but with quickly gathering potency, and needed just 5.7sec to hit 60mph from rest on a chilly but dry test day, and 5.1sec to cover 30-70mph (Kia Niro EV – 6.9sec and 5.6sec respectively).

But before you can really enjoy that linear, quiet, amply responsive performance, you must first learn

to temper the car’s propensity to distract and annoy. The driver monitoring system, in cahoots with its centralised instrumentation and infotainment screen, is the chief culprit here. Leave the former activated and it will castigate you for glancing at the instrument display (which should, in our view, be positioned closer to your natural line of sight anyway) for more than two or three seconds – or, for that matter, in the rear-view mirror, or out of the driver’s side window. And so, for our testers, disabling the driver monitoring (to be done every time you ‘cycle the ignition’, but best before you set off) was a must in order to avoid being distracted interminably while at the wheel (see ‘Assisted driving notes’, right).

Once you have done that, the EX30 is entirely pleasant, and has all of the performance it needs, and then some. It is quick enough, by some

margin, to make the dual-motor car seem an expensive irrelevance; has torque spread widely enough as to feel authoritative even at motorway speeds; and – at least here – is uncomplicated to drive.

There are no manual energy regeneration controls, no drive modes and no ‘B’ or one-pedal powertrain settings. The car tends to conserve momentum rather than regenerating on a trailing throttle, then, although the initial ‘tip in’ brake pedal travel works well enough to blend in motor scavenging effectively. EV regulars might prefer more manual control over the powertrain’s energy management, but most should approve of the simplicity afforded here.

**HANDLING AND STABILITY**

★★★★☆

Volvo is so far from the company it was 25 years ago as to be almost

beyond recognition, and even if it weren’t, you would expect any small, youthfully targeted model from the firm to be flavoured with a little bit of agility and fun factor – just as the EX30 is, at least in part.

All that said, this isn’t a car that forces the point. It has fairly light, filtered-feeling, only moderately pacy steering, doesn’t feign the kind of darting directional energy that some small cars have, and is always intuitive to handle.

But even so, it does show some clear signs of keenness to get down the road. Lateral grip level and cornering body control are both quite good for a crossover vehicle. The car turns in in settled fashion but is then ready to resist roll, work all four contact patches and hold a tight line with decent determination. It doesn’t make its front axle feel at all lightly loaded when doing so (note the 48:52



• Single-motor EX30 is a somewhat incoherent package: fast but not especially agile; straightforward to drive but far from intuitive to use; safety-focused yet distracting.

## Assisted driving notes ★★☆☆☆

An unholy alliance of problems conspire to create the EX30's ability to distract and frustrate you while driving. If you do nothing to disable it, the driver monitoring system will alert you continually once your gaze has been diverted from the road for five seconds or more. Glancing at the central speedo doesn't take that long, although dialling up and consulting trip computer information on the infotainment system can, and other processes are even more involved.

The lane departure warning system isn't too intrusive, though it's best deactivated on winding roads. Pilot Assist lane keeping is activated separately, and works well on motorways, without putting in so much input as to encourage the driver to disengage entirely. The speed limit alert warning is more insistent, less progressive and therefore more irritating than other manufacturers' systems, but you can configure a multifunction button on the steering wheel to deactivate it directly.

**AUTONOMOUS EMERGENCY BRAKING**

- Does the system avoid false activation well? ✓
- Can it be deactivated? ✓
- Does it have pedestrian/cyclist detection? ✓

**LANE KEEPING ASSISTANCE**

- Is the system tuned to keep the driver engaged at all times? ✓
- Is it adjustable for sensitivity? ✗
- Does it allow you to drive around a pothole/obstacle within your lane easily and without deactivation? ✗

**INTELLIGENT CRUISE CONTROL**

- Can the system consistently recognise and automatically adopt motorway gantry-signed variable speed limits? ✓
- Does it prevent undertaking? ✓
- Does it have effective audible or visual alerts, or steering intervention, to prevent changing lanes into the path of an overtaking car? ✓



front-to-rear weight distribution); it doesn't take on precautionary steady-state understeer; and it isn't saddled with intrusive stability control interventions as a gesture towards safety-first stability.

The car isn't quite fun. There's a lack of liveliness, and a surfeit of calmness and measure, about the EX30's steering and chassis response that leaves it some way off from fully engaging and entertaining its driver like, say, a Cupra Born can. But it has a certain pleasing tenacity to it.

**COMFORT AND ISOLATION**

★★★★☆

The EX30's driver's seat presents at a fairly hatchback-typical height and, while it isn't large or enveloping, it is certainly comfortable, with plenty of surrounding space in the front row. Adjustability of the cushion and squab is a little limited

in scope, but most testers found a good, comfortable driving position anyway. Visibility is good to the front and sides, and good enough rearwards and over-shoulder.

Our decibel meter recorded 63dBA and 66dBA during 50mph and 70mph cruising respectively: better outright isolation, in one case or other, than some direct electric rivals have demonstrated of late, but not outstanding. You can certainly hear some road noise from the 19in alloy wheels when driving at speed.

The car's slightly reactive, oddly pitchy A- and B-road ride is a bigger dynamic obstacle to its 'premium' credentials, however. Here, the weight of it does seem to be a factor, as does its longer-travel suspension. It feels a little as if the chassis is tuned to use its driven, motor-laden rear axle as some kind of motion damper for the rest of the chassis, which rises and falls over the rear

wheels gently but consistently over bumpier roads. It's never permitted to get out of control but seldom seems fully controlled either, and certainly isn't a positive influence on wider comfort levels.

**BUYING AND OWNING**

★★★★☆

Volvo claims to have done much to drive down total cost of ownership for EX30 customers – and in offering this car from less than £34,000 in its simplest, shortest-range specification, it may catch plenty of interested glances. Although it has recently bolstered personal finance offers a little, however, it isn't yet competing with the 0% deals or bigger manufacturer contributions that rivals are now resorting to in order to motivate EV buyers, and so you will be likely to find the EX30 a good deal pricier on monthly rates than many of its competitors.

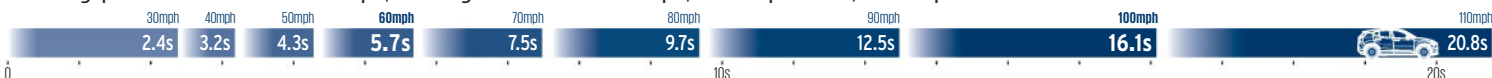
It is, however, quite well equipped. Our mid-spec Single Motor Extended Range Plus test car came with piloted cruise control and a full suite of Volvo safety systems, as standard, as well as wireless device charging, premium audio, heated front seats and a heated steering wheel. Ultra spec is the only route to more equipment; Volvo doesn't offer options packages.

The car disappointed in our efficiency and range tests, averaging less than three miles per kWh over the full course of our test and only 2.6mpkWh during 70mph cruising. While it was tested in fairly chilly temperatures, our test car did feature a heat pump as standard.

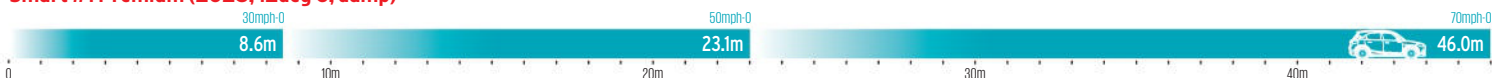
In lower-speed motoring it got much closer to Volvo's efficiency claims, but in mixed use it was a car that might do only 180 miles on a charge, when key rivals will manage 25-40% better. →

**ACCELERATION****Volvo EX30 Single Motor Extended Range Plus (4deg C, dry)**

Standing quarter mile 14.5sec at 96.1mph, standing km 27.0sec at 111.5mph, 30-70mph 5.1sec, 30-70mph in fourth na

**Smart #1 Premium (2023, 12deg C, damp)**

Standing quarter mile 14.3sec at 99.7mph, standing km 26.5sec at 112.0mph, 30-70mph 4.6sec, 30-70mph in fourth na

**BRAKING** 60-0mph: 2.96sec**Volvo EX30 Single Motor Extended Range Plus (4deg C, dry)****Smart #1 Premium (2023, 12deg C, damp)**

## VOLVO EX30 SINGLE MOTOR EXTENDED RANGE PLUS

<b>On-the-road price</b>	£38,545
<b>Price as tested</b>	£38,545
<b>Value after 3yrs/36k miles</b>	£20,775
<b>Contract hire pcm</b>	£560
<b>Insurance group</b>	37

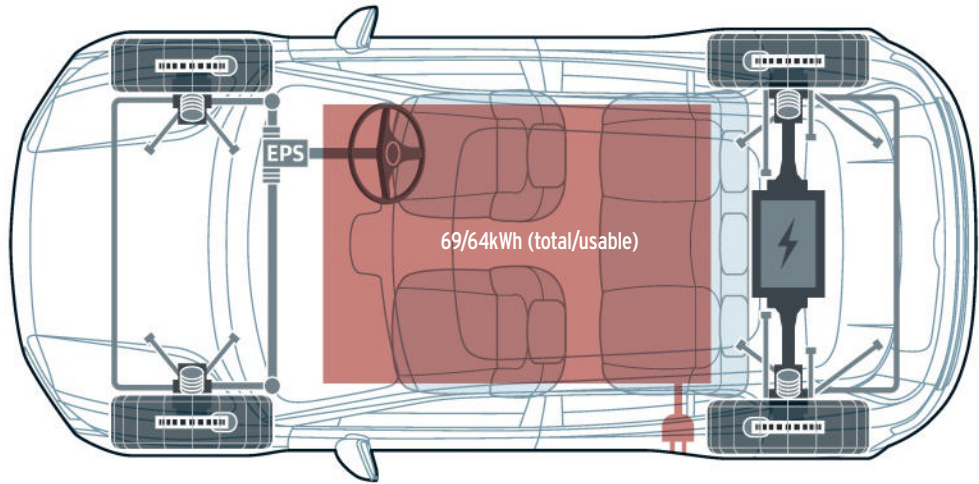
### TYPICAL PCP QUOTE

**3 years/30,000 miles, 25% deposit** £310  
Volvo is currently offering up to £1000 manufacturer finance contribution on the EX30, but on these terms you only get £750. The deal is at a reasonable APR of 5.9% and, according to the Volvo configurator, cars can be supplied in as soon as four weeks. Visit [volvocars.com/uk/order](http://volvocars.com/uk/order) for more information.

### EQUIPMENT CHECKLIST

- 12.3in portrait-oriented central touchscreen display with Google Android operating system and Google Assistant voice control ■  
Harman Kardon dashboard soundbar audio ■  
Wireless device charging ■  
Pilot Assist adaptive cruise control ■  
19in alloy wheels ■  
Automatic LED headlights with active high beam ■  
Front and rear parking sensors ■  
Rear parking camera ■  
Power-operated tailgate ■  
Two-zone climate control with air purifier ■  
Heated front seats and steering wheel ■  
**Crystal White paint** ■ nco

Options in **bold** fitted to test car  
■ = Standard na = not available  
nco = no-cost option



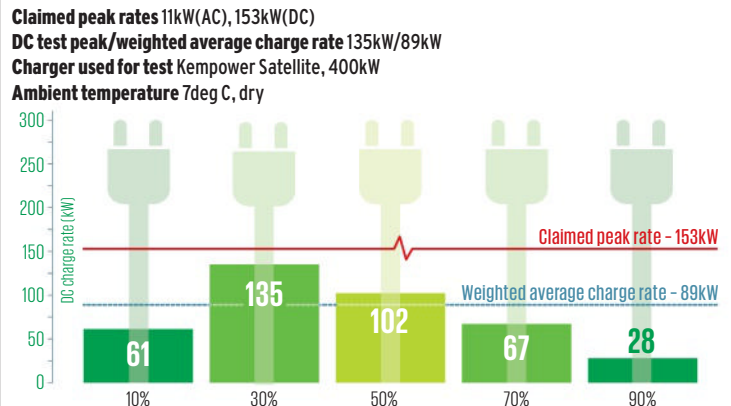
### TECHNICAL LAYOUT

The EX30 is the first Volvo to use the SEA model platform developed by majority shareholder Geely and shared with the Smart #1 and #3. It uses a rear-mounted primary electric drive motor and all-independent suspension. Drive batteries are carried in a flat battery pack under the cabin floor, with LFP cells used in entry-level cars. The weight on our scales was distributed 48% front, 52% rear.

### MOTOR

<b>Installation</b>	Rear, transverse, rear-wheel drive
<b>Type</b>	Permanent magnet synchronous motor
<b>Power</b>	268bhp at 5375-9248rpm
<b>Torque</b>	253lb ft at 116-5375rpm
<b>Battery type</b>	Lithium ion (nickel manganese cobalt)
<b>Battery capacity</b>	69.0/64.0kWh (total/usable)
<b>Battery voltage</b>	400V
<b>Max regen power</b>	na
<b>Power to weight</b>	151bhp per tonne
<b>Torque to weight</b>	143lb ft per tonne

### CHARGING PERFORMANCE



### CHASSIS & BODY

<b>Construction</b>	Steel monocoque, mixed-material (steel/aluminium/composite) body
<b>Weight/as tested</b>	1775kg/1779kg
<b>Drag coefficient</b>	0.28
<b>Wheels</b>	8.0Jx19in
<b>Tyres</b>	245/45 R19 102V, Goodyear EfficientGrip Performance SUV
<b>Spare</b>	None (mobility foam)

### TRANSMISSION

<b>Type</b>	1-spd reduction gear
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### ACCELERATION IN KICKDOWN

mph	TIME (sec)
20-40	1.6
30-50	1.9
40-60	2.4
50-70	3.1
60-80	4.0
70-90	5.1
80-100	6.5
90-110	8.3
100-120	-
110-130	-
120-140	-
130-150	-

### ACCELERATION

MPH	TIME (sec)
0-30	2.4
0-40	3.2
0-50	4.3
0-60	5.7
0-70	7.5
0-80	9.7
0-90	12.5
0-100	16.1
0-110	20.8
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

### BRAKES

<b>Front</b>	322mm ventilated discs
<b>Rear</b>	320mm ventilated discs
<b>Anti-lock</b>	Standard, with ESC, EBD, EBA
<b>Handbrake type</b>	Electronic, fully automatic
<b>Handbrake location</b>	na

### STEERING

<b>Type</b>	Electromechanical, rack and pinion
<b>Turns lock to lock</b>	2.8
<b>Turning circle</b>	11.0m

### SAFETY

ABS, ESC, EBA, EBD, AEB, BLIS, Steer Assist, RCTA
<b>Euro NCAP crash rating</b> Not tested

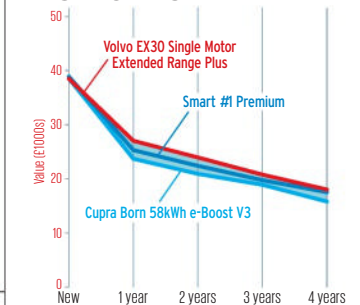
### CABIN NOISE

Idle na Max power at 90mph 71dBA
30mph 58dBA 50mph 63dBA 70mph 66dBA

### ECONOMY

<b>TEST</b>	<b>Track</b>	1.7mpkWh
	<b>Touring</b>	2.6mpkWh
	<b>Average</b>	2.8mpkWh
	<b>Range</b>	179 miles
<b>CLAIMED</b>	<b>City</b>	5.4mpkWh
	<b>Combined</b>	3.7mpkWh
	<b>Range</b>	296 miles

### RESIDUALS



### EMISSIONS & TAX

<b>CO<sub>2</sub> emissions</b>	0g/km
<b>Tax at 20/40% pcm</b>	£13/£26

● CAP expects plenty of demand for used EX30s, keeping residual values higher than those of key rivals.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2024, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the EX30, contact Volvo Cars UK Customer Services, Scandinavia House, Norreys Drive, Maidenhead, Berkshire, SL6 4FL (01628422522, [volvocars.com/uk](http://volvocars.com/uk)). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, [lv.com](http://lv.com)). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

## AUTOCAR ROAD TEST No 5672

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

Testers' notes

**ILLYA VERPRAET**

The standard regen setting is very mild, but doesn't turn it off entirely, and the EX30 suffers from the same problem as its Smart #1 platform-mate, in that there's a delay in the response. This can set the car gently rocking when you try to maintain a steady 30mph.



**MATT SAUNDERS**

Volvo's software engineers claim there's an infotainment update due this autumn that will significantly improve usability, and which they wanted customer data to feed into, but it should be right before any customer gets their hands on it.



Spec advice

Anything beyond the spec of our Single Motor Extended Range Plus test car seems unnecessary, but short-range users might consider the entry-level model, which should be lighter, ride better and be more efficient.

Jobs for the facelift

- Tune dampers better for heavier models.
- Make driver monitoring and speed limit alarms more progressive.
- Add a head-up display for instrumentation and trip computer info.
- Add a physical button for direct access to ADAS and driver monitoring.



VERDICT



Not enough key strengths – and not enough Volvo pragmatism

**V**olvo, like every car maker, should reserve the right to do things differently when it enters new market segments, but it doesn't have the right to do things badly. Not, at least, without censure.

Although it's described as a small SUV, what the EX30 amounts to is more like a slightly high-riding but only averagely well-packaged hatchback. Apparently defined rather too much in opposition to the rest of the Volvo range – 'the small one, so what does it matter if it's not practical?' – rather than with close reference to compact EV rivals, it is only averagely well packaged and versatile.

The car's unusually irrational positioning extends from there to include stronger performance than it really needs (especially in the case of the twin-motor version) but underwhelming efficiency and range, and a slightly poorly resolved ride. However, it also takes in a cabin layout and digital control concept that feel a little sanctimonious in their devotion to certain sustainability and safety ideals – but which, in practice, admit much greater compromises on ease of operation and driver distraction than a Volvo really should.

ROAD TEST RIVALS

Verdicts on every new car, p68

Price  
Power, torque  
0-62mph, top speed  
Economy, range



**1 CUPRA BORN 77KWH E-BOOST V3**  
Swept the board at our recent EV giant test. Compact but spacious with real desirability – and engaging to drive with it.



£41,330

227bhp, 229lb ft

7.0sec, 99mph

3.9mpkWh, 335-342 miles



**2 HYUNDAI KONA ELECTRIC 65KWH N LINE**  
Practical enough to be versatile and family-friendly, but rangy, tidy-looking and easy to drive as well. The smart, rational choice.



£40,340

215bhp, 188lb ft

7.8sec, 107mph

3.7mpkWh, 282 miles



**3 KIA NIRO EV 64KWH 3**  
Very similar to the Hyundai in that it is spacious, efficient, sensible and good value. Like the Kona, makes the EX30 look small on the inside and short on range.



£39,520

201bhp, 188lb ft

7.8sec, 103mph

3.8mpkWh, 285 miles



**4 MG 4 EXTENDED RANGE TROPHY**  
Biggest-battery MG has the low price and high range to calm worried owners. Space and pace on the Volvo's level too.



£36,495

241bhp, 258lb ft

6.1sec, 112mph

3.7mpkWh, 323 miles



**5 RENAULT MEGANE E-TECH 60KWH ICONIC**  
Has lots of kerbside appeal, gives up nothing to the Volvo on space, and shades it on dynamism and real-world range.



£38,440

215bhp, 221lb ft

7.5sec, 99mph

3.9mpkWh, 280 miles

# OUR CARS

## FEATURED THIS WEEK



AUDI SQ8 E-TRON



CITROEN C4 X



FORD RANGER RAPTOR



HONDA E:NY1



NISSAN ARIYA



SUBARU CROSSTREK



VOLVO V90



# SUBARU CROSSTREK

Off-road brand's smallest SUV has a new name. Does it have new qualities too?

## FIRST REPORT

### WHY WE'RE RUNNING IT

To see if this capable new crossover can be more than just a niche product

**A**ppearances can be deceptive. At a glance, the new Crosstrek looks like any other compact family crossover – a new rival for the Qashqai, perhaps? But while the big-selling Nissan starts at a shade over £27,000, the cheapest Subaru is more than £34,000. No wonder, you might respond, the company sells so few cars here.

“We’re a niche manufacturer and proud of it,” says Subaru UK. That’s all well and good when all you’re selling is quirky oddities such as the Forester (driven, p27), but Subaru hopes to sell a million cars worldwide this year, and while not very many of those sales are likely to be in the UK, the first quarter of

2024 was the Japanese firm’s best since before the pandemic and the graph is looking decidedly positive.

In Britain, the Subaru brand still has plenty of leftover cachet from its rallying exploits with Colin McRae, Richard Burns et al, and the Crosstrek (née XV, now wearing the badge it has always carried in North America) has the potential to take it slightly more mainstream, even if it is still attracting buyers with a far more rigorous list of ‘must-haves’ than the norm.

Key among those will be 4WD. All Subarus now have it, as will those in the future, and the traces of the old Impreza you can see in the Crosstrek’s shape are no accident, because the two share much under the skin (a sixth generation of the family hatchback has been on sale abroad since early 2023).

And when you factor in that symmetrical, permanent 4WD system, and the fact that all versions

are pretty generously loaded with kit, it looks competitively priced against rivals such as the Mazda CX-30 and Skoda Karoq.

The Limited is anything but, and all my £2000-pricier Touring adds is 18in rather than 17in wheels, black rather than grey door mirrors, high-beam assistance and an electric tilt-slide sunroof.

That last item is a pleasingly retro affair, with a flimsy manually operated cover that reminds me of my dad’s 1986 Rover 820i, but it really does brighten up the interior, which is fairly unremittingly black otherwise – albeit clearly very well screwed together.

The sunroof isn’t the only throwback inside: if you’re the sort of person (and I count myself among their number) who bemoans the ever-increasing number of touch-sensitive – or, far too often, insensitive – controls in modern machinery, this car is for you.

## SECOND OPINION



The Crosstrek’s well-mannered, pleasant-riding suspension surprised me.

With something that has genuine off-road ability, I expected a fairly rough-and-ready on-road compromise, but Subaru’s claimed fine-detail tuning work really is apparent. The hybrid powertrain is less impressive, particularly when you work it a bit. With such a chassis, this car certainly deserves something more enticing. An atmo flat six, maybe? If only... **MS**

There is a touchscreen for the infotainment, and a pretty good one at that, increased from 8.0in in the old XV to 11.6in here, but elsewhere there are lots of traditional switches, some even making an old-school click-clack sound.

Indeed, a sense of no-nonsense practicality pervades. The interior

“First impressions are of a flawed but very likeable family car”



Clements likes the old-school interior feel. A shame it's so dark

is surprisingly roomy for what isn't a huge car and the back seats in particular feel spacious (at 6ft 3in, I can sit behind the driver's seat when it's set up for me), although the rear seatbacks are very short and head room is rather at a premium.

Space is even more limited in the boot: the battery for Subaru's e-Boxer hybrid system sits under the floor, so there's no extra storage and it's pretty shallow, leading to a meagre 315 litres with the seats up.

In the front, however, the seats are really comfortable, with an odd blend of sitting fairly high, due to the jacked-up suspension, but deeply set within the car.

Comfort levels are further augmented by the ride, which Subaru has worked hard on to make this car well tuned for road use without compromising the marque's famed off-road ability. There's 10% more torsional rigidity than in the old XV, and that's more than mere PR guff: open the rear doors and you will see secondary latches at the base of each to anchor them to the body. So it's stiffer and smoother-riding than before, as well as 150kg lighter, which should further aid its ability in the rough stuff, as well as giving a marginal improvement in fuel efficiency.

So far, it hasn't exactly blown me

away on that score, with mainly town driving resulting in an average MPG in the low-30s – to be fair, not far behind Subaru's own WLTP figures. That's because the 'hybrid' bit is a touch misleading: this isn't a plug-in or a proper self-charging hybrid with a large battery pack but very much a 'mild' hybrid. Its 0.57kWh battery will give a couple of hundred yards of fully electric running, but the petrol engine swiftly kicks back in and more often the battery power is being deployed under acceleration.

Ah yes, acceleration. Time to address the elephant in the room, which is the standard Lineartronic CVT. This is a boon for off-road work but can make on-road driving – and in particular meaningful acceleration – a laborious affair. Yet it didn't take me too long to work out how it prefers to be deployed and to drive around its compromises, letting the motor chip in with its 16bhp and 49lb ft of torque (much needed, with only 134bhp and 134lb ft from the normally aspirated 2.0-litre flat four) to get me up to speed. It's simply a case of tuning into – and enjoying – a slightly less hurried pace of life.

First impressions, then, are of a flawed but very likeable family car – a conclusion that makes it look like a bit of an expensive indulgence. But so far it has spent its time with me trundling to and from work on the outskirts of London, so I haven't yet had a chance to really dip into its talent pool. I'm looking forward to rectifying that situation in the very near future.

**ALASTAIR CLEMENTS**

**TEST DATA**

**SUBARU CROSSTREK 2.0i E-BOXER TOURING**

Price new £36,290 Price as tested £36,290  
Options None Faults None Expenses None  
Economy 36.8mpg (WLTP)

**OWN ONE? SHARE YOUR EXPERIENCE**  
alastair.clements@haymarket.com

# CITROËN C4 X

For every pro of switching from electric to petrol there is seemingly a con

**MILEAGE 3276**

**WHY WE'RE RUNNING IT**

To see if this new saloon makes more sense in much cheaper ICE form

**A**

s the petrol C4 X is largely identical to the electric ë-C4 X, my transition from

one Citroën saloon to the other has been smooth. It remains a very comfortable place to sit, as practical as ever and as easy to drive, making my routine travels between London and Berkshire a doddle.

I mentioned previously that I was curious to see how the ICE car would compare in terms of relaxation, isolation and quietness, which the EV excelled at. Well, several hundred miles later, it's clear that it's a mixed bag.

The ride is equally pleasant as in the EV – soaking up most bumps and divots easily – but the engine feels strange in a car like this.

The 1.2-litre three-cylinder turbo Puretech unit under the bonnet here is actually the same as the one in my first Autocar long-term, a 2021 Vauxhall Mokka.

While the ë-C4 X's electric powertrain was silent and composed at all times, this petrol

one is loud and bizarrely pumps some artificial engine noise into the cabin. Not that it's an unpleasant sound (it gives muscle car vibes, sort of), but it doesn't fit this Citroën's laid-back, comfort-focused profile.

The C4 X's automatic gearbox is similar to that in my old Mokka, too. I complained about it at the time for being too slow to react off the line, and that's the case again here. As it is with the frustrating engine start-stop function.

Low-speed driving is also not quite as easy as in the ë-C4 X, which essentially has no gears at all. This means going through the capital at 20mph now requires me to focus more closely on the speedometer.

Thankfully, the C4 X makes up for this on longer drives. It's brilliant at 70mph – and quite efficient too. Several times it has achieved more than 50mpg, and a recent fill-up of its 50-litre tank prompted a prediction of 475 miles on the digital driver's display.

That prediction will constantly update and change throughout your journey, depending on how you are driving. I left Hungerford on one trip with 475 miles on the screen, but after travelling 75 miles it had increased to 520 miles. On another trip, it rose from 285 to 350 miles. And I thought, post-EV, range anxiety would be a thing of the past.

**JACK WARRICK**

**TEST DATA**

**CITROËN C4 X PURETECH 130 MAX**  
Price £26,820 Price as tested £27,965  
Faults None Expenses None  
Economy 48.3mpg Last seen 24.4.24

**OWN ONE? SHARE YOUR EXPERIENCE**  
jack.warrick@haymarket.com



Appearance-wise, there is very little to separate petrol and EV



# AUDI SQ8 E-TRON SPORTBACK

Our big EV has already clocked 10,000 miles. Here's what we've learned so far

**MILEAGE** 10,288

## WHY WE'RE RUNNING IT

To see whether a recent update has kept Audi's flagship EV at the leading edge

**F**or all the intermittent whinging we do about topping up electric cars, there's no point in pretending our big fastback E-tron isn't a serious mile-muncher. I'm just a few days short of having spent five months driving this car and the mileage has climbed in the past week beyond 10,000. In that time and distance, I have encountered only four properly faulty public chargers and have never been irrevocably marooned. So I have to say travel by big Audi EV in the UK (because I haven't yet left the country in it) is entirely practical.

It's fascinating how you keep learning about cars like this, though. Having bleated copiously about the need to disable functions I consider unnecessary, I've grown so used to the procedure that it's as

## LOVE IT

### STEERING AND HANDLING

Show the SQ8 E-tron a corner and it really performs, despite the weight. Neutrality in hard corners is a special feature.

## LOATHE IT

### STAGNATING ECONOMY

On short runs, you get a crummy 2.0-2.1mpkWh. Try hard and you see 2.5-2.6mpkWh. Not good.



Energy-efficient driving has yielded a paltry 2.3mpkWh

automatic as fitting a seatbelt. We once thought that a faff, remember. It helps that I've learned how to disable the haptic response to the central dash switchgear (it works better without) and to kill the lane departure warning with a press of the end of the left-hand stalk. Why you need to press and hold, I don't get: it would be safer just to touch it.

One big issue is the ride. Road test editor Matt Saunders has taught me that it's best to drive this car in Dynamic (of the half-dozen driving regimes), because it quells the unacceptable bounce if you can cope with a slightly poorer secondary ride.

The steering and excellent cornering continue to be dependable too, although a recent inspection of the tyres shows pretty noticeable wear all round, courtesy of the weight. I'd be surprised if this set gets to 20,000 miles, which isn't an especially good performance,

given my driving style (one of preserving range).

The enjoyment of driving this car comes from its effortless acceleration and its ability to glide about, like many EVs, at low speeds. Passengers are always impressed, as they are by the elegant tan sports seats (very comfortable on long trips), which are such a key feature.

For reasons above, I use the performance only occasionally, although there's plenty of it. But the three-motor set-up (with conversant extra weight) is largely wasted in my kind of usage, so I feel critical of an occasionally annoying heterodyning effect (two near frequencies combining) and an unnecessary transmission whine, faint but noticeable, when the car is cruising at 58-60mph. It isn't a deal-breaker, but others are definitely more refined.

The brakes are powerful and excellent all round, apart from

the fact that there's a minor shake reminiscent of a warped disc until you've stopped a couple of times. After that, they're perfect.

I'm coming to the end of my tenure with this car. As I write, there are four or five weeks to go, and although it has served me very well, I've never learned to love it.

One issue is its efficiency. Over 10,000 miles, it has scored 2.3-2.4 miles per kWh, which is pretty poor for a sedately driven car. I suspect EVs even of this size with less complex powertrains and more sophisticated batteries can do much better. As a result of my mileage and the SQ8 E-tron's hefty consumption, it always seems to be either moving or plugged in, which is irksome.

Most problematic is the size and weight. Apart from show-off executives, I don't think I know anyone who is right for this car. Smaller editions can be more spacious these days: why buy a car so big and heavy and so lacking in agility on the UK's country roads? Make no mistake, the SQ8 E-tron is a good car, but who needs one?

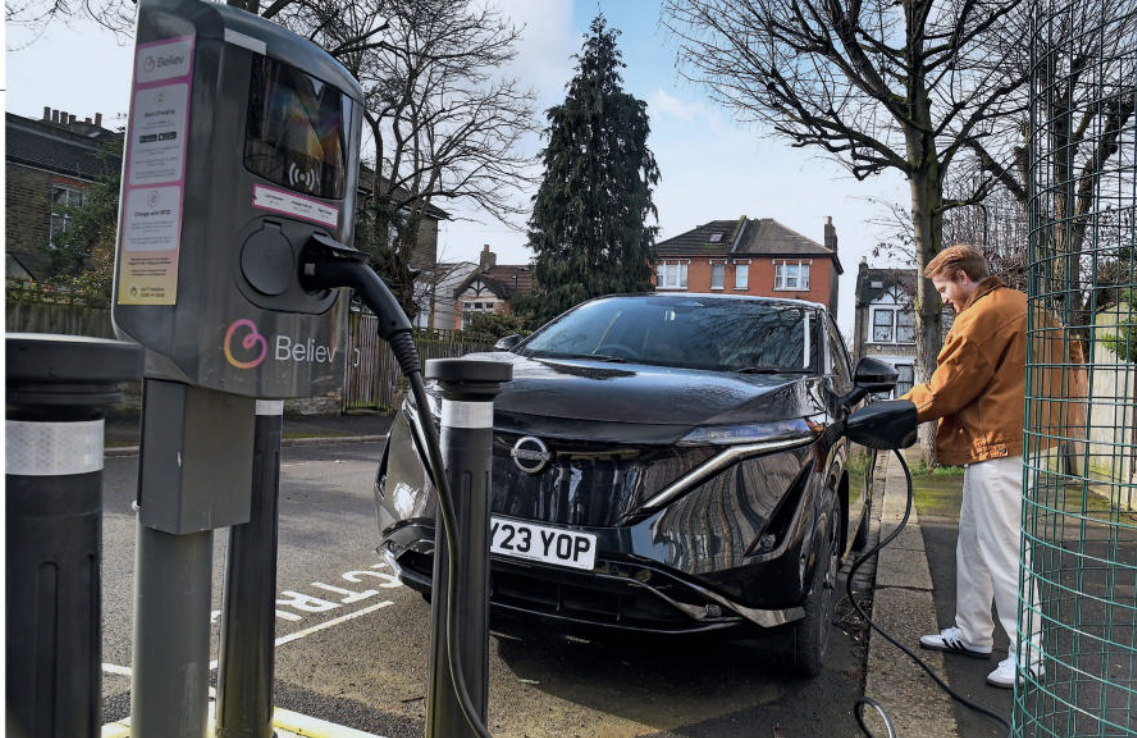
**STEVE CROPLEY**

## TEST DATA

**AUDI SQ8 E-TRON  
SPORTBACK BLACK EDITION**  
Price £101,380 Price as tested £103,475  
Faults None Expenses None Range 220 miles  
Economy 2.3mpkWh Last seen 10.4.24

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





# NISSAN ARIYA

It's punchier than an R35, but get a load of that charger update

**MILEAGE** 11,817

**WHY WE'RE RUNNING IT**

It took Nissan 11 years to give us a second EV. Has it been worth the wait?

**I**f I had a time machine and travelled back to meet my 17-year-old self, complete with his freshly acquired 10-year-old 75bhp Renault Clio, and told him that in the future he'd be daily-driving a 300bhp four-wheel-drive Nissan, he'd probably pass out.

Yet today, even with a sub-6.0sec 0-62mph time, this Ariya fails to excite 32-year-old me. I don't think this is strictly an Ariya problem. Off the line, like many an electric car, it is of course very zippy. But the lack of noise, rumble, mechanical feedback and gearchange just leaves me feeling cold and a bit unbothered. Even selecting drive or reverse via a toggle on the armrest feels very detached.

It will only do sub-6.0sec sprints in Sport driving mode, too – which I've used only once and which I suspect most EV owners also use only once. When I say owners, by the way, I mean people like you and me, not Uber drivers, many of



**Rear motor means no underfloor storage**

whom appear to almost exclusively use Sport mode in their EVs for some reason.

Eco mode just makes the most sense. Dial back the throttle in an attempt to keep the all-important miles per kWh rating up.

Yet the Ariya always forgets which mode it was last in and engages the neutral Regular mode the next time you start it. Which for me (and you if you're considering buying one) means sticking it in Eco each and every single time I get in the car. It's a first-world problem, for sure, but also mildly irritating.

Speaking of mpkWh, my Ariya continues to average less than 3.0, which is pretty poor for this day and age. On slower, longer journeys, I'm getting close to 4.0. But motorways are still proving tricky, where I'm regularly seeing less than 3.0. Confusingly, the Ariya also struggles to do more than 3.0 on short, slow journeys.

This is not groovy, as I'm currently paying 56p per kWh at my local 22kWh public charger.

One online comparison tool (which uses WLTP data) reckons my Ariya costs less on a regular 85-mile jaunt that I do than a petrol-engined Volkswagen Tiguan. However, using my real-world data for the

Ariya and Autocar's real-world data for the Tiguan actually reveals that they basically cost the same.

I do at least have good and very nerdy news on the charging front. My local chargers have had another software update, making the user experience even slicker.

I reckon I can parallel park in the dedicated EV spot, run round to the boot, grab the charging cable, plug one end into the car and the other into the charger, open the smartphone app (which now remembers which chargers you regularly use) and turn it on within a minute. Virtually seamless.

I'm so good at it that I imagine my neighbourhood watch Facebook group is alight with chatter about the ginger guy who's like Usain Bolt on the EV chargers.

Anyway, 17-year-old me may well have drooled at the prospect of a 300bhp four-wheel-drive Nissan, but he'd be pretty disappointed by the thought of 32-year-old me getting excited by an EV charger software update. And he'd practically break out in a cold sweat at the thought of an 85-mile journey in an EV costing the same as seven pints of lager did back then.

**MURRAY SCULLION**

**TEST DATA**

**NISSAN ARIYA E-4ORCE 87KWH EVOLVE**

Price £54,840 Price as tested £56,835  
Faults None Expenses None Range 250 miles  
Economy 2.8mpkWh Last seen 17.4.24

**OWN ONE? SHARE YOUR EXPERIENCE**  
murray.scullion@haymarket.com

**LOVE IT**

**WARM BUMS**

I recently had a couple of friends in the back who don't care about cars. Both considered the rear seat heating to be witchcraft.

**LOATHE IT**

**DIRTY FINGERS**

I'm still not loving the lack of somewhere to store the charging cables. Mine get utterly filthy when charging. I can't be the only one.



**Volvo V90**

**MILEAGE** 20,896 **LAST SEEN** 17.4.24

Plenty of brands mark out their cars with little design quirks inside. The V90 has a Swedish flag sewn into its driving seat, and I particularly like the crystal glass gear selector, made by local company Orrefors, which is distinctive in an understated way. On current Volvos, it's available on top-trim hybrid and pure-ICE models but not at all on the new wave of EVs, which is a shame. **RB**



**Honda e:Ny1**

**MILEAGE** 2349 **LAST SEEN** 17.4.24

The e:Ny1 lacks a heat pump, which I'm reminded of every time I turn the heating on and watch the range drop. At least Honda is honest enough to show you how much range you could gain if you decide to do without any cabin heating, which has prompted me to spend more time driving with a coat on. I'm very grateful that the weather is warming up. **JA**



**Ford Ranger Raptor**

**MILEAGE** 10,880 **LAST SEEN** 17.4.24

Multi-storey car parks are daunting in a vehicle made for open country, but with familiarity it's not so bad. The Raptor is 1923mm tall, which is fine for most, and you could unscrew the antenna if you were too worried (some owners fit a fin). It's wide and its turning circle is large but its rims are unkerable. I just find the end of a row and scooch into the corner. **MP**

# YOUR VIEWS

WRITE TO  
autocar@haymarket.com

## Sticking the boot in

So, a political backlash in Italy has caused Alfa Romeo to rename the new Milano. Imagine how different motoring history would have been if Italian politicians had objected to the name Ford Capri back in the 1960s – and don't get me started on all those Seats with Spanish city names that aren't made in Spain. No wonder Italian politics is in the gutter if this is what they worry about!

**Jeremy**

Via autocar.co.uk

## Reminders needed

I can understand what happened to Ben (10 April), as I had a similar issue. My son recently came home to a DVLA letter that he assumed was his V11 renewal. Not so: it was advising that his car wasn't taxed. The V11 had never appeared, so we assumed it had been lost in the post. Cue a frantic time trying to find the V5 document, which we suspected was with the car where he worked, 400 miles south, to retax the car.

We managed to get the required details to retax the car, but what worried us was that, due to a stupid oversight, for six months he had been driving an untaxed car and it took that long for the DVLA to chase it up.

No wonder there could be so many untaxed cars on our roads. Why is there no earlier letter to advise that tax has not been paid?

Next year's renewal is in my son's phone diary already!

**Douglas Jardine**

Bishopbriggs, Dunbartonshire

## Siren call

Larry Langmead has a valid point (17 April) that fully marked police patrol cars have a positive effect on driver behaviour around them.

We would love to get sufficient funding to provide a substantial marked patrol fleet keeping our motorways safe. But Britain's motorways are also used to move drugs, weapons, stolen items, people and money around by the



Traffic police numbers have plummeted



## LETTER OF THE WEEK

### Sound advice

Ian Fairweather (3 April) complains that no electric car offers a CD player.

My last car, a 2015 Mercedes-Benz CLS (not an EV), could play CDs, but I used an SD card to load MP3 files that I had ripped from my CDs using my computer. I have more than 5000 CDs, yet all that music hardly filled the 256GB SD card. I could play an album, or, as I prefer, songs randomly – and the quality was equal to what you get from a CD.

While no new car offers a CD player, they do all have USB ports. So with my new Mercedes-Benz EQS (an EV), I've loaded everything onto a USB stick and put that in the car. Again, I can play an album, but also play songs randomly, which I like. And with the car being quieter, thanks to no engine noise, the sound is even better in motion.

**Nick Brunner**

Basingstoke, Hampshire

most insidious of criminal gangs. To tackle these, we have to use unmarked traffic cars, giving us a tactical advantage to plan and effect safe stops and searches.

Marked cars give the criminals a head start that we don't want them to have. When these patrols see poor driving, they deal with it efficiently and effectively. They are most certainly not there to "make money".

For anyone caught by one I ask, if you wouldn't drive that way in front of a marked police car, why would you drive that way without one?

**Traffic Inspector Tim**

Via email

## Zero sense

Only an underworked civil servant could have written the UK's new

**WIN**  
Letter of the week  
wins this ValetPRO  
exterior protection  
and maintenance kit  
worth £48



**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

CO<sub>2</sub> emissions and electric car sales rules ('The road to zero', 10 April).

What they haven't allowed for is that motorists didn't ask for EVs and don't want them so aren't buying them, whatever a deluded government wants.

Perhaps someone needs to remember that MPs work for the public, not the other way round.

**Bob Bull**

Via email

## Smoke and mirrors

So, are plug-in hybrid Range Rovers and the BMW XM not eco-friendly cars after all, then? Well, this is a revelation ('Car industry faces Economygate over European emissions', 10 April)!

It seems to me that the EU and manufacturers have been trying



WLTP figures too often seem unrealistic

to kid themselves that cars aren't really that polluting, honest. The introduction of PHEVs gave them an apparent step change in the reduction of average emissions, but it's dishonest and fake.

I still say that PHEVs should be tested with and without a charged battery with a weighted average. There needs to be an incentive for manufacturers to make the ICE bit more efficient.

Right now, the ICE bit can be a six- or eight-cylinder petrol, in a 2.5-tonne car, but apparently it only emits 30g/km of CO<sub>2</sub>, according to the test figures. So Mr Hotshot can pay peanuts on benefit-in-kind tax for his £100,000 car that no one can then afford second hand.

You can tell how screwed the system is by the type of car created to sit within in it. It's about time it was sorted out.

**'Harf'**

Via autocar.co.uk

## Copy the Americans

In the US, the EPA test cycle measures PHEVs' efficiency on battery and engine-only separately, and you can find both figures sitting together on a government website (along with electric-only range), and that's the way it should be done.

Right from its introduction, I've thought that the WLTP test regime has been a disappointment. It



gets closer to typical real-world range and economy figures than the old NEDC cycle, but it's still not as close as the EPA cycle. The single economy figure for PHEVs means nothing, because the usage scenarios for these vehicles are so hugely variable. And as far as I know, the test results aren't sitting centralised in a place that's easily accessible for the general public.

We have an example of a better way to do things sitting right there with the US system, and they [the United Nations Economic Commission for Europe] still managed to create something worse. Time for a rethink.

#### 'Vertigo'

Via [autocar.co.uk](mailto:autocar.co.uk)

#### Maltese observations

I've just returned from my first visit to Malta, where I was pleasantly surprised to find an interesting variety of automobilia and a clear car enthusiasm among the Maltese, with many modifications on show and a small garage on every street.

Every other car seemed to be a Toyota Yaris/Vitz, but the rest were an interesting mixture of old and new; Japanese-market hatchbacks and saloons (loads of 1990s Toyota Tercels); Suzukis (various Jimnys and some Indian-made Marutis); off-roaders; enthusiast cars; electric BYDs; and among the many (and very cheap!) taxis, a good cohort of handsome new Peugeot 308 estates alongside the usual Kia Niro crowd.

What surprised me most, though, was the lack of aggro on the road. You'd imagine a love of cars would engender overprotectiveness, but nobody ever seemed to beep, flash, look daggers or gesticulate. Much harsher braking in front of bikers, less advisable lane changing and closer following frequently results in real road rage in the UK.

I wonder whether we Brits would be happier if we all took a leaf out of the Maltese book and just stopped caring so much. Yes, we probably should care about important things, but it seems to me that this notion has been rapidly disappearing from all aspects of British society in recent years anyway.

**Chris Goldstone**

Via email

Maybe drivers would loosen up if the UK looked like this



GREAT REASONS TO BUY

# NEXT WEEK'S ISSUE

ON SALE 8 MAY

## FIRST DRIVE



### Mini Cooper E and SE

We liked the first proper ground-up electric Mini as a prototype. Is the finished product the affordable driver's EV we've been waiting for?

## TWIN TEST



### Swift vs Clio

Suzuki's latest small petrol hatchback takes on Renault's class leader

## DRIVEN



### Jeep Grand Cherokee

American brand's all-new PHEV-only Range Rover rival lands in the UK

## EVERY WEEK

## ROAD TEST



### Ford Transit Custom

Does it remain the best van you can buy as it enters a new generation?

## USED GUIDE



### Volkswagen Polo GTI

Everyday performance in a smaller package, and now for a smaller price

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

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**SECOND CHANCE**

**KIA SOUL**



## AFTERLIFE OF THE SOUL

Kia's distinctive raised hatch comes into its own as a used Mk2

**W**hat's the betting you could draw a Kia Soul, be it a Mk1, Mk2 or Mk3, from memory and get it just about right? The high roof, which appears to slope to the rear, the shallow windows, the high waistline – they're all easy to recall. The Mk2 of 2014-19 covered here looks similar to its predecessor but, thanks to its new platform, is larger and roomier. It also features more sophisticated suspension for, it was claimed, better ride and handling.

Autocar's road testers praised its practicality, build quality, kerbside appeal and competitive price but they reckoned it lacked something next to the more "extravagant Nissan Juke, the pragmatic Skoda Yeti and the chic Renault Captur" and so awarded it three stars.

Today, with clean Yetis expensive and hard to find, most Jukes looking

and feeling tired and the once chic Captur prematurely aged by its prettier successors, a good used Soul Mk2 in a bright colour looks quite tempting – more so on the optional 18in alloy wheels, although they do affect ride comfort.

It was designed in California, primarily for young US college students. In the UK, though, the Soul was popular with buyers at the other end of the age spectrum. That's why many come from good homes and have watertight service histories.

There are two petrol engines: a 130bhp 1.6 GDi, which does a

reasonable job and returns around 40mpg, and a turbocharged 201bhp 1.6 T-GDi, reserved for the Soul Sport. This version arrived in 2016 and was offered with a seven-speed dual-clutch automatic gearbox only. It looks cool on those aforementioned 18in alloys and can crack 0-62mph in 7.5sec, but don't expect hot hatch handling finesse.

The one diesel, the 1.6 CRDi, started out with 126bhp before being uprated to 134bhp when it became Euro 6-compliant from mid-2015. It is clattery on start-up but punchy and reasonably economical.

Then there's the Soul EV. It puts

“It was designed in California, primarily for young US college students”

## HOW TO GET ONE IN YOUR GARAGE



It's well equipped and easy to use; 2 trim is our choice

Wraparound tail-lights are one way to tell Mk2 from Mk1



### WHAT WE SAID THEN 21 MARCH 2014

"Kia's Soul could rival a Skoda Yeti on outright head room, and while rear cabin space and cargo volume aren't quite in the Skoda's league, they're still good for the smallest crossover class. The fascia could afford to be richer and more colourful, though. It still under-delivers on character relative to the esoteric exterior styling but the quality and finish of the Kia is up to the prevailing class standard."

out a modest 109bhp and has an official range of 132 miles, although you can almost half that figure in winter. Acceleration is decent (it does 0-62mph in 10.8sec) and the instant slug of torque makes it first away from the lights. Its blanked-off front grille and flush alloys build on the Soul's already funky looks. There's only one trim level but it's a good one, with dual-zone air-con, keyless start, heated seats and steering wheel, a comprehensive infotainment system and a

rear-view camera all featuring.

As for trims on other models, the diesel and 1.6 GDi petrol were offered in a choice of three called, simply, 1, 2 and 3. The 2 is our pick: to the 1's air-con, DAB radio, Bluetooth and front and rear electric windows, it adds climate control, sat-nav, cruise control and a rear-view camera. Plush 3 brings 18in wheels, leather trim, parking sensors and an upgraded stereo. There's also a Mixx special edition with 18in alloys, a premium sound system and a styling pack. The less popular Maxx has these plus leather and a panoramic sunroof.

A split, folding rear seat is standard on all trims, while the interior is nicely finished and the dashboard straightforward but attractive and, on 2 cars, improved by a larger infotainment screen and a system that's also easy to use.

If you want a roomy, reliable and well-equipped hatchback with stand-out looks, a Soul Mk2 could be worth a punt.

**JOHN EVANS**

### An owner's view

**GORDON FOSSET**

"I'll be honest: I'd never have considered buying a Kia - call it badge snobbery - and certainly not a Soul, but my wife needed a car and my hairdresser was selling one so it was an easy decision. It's a 1.6 CRDi that I knew had been looked after so we bought it. The 2016-reg car has now done 96,000 miles and looks and feels as fresh as one much younger. It's completely changed my view of Kias. The steering, gearchange and clutch are light and easy to use and it has stacks of equipment. It's roomy too, although the boot is small. It's also not that economical for a diesel: around the mid-40s is typical. Otherwise, I can't fault it."

### Buyer beware...

#### ■ ENGINE

Knocking and oil leaks have been reported on Souls registered between 2014 and 2015. Problems with alternators and batteries have also been flagged on cars from all years. Regarding the Soul EV, check the battery capacity on the dashboard monitor and ensure the charge cable is present.

#### ■ GEARBOX

The dual-clutch gearbox is a little slow to react but is otherwise a reliable unit. On manual cars, the gearchange should be light and easy - and so should the clutch.

#### ■ TYRES, STEERING AND SUSPENSION

There have been reports of noisy or loose-feeling steering. Coincidentally, there was a recall in 2014 over a loose pinion nut. If not attended to, the pinion will lose contact with the rack and steering will be lost. On higher-mileage cars, rock the corners of the car, checking for suspension bounce. On a low-mileage car, check the age of the tyres and look for flat spots.

#### ■ WHEELS AND BRAKES

The myth of Kia invincibility means some cars have been badly neglected and worn brakes are an obvious indicator of carelessness elsewhere. Most dealers will have repaired any kerbed alloys but it's worth checking the quality of the work.

#### ■ INTERIOR

Fit and finish is good here so focus instead on casual wear and tear to door sills, headlining and seatbacks. Check all warning lights are extinguished after start-up and that all features including, on 2 cars, the heated seats and steering wheel and infotainment services work.

#### ■ BODY

Check the extremities and doors for casual parking damage. Tailgate struts are a weak point so be sure they support the door when raised.

### Also worth knowing

So long as it has been maintained in accordance with Kia's service schedule using recommended parts and fluids, the Soul is covered by a manufacturer's warranty for seven years/100,000 miles. That said, the cover's scope declines as the car gets older. For example, the 12V battery and audio and navigation units cease to be covered after the first three years, and the paintwork after five years. When you're making a claim, Kia will want to see evidence that all services have been carried out, so if the Soul you're buying is advertised as having a full service history, make sure the service book backs that up.

As for the Soul EV, again, Kia's warranty covers all major components up to seven years or 100,000 miles, assuming, of course, the car has been correctly serviced. Included is the vehicle's lithium battery, which is covered to at least 70% of its original capacity. After seven years, you're on your own...

### How much to spend

**£3000-£5999**

Early high-mileage diesels.

**£6000-£8999**

Early petrols with 65k miles to lowish-mileage 2016 diesels. EVs from £7k.

**£9000-£12,999**

Low-mileage 2016/17 cars and newer.

**£13,000-£16,000**

The best late-plate cars.



### One we found

**KIA SOUL 1.6 GDI 2, 2018, 51,000 MILES, £9790**

Nice example with a full Kia service history. All the usual 2-trim features, including Apple CarPlay, privacy glass and a reversing camera. Not the brightest colour but priced fairly, perhaps in acknowledgement of that.



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# James Ruppert

KICKING TYRES



Ruppert would flash his plastic for Lotus's flash plastic

Once upon a time, there was a sports car maker that retired to Norfolk and made some rather excellent plastic-bodied sports cars – great to drive, always interesting to own and especially challenging used purchases. Things are a bit different now, and the Chapman Bespoke programme presumably means customers can add their own lightness. Before you sign up, let's see what pre-enjoyed Lotuses are out there.

I didn't think there was much chance of finding a proper old plastic Seven, but here we are. I've always liked these, loving the shape and the fact that it was the last of the line. The mileage on this dealer-supplied one is just over 40,000 – better than so many 'minimal-mile' Caterhams. Plus

it has an interesting Ford Crossflow engine in fast road form, with a new short block and the added lightness of a shaved flywheel, electronic ignition and so much more. This is a huge specification for such a basic sports car from 1971, and the cost is a very reasonable £16,450.

Next there's the Evora, a properly modern Lotus that most clueless onlookers might believe is a baby McLaren of some sort. Anyway, I chanced across a 2010 example with a full dealership history to account for its 65,000 miles. The first owner ticked the Sport, Tech and Premium boxes, so there's heated seats, xenon headlights and a reversing camera. It's £26,995, which is what buys you a middling new hatchback nowadays.

Obviously the fairly recent Lotus that Colin would completely have endorsed is the Elise. There are

always plenty for sale, and here's a Series 1 with a substantial and very reassuring mileage that has clicked past 127,000. Just as reassuring is an advertisement with an epically long description of what has been done over the past few years and why it's up for sale. It's a 1999 example, and I could drive it away for £13,995.

Of course, the default '90s roadster is a Mazda MX-5, and here's a 1990 one with just over 80,000 miles at £8995 from a private seller. The great news is that just 600 miles ago there was a fresh cambelt and head gasket. Also discs and tyres only a couple of hundred miles ago. You could see it as a Lotus in spirit without the usually associated trouble, serious or otherwise.

The seller says he's moving it on because he's getting old and stiff. I know how he feels.

## RUPPERT'S GARAGE

The first issue to deal with on Mrs Bangernomics' 'new' Mercedes C-Class is the bashed offside mirror. It works, but it doesn't fold flat and just looks scruffy. So begins an online search for a replacement, ideally finished in the correct colour of Palladium Silver.



## CAUGHT IN THE CLASSIFIEDS



**ALFA ROMEO 75 3.0 V6**  
1990, 140,000 miles, £19,995

The only Alfa to have actually made it to production wearing the Milano name (for the US). This one has Alfa's lovely Busso V6 and has been with an enthusiastic owner's club member, which bodes well for its condition.



**VW CORRADO VR6 STORM**  
1995, 169,000 miles, £8995

One of the most entertaining cars from the '90s coupé boom. It's best in punchy VR6 guise, with ample performance and agility to keep up with modern cars. This one has been driven far but looks rust-free beneath and has lots of paperwork.



**ROVER 75 V8 TOURER**  
**SE CONNOISSEUR**  
2004, 25,000 miles, £22,450

Here's one of just 16 75 estates packing the 4.6-litre V8 from the Ford Mustang, built for an MG Rover director. It looks to be in great nick, but you would have to go and get it from the Isle of Man.



**LANCIA THESIS 3.2 V6 24V**  
2004, 32,000 miles, £12,900

Infamous for its daring styling (it looks like an appalled anteater to us), but that will suit some. It wasn't sold in the UK, so it has niche appeal, and that means this one is almost certain to have been cared for fastidiously.



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**FROM THE ARCHIVE**



Officers in patrol cars would receive Morse messages from base

# The complications of 1930s communications

WE TAKE FOR granted these days that communications will be easy, instant and possible everywhere. Indeed, almost everything in the modern world relies on it being so: just see what happens when the wi-fi drops in an office. It's therefore fascinating to see how complex such simple things used to be.

Imagine you park your car on a London street and return an hour later to find it distinctly absent. You would pull your smartphone out of your pocket, ring 999 and inform the police. The call handler would send a digital report to a dispatch, who would then relay it to police officers and their patrol cars by way of encrypted radio signals.

Back in the 1930s, as we found out on a visit to the Metropolitan Police's headquarters, it was a much more involved process.

You as the victim had to locate a Post Office phone box or police box (that's a Tardis if you're under

60) to get help. In Scotland Yard's big, airy information room, a call handler sitting at a desk topped by a telephone indicator board of red and white lamps would take your call immediately – it having bypassed the usual switchboard – and write the details of the crime on a pad in a shorthand code. They would then walk over to one of the room's map tables, on which would be a number of counters, each representing a patrol car, and put a red hoop over one to indicate its assignment to the job. They would next walk to a colleague sitting at another desk, who would relay the message to patrol cars by tapping on a Morse code key. The bleeps would be broadcast by a station in West Wickham, Kent (which had a diesel generator in case of a power cut), decoded by the officer in the passenger seat and relayed to the driver, who would then give chase.

Not all of the cars had a two-way communication system, in which case the officers would on leaving a job have to find a phone to report back to the information room that they were available once again.

Don't think all these steps made crime fighting slow, though: we heard of a car being recovered less than 20 minutes after it had been reported stolen, despite it being a common one and the victim being unable to recall its numberplate.



HMV had a special van for recording on wax

of nightingales, or the characteristic sounds of a submarine submerging being cases in point". Cor. To imagine that some people wasted their money on swing music instead!

Built on a 30hp Lancia chassis at a cost of £10k (or £600k to us), HMV's truck was 7m long and weighed 7.6 tonnes. It could be used almost anywhere, having some 1800m of connecting

cable and five jacks to raise it dead level. Inside was "a self-contained recording unit, with two separate complete channels consisting of duplicate amplifiers and recording machines, four microphones and a host of detail apparatus". The required electricity came from a special 456V battery set, charged by an on-board 1.5hp generator.

The actual recording machine was driven by a gravity motor to ensure the turntable would spin at exactly 78rpm while the inch-thick wax disc atop it was engraved by a sapphire-tipped stylus in reaction to currents from the microphones. Meanwhile, a vacuum tube sucked away the carved-out strips of wax.

Playing this disc would ruin it, unnervingly for the recordist; they had to wait for it to be converted into a commercial disc through electrolytic processes, master matrices and metal moulds.

**KRIS CULMER**



Met's information room was a hive of constant activity



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**AUTOCAR ARCHIVE**

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- IXOX**  
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- IOXT**  
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- IVDN**  
£13,995
- 58V**  
£39,995

NAME RELATED PLATES	UDDIP
<b>MUS55A</b> £16,995	<b>M4X VW</b> £2,995
<b>AI15HAB</b> £6,995	<b>RI EHN</b> £9,995
<b>NAD74A</b> £4,995	<b>GREAT VALUE 2X3'S</b>
<b>GUL74M</b> £4,995	<b>IO XWE</b> £2,495
<b>N486 ELA</b> £4,995 (Nabella)	<b>80 VXP</b> £2,495

CLASSY 3X3'S	615 NUO
<b>333 OXU</b> £1,495	<b>PHH 618</b> £1,995
<b>333 UXX</b> £1,495	<b>666VRX</b> £2,495
<b>444 XAA</b> £1,995	<b>747 OYE</b> £2,495
<b>447 LBF</b> £1,495	<b>IOI VOY</b> £1,395
<b>RFO 447</b> £1,495	<b>999 EKK</b> £2,995
<b>600 VUY</b> £1,995	
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<b>H00600H</b> £1,995	<b>5 DPE</b> £5,995
<b>MAA2A</b> £3,995	<b>6 ROR</b> £7,995
<b>OCT 4V</b> £3,495	<b>GREAT VALUE BARGAINS</b>
<b>17SDM</b> £6,495	<b>AAZ550</b> £995
<b>VEX50</b> £4,995	<b>JIDRX</b> £795
	<b>J3RRX</b> £1,375
	<b>R2HRO</b> £1,375
	<b>ROSIGAY</b> £495

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L9 AAE	£390	W9 BBA	£490	L5 CJN	£390
B3 AAF	£340	BI BBE	£1700	S555 CJY	£199
S2 AAW	£790	NI BBS	£14000	V4 CKR	£390
654 ABT	£1040	W99 BBW	£190	K23 CLM	£590
R33 ACC	£590	I97 BCA	£1200	N50 CLM	£290
J50 ACJ	£390	BI BCL	£190	G12 CMJ	£599
L50 ACL	£190	T23 BCW	£190	GC05 CNK	£199
P21 ADA	£340	TI BDA	£1100	S26 CMC	£590
S16 ADE	£1000	TI BDO	£1200	S66 CMD	£490
US51 ADE	£590	E2 BEB	£390	X100 CMR	£390
B9 ADN	£790	AM16 BEL	£190	LE06 CMZ	£199
H15 ADY	£890	RF07 BEN	£490	Z27 CNL	£690
N3 AEC	£390	L1 M05 BEN1000	£490	S41 CNM	£1780
A7 AEK	£190	BEN 910	£587	GH2 CON	£290
H16 AEK	£199	V99 BET	£370	JPI5 COS	£199
T26 AFS	£290	M222 BET	£390	R888 CO5	£490
T28 AFS	£390	BG 4785	£2500	GP14 COX	£290
T31 AFS	£390	TI BGG	£490	L8 CPF	£390
T40 AFS	£390	H5 BGG	£490	N2 CPM	£690
T3 AGR	£690	N4 BGC	£390	T400 CPR	£199
A1 AGU	£890	B9 BGC	£490	BI CRF	£1300
RI AHE	£890	CS BGG	£490	IMI CRV	£1090
AL63 AHJ	£490	J3 BET	£390	I972 CS	£3600
J1 AJO	£1300	T99 BJG	£290	R26 CSB	£290
V4 AJO	£790	BJJ 7780	£290	L12 CSS	£150
A4 AKG	£590	P444 BMT	£390	BI CSX	£890
P15 ALM	£490	L1 BNS	£1900	L41 CMT	£1780
E2 AL0	£390	H15 BMT	£290	LI CUL	£290
AW09 ALY	£390	LM02 BMW	£290	J19 CUT	£390
AM22 AMF	£390	SW03 BMW	£290	408 CWD	£1200
P400 AMK	£290	RF16 BMW	£590	L60 CYN	£290
X777 AMW	£290	M82 BMW	£490	Y80 DAB	£590
H16 ANB	£290	P20 BMW	£4800	EC55 DAC	£199
R102 ANL	£290	2007 BMS	£290	L14 DAD	£290
A14 ANL	£340	AT52 BOB	£290	MA64 DAL	£150
KD18 ANN	£490	P26 BOB	£490	VW55 DAN	£490
V300 ANN	£790	RM14 BOO	£190	R14 DAY	£690
BR15 ANS	£1500	BI BRU	£990	AR DBC	£490
W28 ANS	£290	S05 BOR	£2100	F2 DBM	£490
K15 APD	£290	I104 BP	£290	I300 DBP	£290
K10 APK	£199	795 BRP	£1300	P26 DDS	£290
H205 APK	£199	AI1 BRU	£1400	MW52 DEB	£390
P90 BAO	£590	BT6 BTH	£390	TC54 DEL	£490
D3 ARU	£790	BTR 54	£2940	D37 DEL	£890
D18 ARY	£790	MUR 15	£9900	W2 DET	£490
R70 ASB	£590	B15 BUC	£190	W2 DET	£490
R333 ASP	£390	D18 ARY	£790	J8 DFB	£590
V28 AUD	£390	L4 BVS	£190	R18 DFG	£199
J1 AUN	£290	RO51 CAB	£290	R2 DGA	£590
S1 AUR	£1300	H15 CAN	£199	AC3 DGA	£290
K66 AWH	£190	HUI8 CAN	£199	P8 DGM	£590
M24 AYH	£590	S25 CAO	£290	X4 DHG	£290
M444 AYR	£490	B615 CAR	£290	H8 DMW	£2740
X3 BAA	£540	N930 CAR	£690	X17 DJE	£390
P90 BAB	£590	OX06 CAT	£390	P33 DJE	£290
G5 BAC	£290	BO10 CAT	£150	M700 DJF	£190
K70 BAC	£190	1200 CBB	£190	C16 DJJ	£290
AS03 BAD	£190	R200 CBB	£190	XX54 DJJ	£290
D3 BAF	£490	1900 CBB	£190	L763 DJW	£290
V3 BAK	£690	G5 CBE	£590	N5 DLE	£390
P123 BAX	£590	R200 CBB	£190	P39 DLE	£390
94 BAY	£590	L763 DJW	£290	GL54 ENS	£490
W4 BBA	£190	N5 DLE	£390	Y9 GEC	£199
W7 BBA	£490	H13 CJB	£890	Y6 GEG	£890
		V4 DNC	£590	W100 GEO	£390
				W700 GEO	£390
				C20 DMP	£390
				W19 DMP	£390
				C20 DMP	£390
				R6 ERN	£390
				H8 DMW	£2740
				P7 GFH	£190

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H8 DNM	£290	H2 ETL	£490	L12 GJC	£290	G16 5872	£290	P3 HOB	£990	H18 JWC	£190	21 KW	£1500	BW59 LYN	£190	X15 NAS	£1500	X8 PST	£490
AR02 DOD	£199	S700 EVA	£790	L12 GJC	£199	BV51 HOP	£390	BY1 HOP	£390	LI1 JWO	£195	S1 KWY	£390	M159 LYN	£390	H6 NBS	£390	P33 PTL	£290
D10 DON	£199	V678 EVO	£390	C11 GH	£690	D8 KAB	£730	B9 JIL	£590	D8 KAB	£730	V3 KYY	£390	BM59 LYN	£390	S800 NCM	£199	B16 PTN	£290
X66 DON	£1400	LI EWY	£790	AR9 GJO	£290	SRI0 HT	£190	F23 JJM	£790	P999 KAB	£190	K5 LAO	£190	E887 LYN	£890	H9 NDP	£290	T33 PTW	£199
W81 DON	£890	LI EWY	£790	S60 GJS	£290	TH03 HOW	£199	G24 JUM	£790	S5 KAF	£690	X04 LAR	£290	S60 LYS	£490	A221 NDY	£190	J88 OPA	£199
J1 DOT	£1300	A20 EXU	£199	GJT 651	£1300	TH10 HOW	£199	J19 JTJ	£390	P666 KAP	£199	L2 8576	£190	GE04 MAE	£190	X6 NEE	£190	V8 ORD	£890
M50 DOV	£190	Y333 FAB	£390	W1 GKW	£990	T777 HOW	£390	K777 JKB	£199	S16 KAS	£550	RI LBY	£890	M13 MAF	£590	T70 NEL	£890	JAI ORD	£390
N14 DOW	£490	R25 FAR	£590	X13 GLH	£290	T33 HRH	£290	L9 JRG	£190	LA06 KAY	£390	T40 LBY	£390	VH16 MAH	£390	DH1 NEV	£690	D21 PLN	£590
1943 DP	£2500	36 FAY	£4705	H86 GL0	£190	487 HTA	£190	M28 JKW	£199	A857 KAY	£390	L6 LDJ	£790	WM52 MAH	£199	CR15 NCG	£199	LI01 PRT	£390
LI DPO	£190	NI FF1	£730	D4 GHH	£589	HUI1026	£590	X6 JKY	£530	H106 KAZ	£199	TI LDJ	£790	WM52 MAH	£199	DI NCG	£1500	V6 OUR	£490
RI DRF	£1200	H10 FGR	£199	HT GNL	£190	G27 HWR	£990	AB55 JLB	£199	Y1 KBC	£990	Y1 LDT	£530	MD04 MAL	£490	TA04 NCG	£390	LAU PUT	£199
W6 DRF	£390	F10 FGR	£199	Y1 GNT	£1100	RI HXX	£690	T8 LLJ	£290	Y2 KBC	£390	20 LE	£10360	N24 MAS	£990	B8 MAU	£190	XI PVS	£690
H9 DRG	£600	W1 FJE	£890	739 G08	£1500	IIB1069	£390	P666 JLP	£390	H9 KCH	£290	GL04 LEN	£590	B8 MAU	£190	XI NHH	£990	HI PVT	£690
S80 DRL	£190	C20 FJS	£190	R7 GOP	£190	IL145	£590	R200 JML	£390	H9 KCH	£290	Y230 LEN	£390	PW02 MAX	£390	M26 NHS	£199	PW 653	£3900
S42 D32	£1880	Y01 FWJ	£2800	BI GPK	£990	LH02 JAG	£790	R55 JMT	£570	TI7 KD	£199	A4 LBY	£390	AM69 MAX	£590	LI NHH	£990	R2 PWB	£490
LI14 BSB	£190	Y321 FLO	£390	W10 GPM	£190	AL11 JAG	£390	M28 JKW	£199	A857 KAY	£390	L6 LDJ	£790	WM52 MAH	£199	CR15 NCG	£199	HI PVL	£690
X5 DST	£590	NI FF1	£730	W10 GPM	£190	AA02 JAN	£390	P3 JNC	£390	W999 KEL	£990	K933 LES	£590	V3 MBT	£490	NI IIS	£690	AV8 OUR	£490
D3 DYS	£1000	T22 FRA	£290	PI GWC	£1400	AA07 JAN	£790	PI0 JNE	£390	N37 KEN	£1200	R21 LEV	£490	RE55 MCC	£490	J14 NUR	£400	K70 PWW	£199
T331 EAN	£690	LI FRH	£2620	A7 GWN	£290	0102 JAN	£790	MI0 JNS	£390	V30 KEN	£190	R121 LEV	£490	LI1 MCG	£199	B14 NHD	£490	M7 PYE	£199
J103 EAR	£190	L22 FRL	£140	232 GZ	£2420	H18 JAN	£1875	MY124	£490	W321 KEN	£990	A3 LHL	£990	L9 MDD	£590	J14 NUR	£400	MEI1 OWC	£390
T15 EAR	£590	R2 HAC	£590	J28 GUN	£790	BR13 JAN	£1330	MI9 JOE	£340	S1 KET	£1200	J14 NUR	£400	J14 MDD	£590	LI0 NVJ	£195	MI01 OWC	£390
S25 EAR	£590	SF FSW	£190	NCSI HAR	£195	I3 JB	£3875	T888 JON	£390	78 KF	£1163	A4 LBY	£390	Y444 MDM	£190	MI01 NKG	£1400	FF10 PEN	£390
LI1 EBN	£190	X3 FTB	£290	W2 HMF	£190	JB 5127	£5300	K02 JON	£390	A8 KFA	£290	AM05 LES	£290	R20 MDS	£340	MI1 NKG	£1400	MI1 PEO	£790
X5 DST	£590	K6 GAA	£190	NI GVC	£490	LI1 JBN	£1900	PW04 JON	£690	B8 KFM	£290	M8 LHL	£690	9267 ME	£1900	MI02 NAE	£490	PEZ 9935	£290
D88 EER	£290	P26 GAC	£190	K2 HDG	£290	54 JBZ	£3600	NW05 JON	£590	DI KGL	£990	Y5 LLLR	£390	RII MEH	£290	OU04 NNA	£290	AI0 PFE	£290
B8 EFO	£190	M600 GAH	£190	H3 HGL	£290	TT04 JCH	£290	CR12 JON	£290	SS12 KGS	£190								

# ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road



test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior dimensions, and we weigh every car we test.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests cited here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejugged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up a test in your own collection or digitally in the Autocar Archive ([themagazineshop.com/aca23ed/aca](http://themagazineshop.com/aca23ed/aca)).

**Matt Saunders, road test editor**

7 Series i7 xDrive60	★★★★★	15.2.23
8 Series 840d xDrive	★★★★★	16.1.19
M6 Competition Convertible	★★★★★	5.2.20
i4 M50	★★★★★	19.1.22
i5 eDrive40 M Sport Pro	★★★★★	29.11.23
iX Drive50 M Sport	★★★★★	2.3.22
X1 xDrive23i M Sport	★★★★★	25.12.23
X2 M35i	★★★★★	25.9.19
X3 xDrive20d M Sport	★★★★★	17.11.18
X4 M Competition	★★★★★	13.11.19
X5 xDrive30d M Sport	★★★★★	2.11.19
X6 M Competition	★★★★★	20.3.24
X7 M60i xDrive	★★★★★	29.3.23

<b>BMW ALPINA</b>		
B3 Touring	★★★★★	4.11.20
B8 Gran Coupé	★★★★★	22.9.21

<b>BYD</b>		
Atto 3 Design	★★★★★	31.5.23
Seal Design	★★★★★	17.1.24

<b>CATERHAM</b>		
Seven 420 Cup	★★★★★	31.8.22

<b>CHEVROLET</b>		
Corvette LT3 Coupé	★★★★★	22.6.22
Z06 Coupé 3LZ	★★★★★	16.8.23

<b>CITROËN</b>		
Ami Colour	★★★★★	11.11.23
C3 Airscape Puretech 110	★★★★★	7.3.18
C4 Puretech 130 Auto	★★★★★	26.5.21
ë-C4 X Shine	★★★★★	3.5.23
C5 X Puretech 180	★★★★★	28.9.22
C5 Airscape BlueHDi 180	★★★★★	13.2.19

<b>CUPRA</b>		
Born 204 58kWh V3	★★★★★	6.7.22
Leon 310 V23 Estate	★★★★★	8.9.21
2.0 TSI 245 V22 Hatch	★★★★★	27.7.22
Atteca 2.0 TSI 4Drive	★★★★★	23.1.19
Formentor 2.0 TSI V22	★★★★★	3.2.21

<b>DACIA</b>		
Dandero Stepway Tce 90	★★★★★	28.4.21
Sander S Ce115 Comfort	★★★★★	22.8.18
Jogger 1.0 Tce 110 Comfort	★★★★★	20.4.22

<b>DS</b>		
3 Crossback Puretech 155	★★★★★	10.7.19
4-Tense 225	★★★★★	29.6.22
7-Tense 4x4 360	★★★★★	26.4.23
9-Tense 225	★★★★★	2.2.22

<b>FERRARI</b>		
488 Pista	★★★★★	7.8.19
296 GTB	★★★★★	21.12.22
812 Superfast	★★★★★	25.7.18
SF90 Stradale	★★★★★	31.1.21

<b>FIAT</b>		
Panda 4x4 Twimair	★★★★★	17.4.13
500 Icon 42kWh	★★★★★	26.1.22
600e La Prima	★★★★★	27.3.24

<b>FORD</b>		
Fiesta 1.0 T EcoBoost	★★★★★	9.8.17
ST 1.5 T EcoBoost	★★★★★	15.8.18
Focus 1.5 EcoBoost 182	★★★★★	20.2.19
ST	★★★★★	11.9.19
Mustang Bullitt	★★★★★	5.12.18
Mustang Mach-E Extended Range RWD	★★★★★	23.6.21
GT AWD	★★★★★	27.4.22
Puma 1.0T 125 MHEV	★★★★★	25.3.20
ST	★★★★★	24.3.21
Kuga 2.5 PHEV ST-Line	★★★★★	24.6.20
Ranger 2.0L TD EcoBlue 205PS Wildtrak	★★★★★	14.6.23

<b>GENESIS</b>		
GV60 Sport Plus	★★★★★	24.8.22
GT0 2.2 CRDi Luxury Line	★★★★★	10.11.21
Electrified 680	★★★★★	12.10.22
GV80 3.0D Luxury 5-Seater	★★★★★	15.9.21

<b>HONDA</b>		
E Advance	★★★★★	26.8.20
Jazz 1.5i MMD Hybrid EX	★★★★★	7.10.20
HR-V e:HEV	★★★★★	24.11.21
e:Ny Advance	★★★★★	1.11.23
CR-V 1.5T e:CVT AWD	★★★★★	7.11.18

<b>HYUNDAI</b>		
i10 1.2 MPI Premium	★★★★★	15.4.20
i20 1.0T-GDI 100 48V	★★★★★	24.2.21
N	★★★★★	25.8.21
i30 N	★★★★★	27.12.17
1.4 Premium SE	★★★★★	13.9.17
Ioniq 6 RWD Ultimate	★★★★★	7.6.23
Kona Electric 64kWh	★★★★★	31.10.18
1.0 120PS Advance	★★★★★	6.9.23
Santa Fe 2.2 CRDi	★★★★★	6.3.19
Tucson 1.6T-GDI Hybrid	★★★★★	17.3.21

<b>INEOS</b>		
Grenadier 3.0T Fieldmaster	★★★★★	20.9.23

<b>JAGUAR</b>		
F-Type 2.0 R-Dynamic	★★★★★	22.11.17
P575 R AWD	★★★★★	29.4.20
XF 2.0 R-Sport	★★★★★	2.12.15
300 R-Sportbrake	★★★★★	17.4.19
XE 2.0 R-Sport	★★★★★	1.7.15
E-Pace D180 AWD SE	★★★★★	11.4.18
F-Pace P400e R-Dyn'c HSE	★★★★★	11.21.21
Mirra	★★★★★	24.7.19
I-Pace EV400S	★★★★★	12.9.18

<b>JEEP</b>		
Avenger Electric Summit	★★★★★	24.1.24
Compass 2.0 MJet 4x4 1d	★★★★★	3.10.18

4xe S	★★★★★	16.2.22
Renegade 4xe Trailhawk	★★★★★	30.6.21
Wrangler 2.2 MJet 110v'd	★★★★★	10.4.19

<b>KIA</b>		
Ceed 1.6 CRDi 115 2	★★★★★	29.8.18
Proceed 1.4T-GDI	★★★★★	27.2.19
Xceed 1.4T-GDI	★★★★★	20.11.19
Niro EV 3	★★★★★	7.9.22
Soul EV Urban	★★★★★	5.7.23
Sportage 1.6 HEV 2WD	★★★★★	15.6.22
Sorento 1.6 HEV G-TDi 2	★★★★★	20.1.21
EV6 77.4kWh GT-Line RWD	★★★★★	12.1.22
GT	★★★★★	4.10.23
EV9 GT-Line S	★★★★★	31.1.24

<b>LANCROVINI</b>		
Huracán Evo RWD Coupé	★★★★★	20.5.20
Aventador SVJ	★★★★★	19.6.19
Urus	★★★★★	3.7.19

<b>LAND ROVER</b>		
Defender 110 P400 X	★★★★★	13.5.20
Discovery Sport D180 AWD	★★★★★	8.1.20
Range Rover Evoque P300e	★★★★★	10.2.21
Range Rover Velar D240	★★★★★	30.8.17
Range Rover Sport D300	★★★★★	2.11.22
Range Rover D350 HSE	★★★★★	13.7.22

<b>LEXUS</b>		
LC 500 Sport+	★★★★★	18.10.17
NX 350H Prem'ium Plus Pack	★★★★★	16.3.22
RX 500H F-Sport	★★★★★	22.3.23
ES 300H Takumi	★★★★★	6.2.19
LM 350H AWD Takumi	★★★★★	7.2.24

<b>LOTUS</b>		
Elise Cup 250	★★★★★	29.6.16
Exige Sport 390 Final Edit'n	★★★★★	21.7.21

<b>MASERATI</b>		
Quattroporte Trofeo	★★★★★	4.8.21
GranTurismo Trofeo	★★★★★	18.10.23
Levante S Granlusso	★★★★★	8.5.19

<b>MAZDA</b>		
2.1 S Skyactiv-G SE	★★★★★	22.4.15
3.0 Skyactiv-X	★★★★★	6.11.19
MX-5 1.5 SE-L Nav	★★★★★	2.9.15
MX-30 45PS	★★★★★	10.3.21
CX-5 2.2D Sport Nav	★★★★★	28.6.17
CX-60 - Skyactiv D 3.3 RWD	★★★★★	10.5.23

<b>MCLAREN</b>		
Artura	★★★★★	19.10.22
600LT Spider 3.8 V8	★★★★★	22.5.19
GT 4.0 V8	★★★★★	27.1.21
720S 4.0 V8	★★★★★	24.5.17

<b>MERCEDES-AMG</b>		
A-Class A45 S 4Matic+ Plus	★★★★★	4.3.20
C-Class C63 S Coupé	★★★★★	24.4.19
CLS 53 4Matic+	★★★★★	17.10.18
EOS 53 4Matic+	★★★★★	8.6.22
GT R	★★★★★	10.5.17
GT 4dr Coupé 63 4Matic+	★★★★★	13.3.19
GLS 53 Performance	★★★★★	21.6.23
GLE 53 4Matic+	★★★★★	13.9.23
GLC 53 4Matic+	★★★★★	14.10.20
SL 63 4Matic+ Pr'm Plus	★★★★★	26.7.23

<b>MERCEDES-BENZ</b>		
A-Class A200	★★★★★	24.5.23
A250e AMG Line Premium	★★★★★	5.8.20
B-Class B180 Sport	★★★★★	3.4.19
CLA 250	★★★★★	21.8.19
C-Class C300e AMG Line	★★★★★	4.5.22
E-Class E220d AMG Line Premium Plus	★★★★★	3.1.24
E400 Coupé	★★★★★	14.6.17
E300 Cabriolet	★★★★★	6.10.21
S-Class S580e L	★★★★★	6.4.22
EQA 250	★★★★★	17.11.21
EQB 300 4Matic	★★★★★	18.5.22
EQE 350+	★★★★★	4.1.23
EOS 450 SUV B'ness Class	★★★★★	6.3.24
GLC 220d 4Matic	★★★★★	16.9.20
GLB 300 4Matic AMG Line Premium Plus	★★★★★	13.9.23
G-Class G350d AMG Line	★★★★★	17.7.19
GLS 400d	★★★★★	12.2.20

<b>MG</b>		
31.5 3Form Sport	★★★★★	25.12.13
4EV Long Range SE	★★★★★	5.4.23
5 SUV Exclusive	★★★★★	25.1.20
ZS EV Exclusive	★★★★★	4.12.19

<b>MINI</b>		
3dr Cooper S Works 210	★★★★★	6.12.17
Clubman Cooper D	★★★★★	25.11.15
Convertible Cooper S Sport Automatic	★★★★★	19.5.21
Countryman Plug-in Hybrid	★★★★★	26.7.17
C Exclusive	★★★★★	17.4.24

<b>MORGAN</b>		
Super 3	★★★★★	9.11.22
Plus Four	★★★★★	12.8.20
Plus Six	★★★★★	10.4.24

<b>NISSAN</b>		
Micra DIG-T 117 N-Sport	★★★★★	27.3.19
Juke 1.0 DIG-T 117	★★★★★	29.1.20
Qashqai 1.3 DIG-T 158	★★★★★	28.7.21
Araya 87kWh Evolve	★★★★★	26.10.22
GT-R Recaro	★★★★★	16.11.16
X-Trail e-Power e-4orce AWD Tekna	★★★★★	22.2.23

<b>ORA</b>		
Funky Cat 48kWh First Ed'n	★★★★★	1.2.23

<b>PEUGEOT</b>		
208 e-208 Allure Premium	★★★★★	6.5.20
308 1.2i Puretech 130 GT	★★★★★	25.5.22
408 Hybrid 180 GT	★★★★★	11.10.23
508 GT BlueHDi 180	★★★★★	24.10.18
Hybrid 225 Allure SW	★★★★★	8.7.20
PSE Hybrid 4 SW	★★★★★	5.5.21
2008 e-2008 GT Line	★★★★★	30.9.20
3008 1.6 BlueHDi GT Line	★★★★★	18.11.17
5008 2.0 BlueHDi GT Line	★★★★★	1.11.17

<b>POLESTAR</b>		
1	★★★★★	21.10.20
2 BST Edition 270	★★★★★	12.4.23

<b>PORSCHE</b>		
718 Boxster	★★★★★	8.6.16
Spyder	★★★★★	1.4.20
Cayman GTS	★★★★★	9.5.18
Cayman GT4 RS	★★★★★	14.9.22
911 Carrera T	★★★★★	30.3.23
Dakar	★★★★★	10.1.24
Turbo S	★★★★★	10.8.22
GT3 PDK	★★★★★	11.8.21
GT3 RS	★★★★★	22.11.23
Cayenne S	★★★★★	21.2.24
Turbo SE Hybrid	★★★★★	27.5.20
Turbo GT	★★★★★	20.7.22
Taycan Turbo S	★★★★★	29.7.20

<b>RENAULT</b>		
Clio Tce 100 Iconic	★★★★★	27.11.19
Mégane E-Tech Electric	★★★★★	23.11.22
Arkana E-Tech Hybrid 145	★★★★★	13.10.21
Captur 1.3 Tce 130 EDC	★★★★★	18.3.20
Austral E-Tech Iconic Esprit Alpine	★★★★★	19.7.23

<b>ROLLS-ROYCE</b>		
Phantom	★★★★★	4.4.18
Ghost	★★★★★	13.1.21
Spectre	★★★★★	20.12.23
Cullinan Black Badge	★★★★★	19.2.20

<b>SEAT</b>		
Ibiza SE Technology 1.0 TSI	★★★★★	19.7.17
Leon eHybrid FR	★★★★★	2.12.20
Arona SE Technology 1.0 TSI	★★★★★	15.11.17
Attea 1.5 Eco TSI DSG FR Black Edition	★★★★★	25.10.23

<b>SKODA</b>		
Fabia 1.0 TSI 95PS	★★★★★	9.2.22
Scala 1.5 TSI DSG	★★★★★	31.7.19
Octavia 2.0 TDI 150 SE L First Edition	★★★★★	2.9.20
DSG Estate	★★★★★	17.2.21
2.0 TDI VR6	★★★★★	17.2.21
Superb 1.4 TSI IV 218 SE L	★★★★★	26.2.20
Karoq 2.0 TDI 150 Scout	★★★★★	30.1.19
Enyaq iV 80	★★★★★	18.8.21
Kodiak 2.0 TDI Edition	★★★★★	23.11.16
2.0 TSI 245PS vRS 4x4	★★★★★	23.2.22

<b>SMART</b>		
#1 Premium	★★★★★	8.11.23

<b>SPANGYONG</b>		
Tivoli XLV ELX auto	★★★★★	14.9.16

## ROAD TESTS ON THIS DAY



**JAGUAR XJ-S V12 CONVERTIBLE**  
Rebodied for Targa bar removal

Price £36,428 Engine V12, 5345cc, petrol Power 291hp at 5500rpm Torque 317lb ft at 3000rpm 0-60mph 8.0sec 0-100mph 20.4sec Quarter mile 16.3sec Top speed 146mph Economy 13.8mpg



**LANCIA 2000 INJECTION**  
Unorthodox executive saloon is firm's final independent design

Price £2339 Engine 4 cyls, 1991cc, petrol Power 125hp at 5800rpm Torque 127lb ft at 3700rpm 0-60mph 10.4sec 0-100mph 36.4sec Quarter mile 17.9sec Top speed 116mph Economy 20.1mpg

# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## STAR RATINGS EXPLAINED

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class-leading in key areas and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

### ABARTH

**595 3dr hatch/2dr open** £23,225-£27,375 ★★★★★  
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3650x1627x1485 **Kerb weight** 1070kg

1.4 T-jet 165	162	159	7.3	37.7-38.2	155
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**695 3dr hatch/2dr open** £25,725-£32,075 ★★★★★  
A convincing track day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

1.4 T-jet 100 Essence	177	140	6.7	36.2-36.7	156
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### ALFA ROMEO

**500e 3dr hatch/2dr open** £34,195-£41,695 ★★★★★  
A sportier take on Fiat's smallest electric car with a host of technical upgrades. **LxWxH** 3673x1682x1518 **Kerb weight** 1375kg

42.2kWh Scorpionissima	152	96	7.0	150	0
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**Giulia 4dr saloon** £39,995-£78,195 ★★★★★  
Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

2.0 Turbo Petrol 280	276	149	5.7	33.6	195
2.9 Quadrifoglio	503	191	3.9	23.5	227

**Tonale 5dr SUV** £36,040-£51,995 ★★★★★  
Decent dynamicaly and reasonable value. However, lacks the appeal expected from the marque. **LxWxH** 4528x1814x1601 **Kerb weight** 1525kg

1.3 PHEV Speciale 5dr Auto	276	128	6.2	47.2	135
1.3 PHEV TI 5dr Auto	276	128	6.2	47.2	135
1.3 PHEV Veloce 5dr Auto	276	128	6.2	47.2	135
1.5 MHEV Speciale 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV TI 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Veloce 5dr Auto	160	132	8.8	49.6	130

### ALPINE

**A110 2dr coupé** £54,490-£91,490 ★★★★★  
A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1262 **Kerb weight** 1080kg

1.8 Turbo	248	155	4.5	42.2	152
1.8 Turbo S	288	162	4.4	41.5	153
1.8 Turbo R	288	177	3.9	41.5	154

### ARIEL

**Atom 0dr open** £40,669 ★★★★★  
Simple, purist concept remains but everything else has changed... for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

2.0 turbo	320	162	2.8	na	na
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**Nomad 0dr open** £37,549 ★★★★★  
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

2.4 K24i-VTEC	235	125	3.4	na	na
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### ASTON MARTIN

**Vantage 2dr coupé/2dr open** £134,160-£165,660 ★★★★★  
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

4.0 V8	510	190-195	3.6-3.8	25.7	264
4.0 V8 F1 Edition	535	195	3.6	24.3	264

**DB12 2dr coupé/2dr open** £202,160 ★★★★★  
DB11 replacement is a masterpiece in restrained yet modernised GT talent. **LxWxH** 4725x2060x1295 **Kerb weight** 1693kg

4.0 V8	671	202	3.6	na	na
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### DBS

**2dr coupé/open** £259,660-£280,160 ★★★★★  
Effortlessly fast, intoxicating to drive. The big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

5.2 V12	715	211	3.4	20.9	306
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**DBX 5dr SUV** £179,160-£197,160 ★★★★★  
Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5035x1998x1680 **Kerb weight** 2245kg

4.0 V8	550	181	4.5	19.8	323
4.0 V8 DBX 707	697	193	3.3	19.9	323

### AUDI

**A1 Sportback 5dr hatch** £22,790-£29,785 ★★★★★  
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1740x1409 **Kerb weight** 1105kg

1.0 25 TFSI	94	116	10.6	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145

**A3 Sportback 5dr hatch** £28,075-£50,090 ★★★★★  
Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSI	201	141	7.6	23.5	24
2.0 45 TFSI	242	144	6.8	23.5	29
2.0 S3 quattro	308	155	4.8	34.4-34.9	163-166
2.0 35 TDI	148	142	8.3	56.5-62.8	112-130

**A3 Saloon 4dr saloon** £28,640-£50,655 ★★★★★  
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 35 TDI	148	142	8.3	58.9-67.3	111-127

**A4 4dr saloon** £36,965-£45,780 ★★★★★  
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4762x2022x1431 **Kerb weight** 1320kg

2.0 35 TFSI	148	140	8.6	40.9-46.3	141-155
2.0 40 TFSI	201	155	7.3	40.9-44.8	143-156
2.0 35 TDI	148	142	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148

**A4 Avant 5dr estate** £40,100-£90,470 ★★★★★  
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4762x2022x1460 **Kerb weight** 1370kg

2.0 35 TFSI	148	137	9.2	39.8-44.8	143-162
2.0 40 TFSI	201	146	7.3	39.8-43.5	147-162
3.0 V6 TFSI RS4 Avant	448	155-180	4.1	28.1-28.2	220-226
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	201	143-144	7.1	47.9-52.3	144-156
3.0 S4 TDI quattro	342	155	4.7	39.2-39.8	181-193

**A5 2dr coupé** £43,335-£94,660 ★★★★★  
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4697x2029x1371 **Kerb weight** 1390kg

2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	201	150	7.1	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	6.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	201	146	6.9	50.4-54.3	135-146

**A5 Sportback 5dr coupé** £43,335-£94,660 ★★★★★  
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4697x2029x1386 **Kerb weight** 1425kg

2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	201	150	7.2	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	6.6	34.9-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	8.4	50.4-54.3	135-147
2.0 40 TDI quattro	201	146	7.6	49.6-54.3	137-149

**A6 4dr saloon** £44,555-£95,425 ★★★★★  
Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1470 **Kerb weight** 1645kg

2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.3	36.3-37.2	172-182
2.0 50 TFSI quattro	299	155	6.2	21.7	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	156-163
3.0 56 TDI quattro	344	155	5.0	36.2	203-205

**A6 Avant 5dr estate** £47,100-£176,975 ★★★★★  
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1470 **Kerb weight** 1710kg

2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34.0-36.2	177-189
2.0 50 TFSI quattro	294	155	6.2	21.7	31
4.0 RS7 quattro	596	155-174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	156-162
2.0 40 TDI quattro	201	150	7.6	44.1-46.3	159-167
3.0 56 TDI quattro	344	155	5.1	35.3	209

**A7 Sportback 5dr coupé** £58,800-£136,535 ★★★★★  
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSI quattro	294	155	6.3	13.5-14.1	46-47
4.0 RS7 quattro	596	155-174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	156-166
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
3.0 57 TDI quattro	344	155	5.1	35.3-35.8	205-208

**A8 4dr saloon** £82,970-£122,410 ★★★★★  
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	206-212
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSI quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192

**3.0 50 TDI quattro LWB** 282 155 5.9 38.2-40.4 182-193

**E-tron GT 4dr saloon** £87,415-£139,855 ★★★★★  
Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2168x1396 **Kerb weight** 2276kg

quattro 93kWh	528	152	4.1	29.6	0
RS quattro 93kWh	637	155	3.3	26.3	0

**Q2 5dr SUV** £29,090-£49,655 ★★★★★  
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

1.0 30 TFSI	108	122	11.2	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.6	42.2-44.8	142-151
2.0 S2 TFSI	298	155	4.9	32.8-33.2	192-195

**Q3 5dr SUV** £34,465-£46,165 ★★★★★  
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4484x1848x1616 **Kerb weight** 1365kg

1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	167	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	195
2.0 45 TFSI	243	130	7.3	14.2	44-45
2.0 35 TDI	148	128	9.3	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	133-139
2.0 40 TDI quattro	197	139	7.3	37.7-40.4	173

**Q3 Sportback 5dr SUV** £35,615-£47,750 ★★★★★  
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4484x1849x1567 **Kerb weight** 1460kg

1.5 35 TFSI	148	126	9.6	39.2-41.5	153-166
2.0 40 TFSI quattro	167	136	7.4	30.7-32.1	197-207
2.0 45 TFSI	243	147	5.8	32.5-32.8	195
2.0 45 TFSI	243	130	7.3	14.2	44-45
2.0 35 TDI	148	126	9.3	48.7-51.4	146
2.0 35 TDI quattro	148	131	9.3	40.4-44.8	133-139
2.0 40 TDI quattro	197	139	7.3	38.2-39.8	173

**Q4 E-tron 5dr SUV** £50,745-£61,925 ★★★★★  
Practical, pleasant and efficient - if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

40 150kWh	201	99	8.5	30.7	0
55 quattro 82kWh	296	111	6.2	29.8	0
55 quattro 82kWh	335	112	5.4	31.6	0

**Q4 E-tron Sportback 5dr SUV** £52,245-£63,425 ★★★★★  
Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1632 **Kerb weight** 1895kg

40 150kWh	201	99	8.5	31.7	0
55 quattro 220kWh	296	111	6.2	30.2	0
55 quattro 82kWh	335	112	5.4	31.6	0

**Q5 5dr SUV** £49,330-£59,755 ★★★★★  
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4682x2140x1659 **Kerb weight** 1720kg

2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSI quattro	249	148	6.1	12.8	49
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179

**Q5 Sportback 5dr SUV** £51,780-£62,205 ★★★★★  
Reduced accommodation and practicality, but still a refined and solid ster. **LxWxH** 4682x2140x1659 **Kerb weight** 2010-2150kg

2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSI quattro	297	148	6.1	17.6-18.8	36-38
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176

**Q7 5dr SUV** £69,000-£108,620 ★★★★★  
Unengaging to drive and light on fuel, but the cabin is both huge and classy. **LxWxH** 5053x2121x1740 **Kerb weight** 2060kg

3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
4.0 SQ7 quattro	500	155	4.1	29.4-30.1	232
3.0 V6 50 TDI quattro					

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>4 Series Gran Coupé 4dr coupé</b> <b>€45,380-€60,290</b> <b>★★★★★</b>					
The same impressive package we love from the 3 Series, with added style. <b>LxWxH</b> 4783x1852x1442 <b>Kerb weight</b> 1825kg					
<b>420i</b>	181	146	7.9	41.5	154
<b>M440i xdrive</b>	371	155	4.7	35.3	182

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>14 4dr saloon</b> <b>€50,755-€72,140</b> <b>★★★★★</b>					
Fast, refined and with lots of traditional appeal to convert sceptics. <b>LxWxH</b> 4783x1852x1448 <b>Kerb weight</b> 2215kg					
<b>eDrive35</b>	282	118	6.0	285	0
<b>eDrive40</b>	335	118	5.7	352-365	0
<b>M50</b>	542	140	3.9	318	0

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>5 Series 4dr saloon</b> <b>€51,010-€79,605</b> <b>★★★★★</b>					
The perfect compromise between the comfy E-Class and dynamic XF, and then some. <b>LxWxH</b> 5060x1900x1516 <b>Kerb weight</b> 1530kg					
<b>520i</b>	181	143	7.5	48.7	142-145
<b>530e</b>	295	143	6.8	na	na
<b>550e</b>	489	155	4.3	na	na

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>5 Series Touring 5dr estate</b> <b>€46,675-€64,120</b> <b>★★★★★</b>					
The excellent 5 Series made in more practical form. The 520d is still the best. <b>LxWxH</b> 4963x2126x1498 <b>Kerb weight</b> 1630kg					
<b>520i</b>	181	139	8.2	40.4-42.2	152-160
<b>530e</b>	292	140	6.1	156.9-176.6	35-40
<b>540i xdrive</b>	292	140	6.1	134.5-156.9	42-47
<b>540i xdrive</b>	335	155	5.1	34.9-35.8	179-185
<b>520d</b>	187	147	7.8	52.3-55.4	134-142

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>i5 4dr saloon</b> <b>€74,105-€97,745</b> <b>★★★★★</b>					
Munich's 50-year-old icon goes into the EV age with a 493bhp range-topper. <b>LxWxH</b> 5060x2156x1505 <b>Kerb weight</b> 2205kg					
<b>eDrive40</b>	na	120	6.0	353-357	0
<b>M60 xdrive</b>	493	143	3.8	315	0

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>7 Series 4dr saloon</b> <b>€105,510-€121,085</b> <b>★★★★★</b>					
New mid-hybrid flagship saloon is better in every way than its predecessor. <b>LxWxH</b> 5098x1902x1478 <b>Kerb weight</b> 1755kg					
<b>750e xdrive</b>	482	155	4.8	53.4	23-27

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>i7 4dr saloon</b> <b>€101,765-€164,320</b> <b>★★★★★</b>					
Tech-laden luxury saloon is new flagship with class-leading comfort. <b>LxWxH</b> 5391x1950x1544 <b>Kerb weight</b> 2715kg					
<b>eDrive50</b>	455	127	5.5	357-379	0
<b>xDrive60</b>	526	149	4.7	368-374	0

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>8 Series 2dr coupé/2dr open</b> <b>€83,905-€140,215</b> <b>★★★★★</b>					
Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. <b>LxWxH</b> 4643x1802x1338 <b>Kerb weight</b> 1830kg					
<b>840i</b>	335	155	5.0	32.3-33.6	193-194
<b>M850i xdrive</b>	523	155	3.7	24.8-25.2	255-260
<b>M8 Competition</b>	623	155	3.2-3.3	25.2-25.4	252-254

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>8 Series Gran Coupé 4dr saloon</b> <b>€83,905-€140,215</b> <b>★★★★★</b>					
Four-door grand tourer offers greater practicality than its two-door siblings. <b>LxWxH</b> 5074x1932x1401 <b>Kerb weight</b> 1890kg					
<b>840i</b>	335	155	5.2	33.2	194
<b>M850i xdrive</b>	523	155	3.9	24.6	260
<b>M8 Competition</b>	623	155	3.2	25.4	254

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>X1 5dr SUV</b> <b>€34,935-€49,690</b> <b>★★★★★</b>					
Pick of the premium bunch and very spacious, but expensive and not that small. <b>LxWxH</b> 4500x1845x1612 <b>Kerb weight</b> 1655kg					
<b>sDrive20i</b>	189	139	7.4	40.9	156-157
<b>sDrive20i</b>	189	144	7.7	38.2-38.7	166-167
<b>sDrive23i</b>	201	145	7.4	41.5	153
<b>sDrive25e</b>	220	118	6.8	na	na
<b>sDrive30e</b>	321	127	5.6	na	na
<b>sDrive18d</b>	148	126	8.9	55.4	133-134
<b>sDrive23d</b>	194	140	7.4	56.5	131

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>iX1 5dr SUV</b> <b>€46,205-€56,875</b> <b>★★★★★</b>					
Not the most engaging to drive, but a seriously comprehensive electric prospect. <b>LxWxH</b> 4500x1845x1612 <b>Kerb weight</b> 2085kg					
<b>eDrive20</b>	201	106	8.6	275	0
<b>xDrive30</b>	308	112	5.7	272	0

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>X2 5dr SUV</b> <b>€40,515-€49,340</b> <b>★★★★★</b>					
Proves crossovers aren't always worse than the hatchbacks on which they're based. <b>LxWxH</b> 4654x2104x1590 <b>Kerb weight</b> 1460kg					
<b>sDrive20i</b>	189	141	7.7	40.9-41.5	154-156
<b>M35i</b>	302	155	4.9	34.4	187

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>iX2 5dr SUV</b> <b>€51,615-€57,445</b> <b>★★★★★</b>					
IX1-based crossover gets coupé looks and a bigger footprint. Rivals Audi Q4 E-tron. <b>LxWxH</b> 4567x1845x1575 <b>Kerb weight</b> 1960kg					
<b>eDrive20</b>	201	106	8.6	286	0
<b>xDrive30</b>	308	112	5.6	279	0

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>X3 5dr SUV</b> <b>€48,005-€93,660</b> <b>★★★★★</b>					
Continues where the last one left off. Dynamically good and more luxurious inside. <b>LxWxH</b> 4708x1891x1676 <b>Kerb weight</b> 1875kg					
<b>sDrive20i</b>	181	134	8.3	35.3-35.8	179-181
<b>sDrive30e</b>	288	130	6.1	134.5	51-54
<b>sDrive M40i</b>	355	155	4.8	31.4	204
<b>X3M Competition</b>	503	155	4.1	24.8	261
<b>sDrive20d</b>	187	132	8.0	47.1-47.9	154-156
<b>sDrive30d</b>	286	155	5.7	42.8	171

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>iX3 5dr SUV</b> <b>€65,160-€67,165</b> <b>★★★★★</b>					
All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. <b>LxWxH</b> 4654x1852x1640 <b>Kerb weight</b> 2270kg					
<b>80kWh</b>	282	112	6.8	286	0

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>X4 5dr SUV</b> <b>€54,000-€95,445</b> <b>★★★★★</b>					
Downsized X6 is respectable enough if not lovable, but the X3 is a better option. <b>LxWxH</b> 4752x1918x1621 <b>Kerb weight</b> 1735kg					
<b>sDrive M40i</b>	336	155	4.9	31.7	203
<b>X4M Competition</b>	503	155	4.1	24.8	259
<b>sDrive20d</b>	187	131	8.0	47.1-47.9	161-165
<b>sDrive30d</b>	254	145	5.8	45.6-46.3	159-163
<b>sDrive M40d</b>	322	155	4.9	43.5	169

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>X5 5dr SUV</b> <b>€73,585-€128,705</b> <b>★★★★★</b>					
More capable, convenient, refined and classy SUV that's a more satisfying drive. <b>LxWxH</b> 4922x2004x1745 <b>Kerb weight</b> 2110kg					
<b>sDrive50e</b>	482	155	4.8	na	31
<b>sDrive M60i</b>	523	155	4.3	27.3	276
<b>X5M Competition</b>	623	155	3.8	22.1	304
<b>sDrive30d</b>	261	130	6.8	41.5-42.2	175-179
<b>sDrive40d</b>	340	152	5.5	38.7-39.2	192-196

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>X6 5dr SUV</b> <b>€77,535-€131,405</b> <b>★★★★★</b>					
The world's first off-road coupé, but appearances make it difficult to love. <b>LxWxH</b> 4935x2004x1696 <b>Kerb weight</b> 2065kg					
<b>sDrive40i</b>	338	155	5.5	28.0-28.5	225-230

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>xDrive M60i</b>	523	155	4.3	23.5	272
<b>X6M Competition</b>	623	155	3.8	22.4	287
<b>sDrive30d</b>	254	143	6.7	42.2-42.8	172-176
<b>sDrive40d</b>	340	154	5.5	38.7-39.8	187-191

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>IX 5dr SUV</b> <b>€70,985-€124,605</b> <b>★★★★★</b>					
Comfort-conscious yet strong and athletic. A bold flagship for BMW's EV family. <b>LxWxH</b> 4953x1967x1695 <b>Kerb weight</b> 2510kg					
<b>sDrive40i</b>	326	124	6.1	256	0
<b>sDrive50</b>	523	124	4.6	375	0
<b>M60</b>	623	155	3.8	346	0

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>X7 5dr SUV</b> <b>€88,805-€112,915</b> <b>★★★★★</b>					
BMW's largest SUV yet crowns the line-up, but faces strong competition. <b>LxWxH</b> 5151x2000x1805 <b>Kerb weight</b> 2395kg					
<b>sDrive40i</b>	338	155	6.1	28.7	249-250
<b>sDrive M60i</b>	523	155	4.7	22.1	283-291
<b>sDrive40d</b>	340	152	6.1	36.2	203-204

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>XM 5dr SUV</b> <b>€110,730-€174,330</b> <b>★★★★★</b>					
M division's second-ever bespoke car lacks real purpose beyond shock and awe. <b>LxWxH</b> 5102x2008x1755 <b>Kerb weight</b> 2785kg					
<b>sDrive40i</b>	644	155	4.3	188.3	na

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>Z4 2dr coupé</b> <b>€45,135-€57,295</b> <b>★★★★★</b>					
BMW's largest SUV yet makes a better open-top cruiser than a true sports car. <b>LxWxH</b> 4324x1864x1304 <b>Kerb weight</b> 1485kg					
<b>sDrive20i</b>	195	155	6.6	39.8-40.4	160-161
<b>sDrive30i</b>	255	155	5.4	39.8	161-162
<b>sDrive M40i</b>	338	155	4.6	35.8	181

BMW ALPINA					
<b>B3/D3 4dr saloon/5dr estate</b> <b>€65,000-€80,700</b> <b>★★★★★</b>					
BMW's 3 Series makes a very strong case for being all the car you could ever need. <b>LxWxH</b> 4620x1811x1430 <b>Kerb weight</b> 1655kg					
<b>3.0 BiTurbo</b>	488	187	3.7	25.9	229
<b>3.0 DSS</b>	355	168-170	4.6-4.8	37.2	182

	Power (kW)	Top speed (km/h)	0-100 (s)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>B4 4dr saloon</b> <b>€87,000-€92,200</b> <b>★★★★★</b>					
4 series shell combines the B3's engine to make a very compelling package. <b>LxWxH</b> 4794x2066x1438 <b>Kerb weight</b> 1890kg					
<b>3.0 BiTurbo</b>	488	187	3.7	25.9	229

	Power (kW)	Top speed (km/h)	0-100 (sec)	Economy (l/100km)	CO <sub>2</sub> (g/km)
91kWh GT AWD	480	124	4.4	310	0

**Mustang 2dr coupé/open £43,515-£60,315** ★★★★★  
American muscle built for the UK, in coupe and convertible forms. What's not to like? **LxWxH** 478x149x1631 **Kerb weight** 1653kg  
5.0 V8 444 155 4.9 23.9 268  
5.0 V8 Mach-1 453 166 4.8 22.8 284

**GT 2dr coupé £420,000** ★★★★★  
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg  
3.5 V6 EcoBoost 650 216 3.0 na na

**Ranger 4dr pick-up £24,369-£47,889** ★★★★★  
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg  
2.0 EcoBlue 130 128 106 13.5 42.8 173  
2.0 EcoBlue 170 158 109 11.8 40.4-43.5 184-207  
2.0 EcoBlue TDCI 210 106 10.5 30.7 201-233  
3.2 Duratorq TDCI 200 197 109 10.6 32.1-36.2 221-231

**Transit Nugget 5dr MPV £76,027-£89,079** ★★★★★  
Famed load-lugger is now available with an in-house camper conversion. **LxWxH** 4973x1986x1979 **Kerb weight** 2496kg  
2.0 EcoBlue 130 128 na na 39.2 204-260  
2.0 EcoBlue 160 148 na na 39.0 204-260  
2.0 EcoBlue 170 168 na na 36.7 230-273

**Grand Tourneo Connect 5dr MPV £29,334-£31,116** ★★★★★  
Van-derived seven-seater is first product of tie-up between Ford and Volkswagen. **LxWxH** 4973x1986x1979 **Kerb weight** 2496kg  
1.5 EcoBoost 120 116 12.0 52.9 140

**GENESIS**

**GV60 5dr SUV £53,905-£67,505** ★★★★★  
Nascent brand's first EV arrives as a luxurious, efficient SUV, lacks sharpness. **LxWxH** 4515x1800x1470 **Kerb weight** 2095kg  
77.4kWh Premium 225 115 7.8 32.3 0  
77.4kWh Sport 313 124 5.5 29.2 0  
77.4kWh Sport Plus 483 146 4.0 28.9 0

**G70 4dr saloon £41,470** ★★★★★  
Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg  
2.0T 245 241 149 6.1 35.4 181

**G70 Shooting Brake 5dr estate £42,870** ★★★★★  
Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg  
2.0T 245 245 146 6.4 32.5-34.0 193-204

**GV70 5dr SUV £42,870-£65,105** ★★★★★  
Willfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg  
2.5T 301 149 6.1 29.7 216  
77.4kWh 207 133 7.9 40.0 165  
77.4kWh 483 146 4.2 28.3 0

**G80 4dr saloon £43,045-£69,805** ★★★★★  
A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg  
2.5T 301 155 6.0 31.0 205  
87.2kWh 364 139 4.9 32.3 0

**GV80 5dr SUV £60,525-£75,425** ★★★★★  
Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1915x1715 **Kerb weight** 2145kg  
2.5T 301 147 6.9 27.4-27.7 240  
3.0D 288 143 6.9 32 231

**GORDON MURRAY AUTOMOTIVE**

**T33 2dr coupé £1,400,000** ★★★★★  
Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na na na na na  
4.0 V12 607 na na na na

**T50 2dr coupé £2,800,000** ★★★★★  
Ultra-lightweight, V12-powered spiritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg  
4.0 V12 650 na na na na

**GWM**

**Ora 03 5dr hatch £31,995** ★★★★★  
Decent value and funky looks but a mediocre experience overall. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg  
126kWh 48kWh 169 99 8.3 193 0

**HONDA**

**E 5dr hatch £37,395** ★★★★★  
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg  
36kWh Advance 154 90 8.3 136 0

**Jazz 5dr hatch £26,395-£28,695** ★★★★★  
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg  
1.5i-MMD 109 108 9.4-9.9 62.8 102-110

**Civic 5dr hatch £34,995-£49,995** ★★★★★  
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4551x1799x1408 **Kerb weight** 1533kg  
2.0 eHEV 181 112 7.9 56.4 113  
2.0 VTEC Turbo Type R 315 169 5.8 33.2 191-193

**HR-V 5dr SUV £30,695-£36,295** ★★★★★  
Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg  
1.5 eHEV 131 106 10.7 52.3 122

**ZR-V 5dr SUV £39,945-£42,895** ★★★★★  
Honda's answer to the Nissan Qashqai isn't as good as the Civic on which it is based. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg  
2.0 eHEV 141 108 7.8 49.6 130-132

**e:Ny1 5dr SUV £44,995-£47,195** ★★★★★  
Charming in some ways, but too little substance to justify the price. **LxWxH** 4387x1866x1584 **Kerb weight** 1730kg  
69kWh 201 229 7.6 256 0

**CR-V 5dr SUV £45,895-£53,995** ★★★★★  
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg  
2.0i-MMD hybrid 181 112 8.6-9.2 47.4 151-163

	Power (kW)	Top speed (km/h)	0-100 (sec)	Economy (l/100km)	CO <sub>2</sub> (g/km)
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**HYUNDAI**

**I10 5dr hatch £16,920-£18,020** ★★★★★  
The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg  
1.0 MPI 67 97 14.6 53.3 114-120  
1.0 T-GDI 99 115 10.5 52.3 123  
1.2 MPI 84 106 12.6 51.4 124

**I20 5dr hatch £20,770-£26,530** ★★★★★  
Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg  
1.0 T-GDI 100 98 117 10.4 47.9-49.6 120  
1.0 T-GDI 48V MHD 100 98 117 10.4 54.3-56.4 116-118  
1.0 T-GDI 48V MHD 120 118 115 10.2 53.3 120  
1.6 T-GDI N 201 142 6.7 40.4 158

**I30 5dr hatch £22,700-£35,110** ★★★★★  
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg  
1.0 T-GDI 120 118 116 11.1 45.6 121-122  
1.6 T-GDI 157 130 8.6 42.2-46.3 142  
2.0 T-GDI 275 N Performance 272 155 6.1 34.0 188

**I30 Fastback 4dr saloon £25,960-£34,845** ★★★★★  
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg  
1.6 T-GDI 157 130 8.6 42.6-52.3 141-151  
2.0 T-GDI 275 N Performance 272 155 6.1 34.0 188

**I30 Tourer 5dr estate £23,450-£26,400** ★★★★★  
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg  
1.0 T-GDI 120 118 117 11.4 47.9-49.6 130-139

**Bayon 5dr SUV £21,570-£25,820** ★★★★★  
Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1715x1550 **Kerb weight** 1233kg  
1.0 T-GDI 48V MHEV 98 113 10.7 53.3 120-121  
1.0 T-GDI 48V MHEV 118 115 10.4 53.3 121

**Kona 5dr SUV £25,725-£43,095** ★★★★★  
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1657 **Kerb weight** 1233kg  
1.0 T-GDI 120 118 112 12.0 44.1-44.8 142-147  
1.6 GDI Hybrid 134 119 10.2 52.3 114-123  
2.0 T-GDI N 278 149 5.5 32.8 194  
Electric 39kWh 134 96 9.6 180 0  
Electric 64kWh 201 104 7.6 280 0

**Ioniq 5 5dr SUV £43,445-£65,000** ★★★★★  
Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1805 **Kerb weight** 1456kg  
58kWh 164 115 8.5 238 0  
77kWh 224 115 7.4 238-315 0  
77kWh Premium 320 220 na 5.1 292 0  
84kWh N 641 160 3.4 257 0

**Ioniq 6 4dr saloon £47,040-£55,290** ★★★★★  
Distinctive saloon with great practicality and road manners and a well-equipped cabin. **LxWxH** 4855x1880x1495 **Kerb weight** na  
77kWh 224 115 7.3 238-315 0  
77kWh Premium 320 na 5.1 292 0

**Tucson 5dr SUV £31,500-£43,850** ★★★★★  
Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg  
1.6 T-GDI 150 148 117 10.3 40.9 158-199  
1.6 T-GDI 48V MHEV 150 148 117 9.6 43.5 144-151  
1.6 T-GDI 48V MHEV 180 178 125 9.0 39.8 162  
1.6 T-GDI Hybrid 228 120 8.0 50.4 127  
1.6 T-GDI Plug-in hybrid 263 119 8.6 201.8 31

**Santa Fe 5dr SUV £43,240-£51,680** ★★★★★  
Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg  
1.6 T-GDI Hybrid 228 116 8.9-9.1 42.2 145-168  
1.6 T-GDI Plug-in hybrid 262 116 8.8 173.7 37  
2.2 CRDi 199 127 9.2 na 177-178

**Nexo 5dr SUV £69,495** ★★★★★  
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1840 **Kerb weight** 1814kg  
95kWh Fuel Cell 161 130 9.6 42.0mpkg 0

**INEOS**

**Grenadier 5dr SUV £79,140** ★★★★★  
Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg  
3.0T 6dr Auto 282 99 8.6 21.4 299  
3.0TD 6dr Auto 245 99 9.9 27.4 268

**JAGUAR**

**XE 4dr saloon £33,230-£43,500** ★★★★★  
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg  
2.0 P300 AWD 296 155 5.9 30.8-32.4 197-207  
2.0 P250 246 150 6.7 34.2 186  
2.0 D200 198 146 7.3 54.0-57.7 128-137

**XF 4dr saloon £35,660-£41,115** ★★★★★  
Outstandingly broad-battled dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg  
2.0 P250 246 155 6.9 33.0-34.9 183-193  
2.0 P300 AWD 296 155 6.1 31.2-32.8 194-204  
2.0 D200 198 146 7.6 52.8-56.5 131-140  
2.0 D200 AWD 198 143 7.8 48.9-51.3 128-137

**XF Sportbrake 5dr estate £40,810-£48,420** ★★★★★  
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1680kg  
2.0 P250 246 150 7.1 32-33.7 189-199  
2.0 P300 AWD 296 155 6.2 29.9-31.2 204-213  
2.0 D200 198 143 7.8 50.7-53.7 138-146  
2.0 D200 AWD 198 143 8.0 47.0-49.1 151-157

**F-Type 2dr coupé £58,420-£134,925** ★★★★★  
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg  
2.0 P300 296 155 5.7 29.9 215  
5.0 P450 444 177 4.6 26.0-26.8 239-246  
5.0 P675 518 186 3.7 26.4 243

**F-Type Convertible 2dr open £67,970-£110,950** ★★★★★  
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg  
2.0 P300 296 155 5.7 29.6 217

	Power (kW)	Top speed (km/h)	0-100 (sec)	Economy (l/100km)	CO <sub>2</sub> (g/km)
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**5.0 P450** 444 177 4.6 26.0-26.6 241-247  
**5.0 P675** 518 186 3.7 26.4 243

**E-Pace 5dr SUV £43,185-£54,260** ★★★★★  
Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg  
1.5 P300e 305 134 6.5 14.31 44  
2.0 D200 AWD 201 131 8.4 42.9-43.0 170-173

**F-Pace 5dr SUV £48,720-£85,180** ★★★★★  
Credible first SUV effort: fit as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg  
2.0 P250 AWD 246 135 7.3 30.4 214-220  
1.6 T-GDI 48V DCT AWD 394 155 5.4 28.8 222-230  
2.0 P400e AWD 398 149 5.3 112.5 51-55  
5.0 V8 SVR 550 AWD 548 178 4.0 23.1 275  
2.0 D165 AWD 160 121 9.9 45.4 165-171  
2.0 D200 AWD 197 130 8.0 45.4 165-171  
3.0 D300 AWD 296 143 6.4 38.1 195-202  
5.0 V8 SVR 542 178 4.0 23.1 275

**I-Pace 5dr SUV £93,995-£79,995** ★★★★★  
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg  
EV400 398 124 4.8 277-287 0

**JEEP**

**Avenger 5dr/4dr SUV £27,600-£39,600** ★★★★★  
B-segment SUV has sights set on UK success with good looks and well-controlled drive. **LxWxH** 4084x1776x1528 **Kerb weight** 1536kg  
1.2 98 115 10.6 51.4 124  
5.4kWh 163 93 9.6 246 0

**Compass 5dr SUV £34,580-£44,455** ★★★★★  
Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg  
1.5 48V MHEV 128 120 10.0 47.1-50.4 133-140  
1.3 4xe PHEV 238 124 7.3 141-156 44-47

**Renegade 5dr SUV £30,030-£38,500** ★★★★★  
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg  
1.3 GSE 1450 148 122 9.4 38.2-39.8 151  
1.3 Turbo 4xe 168 113 7.5 122.8-134.5 42-49  
1.3 Turbo 4xe Trailhawk 238 124 7.1 117.7-128.4 51-53

**Wrangler 2dr/4dr SUV £60,785-£62,785** ★★★★★  
Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1837x1640 **Kerb weight** 1927kg  
2.0 GME 285 97-110 7.3-7.6 25.4-26.4 248-254

**Grand Cherokee 5dr SUV £60,785-£62,785** ★★★★★  
Flagship is characterful but poor efficiency and high price make it hard to justify. **LxWxH** 4915x1968x1798 **Kerb weight** 2434kg  
2.0 Turbo 4xe PHEV 375 132 6.0 108.7 80

**KGM**

**Tivoli 5dr SUV £20,245-£23,995** ★★★★★  
Small SUV isn't up to the best in class but is worth considering as a budget option. **LxWxH** 4225x1810x1590 **Kerb weight** 1369kg  
1.5P 163 112 12.0 na 158-175

**Korando 5dr SUV £22,190-£37,995** ★★★★★  
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg  
1.6 GDI Turbo 160 119 12.0 37.2 172  
1.6 D 2WD 133 112 12.0 45.2 158-164  
1.6 D 4WD 133 112 12.0 41.5 178  
e-Motion 140kWh 61.5kWh 187 97 9.0 29.4 0

**Torres 5dr SUV £34,995-£47,495** ★★★★★  
Spacious and charismatic but neither refined nor capable enough to justify the price. **LxWxH** 4700x1890x1720 **Kerb weight** 1528kg  
1.5 GDI Turbo 161 117 10.8 33.2 194  
73kWh 204 109 8.1 287 0

**Rexton 5dr SUV £39,500-£46,250** ★★★★★  
A vast improvement. Better on the road but without ditching its agricultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg  
2.2d181 178 115 11.3-11.9 32.9 205-227

**KIA**

**Picanto 5dr hatch £13,665-£17,670** ★★★★★  
A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1465 **Kerb weight** 977kg  
1.0 65 100 14.1 56.5-60.1 119  
1.0 T-GDI 997 112 9.9 53.3 120

**Rio 5dr hatch £17,520-£22,820** ★★★★★  
More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg  
1.2DPI 83 103 12.7 52.3 120-122  
1.0 T-GDI 99 113 10.0 53.3 120  
1.0 T-GDI 48V 118 116 9.8 51.4 118-125

**Ceed 5dr hatch £22,565-£31,170** ★★★★★  
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg  
1.0 T-GDI 116 118 11.2 na 119  
1.5 T-GDI 156 130 8.4 43.5-46.3 129

**Ceed Sportswagon 5dr estate £23,265-£26,810** ★★★★★  
All of the above, but with cavernous, more practical load space. **LxWxH** 4800x1800x1465 **Kerb weight** 1389kg  
1.5 T-GDI 158 156 130 8.6 43.5-46.3 131

**Proceed 5dr hatch £26,865** ★★★★★  
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg  
1.5 T-GDI 158 156 130 8.6 43.5-46.3 129

**Xceed 5dr hatch £23,770-£33,495** ★★★★★  
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1323kg  
1.5 T-GDI 158 156 129 8.7 44.8 142-143  
1.6 GDI PHEV 137 99 10.6 217.3 38

**Stonic 5dr SUV £21,225-£25,770** ★★★★★  
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg  
1.0 T-GDI 116 115 9.9 46.3-47.1 137

**Niro 5dr SUV £29,660-£35,045** ★★★★★  
Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg  
1.6 GDI Hybrid 137 101 11.1 58.9 110-120

	Power (kW)	Top speed (mph)	0-100 (1/2h)	Economy (mpg/lt/100mi)	CO <sub>2</sub> (g/km)
<b>Discovery 5dr SUV</b> £60,540-£77,765	134	106	9.2	61.4	62.7
3.0 P360	355	130	6.5	26.0	26.4
3.0 D250	246	120	8.1	33.4	33.7
3.0 D300	296	130	6.8	33.2	33.5

## LEXUS

<b>LBX 4dr SUV</b> £29,995-£40,545	134	106	9.2	61.4	62.7
Hybrid crossover is Lexus's cheapest car and uses the Toyota Yaris Cross platform. <b>LxWxH</b> 4190x1825x1560 <b>Kerb weight</b> 1280-1350kg					
1.5	134	106	9.2	61.4	62.7

<b>ES 4dr saloon</b> £47,115-£56,365	218	112	8.9	53.2	119
Gatecrashes the German-controlled saloon market in a way the GS could never manage. <b>LxWxH</b> 4975x1865x1445 <b>Kerb weight</b> 1680kg					
2.5 VVT-1E3 300h	218	112	8.9	53.2	119

<b>LS 4dr saloon</b> £101,720-£120,575	348	155	5.4	30.7	36.6
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. <b>LxWxH</b> 5235x1900x1460 <b>Kerb weight</b> 2270kg					
3.5 V6 VVT-1L5 500h	348	155	5.4	30.7	36.6

<b>RC F 2dr coupé</b> £76,560-£93,810	470	168	4.5	23.9	26.8
An also-ran, but the V8 RC F packs plenty of character and handles well enough. <b>LxWxH</b> 4695x1840x1395 <b>Kerb weight</b> 1736kg					
5.0 V8	470	168	4.5	23.9	26.8

<b>LC 2dr coupé/open</b> £98,960-£116,000	457	168	4.7	24.3	26.2
Superb-looking coupé shows flickers of what made the LFA great. <b>LxWxH</b> 4770x1920x1345 <b>Kerb weight</b> 1935kg					
5.0 V8 LC 500	457	168	4.7	24.3	26.2
3.5 V6 LC 500h	354	155	5.0	34.8	18.4

<b>UX 5dr SUV</b> £34,770-£48,125	160	110	8.5	53.2	120-136
Refreshingly different premium SUV is a credible, if not class-leading, alternative. <b>LxWxH</b> 4495x1840x1520 <b>Kerb weight</b> 1620kg					
2.0 UX 250h	160	110	8.5	53.2	120-136
72.8kWh UX 300e	201	100	7.5	19.5	0

<b>NX 5dr SUV</b> £44,430-£65,295	306	124	6.3	25.6	31.3
PHEV option and welcome cabin overhaul sustain the allure of the firm's best seller. <b>LxWxH</b> 4680x1865x1640 <b>Kerb weight</b> 1990kg					
2.5 NX 450h+PHEV	306	124	6.3	25.6	31.3

<b>RX 5dr SUV</b> £62,615-£81,800	246	124	7.9	44.8	14.3
Low flexibility, but hybrid powertrain makes a degree of economic sense. <b>LxWxH</b> 4890x1895x1690 <b>Kerb weight</b> 2100kg					
2.5 RX 350h	246	124	7.9	44.8	14.3
2.5 RX 450h+	308	112	6.5	na	na
2.8 RX 450h	395	130	6.2	35.3	18.2

<b>RZ 5dr SUV</b> £64,500-£74,000	309	99	5.6	24.5	0
Brand's entry into the premium electric SUV club is a well-executed post-Toyota bZ4X. <b>LxWxH</b> 4805x1895x1635 <b>Kerb weight</b> 2055kg					
450e	309	99	5.6	24.5	0

<b>LM 5dr SUV</b> £89,995-£112,995	246	116	9.1	39.2	16.3
Lexus re-enters the full-blown luxury sphere with an unconventional BMW 17 rival. <b>LxWxH</b> 4495x1840x1520 <b>Kerb weight</b> 1620kg					
2.5 350h	246	116	9.1	39.2	16.3

## LOTUS

<b>Emira 2dr coupé</b> £89,755	395	180	4.3	na	na
A superb sports car that's also much more habitable than any previous Lotus. <b>LxWxH</b> 4413x1895x1226 <b>Kerb weight</b> 1405kg					
3.5 V6 400	395	180	4.3	na	na

<b>Eletre 5dr SUV</b> £90,805-£121,305	325	158	5.7	33.2	19.2
Urus-sized, tech-rich, high-performance SUV marks firm's shift to high-tech EV maker. <b>LxWxH</b> na <b>Kerb weight</b> na					
112kWh	603	160	4.5	37.3	0
112kWh R	905	165	2.9	30.4	0

## MASERATI

<b>Ghibli 4dr saloon</b> £75,945-£159,625	325	158	5.7	33.2	19.2
Maser's compact exec has the allure but lacks power and is poorly finished in places. <b>LxWxH</b> 4971x1945x1461 <b>Kerb weight</b> 1810kg					
2.0 Hybrid	325	158	5.7	33.2	19.2
3.0 V6	345	166	4.5	25.2	25.4
3.0 V6 S	424	178	4.9	25.0	25.4
3.8 V8	572	203	4.3	23.0	27.9
3.8 V8 Ultima	572	207	3.9	22.2	28.6

<b>Quattroporte 4dr saloon</b> £119,970-£142,745	424	179	5.0	24.8	25.7
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. <b>LxWxH</b> 5262x1948x1481 <b>Kerb weight</b> 1860kg					
3.0 V6 S	424	179	5.0	24.8	25.7
3.8 V8	572	203	4.5	23.2	27.7

<b>Grecale 5dr SUV</b> £63,970-£102,480	296	149	5.6	32.5	19.8
For all its promise and character, it needs work if it's to trouble the Porsche Macan. <b>LxWxH</b> 4847x1979x1667 <b>Kerb weight</b> na					
48V MHEV 300 Auto	296	149	5.6	32.5	19.8
48V MHEV 330 Auto	325	149	5.3	32.1	19.9
V6 Trofeo Auto	523	177	3.8	25.2	25.4
97kWh Folgore	550	137	4.1	31.1	0

<b>Levante 5dr SUV</b> £92,280-£169,625	339	156	6.0	22.6	28.3
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. <b>LxWxH</b> 5003x1966x1679 <b>Kerb weight</b> 2109kg					
3.0 V6 S	339	156	6.0	22.6	28.3
3.0 V6 S	424	164	5.2	22.4	28.6
3.8 V8 Trofeo	572	186	4.1	17.8	35.9

<b>Granturismo 5dr coupé</b> £133,000-£163,470	483	188	3.9	na	230
Rejuvenated luxury coupé packs plenty of Latin style, charm and personality. <b>LxWxH</b> 4959x1957x1353 <b>Kerb weight</b> 1795kg					
3.0 V6 Modena	483	188	3.9	na	230
3.0 V6 Trofeo	542	199	3.5	na	230

<b>MC20 2dr coupé/open</b> £207,125-£232,125	621	203	2.9	24.6	26.2
A triumphant return to the supercar ranks: fast and thrilling, yet approachable. <b>LxWxH</b> 4669x1981x1693 <b>Kerb weight</b> 1475kg					
3.0 V6	621	203	2.9	24.6	26.2

## MAXUS

<b>Mifa 9 5dr MPV</b> £65,141-£77,537	238	112	na	27.3	0
Seven-seat electric people carrier from Chinese commercial brand born out of LDV. <b>LxWxH</b> 5270x2000x1840 <b>Kerb weight</b> 2310kg					
90kWh	238	112	na	27.3	0

## MAZDA

<b>2 5dr hatch</b> £18,615-£23,835	134	106	9.2	61.4	62.7
Grown up, well made and drives with charm and vigour; engines aren't brilliant. <b>LxWxH</b> 4060x1695x1515 <b>Kerb weight</b> 1141kg					
1.5	134	106	9.2	61.4	62.7

1.5 Skyactiv-G 75	74	106	11.3	49.6	121
1.5 e-Skyactiv-G	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

<b>2 Hybrid 5dr hatch</b> £24,130-£29,230	114	109	9.7	74.3	87
We've yet to drive it, but it's just a rebadged Toyota Yaris, which is a decent supermini. <b>LxWxH</b> 3940x1745x1500 <b>Kerb weight</b> 1125kg					
1.5 Hybrid	114	109	9.7	74.3	87

<b>3 5dr hatch/saloon</b> £23,945-£31,645	183	134	8.1	53.3	118-121
Pleasing dynamism teamed with good practicality and punchy diesel engines. <b>LxWxH</b> 4460x1795x1435 <b>Kerb weight</b> 1411kg					
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

<b>CX-30 5dr SUV</b> £25,350-£35,750	120	116	10.6	47.9	134
Dynamic qualities, a classy interior and a handsome look set it apart from rivals. <b>LxWxH</b> 4395x1795x1540 <b>Kerb weight</b> 1334kg					
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3-8.8	50.4	127

<b>MX-30 5dr SUV</b> £31,250-£39,050	143	87	9.7	12.4	0
Classy and affordable all-electric crossover marred only by its limited range. <b>LxWxH</b> 4395x1795x1555 <b>Kerb weight</b> 1645kg					
35.5kWh	143	87	9.7	12.4	0
17.8kWh R	167	na	na	na	na

<b>6 Toufer 5dr estate</b> £27,340-£35,080	143	129	10.0	38.0	42.0
Passat estate rival gets rakish styling and lightweight, low-emissions tech. <b>LxWxH</b> 4805x1840x1475 <b>Kerb weight</b> 1530kg					
2.0 e-Skyactiv-G	143	129	10.0	38.0	42.0
2.0 e-Skyactiv-G	161	133	9.4	38.0	42.0
2.5 e-Skyactiv-G	190	139	8.1	40.4	42.2

<b>CX-5 5dr SUV</b> £31,045-£41,130	162	125	10.3	38.7	152-154
Offers powerful diesel engines and strong performance, plus a welcoming interior. <b>LxWxH</b> 4550x1840x1675 <b>Kerb weight</b> 1575kg					
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 184	181	129	9.3	42.8	175

<b>CX-60 5dr SUV</b> £45,420-£53,055	323	124	5.8	18.8	3.3
Feels upmarket inside and combines tidy handling with easy pace. <b>LxWxH</b> 4745x1890x1680 <b>Kerb weight</b> 1995kg					
2.5 PHEV 4WD Auto	323	124	5.8	18.8	3.3
3.0d	250	136	7.4	54.3	137

<b>MX-5 2dr open</b> £28,000-£34,800	129	121	8.2	44.1	142
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. <b>LxWxH</b> 3915x135x1225 <b>Kerb weight</b> 1050kg					
1.5 Skyactiv-G 132	129	121	8.2	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

<b>MX-5 RF 2dr open</b> £29,900-£37,000	129	121	8.2	44.1	142
Remains perfectly poised and vibrant, even with a folding metal roof. <b>LxWxH</b> 3915x1735x1230 <b>Kerb weight</b> 1090kg					
1.5 Skyactiv-G 132	129	121	8.2	44.1	142
2.0 Skyactiv-G 184	181	124	7.9	37.7	40.4

<b>Artura 2dr coupé</b> £190,715	671	205	3.0	61.5	10.4
A technical marvel that wears its hybrid tech lightly. <b>LxWxH</b> 4539x1976x1193 <b>Kerb weight</b> 1498kg					
3.0 V6 PHEV	671	205	3.0	61.5	10.4

<b>750S 2dr coupé/open</b> £247,420-£271,820	740	206	2.8	23.2	27.8
A technical marvel that wears its hybrid tech lightly. <b>LxWxH</b> 4539x1976x1193 <b>Kerb weight</b> 1498kg					
3.0 V6 PHEV	671	205	3.0	61.5	10.4

<b>765LT 2dr coupé/open</b> £282,420-£313,160	755	205	2.8	23.7	27.0
Longtail treatment to 720S combines sharp handling noise with startling pace. <b>LxWxH</b> 4600x2054x1159 <b>Kerb weight</b> 1339kg					
4.0 V8	755	205	2.8	23.7	27.0

<b>A-Class 5dr hatch</b> £31,905-£63,285	134	134	8.9	47.9	134-138
A little bit of luxury in a desirable, hatchback-sized package. <b>LxWxH</b> 4419x1992x1440 <b>Kerb weight</b> 1445kg					
1.3 A180	134	134	8.9	47.9	134-138
1.3 A200	161	140	8.1	47.9	135-145
2.0 A250e	215	1			

	Power (kW)	Top speed (km/h)	0-100 (sec)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>HS 5dr SUV</b> <b>€23,495-€33,595</b> ★★★★★					
Goes big on metal for the money but covers its budget roots with mixed success. <b>LxWxH</b> 457x187x1664 <b>Kerb weight</b> 1498kg					
<b>1.5 T-GDI</b>	162	118	9.9	36.2-37.2	169
<b>1.5 T-GDI PHEV</b>	254	118	7.1	155.8	43

**MINI**

<b>3dr Hatch</b> <b>€23,135-€31,035</b> ★★★★★					
We have also yet to test this latest edition of Britain's iconic hatchback. <b>LxWxH</b> 3876x1744x1432 <b>Kerb weight</b> 1190kg					
<b>1.5</b>	153	140	7.7	47.9	133
<b>2.0</b>	201	150	6.6	45.6	140

<b>Cooper Electric</b> <b>€30,000-€38,000</b> ★★★★★					
Goes big on metal for the money but covers its budget roots with mixed success. <b>LxWxH</b> 3858x1756x1460 <b>Kerb weight</b> 1440kg					
<b>41kWh</b>	180	99	7.3	18.4	0
<b>54kWh</b>	215	106	6.7	24.2	0

<b>Countryman</b> <b>€29,335-€41,520</b> ★★★★★					
Bigger than before, but still more funky than useful. Still not all that pretty, either. <b>LxWxH</b> 4299x2005x1557 <b>Kerb weight</b> 1535kg					
<b>1.5 Cooper</b>	136	124	8.3	44.8	143
<b>2.0 Cooper S</b>	192	140	7.1	42.2-42.8	151-152
<b>2.0 John Cooper Works All4</b>	302	155	5.1	37.2	174

<b>Countryman (EV)</b> <b>€42,080-€50,880</b> ★★★★★					
Interior and sense of fun help to overcome average performance and range. <b>LxWxH</b> 4299x2005x1557 <b>Kerb weight</b> 2000kg					
<b>66kWh</b>	201	105	8.6	27.4	0
<b>66kWh All4</b>	309	111	5.6	26.9	0

**MORGAN**

<b>Super 3</b> <b>€41,995</b> ★★★★★					
Puts a smile on your face with an experience that takes you away from the everyday. <b>LxWxH</b> 3581x1850x1132 <b>Kerb weight</b> 635kg					
<b>1.5</b>	118	130	7.0	49.2	131

<b>Plus Four</b> <b>€83,695</b> ★★★★★					
Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. <b>LxWxH</b> 3630x1500x1250 <b>Kerb weight</b> 1013kg					
<b>2.0</b>	255	149	5.1	38.8	165

<b>Plus Six</b> <b>€83,090</b> ★★★★★					
Feels like progress in lots of ways, but not yet the driver's car it might be. <b>LxWxH</b> 3690x1756x1220 <b>Kerb weight</b> 1075kg					
<b>3.0</b>	335	166	4.2	38.2	180

**NISSAN**

<b>Leaf</b> <b>€28,495-€31,955</b> ★★★★★					
Better looks, better value and better range from this second-gen electric hatch. <b>LxWxH</b> 4307x1768x1520 <b>Kerb weight</b> 1550kg					
<b>99kWh</b>	147	90	7.9	168	0

<b>Juke</b> <b>€20,995-€31,110</b> ★★★★★					
Second-generation crossover is impressive in some respects, but outstanding in few. <b>LxWxH</b> 4135x1765x1565 <b>Kerb weight</b> 1250kg					
<b>1.0 DIG-E 114</b>	114	112	10.7	47.9	134-139
<b>1.6 Hybrid</b>	139	103	10.1	58.2	112-113

<b>Qashqai</b> <b>€27,120-€42,050</b> ★★★★★					
Ticks the important family car boxes, but ICE powertrain lacks refinement. <b>LxWxH</b> 4425x2084x1625 <b>Kerb weight</b> 1435kg					
<b>1.3 DIG-E 140</b>	138	122	10.2	44.3	143-144
<b>1.3 DIG-E 158</b>	156	123	9.9	41.5-44.4	145
<b>1.5 E-power</b>	187	105	7.9	54.3	117-119

<b>Ariva</b> <b>€39,645-€59,025</b> ★★★★★					
Nissan's second electric car arrives with a slick powertrain but an unsettled ride. <b>LxWxH</b> 4595x1850x1660 <b>Kerb weight</b> 2093kg					
<b>63kWh</b>	220	100	7.5	223-247	0
<b>87kWh</b>	245	100	7.6	310-328	0
<b>87kWh e-4orce</b>	310	124	5.7	285	0

<b>X-Trail</b> <b>€32,890-€47,980</b> ★★★★★					
Shortfalls on refinement and drivability, plus a slight lack of the original's character. <b>LxWxH</b> 4640x1820x1710 <b>Kerb weight</b> 1505kg					
<b>1.5 MHEV</b>	159	124	9.6	37.7-39.8	161-169
<b>1.5 E-power</b>	200	105	8.0	48.3-48.7	132-141
<b>1.5 E-power 213</b>	210	111	7.0	42.8-54.3	143-150

**NOBLE**

<b>M600</b> <b>€248,000-€287,600</b> ★★★★★					
Deliciously natural and involving, a bit ergonomically flawed. <b>LxWxH</b> 4360x1910x1120 <b>Kerb weight</b> 1198kg					
<b>4.4 V8</b>	662	225	3.0	16.8	333

**OMODA**

<b>5</b> <b>€25,200-€27,000</b> ★★★★★					
Chinese brand's first UK car rivals Nissan Ariva and Toyota b24X. <b>LxWxH</b> 4400x1830x1588 <b>Kerb weight</b> 1535kg					
<b>1.6 T-GDI</b>	185	128	7.8	37.7	170

**PEUGEOT**

<b>208</b> <b>€20,400-€36,250</b> ★★★★★					
A big improvement for Peugeot, if not for the supermini class. <b>LxWxH</b> 3475x1615x1460 <b>Kerb weight</b> 1065kg					
<b>1.2 PureTech 75</b>	72	106	14.9	58.9	124
<b>1.2 PureTech 100</b>	98	117	9.9	53.0	124-126
<b>1.2 PureTech 130</b>	128	129	8.7	51.9	128
<b>50kWh e-208 51kWh e-208</b>	136	93	8.1	21.7	0
<b>51kWh e-208</b>	153	93	8.2	23.2	0

<b>308</b> <b>€28,050-€42,170</b> ★★★★★					
Brings electrification and design flair but retains the old model's dynamic character. <b>LxWxH</b> 4365x1850x1441 <b>Kerb weight</b> 1288kg					
<b>1.2 PureTech 130</b>	131	130	9.7	52.1	122
<b>1.6 Hybrid</b>	180	140	7.6	213-281	23-30
<b>1.6 Hybrid 225</b>	225	146	8.0	213-266	24-30
<b>1.5 BlueHDI 130</b>	129	129	10.6	65.4	113-124
<b>54kWh e-308</b>	153	105	9.8	25.0	0

<b>308 SW</b> <b>€29,250-€43,450</b> ★★★★★					
Blends character and practicality, without compromising on the hatchback's style. <b>LxWxH</b> 4635x2062x1442 <b>Kerb weight</b> 1345kg					
<b>1.2 PureTech 130</b>	131	130	9.9	52.1	122
<b>1.6 Hybrid</b>	180	139	7.7	213-281	25-30
<b>1.6 Hybrid 225</b>	225	146	7.6	213-266	26-30
<b>1.5 BlueHDI 130</b>	129	129	10.6	65.4	113-124
<b>54kWh e-308</b>	153	105	9.8	25.0	0

<b>408</b> <b>€31,775-€46,650</b> ★★★★★					
Comfortable, spacious, stylish companion targets fleet buyers and hits the bulls-eye. <b>LxWxH</b> 4687x1859x1478 <b>Kerb weight</b> 1467kg					
<b>1.2 PureTech 130</b>	131	130	na	na	137
<b>1.6 Hybrid</b>	180	140	na	na	154

	Power (kW)	Top speed (km/h)	0-100 (sec)	Economy (l/100km)	CO <sub>2</sub> (g/km)
<b>1.6 Hybrid 225</b>	222	145	7.8	21.3-26.9	5-28

<b>508</b> <b>€34,170-€53,975</b> ★★★★★					
Stylish and likeable but lacking the polish of more premium rivals. <b>LxWxH</b> 4750x1859x1430 <b>Kerb weight</b> 1535kg					
<b>1.2 PureTech 130</b>	131	127	8.1	49.1	129
<b>1.6 Hybrid</b>	223	155	8.3	166.0-235.0	27-38
<b>1.6 Hybrid PSE</b>	355	155	5.2	141.2	42
<b>1.5 BlueHDI 130</b>	126	126	10.0	62.0	124

<b>508 SW</b> <b>€35,370-€55,175</b> ★★★★★					
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. <b>LxWxH</b> 4778x1859x1420 <b>Kerb weight</b> 1430kg					
<b>1.2 PureTech 130</b>	131	127	8.3	49.1	129
<b>1.6 Hybrid</b>	223	155	8.3	166.0-235.0	27-38
<b>1.6 Hybrid PSE</b>	355	155	5.2	141.2	42
<b>1.5 BlueHDI 130</b>	126	129	10.1	62.0	127

<b>2008</b> <b>€24,170-€40,700</b> ★★★★★					
Compact crossover has more rivals liked, but class is still waiting for a game-changer. <b>LxWxH</b> 4300x1770x1550 <b>Kerb weight</b> 1205kg					
<b>1.2 PureTech 100</b>	98	115	10.9	52.0	125-127
<b>1.2 PureTech 130</b>	128	122	8.9	50.6	132
<b>50kWh e-2008</b>	136	93	8.5	191-206	0

<b>3008</b> <b>€34,650-€49,650</b> ★★★★★					
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. <b>LxWxH</b> 4447x2098x1624 <b>Kerb weight</b> 1250kg					
<b>1.2 Hybrid</b>	167	105	10.5	52.5	146-149
<b>73kWh e-3008</b>	210	105	8.7	32.6	0

<b>5008</b> <b>€36,795-€42,835</b> ★★★★★					
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. <b>LxWxH</b> 4641x1844x1640 <b>Kerb weight</b> 1511kg					
<b>1.2 PureTech 130</b>	126	117	10.4-10.9	46.0	150-153
<b>1.6 PureTech 180</b>	178	135	8.3	39.6	169-170
<b>1.5 BlueHDI 130</b>	129	119	10.7	57.3	139-142

**PININFARINA**

<b>Battista</b> <b>€2,000,000</b> ★★★★★					
Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. <b>LxWxH</b> na <b>Kerb weight</b> 2200kg					
<b>1417kW 120kWh</b>	1900	217	2.0	311	0

**POLESTAR**

<b>2</b> <b>€44,950-€52,950</b> ★★★★★					
High-rise saloon takes the EV off in a development direction all of its own. <b>LxWxH</b> 4607x1859x1478 <b>Kerb weight</b> 2046kg					
<b>60kWh Standard Range</b>	221	99	6.4	27.3	0
<b>82kWh Long Range</b>	228	99	6.1	31.7	0
<b>82kWh Long Range AWD</b>	402	127	4.6	29.8	0

<b>3</b> <b>€79,900-€85,500</b> ★★★★★					
Firm's first SUV is a blank-sheet design tasked with beating BMW's X1 at its own game. <b>LxWxH</b> 4900x1958x1627 <b>Kerb weight</b> 2584kg					
<b>60kWh Long Range</b>	402	130	5.0	37.9	0
<b>111kWh Long Range AWD</b>	510	130	4.7	34.7	0

<b>4</b> <b>€59,990-€66,990</b> ★★★★★					
Segment-straddling Macan rival looks to meld sporting appeal with practicality. <b>LxWxH</b> 4839x2008x1544 <b>Kerb weight</b> 2232kg					
<b>100kWh Long Range</b>	268	124	7.1	37.2	0
<b>100kWh Long Range AWD</b>	536	124	3.8	34.7	0

**PORSCHE**

<b>718 Boxster</b> <b>€55,420-€125,660</b> ★★★★★					
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. <b>LxWxH</b> 4379x1801x1280 <b>Kerb weight</b> 1335kg					
<b>2.0 T</b>	296	170	4.7-5.3	32.5	199
<b>2.5 S</b>	339	177	4.4-4.6	29.1	229
<b>4.0 GTS</b>	396	182	4.5	25.9	247
<b>4.0 Spyder</b>	414	189	4.4	25.4	251

<b>718 Cayman</b> <b>€53,420-€125,660</b> ★★★★★					
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. <b>LxWxH</b> 4379x1801x1295 <b>Kerb weight</b> 1335kg					
<b>2.0 T</b>	296	170	4.9-5.3	35.5	198
<b>2.5 S</b>	339	177	4.4-4.6	29.1	229
<b>4.0 GTS</b>	396	182	4.5	25.9	247
<b>4.0 GT4</b>	414	189	4.4	25.7	251
<b>4.0 GT4 RS</b>	493	186	3.4	21.4	299

<b>911</b> <b>€99,275-€195,260</b> ★★★★★					
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. <b>LxWxH</b> 4519x1825x1300 <b>Kerb weight</b> 1565kg					
<b>3.0 Carrera</b>	380	182	4.0	27.4	233
<b>3.0 Carrera 4</b>	380	180	4.0	26.9	238
<b>3.0 Carrera S</b>	444	191	3.7	27.4	234
<b>3.0 Carrera 4S</b>	444	190	3.4	26.9	239
<b>3.0 Carrera 4 GTS</b>	473	193	3.4	24.8-26.4	2



	Power (kW)	Top speed (mph)	0-100 (sec)	Economy (mpg/ltre)	CO <sub>2</sub> (g/km)
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

**Enyaq 5dr SUV £38,970-£53,120** ★★★★★  
Practical, rangy and well priced. Hits a sweet spot in the EV market. LxWxH 4649x1679x1621 **Kerb weight** 1917kg

62kWh 60 177 99 8.7 256 0  
82kWh 90 201 99 8.5 331 0  
82kWh 90x Sportline 263 99 6.9 303 0

**Enyaq Coupé 5dr SUV £46,440-£54,820** ★★★★★  
More style-led EV is the first to wear Skoda's performance badge. LxWxH 4653x1682x1660 **Kerb weight** 2204kg

82kWh vRS 299 111 6.4 312 0

**Kodlak 5dr SUV £38,730-£49,335** ★★★★★  
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. LxWxH 4697x1882x1676 **Kerb weight** 1430kg

1.5 TSI 150 148 123 9.3 37.2-39.2 164-172  
2.0 TSI 190 4x4 188 132 7.8 32.1-32.5 196-200  
2.0 vRS 242 144 6.6 32.5 198  
2.0 TDI 150 148 123 9.8 46.3-47.9 154-161  
2.0 TDI 150 4x4 148 120 9.6 44.8-47.9 155-165  
2.0 TDI 200 4x4 197 131 7.8 41.5-45.2 175-178

**SMART**

**#1 5dr SUV £35,950-£43,450** ★★★★★  
Well-executed and willfully unsexy. A capable 4x4 nonetheless. LxWxH 4270x1822x1636 **Kerb weight** 1725kg

66kWh 266 112 6.7 253 0  
66kWh Brabus 422 112 3.9 248 0

**#3 5dr SUV £39,995-£45,450** ★★★★★  
New chapter Smart goes after style-conscious, value-savvy EV buyers. LxWxH 4400x1844x1556 **Kerb weight** 1610kg

66kWh 266 112 5.8 293 0  
66kWh Brabus 422 112 3.7 258 0

**SUBARU**

**Outback 5dr estate £36,990-£42,490** ★★★★★  
Acceptable in isolation, but no class leader. LxWxH 4815x1840x1605 **Kerb weight** 1612kg

2.5i 172 130 10.2 33.0 193

**Forester 5dr SUV £37,990-£40,990** ★★★★★  
Solid, spacious and willfully unsexy. A capable 4x4 nonetheless. LxWxH 4610x1795x1735 **Kerb weight** 1488kg

2.0i e-Boxer 148 117 11.8 34.7 185

**Crosstrek 5dr SUV £34,290-£36,290** ★★★★★  
Rugged Impreza hatch has likeable capability and fewer on-road vices than before. LxWxH 4495x1800x1600 **Kerb weight** 1630kg

2.0i e-Boxer 134 123 10.8 36.8 174

**Solterra 5dr SUV £52,495-£55,495** ★★★★★  
The classic Subaru traits are all carried over into the firm's first EV. LxWxH 4690x1860x1650 **Kerb weight** 2015kg

150kWh 71.4kWh 215 99 6.9 289 0

**SUZUKI**

**Ignis 5dr hatch £17,949-£19,949** ★★★★★  
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. LxWxH 3700x1660x1595 **Kerb weight** 855kg

1.2 Dualjet 12V 83 103 12.7 52.3 110-112  
1.2 Dualjet 12V Allgrip 83 103 12.6 48.6 121

**Swift 5dr hatch £17,199-£24,270** ★★★★★  
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. LxWxH 3840x1735x1495 **Kerb weight** 890kg

1.2 Dualjet 83 12V 82 112 13.1 59.7 106  
1.2 Dualjet 83 12V Allgrip 82 106 13.8 52.3 121  
1.4 Boosterjet 48V Sport 129 130 9.1 50.4 125

**SWAC 5dr estate £29,599-£31,399** ★★★★★  
Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. LxWxH 4855x1790x1460 **Kerb weight** 1420kg

1.8 Hybrid 120 112 11.1 64.2 99

**Vitar 5dr SUV £24,849-£30,399** ★★★★★  
Utterly worthy addition to the class drives better than most. LxWxH 4175x175x1610 **Kerb weight** 1075kg

1.4 Boosterjet 48V 127 118 9.5 52.7 128  
1.4 Boosterjet 48V Allgrip 127 118 10.2 45.2 140  
1.4 Boosterjet 48V Sport 129 130 9.1 50.4 125

**ACROSS 5dr SUV £49,529** ★★★★★  
Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. LxWxH 4635x1855x1690 **Kerb weight** 1915kg

2.5 PHEV 182 112 6.0 282.4 22

**TESLA**

**Model S 5dr hatch £93,480-£113,480** ★★★★★  
Large range makes it not only a standout EV but also the future of luxury motoring. LxWxH 4978x1963x1445 **Kerb weight** 2108kg

AWD 670 155 3.1 405 0  
Plaid 1020 200 2.0 396 0

**Model 3 4dr saloon £39,990-£49,990** ★★★★★  
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. LxWxH 4694x1849x1443 **Kerb weight** 1726kg

RWD 320 140 5.3 267 0  
Long Range 434 145 4.2 360 0  
Performance 522 162 3.1 352 0

**Model Y 5dr SUV £44,990-£59,990** ★★★★★  
A compelling proposition, with respectable dynamics and a long range. LxWxH 4751x2129x1624 **Kerb weight** 2072kg

Long Range 434 133 5.0 316 0  
Performance 563 155 3.5 303 0

**Model X 5dr SUV £98,480-£124,780** ★★★★★  
A genuine luxury seven-seat electric SUV that also has a large range. LxWxH 5036x2070x1684 **Kerb weight** 2459kg

AWD 670 155 3.8 348 0  
Plaid 1020 163 2.5 340 0

	Power (kW)	Top speed (mph)	0-100 (sec)	Economy (mpg/ltre)	CO <sub>2</sub> (g/km)
<b>TOYOTA</b>					
<b>Aygo X 5dr hatch £16,130-£19,050</b> ★★★★★					

City car returns from SUV boot camp ready for the ultimate series of speed bumps. LxWxH 3700x1740x1525 **Kerb weight** 1025kg

1.0 VVT-i 71 98 14.9 57.6 110

**Yaris 5dr hatch £22,630-£28,925** ★★★★★  
Stylish interior but ultimately a scaled-down version of bigger Toyotas. LxWxH 3495x1695x1510 **Kerb weight** 1310kg

1.5 VVT-i Hybrid 114 109 9.7 65.7-68.9 92-98

**GR Yaris 5dr hatch £32,205-£35,705** ★★★★★  
Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. LxWxH 3995x1805x1455 **Kerb weight** 975kg

1.6 AWD 253 143 5.5 na 186

**Corolla 5dr hatch £30,495-£35,975** ★★★★★  
Rebranded hatch has rolling refinement, interior ambience and affable handling. LxWxH 4370x1790x1435 **Kerb weight** 1340kg

1.8 VVT-i Hybrid 122 111 9.2 57.6-62.8 102-112  
2.0 VVT-i Hybrid 180 111 7.5 53.3-57.6 111-120

**Corolla Touring Sports 5dr estate £31,830-£37,690** ★★★★★  
More practical estate bodystyle proves just as capable with hybrid power. LxWxH 4650x1790x1435 **Kerb weight** 1440kg

1.8 VVT-i Hybrid 122 111 9.2 56.5-62.8 103-113  
2.0 VVT-i Hybrid 180 111 7.5 53.3-56.5 112-121

**Prius 5dr hatch £24,890-£35,400** ★★★★★  
Better all round compared with its predecessors. Challenging looks, though. LxWxH 4540x1760x1470 **Kerb weight** 1375kg

1.8 VVT-i Hybrid 120 112 10.6 58.9-67.3 94-109

**Prius Plug-in Hybrid 5dr hatch £32,645-£34,745** ★★★★★  
Plug-in version is clever and appealing. Seems more comfortable in its skin. LxWxH 4645x1760x1470 **Kerb weight** 1530kg

1.8 VVT-i Hybrid 120 101 11.1 188.3-217.3 29-35

**Yaris Cross 5dr SUV £25,500-£34,875** ★★★★★  
A credible compact SUV, buoyed by good driving dynamics and efficiency. LxWxH 4180x1765x1595 **Kerb weight** 1175kg

1.5 Hybrid 114 106 11.2 56.5-64.2 100-112  
1.5 Hybrid AWD 114 106 11.8 56.4 116  
1.5 Hybrid 130 128 na 10.7 na 116

**C-HR 5dr SUV £31,290-£43,540** ★★★★★  
Coupe-shaped crossover certainly turns heads and impresses on the road. LxWxH 4360x1795x1565 **Kerb weight** 1320kg

1.8 Hybrid 119 105 11.0 57.7-58.9 109-110  
2.0 Hybrid 181 112 8.2 53.3-54.3 119

**bZ4X 5dr SUV £46,110-£54,410** ★★★★★  
Toyota's first EV is a solid all-round effort - just don't expect futuristic looks. LxWxH 4690x1860x1600 **Kerb weight** 2000kg

71.4kWh 201 99 7.5 na 0  
71.4kWh 215 99 6.9 na 0

**RAV4 5dr SUV £39,875-£48,990** ★★★★★  
A solid option but ultimately outgunned by Korean competition. LxWxH 4605x1845x1675 **Kerb weight** 1605kg

2.5 Hybrid 194 112 8.4 50.4-51.3 126-131  
2.5 Hybrid AWD 194 112 8.1 47.9-48.7 131-134  
2.5 PHEV 302 112 6.0 na na

**Mirai 4dr saloon £53,995-£64,995** ★★★★★  
A courageous endeavour, and one with the trappings of future accountability. LxWxH 4975x1885x1470 **Kerb weight** 1905kg

Hydrogen FCV 174 109 9.0 69.4mpk/g 0

**GR Supra 2dr coupé £50,545-£58,580** ★★★★★  
Brings welcome music, fun and variety to the affordable sports car class. LxWxH 4379x1292x1854 **Kerb weight** 1541kg

2.0i 250 165 5.2 38.7 167  
3.0i 335 165 4.3 34.5 188

**VAUXHALL**

**Corisa 5dr hatch £19,625-£38,585** ★★★★★  
Improved in many ways but lacks the appeal to match its price. EV is more likeable. LxWxH 4060x1765x1433 **Kerb weight** 1141kg

1.275 72 108 12.4 53.3 125  
1.2 100 97 121 9.3 48.7-52.3 126-134  
50kWh Electric 132 93 7.6 209 0

**Astra 5dr hatch £22,960-£43,260** ★★★★★  
Eye-catching, refined and polished to drive, but less practical than its predecessors. LxWxH 4373x1860x1441 **Kerb weight** 1341kg

1.2 Turbo 110 108 124 10.2 54.3 119  
1.2 Turbo 130 128 134 9.9 54.3 119  
1.6 Hybrid 178 140 9.3 201-256 24-31  
1.6 Hybrid 6Se 178 140 7.7 na na  
54kWh 153 106 9.2 258 0

**Astra Sports Tourer 5dr estate £29,160-£45,460** ★★★★★  
More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. LxWxH 4642x1800x1480 **Kerb weight** 1346kg

1.2 Turbo 110 108 124 10.8 52.3-53.3 125-127  
1.2 Turbo 130 128 130 9.9 49.6-51.4 127-133  
1.6 Hybrid 178 140 9.3 201-256 24-31  
1.6 Hybrid 6Se 178 140 7.7 na na  
54kWh 153 106 9.2 256 0

**Crossland 5dr SUV £28,190-£30,330** ★★★★★  
Still only a mid-pack player in a busy crossover market, but simple and easy to operate. LxWxH 4212x1765x1605 **Kerb weight** 1245kg

1.2i 83 81 105 14.0 47.1 142  
1.2i Turbo 110 108 117 10.6 47.1 140  
1.2i Turbo 130 128 128 9.1 44.1-48.0 136-146

**Mokka 5dr SUV £24,660-£45,580** ★★★★★  
Radically overhauled crossover now comes with the option of battery-electric power. LxWxH 4151x1791x1531 **Kerb weight** 1750kg

1.2 100 99 115 9.6 51.4 124  
1.2 130 128 125 9.1 47.1-50.4 126-137  
50kWh Electric 134 93 8.7 201 0

**Grandland 5dr SUV £29,620-£45,850** ★★★★★  
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. LxWxH 4477x2098x1609 **Kerb weight** 1350kg

1.2 Turbo 130 128 117 10.4 45.6 141-147  
1.6 Hybrid 223 140 8.9 192-210.0 34  
1.5 Turbo D 130 128 119 12.3 54.3 136

**Combo Life 5dr MPV £21,390-£36,695** ★★★★★  
Van-based people carrier is usable, spacious and practical, and now electric-only. LxWxH 4403x1841x1921 **Kerb weight** 1474kg

1.5 Turbo D na 114 10.6-12.7 54.3-58.8 129-137

	Power (kW)	Top speed (mph)	0-100 (sec)	Economy (mpg/ltre)	CO <sub>2</sub> (g/km)
<b>VOLKSWAGEN</b>					
<b>Polo 5dr hatch £20,965-£32,570</b> ★★★★★					

A thorough going-over makes it more mature, but the Polo is still a bit boring. LxWxH 4053x1946x1461 **Kerb weight** 1105kg

1.0 80 78 106 15.4 51.4 125  
1.0 TSI 95 93 116 10.8 48.7-53.3 120-127  
1.0 TSI 110 108 121 9.9 53.3-54.3 118-119  
1.0 TSI GTI 204 149 6.5 38.8-41.5 155

**Golf 5dr hatch £26,945-£44,550** ★★★★★  
New strengths and familiar ones carry it back to the class lead, but only marginally. LxWxH 4284x1789x1492 **Kerb weight** 1231kg

1.0 TSI 110 108 126 10.2 53.3 121  
1.5 TSI Evo 130 128 130 9.1 51.4-53.3 121-124  
1.5 TSI Evo 150 148 139 8.9 50.4-51.4 124-128  
1.4 TSI GTE 242 140 6.7 235.4 27-28  
1.4 TSI GTI 242 165 6.4 38.2 169  
2.0 TSI 300 6T 296 155 5.6 38.2 167  
2.0 TSI 320 R 4Motion 296 155 4.7 36.2 177  
2.0 TDI 115 113 126 10.2 67.3-68.9 107-110  
2.0 TDI 150 148 139 8.8 64.2 116-117  
2.0 TDI 200 6TD 197 152 7.1 54.3 137

**Golf Estate 5dr estate £27,935-£46,555** ★★★★★  
Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. LxWxH 4633x1789x1497 **Kerb weight** 1295kg

1.0 TSI 110 108 126 10.5 51.4 124  
1.5 TSI 130 128 133 9.4 52.4 123  
1.5 TSI 150 148 139 8.7 49.6 128  
2.0 TSI R 4Motion 316 155 4.9 35.8 178  
2.0 TDI 115 113 126 10.5 64.2 114  
2.0 TDI 150 148 139 9.1 61.4 121  
2.0 TDI 4Motion Alltrack 198 142 7.1 50.4 147

**ID 3 5dr hatch £37,430-£43,185** ★★★★★  
A very mature electric car whose substance of engineering is central to its appeal. LxWxH 4261x1809x1568 **Kerb weight** 1730kg

50kWh 201 99 7.3 261 0  
77kWh 201 99 7.9 357 0

**Passat Estate 5dr estate £38,490-£42,840** ★★★★★  
All the Passat's redeeming features in spacious, practical estate form. LxWxH 4767x2083x1516 **Kerb weight** 1395kg

1.5 TSI Evo 150 148 133 8.9 44.8-45.6 144-151  
2.0 TDI 150 148 130-132 9.1 56.5-57.6 128-132

**ID 7 4dr saloon £55,570** ★★★★★  
Electric replacement for Passat has eyes on Tesla as Volkswagen's first EV saloon. LxWxH 4981x1862x1536 **Kerb weight** 2172kg

77kWh 282 112 6.5 375-386 0

**Arteon 4dr saloon £41,890-£58,405** ★★★★★  
VW's flagship saloon is well made and luxurious but rather bland to drive. LxWxH 4862x1871x1450 **Kerb weight** 1505kg

1.5 TSI 150 148 137 8.9 42.8-44.8 144-151  
2.0 TSI 190 187 149 7.9 36.2-38.2 168-178  
2.0 TSI R 4Motion 316 155 4.9 31.0 207  
2.0 TDI 150 148 137 9.3 56.4-58.9 126-134  
2.0 TDI 200 197 147 7.9 51.4-54.3 137-145  
2.0 TDI 200 4Motion 197 145 7.4 46.3 159

**Arteon Shooting Brake 5dr estate £43,445-£50,355** ★★★★★  
Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. LxWxH 4866x1871x1450 **Kerb weight** 1529kg

1.5 TSI 150 148 135 8.9 42.2-43.5 145-153  
2.0 TSI 190 187 145 7.9 36.8-37.2 171-179  
2.0 TSI R 4Motion 316 155 4.9 31.0 207  
2.0 TDI 150 148 135 9.4 54.3-57.6 128-136  
2.0 TDI 200 197 145 7.9 50.4-53.3 139-147  
2.0 TDI 200 4Motion 197 143 7.4 46.3 161

**Touren 5dr MPV £33,980-£36,535** ★★★★★  
Dull overall, but it's a capable MPV, well made and hugely refined. LxWxH 4527x1829x1659 **Kerb weight** 1436kg

1.5 TSI Evo 150 148 118 11.4 38.8-40.9 154-162

**T-Cross 5dr SUV £23,360-£31,585** ★★★★★  
Compact crossover delivers a classy, substantial feel on UK roads. LxWxH 4108x1760x1584 **Kerb weight** 1270kg

1.0 TSI 95 93 112 11.5 47.9 132-133  
1.0 TSI 110 108 117 9.9-10.4 42.8-48.7 132-149  
1.5 TSI Evo 150 147 124 8.5 46.3-47.1 136-138

**Taigo 5dr SUV £24,950-£33,675** ★★★★★  
Crossover-coupe-SUV-type thing fills a niche. Likeable enough. LxWxH 4266x1757x1518 **Kerb weight** 1407kg

1.0 TSI 95 95 114 11.1 51.4 124  
1.0 TSI 110 110 119 10.4 51.4-52.3 124-125  
1.5 TSI 150 150 132 8.3 47.9 138

**T-Roc 5dr SUV £28,540-£45,465** ★★★★★  
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. LxWxH 4234x1992x1673 **Kerb weight** 1270kg

1.0 TSI 110 108 115 10.8 43.5-46.3 133-146  
1.5 TSI Evo 150 148 127 8.4 40.9-47.9 144-158  
2.0 TSI 190 188 135 6.8 36.2 177-178  
2.0 TSI R 300 4Motion 298 155 4.9 31.7 201  
2.0 TDI 115 113 116 10.4 56.5-60.1 137-146  
2.0 TDI 150 148 124 8.8 50.4-53.3 140-146

**Tiguan 5dr SUV £34,070-£45,415** ★★★★★  
An improvement on the previous model and will continue to sell by the bucketload. LxWxH 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI Evo 130 128 119 10.9 44.1-44.8 143-146  
1.5 TSI Evo 150 148 126 9.2-9.4 38.2-42.2 143-168  
2.0 TDI 150 148 125-127 9.4 47.1-50.4 146-157  
2.0 TSI 320 R 4Motion 316 155 4.9 30.7 215

**Tiguan Allspace 5dr SUV £36,620-£48,760** ★★★★★  
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. LxWxH 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI Evo 150 148 123 9.5-10.3 37.2-39.2 164-176  
2.0 TSI 4Motion 188 132 6.2-7.7 32.5 193  
2.0 TDI 150 148 126 9.7 44.8-47.1 164-165  
2.0 TDI 150 4Motion 148 123-124 8.8 41.5 177-179  
2.0 TDI 200 4Motion 197 132 7.8 40.4-41.5 176-184

**ID 4 5dr SUV £42,640-£54,205** ★★★★★  
Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. LxWxH 4584x1852x1640 **Kerb weight** 1890kg

150kWh 77kWh 204 99 8.5 317 0  
220kWh GTX 299 112 6.2 301 0

	Power (kW)	Top speed (mph)	0-100 (sec)	Economy (mpg/ltre)	CO <sub>2</sub> (g/km)
<b>SEAT</b>					

# SLIDESHOW

Fabulous  
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**T**he first fibreglass-bodied car was an American roadster of 1949, the Glasspar G2. In the 75 years since, there has been no shortage of weird and wonderful cars with a fibreglass body, and some with a fibreglass monocoque too. Some engineers may look down their nose at fibreglass, but here are some significant cars with the whiff of epoxy resin that the world would have been a duller place without.



## Lancia Stratos 1973

Created for rallying, this mid-engined coupé featured clamshell nose and tail sections, fashioned from fibreglass, that pivoted up towards the sky. Sat in the engine bay was the 2.4-litre V6 from Ferrari's Dino. Marcello Gandini designed it after Nuccio Bertone bought a friend's Lancia Fulvia and set about creating a new concept. The result was the Stratos Zero, a car so low that Bertone drove it to Lancia's race works and passed straight under the security barrier. The Stratos went on to dominate the WRC, winning the 1974, 1975 and 1976 titles, and would have won more had parent firm Fiat not dictated that its 131 Abarth take over. Lancia made 492 road-going Stratoses for homologation, and they sell for big money today.



## Matra Rancho 1977

Paradoxically remembered for being forgotten, the Rancho was ahead of its time - and not just for its fibreglass body and plastic cladding - being a precursor to modern crossovers as a car that looked like a 4x4 but was actually 2WD. It sat on the floorpan of the humble 1967 Simca 1100 (they have identical wheelbases) and Matra borrowed a 1.4-litre engine from Chrysler. The Grand Raid version got a limited-slip differential, skidplates, a winch and an extra spare wheel up on the roof.



## Renault Espace 1984

The Espace was a clever concept that remains one of the most practical and versatile cars ever made. Europe's original people carrier, it had seven independent seats, the rear five of which could be folded or lifted out, while the front pair could spin around to let you have a family picnic. Its steel and fibreglass construction helped offset its height, making it surprisingly sprightly. Sadly, the Espace has left the MPV world that it helped create: the latest one is inevitably an SUV.



## Alpine A610 1991

Here was a 160mph mid-rear-engined sports car that really excited Autocar's road testers. Its 247bhp 3.0-litre turbo V6 was positioned to give a 43:57 front-to-rear weight distribution that combined with a lithe chassis to deliver a tactile and engaging driving experience. However, it was quite expensive and didn't have the badge chops to compete with the likes of the Porsche 944. Only around 56 were sold in right-hand drive, 42 of which survive today.



## TVR Griffith 1991

The reborn Griffith had it all: Coke-bottle curves, a bellowing V8 engine, a wraparound cockpit and roadholding that was just about on the right side of lively. It was also significant for predating the era when TVR decided to make everything itself, from the engines to silly electrically operated door releases, after which reliability became a fractious issue that led to owners' patience being tested harder than the cars' rear tyres.



## Lotus Elise 1996

Lotus was one of the early pioneers in fibreglass. The pretty 1957 Elite used it for its monocoque - an unusual approach that would have benefited from more development, as on early cars the suspension would detach itself. The Elise also had lots of teething troubles, but it became a huge hit. The adaptable extruded aluminium platform and fibreglass body, styled by Julian Thomson, put a modern spin on Lotus's 'less is more' philosophy.



## Noble M12 GTO 2000

Designer and engineer Lee Noble took the world by surprise when he released the M10 in 1999 and it proved to be the most exciting British sports car in years. He followed it up with the M12: its fibreglass body was laid over a steel spaceframe chassis with a twin-turbocharged Ford V6 in the middle. Noble would later sell the rights to the car to American company Rossion, which produced it for the US market as the Q1.

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11/550	2.5HP	9.3	50ltr	£169.98	£215.98	£203.98
16/550	3HP	14.5	50ltr	£239.00	£298.80	£286.80
16/1050	3HP	14.5	100ltr	£299.00	£370.80	£358.80

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**1**  
**£154.99 exc.VAT**  
**£185.99 inc.VAT**

**2**  
**£279.00 exc.VAT**  
**£334.80 inc.VAT**

Model	Desc.	exc.VAT	inc.VAT
1 CBB209C	9 Dr Chest	£154.99	£185.99
2 CBB217C	7 Dr Cabinet	£279.00	£334.80
CBB205C	5 Dr Chest	£149.98	£179.98
CBB213C	3 Dr Cabinet	£259.00	£310.80

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Inverters	Max Output	Weight KG	exc.VAT	inc.VAT
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IG1700F	1700W	22	£249.00	£298.80
IG1200D	1100W	12.4	£279.00	£334.80
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MIG 135TE

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MIG100NG	35-90	£134.99	£161.99
MIG100NG	40-100	£149.98	£179.98
PRO90	24-90	£249.00	£298.80
135TE Turbo	30-130	£289.98	£347.98
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4000	6L	2200	£164.99	£197.99
JS1224U 12/24V	8L	1200	£196.99	£236.39

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**£51.59 inc.VAT**  
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CTJ2250LP	Low Profile	2.25	£49.95	£59.94
CTJ3000GB	Pro Garage	3	£109.98	£131.98
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CTJ2QLP	Low Quick Lift	2	£159.98	£191.98

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