

Britain's biggest and best car buyer's guide **November 2024**

WHAT CAR?

EXCLUSIVE
OWNER DATA

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Including the two that never break down

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TESLA MODEL Y

LEXUS ES

PORSCHE CAYMAN

BMW i4

TOYOTA AYGO X

ZERO
FAULTS

AUDI Q2

RANGE TEST



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November 2024

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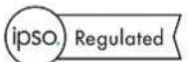
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THE BRAND



It's still a high scorer, but Lexus is no longer king of the hill for reliability



All eras come to an end. No one can win them all. And yet as shocks go, Lexus failing to see off all comers and top this year's

What Car? Reliability Survey is right up there with James 'Buster' Douglas knocking out Mike Tyson.

True, Lexus isn't out for the count; it still performed very well in our poll of almost 30,000 car owners. But after seven years in which the Japanese manufacturer set the standard, we have a new brand in the number one spot this year.

'The gap between the most and least dependable cars is just as big as ever'

Just as significantly, the 2024 data shows that the gap between the most and least dependable cars is as

big as ever, with two models suffering no faults at all, but others letting down more than half of owners.

These results are already influencing our test verdicts, so before you flip to page 36 to see who finished where, I'd just like to say a huge thank you to everyone who took part in this year's survey.

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Target Price

The What Car? Target Price is the maximum we think you should pay for your new car. It's set by our team of mystery shoppers, who spend every day haggling with dealers to see what discounts are available across the UK.



The What Car? Target PCP is a fair monthly payment to aim for if you're taking out a personal contract purchase (PCP) finance agreement. Unless otherwise stated, it's based on a 48-month term with a 15% deposit and an 8000-mile annual limit.

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In association with



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Just how far can electric cars really go on a full charge in optimum conditions? To find out, the What Car? team took two days out of the office to put 11 of the latest (and one of the oldest) through a scientific test of endurance. The results might surprise you

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HURRY, OFFER ENDS 2 DECEMBER 2024



Volvo EX90

Seven-seat electric flagship goes big on range, technology and... most other things **On sale** Late 2024 **Price from** £96,255



Doug Revolta
doug.revolta@haymarket.com

BIG CITIES, big personalities, big portions; America does things big. It's an appropriate place to build the new Volvo EX90, then.

If you're unfamiliar with the name, the EX90 is Volvo's new flagship seven-seat electric SUV, which will sit above the petrol-powered XC90 in the Swedish firm's line-up as an electric alternative. It's quite a big beast at just over five metres long; it's 84mm longer than the XC90.

Unsurprisingly, it comes with a considerable price tag, too, which means it will be mixing with the likes of the five-seat Audi Q8 e-tron and BMW iX, as well as seven-seat versions of the Mercedes-Benz EQS SUV. Plus, there are cheaper seven-seat electric SUVs, such as the Kia EV9 and Peugeot e-5008, to consider.

What's it like to drive?

There are two versions of the EX90: the Twin Motor and the Twin Motor Performance. Both use the same four-wheel drive set-up with two electric motors, one on each axle.

The Twin Motor has 402bhp and can officially cover the 0-60mph sprint in 5.7sec, while the Twin Motor Performance ups the power to 510bhp and drops the 0-60mph time down to 4.7sec. We've driven the Performance model so far, and it feels very quick indeed, yet it's easy to meter out as much power as you need. There's no spikiness in the accelerator response at low speeds, so driving smoothly comes naturally.

Likewise, the EX90 has direct, well-weighted steering, so it's no effort to calmly ease this vast SUV around town or along the motorway. All models have enormous, 22in alloy wheels and air suspension as standard, with two modes: Sport and Comfort. However, being tall and tipping the scales at a chunky 2700kg

(the battery alone is around 600kg), the EX90 does lean noticeably in corners, even in Sport mode. You're unlikely to be looking at this car if you're after B-road thrills, but the Q8 e-tron is tidier in the twisties.

In Comfort, meanwhile, the EX90 delivers a plush ride. You don't glide down the road (you are aware of bumps

KEY FACTS

Volvo EX90 Performance Ultra

Price	£100,555
Engine	Two electric motors
Power	510bhp
Torque	280lb ft
Gearbox	1-spd automatic
Battery size	107kWh (usable)
0-60mph	4.7sec
Top speed	112mph
Official range	374 miles



HAVE I SEEN YOU BEFORE?
 The EX90 is made up of 15% recycled steel and 25% recycled aluminium, as well as 48kg of recycled plastics and bio-materials (accounting for 15% of the car's plastics).



Every EX90 has 22in wheels; no other sizes are offered



Infotainment system will receive updates over the air



Underbonnet storage is just the job for charging cables

and imperfections passing beneath you), but for the most part you're well isolated from what's happening between your bottom and the road.

You won't notice many audible thwacks from the suspension inside, and the trend is generally towards quietness. Wind and road noise are minimal; a third-row passenger could probably hold a conversation with the driver at a whisper on the motorway.

And what about the range? Both versions of the EX90 offer an official range of 374 miles from their massive, 111kWh batteries (with a usable capacity of 107kWh). That's pretty close to the 382 miles promised by the iX xDrive50 and handily beats the EV9 RWD (349 miles). During our test drive, though, we took the battery down from 99% to 3% and were able to cover 305 miles. Plus, that was in close-to-optimal weather conditions: 25deg C.

What's it like inside?

The EX90 perches you high up on a comfy, electrically adjustable seat with a massaging function and adjustable lumbar support.

Visibility is fantastic in all directions, and a 360-degree camera plus a full set of sensors provide further parking assistance.

The 9.0in digital instrument panel is attached to the steering column, so it's always visible no matter how you adjust the steering wheel. There's a useful head-up display, too. The EV9's dashboard, by comparison, has many screens that are easily blocked by the wheel.

The central 14.5in touchscreen infotainment system has been developed by Google and comes with the brand's navigation and voice control built in. The screen on our test car was really snappy and responsive, with no glitches at all, and it operated as smoothly as you'd

expect a high-end tablet to. However, while it's simple to use your tablet while lounging around on the sofa at home, cycling through menus to adjust suspension and climate control settings is distracting when you're travelling at 70mph. The physical rotary controller between the iX's front seats is much easier to use.

Wired Android Auto and wireless Apple CarPlay are currently absent but will be added as an over-the-air update in the future (more about this later). Still, with Google Maps and Spotify on hand from the get-go, you might not miss smartphone mirroring too much.

A variety of plush materials and a choice of classy wood finishes give the dashboard a feeling of quality, but the EX90 is let down a bit by some cheaper-feeling areas. On the steering wheel, for example, the left and right banks of controls are set in flimsy-feeling slabs of >>



1 Door mirrors and steering wheel are adjusted via the touchscreen; physical buttons would be easier

2 Seat upholstery choices are a pleasing recycled 'Nordico' material or a wool blend. Leather trim is not available

3 A 25-speaker Bowers & Wilkins hi-fi system is standard and sounds crisp and punchy, thanks to its 1610W total output

4 Birch Wood and Light Ash dashboard trim inlays help to impart a classy ambience inside, but the BMW iX is smarter still



Rearmost seats offer about as much room as the XC90's



Adaptive 'pixel' LED headlights are fitted as standard



The regular EX90 has 402bhp on tap; Performance version ups this to 510bhp for an official 0-60mph time of 4.7sec



plastic. The iX has a more consistently luxurious feel inside, but the EX90 is a step up in plushness from the cheaper EV9.

How practical is it?

Up front, even tall drivers and passengers should find plenty of room to get comfortable. There's also lots of storage around, including a deep cubby under the central armrest and another open, upholstered storage tray under the centre console, plus sizeable door bins.

RIVALS



BMW iX

★★★★○

Only five seats and not as spacious, but even more comfortable and luxurious inside.



Kia EV9

★★★★○

Feels cheaper inside, but more practical (especially in the third row) and a lot less expensive.



'Every EX90 offers an official range of 374 miles from a 107kWh (usable) battery'

Tall adults in the middle row will find enough head and leg room to stretch out and relax on a long journey, while the wide interior and flat floor allow three to sit side by side in some comfort. There are Isofix child seat mounts on the outer two seats and the middle seat has a handy built-in pop-up booster cushion.

All EX90s come with seven seats (still rare for electric cars), and access to the third row is good. The seats back there offer similar space to those of the XC90; the middle row slides forwards to free up some third-row leg room, but while children will be fine (again, you get Isofix points), adults will only want to sit here for short stints. The EV9 can seat adults in the third row more comfortably.

With all seven seats in place, boot capacity is 310 litres, including a generous underfloor storage space (where you'll also find a spot to store the load cover). There's no loading lip and you can lower or raise the car's rear suspension to help load things in and out.

With the rearmost seats down, overall capacity increases to 655 litres. That's less than the EV9 offers but beats the Q8 e-tron and iX. The EX90 also has a handy 34-litre front boot that's ideal for stashing the charging cable.

How much will it cost?

The EX90 is cheaper than the eye-wateringly expensive EQS SUV but much pricier than other electric seven-seaters, such as the EV9 and especially the e-5008. It's closer in price to the premium five-seat iX and Q8 e-tron.

This being so, it's a shame that the first cars to be delivered will miss some equipment due to production delays caused by software issues. These include the smartphone mirroring mentioned earlier, along with two advanced driver assistance systems that can detect hazards at junctions and automatically apply the brakes. Volvo has given no indication as to how long buyers will need to wait for these updates, and it's disappointing that such an expensive car misses out on this common tech.

Software anomalies aside, the EX90 comes with a substantial equipment list in its one available trim level: Ultra. Four-zone climate control, massaging seats, a 25-speaker sound system and air suspension are all standard.

All versions can charge at a maximum rate of 250kW, enabling a 10-80% top-up in around 30 minutes if you can find a suitable charger. Going from flat to full will take around 15 hours if you use a 7kW home wallbox charger.

Being so heavy means the EX90 isn't particularly efficient. On our test drive of around 300 miles, including a lot of start-stop traffic in ideal conditions, the trip computer suggested 3.1 miles/kWh, and that's nothing to write home about. So, while the EX90 will be able to travel a long distance on a full charge, the cost in electricity to do so will be higher than in many other EVs.

Volvo says the EX90 is its safest car yet, but we'll have to wait for the car to be assessed by the safety experts at Euro NCAP to see if that claim is backed up by crash test results.

It's too soon to have any reliability data on the EX90, but Volvo finished 12th out of 31 in the overall brand league table of the 2024 What Car? Reliability Survey. Every EX90 comes with a three-year or 60,000-mile warranty.

WHATCAR? SAYS

A fine blend of luxury and practicality, but pricey, and some rivals are roomier still





Audi Q5

Upmarket family SUV ramps up the technology as it moves into a new generation **On sale** Spring 2025 **Price from** £49,000 (est)



Stuart Milne
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"SIMPLIFY AND ADD lightness," Lotus founder Colin Chapman once said. And in one regard, Audi has taken the latter part to heart with the new Q5. That's because the latest generation will trip the light fantastic with headlights and tail-lights that are able to create intricate 3D patterns, plus interior illumination that creates a range of different ambiances.

Yet far from simplifying, the new Q5 will be among the brand's most sophisticated cars yet. It's based on new underpinnings shared with the upcoming A5 executive car and will initially be powered by petrol and diesel engines featuring fuel-saving mild hybrid electrical assistance. A plug-in hybrid model will arrive later, but there won't be an electric Q5; the new Q6 e-tron assumes that role.

The mild hybrid system works slightly differently from those of most other models, in that it allows the Q5 to move for short distances, such as when parking, under electric power alone. More conventionally, it assists the engine when accelerating and can run the climate control when the engine is off.

Producing 201bhp, the entry-level 2.0-litre petrol engine is available with front or four-wheel drive and, like the rest of the range, comes with a seven-speed automatic gearbox. The 2.0-litre diesel is related to those found in the current Q5 and Volkswagen Tiguan, among others, and is four-wheel drive only. Official

average fuel economy stands at 44.1mpg for the most efficient petrol version and 47.9mpg for the diesel. A sporty SQ5 will once again top the range with a 362bhp 3.0-litre petrol V6.

Regular Q5s have suspension that's said to be tuned for comfort. The SQ5 has a firmer set-up that can soften itself when riding



New Q5 is about 35mm longer than its predecessor, but interior space is similar; the boot has shrunk slightly, though

RIVALS



BMW X3



Excellent to drive, with a superb selection of engines and a classy interior.



Mercedes-Benz GLC



Spacious and eye-catching inside; plug-in hybrid version has a long electric range.



1 Large, illuminated switch panel controls the headlights, as well as the windows, mirrors and door locking functions

2 Clever lighting behind the main, curved display makes it look like it's floating on top of the dashboard

3 Temperature controls are on permanent display, but there are no physical infotainment switches, apart from a volume knob

4 Optionally, the front passenger can have their own 10.9in display; the driver sees nothing but a blank screen



As touchscreens go, this 14.5in display is one of the best



Driver can customise the clever lights in various ways



Rear seats can be adjusted to aid leg room or boot space

over particularly bumpy surfaces, such as cobblestones. Adaptive air suspension is optional, allowing drivers to manually stiffen or soften the ride to suit the driving conditions.

The clever exterior lighting is carried over from the Q6 e-tron, allowing the driver to configure patterns in the front and rear lights; the rear lights can even display symbols to warn motorists behind of upcoming dangers. There's similar smart lighting inside that can show when the car is locked or unlocked.

We've had a chance to sit in the new Q5, and the interior is very similar to what we've seen in other recent Audi models, including the A5 and Q6 e-tron.

As in those cars, the Q5's infotainment system is centred around a large, 14.5in touchscreen. It would, of course, be better if there were more physical controls for the main functions (the previous, pre-facelift Q5 had a handy rotary controller between the front seats), but the screen looks crisp and is quick to respond to inputs. Overall, this is one of the better touchscreen systems out there.

It's based on Android Automotive technology and can use information gathered from other devices to optimise the car's

autonomous driving technology. It can be updated over the air and doesn't require a smartphone connection to operate some third-party apps, such as YouTube.

In addition to the central infotainment screen and customisable digital instrument panel in front of the driver, an optional 10.9in display can be added on the passenger's side. This allows the occupant of that seat to perform tasks such as setting new navigation destinations without the need to reach across to the central screen. The display is shielded from the driver, to avoid distracting them.

We've already seen the Q5's head-up display in the Q6 e-tron and were impressed with the amount of information it can display, plus the depth at which it beams things onto the screen, because this requires the driver to refocus their eyes less.

'A sporty SQ5 will once again top the range with a 362bhp 3.0-litre petrol V6'

There's a nice mixture of materials inside, but that glitzy dashboard layout and shiny black trim can't disguise the fact that the new Q5 doesn't feel quite as classy and robust as its predecessor.

Space in the rear seats is virtually the same as in the old Q5, meaning tall adults are well catered for in the second row. Cars fitted with a glass roof have a lot less head room than those without one, though.

The rear seats can be slid forwards or backwards to prioritise boot space or rear leg room, and the seatbacks recline for extra comfort. While Audi hasn't yet revealed the boot size with the rear seatbacks up, its capacity is 1473 litres with them folded – less than what you get in the outgoing Q5, BMW X3 and Mercedes-Benz GLC.

Practicality is boosted by an enlarged centre console cubby and wireless charging that can cool your phone. A pair of front USB-C sockets can optionally charge at up to 60 watts, with 100 watts supplied by those in the rear, allowing them to charge laptops directly.

The new Q5 is expected to be priced at a similar level to the outgoing Q5, starting at around £49,000.

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Peugeot 3008

Mild hybrid petrol version joins its electric sibling in this rakish-looking family SUV's line-up **On sale Now Price from £34,660**



Lawrence Cheung

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WHEN THE LATEST iteration of Peugeot's 3008 family SUV first arrived earlier this year in electric (e-3008) guise, we were impressed with its long official range and the quality of its interior, but one of the issues we had was its high price (starting at more than £45,000). Well, it has now been joined by a cheaper petrol 3008 Hybrid that's more competitively priced.

With a mild hybrid 1.2-litre engine producing 134bhp and a 0-62mph time of 10.2sec, the 3008 isn't as quick as the Cupra Formentor 1.5 TSI 150 – a rival with a similarly swoopy roofline – but it's similar to the 1.8-litre Toyota C-HR. While the 3008 doesn't feel all that urgent off the line, it has plenty of punch for accelerating up to motorway speeds or overtaking slower cars.

The ride is on the firm side, so you can feel bumps and potholes as you pass over them, but it's well controlled and doesn't thump or thwack over sharp ridges as much as in the e-3008.

The engine is quite noisy on start-up, but it soon fades into the background and the electric motor can propel the car along quietly in very

short stints. Meanwhile, with less road noise than in a Formentor and minimal wind noise, the 3008 is a refined, relaxing motorway cruiser.

There's quite a lot of travel in the brake pedal before anything happens, but thankfully the brakes are less grabby than the Peugeot 408's, so stopping smoothly is relatively easy. The regenerative braking system (which harvests some energy when you lift off the accelerator pedal and actively slows the car down) could operate more smoothly, though.

Despite its sharp looks, the latest 3008 is still a car that suits being driven at a laid-back pace, with light steering tailored towards making low-speed manoeuvres a doddle. That said, while the 3008 leans more than the Formentor through corners, it doesn't sway about too much.

The interior is a development of Peugeot's unusual i-Cockpit dashboard layout, and that's good news for those who struggled with the old one. You still get a high-set instrument panel that's viewed over (rather than through) a tiny steering wheel, but it's now easier to place the latter in a more comfortable position without obstructing your view of the display.

The driver's display now merges with the infotainment touchscreen to form a single, curved panel. The infotainment screen is easy to view and reach from behind the wheel, and the graphics are crisp, but most of the menus remain convoluted, with too many submenus to sift through – a problem exacerbated by the absence of physical controls for the air-con.

As with the e-3008, the petrol model feels more upmarket than many rivals, with a variety of tactile materials on display, and the sloping



Ride is better than in e-3008, and the interior impresses

KEY FACTS

Peugeot 3008 1.2 Hybrid Allure

Price	£34,660
Engine	3cyl, 1199cc, turbo, petrol, plus electric motor
Power	134bhp at 5500rpm
Torque	170lb ft at 1750rpm
Gearbox	6-spd automatic
0-62mph	10.2sec
Top speed	125mph
Fuel economy	51.4mpg (combined)
CO ₂ , tax band	123g/km, 29%

roofline doesn't massively compromise space in the rear seats. There's more leg room than in the back of a C-HR, and while head room isn't as generous as in the old 3008, it's still more than what you'd find in an Audi Q3 Sportback. What's more, the boot is huge, at 588 litres; that's larger than most rivals'.

As we said earlier, the 3008 is reasonably priced if you're buying outright; although it's more than the C-HR, it's a similar price to the Formentor and significantly less than the Renault Rafale. We recommend sticking with entry-level Allure trim, because it has plenty of standard equipment and keeps the cost down.

WHATCAR? SAYS

Notable for its upmarket interior and huge boot, but average in other respects



RIVALS



Cupra Formentor



Good to drive, with a smart-looking and very well-equipped interior. Could be quieter, though.



Renault Rafale



Spacious and attractive inside, but pricey next to most rivals and a bit of a letdown to drive.

'The plug-in hybrid's official 70-mile battery range eclipses those of rival PHEVs'



Cupra Terramar

Bigger sister to the Formentor completes Cupra's combustion-engined SUV line-up **On sale** Early 2025 **Price from** £35,000 (est)



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THE IDEA BEHIND the new Cupra Terramar is very simple. In the same way that chorizo is a spicier, more flavoursome Spanish alternative to the German bratwurst, the Terramar is a sportier serving of the Volkswagen Tiguan family SUV. Both cars offer a similar range of engines, but variations on and beneath the surface mean they look and feel different.

The Terramar is larger and more expensive than Cupra's Formentor, but it will still rival the likes of the Kia Sportage and Nissan Qashqai. Like most other Cupra models, it has a heavily sculpted 'shark nose' front end, triangular LED headlights and an illuminated badge at the rear.

Power comes from a range of mild hybrid petrol and plug-in hybrid (PHEV) engines. The entry-level option is a 148bhp 1.5-litre mild hybrid that drives the front wheels via a seven-speed automatic gearbox. Electric assistance enables coasting without using any petrol, but you can't drive it on electric power alone.

Next up are a pair of 2.0-litre petrol engines, with 201bhp and 261bhp. Each brings four-wheel drive and an automatic gearbox. The more powerful version is named 'VZ' – the

designation typically given to the most powerful versions of Cupra's cars.

Lastly, there are a couple of PHEVs, in regular 201bhp and 268bhp VZ guises. Both combine a 1.5-litre petrol engine, an electric motor and a 19.7kWh (usable) battery to deliver an official electric range of 70 miles. That's farther than the PHEV versions of the Sportage and Hyundai Tucson can manage.

Inside, the Terramar has a very different look and feel from the more conservatively styled Tiguan. The central infotainment screen, for example, is heavily angled towards the driver, while a central 'spine' wraps around the driver and centre console with the aim of creating



Terramar is closely related to the Volkswagen Tiguan

a sporty feel. All versions come with sports seats as standard, too.

Sitting inside the Terramar, the smart-looking materials on the dashboard and doors impress at first, but some of them don't feel as good as they look, particularly lower down. Things are about on a par with the Sportage and Tiguan in terms of the feeling of quality.

A 12.9in infotainment touchscreen is standard, but the Terramar is blighted by the same fiddly touch-sensitive slider controls for media volume and temperature that you'll find in the Tiguan. Conventional knobs would be much more intuitive to use while driving. The driver, meanwhile, gets a configurable 10.25in digital instrument display that can be set to show full colour navigation mapping.

The front seats are very spacious, plus the driver gets lots of seat and steering wheel adjustment, so it's easy to find a comfy driving position. There's lots of storage space, too, while slim pillars give you a good view forwards and to the sides. The rearward view isn't as clear, due to thick rear pillars.

Surprisingly, rear space is a bit disappointing. While six-footers will have plenty of head room, leg room will be tight, even with the sliding rear seats pushed all the way back. On the whole, the Sportage and Tiguan offer more room.



Dashboard is let down by a few unintuitive controls



Sculpted console aims to impart a cocooning, sporty feel



There's plenty of rear head room, but leg room is tighter

Still, the rear seatbacks can be reclined (for extra long-distance comfort) and split in a 40/20/40 configuration – handy if you need to carry longer items. The boot is also a good size, at 540 litres below the parcel shelf; that's bigger than the Qashqai's but is beaten by that of the Sportage. It shrinks to a mere 400 litres in the Terramar PHEVs, though.

Pricing and specifications haven't yet been confirmed, but the Terramar is expected to start at around £35,000 when it arrives in the UK. This would make it more expensive to buy outright than the Qashqai, Sportage and Tiguan.

RIVALS



Kia Sportage

★★★★★

Comfy, spacious and hugely practical, it's the best all-rounder in the family SUV class.



Volkswagen Tiguan

★★★★○

Terramar's twin has a spacious interior and tidy driving manners, plus it's competitively priced.



Ford Puma

Mid-life refresh for this small SUV includes a smarter-looking interior and upgraded tech **On sale Now Price from £25,800**



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WHEN TIZER BOWED to the challenges of 'sugar tax' imposition and switched to artificial sweeteners, fans of the soft drink were saddened by how the taste had changed. Yet the packaging yelled "Now with added Zing!" as if to spin the change as an improvement.

The outcome meant fewer dissolving teeth, so there was a positive. Likewise, the updated Ford Puma has a much more modern-looking interior than before, and is more in touch with what buyers demand, tech-wise. But here, too, the changes haven't all been for the better.

The air-con knobs and buttons that were so easy to use on the move are gone, as are most other physical dashboard controls, replaced by icons on a new 12.0in infotainment touchscreen. This has you looking away from the road to adjust the air temperature; you never had to do that before. And while the new infotainment system is quicker to respond to inputs than the previous set-up, thanks to Ford's latest Sync4 software, its new, lower position means you have to look down rather than across to view it while driving.

Also, whereas the indicators and windscreen wipers previously each had their own steering column stalk, they're now combined on a single stalk on the left, and this takes getting used to.

Quality seems to have taken a dip, too. The angular dashboard looks neat enough,



Automatic gearbox is standard with the 153bhp engine

with a new soundbar perched tidily at the top, but it looks and feels like one giant slab of hard plastic. Our test car had a noticeable gap between the front door and dashboard, too. Even the oddly shaped new two-spoke steering wheel feels like a step backwards, forcing you to hold it as if you've got claw-like Lego MiniFigure hands.

All this is a bit of a shame because, elsewhere, the Puma remains a force of nature among small SUVs. It still has a commodious 456-litre boot with its clever Megabox hidden storage area beneath it.

This 68-litre plastic compartment, complete with a drain plug, is ideal for storing wet hiking or ski gear. It's such a brilliant piece of design that we can't believe other manufacturers haven't cottoned on.

Crucially, the Puma also remains one of the most entertaining small SUVs to drive. Even the entry-level >>

RIVALS



Lexus LBX

★★★★★

Has a far more luxurious interior than the Puma. Full hybrid power makes it more frugal, too.



Volkswagen T-Roc

★★★★★

In our favoured 1.5 TSI 150 Life form, the T-Roc is quick, plus it delivers the comfiest ride in the class.



Large, 12.8in infotainment screen is now standard on all Pumas, but physical controls have mostly disappeared



Nimble, with great steering, the Puma is a hoot to drive



Underfloor Megabox storage area is superbly practical

Titanium version dives into bends more eagerly than most of the competition, while the ST, with its tauter suspension, feels as nimble as some hot hatches. The quick, meaty steering, reminiscent of the sadly departed Fiesta small car's, gives you a far better connection to the front wheels than the Hyundai Kona's or Renault Captur's.

The tweaked Puma gets the same range of mid hybrid 1.0-litre petrol engines as before. They come in 123bhp or 153bhp guises, but the more powerful engine is no longer offered with a six-speed manual gearbox; that's now reserved for the lesser-powered model.

That's a shame, because the manual's sweet action and well-weighted clutch pedal are key to the driving experience that sets the Puma apart. So, unless you regularly carry a full load of passengers and luggage to justify the extra power, we'd stick with the 123bhp engine.

Entry-level Titanium trim is well equipped, with 17in alloy wheels, automatic LED headlights, cruise control and climate control.

KEY FACTS

Ford Puma 1.0 Ecoboost 155 mHEV ST-Line X

Price	£32,950
Engine	3cyl, 999cc, turbo, petrol
Power	153bhp at 6000rpm
Torque	177lb ft at 1750rpm
Gearbox	7-spd automatic
0-62mph	8.7sec
Fuel economy	49.6mpg (combined)
CO ₂ , tax band	129g/km, 30%

However, we'd go for ST-Line trim, which gets sportier styling and sports suspension and doesn't cost much more than Titanium versions. Just be aware that if you add a few options (such as the matrix LED headlights, metallic paint and 19in alloy wheels of our test car), it quickly becomes

almost as expensive as the flagship ST model.

So, should you buy a Puma? Well, even in Titanium trim, it's pricier than its closest rivals, and we're not wild on all that's new about it, but it's still one of the most practical, fun-to-drive small SUVs out there.

WHATCAR? SAYS

The Puma remains a strong choice, but this update doesn't hit all the right notes



Volkswagen ID 7 Tourer

Volkswagen's electric executive car is now available as an estate and in sportier GTX guise **On sale** November (est) **Price from** £52,240



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SOME BUYERS THINK estate cars have had their time and belong in the past, along with fax machines and cassette players. Volkswagen, though, thinks there's life in them yet. The ID 7 Tourer is the big-bottomed version of the sleeker regular ID 7 electric executive car, and it's one of a handful of electric estates on sale.

Both ID 7s are available in three versions. The entry-level Pro, with a 282bhp electric motor that drives the rear wheels, can officially sprint from 0-62mph in 6.6sec and has plenty of muscle for day-to-day driving. With a 77kWh battery as standard, its 373-mile official range beats that of any BMW i5 Touring.

The ID 7 Pro S has a larger, 86kWh battery, boosting official range to 424 miles, and it reaches 62mph from rest 0.1sec after the Pro. The GTX, meanwhile, has a second electric motor (for four-wheel drive) and 335bhp to slash the 0-62mph time to 5.5sec. It doesn't pin you back into your seat with vastly more force, but it feels livelier than the Pro S version in everyday driving. It shares that model's bigger battery and offers a 359-mile official range.

Both batteries can charge from 10-80% in less than 30 minutes, with the 86kWh option able to receive a maximum charging rate of 200kW (the Pro is limited to 175kW). The i5 eDrive40 Touring, for context, can accept 205kW.

So far, we've tried the ID 7 Tourer with adaptive suspension (named DCC), which comes as part of the Exterior Pack Plus on Pro and Pro S versions and does a great job of ironing out the road surface. The GTX has DCC as standard, but it's set up slightly firmer overall. As a result, occupants are jostled around in their seats more at low speeds.

With accurate steering and plenty of grip, the ID 7 Tourer feels composed when cornering and, in its firmer settings, the DCC suspension does a decent job of managing body lean – even more so in the GTX. That model also comes with a Progressive Steering system

RIVALS



BMW i5 Touring

★★★★○
More luxurious than the ID 7 and sharper to drive, but falls short on range and boot capacity.



Volkswagen Passat

★★★★★
Not an EV, but the Passat PHEV is much cheaper and has an 80-mile official battery range.

'With its 77kWh battery, the ID 7 Pro's 373-mile official range beats any BMW i5 Touring's'



that quickens the response at low speeds, but even with this, the ID 7 Tourer isn't as engaging to drive as the i5 Touring.

At motorway speeds, a touch more road noise resonates inside the Tourer than in the ID 7 hatchback, but quietness is still one of its virtues. It's a very calm and comfortable estate car to spend a long journey in, with virtually no motor whine or wind noise.

Another virtue, unsurprisingly, is practicality. The ID 7 Tourer is one of the largest electric estates on sale – almost exactly the same length as a Porsche Taycan Sport Turismo. However, unlike that car, the ID 7's external size translates into huge tracts of interior space.

There's plenty of leg room for four 6ft-tall occupants, and the extended roofline over the boot means rear seat occupants get a touch more head room than in the hatchback. The Tourer also gains a reclining rear backrest, although the angle doesn't adjust enough to make much difference to versatility or comfort.

KEY FACTS

Volkswagen ID 7 Tourer GTX

Price	£63,555
Engine	Two electric motors
Power	335bhp
Torque	402lb ft
Gearbox	1-spd automatic
Battery size	86kWh (usable)
0-62mph	5.5sec
Top speed	112mph
Official range	359 miles

With the rear seats in use, the ID 7 Tourer has one of the biggest boots you'll find in an electric estate (605 litres), beating the i5 Touring (570 litres), as well as the plug-in hybrid Volkswagen Passat.

Spec for spec, the ID 7 Tourer's added practicality doesn't command a huge premium over the equivalent hatchback. True, it's a pricey

private buy – despite handily undercutting the i5 Touring – but the usual tax-friendly electric advantages apply for company car drivers. Either way, the ID 7 Tourer stacks up well as an estate that blends old-school practicality with electric car refinement.

WHATCAR? SAYS

Pricey for private buyers, but this is one of the most accomplished electric estates



Higher roofline lifts rear head room over regular ID 7's



Shapely rear end wields a 605-litre luggage capacity

Kia EV3

With an official range of up to 372 miles, this small electric SUV is bound to make waves **On sale** November **Price from** £32,995



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KIA IS LOSING its Soul – but not in the way you might think. No, it's not its spirit that's departing, but rather the Soul EV – an electric SUV that, to be honest, never found many buyers in the UK and always seemed a bit lost next to the brand's similar-sized Niro EV. Kia is hoping the all-new EV3 will change that.

While this all-new small electric SUV plays a similar role to the Soul EV by promising to combine affordable pricing with a long official range and generous equipment levels, it sets itself apart from the Niro EV (our 2019 Car of the Year, let's not forget) with its strong resemblance to Kia's flagship seven-seat EV9.

There are two batteries to choose from, with 58.3kWh or 81.4kWh usable capacities, but regardless of which one you go for, every

EV3 (for now) comes with a 201bhp power output from a single electric motor that drives the front wheels. Put your foot down from a standstill and the EV3 can sprint to 62mph in 7.7sec (in 81.4kWh Air form) – slightly quicker than the equivalent Hyundai Kona Electric. That swift, easy acceleration can really come in handy for getting up to motorway speeds or overtaking a slower car.

One of the most impressive things about the EV3 is how far it can travel between charges. The version with the smaller battery has an official range of up to 267 miles (which is more than the equivalent Kona Electric but less than the Niro EV 2), while the big-battery EV3 promises a range of up to 372 miles. The latter figure comfortably beats the official ranges of

NEXT IN LINE

The EV3 won't be the last new electric model from Kia. It's expected to be followed by a sleek EV4 saloon and an EV5 family SUV that, like the EV3, resembles a smaller EV9.



all of the EV3's small electric SUV rivals and is even farther than the more expensive Tesla Model Y Long Range can manage (331 miles).

Charging speeds are less impressive, but still competitive. The 58.3kWh option charges at rates of up to 102kW, while the 81.4kWh battery's peak is 129kW. Those figures are better than the equivalent Kona Electric models can manage but are down on the Smart #1's 130kW-150kW. Charging from 10-80% at a suitably powerful public charger will take around 30 minutes for both versions of the EV3.

What's it like to drive?

With softer suspension than the Niro EV, the EV3 moves you around in your seat a little over imperfections at low speeds, but it's more

comfortable than the slightly choppy #1. Like the latter car, the EV3 settles down nicely at higher speeds and soaks up all but the largest imperfections with ease. It deals with abrupt impacts (such as expansion joints) better than the Kona Electric and makes for a more relaxing motorway cruiser.

While the EV3 handles capably enough, it doesn't do anything to engage its driver. You don't have to push it very hard to find the limit of front-end grip in wet conditions, and the steering is pretty light. This is ideal for manoeuvring around town, but we'd prefer a little more weight and connection to the road through faster corners.

Even so, the EV3 is a refined and calm car to drive at everyday speeds, with very little

wind and road noise intruding at 70mph. It's easily on a par with the Kona Electric to drive, and better than the Niro EV.

What's it like inside?

As with the exterior, the interior takes its inspiration from the EV9, with a similar layout and materials. While the level of quality on offer is nothing special in a car as pricey as the EV9, it's more appropriate for the cheaper EV3. There's a variety of pleasant-feeling materials throughout, and any hard plastics are textured to make them appealing. The interior feels robust enough to stand the test of time, too.

Across the top of the dashboard, in a single wide panel, is the EV9's 12.3in digital driver's display, 12.3in infotainment touchscreen >>



Dramatic, chunky looks resemble the seven-seat EV9's



A 10-80% top-up will take around 30 minutes at best



Boot is a good size – a fair bit bigger than the Smart #1's



1 Driving position is sound, with a wide range of adjustment. All EV3s come with heated front seats

2 Thin windscreen pillars make for great forward visibility, but chunky rear pillars hamper the view over your shoulder

3 You'll find plenty of storage areas in the front of the EV3, helping to make up for relatively small door bins

4 Climate control screen is tricky to see around the steering wheel, but there are physical temperature controls



Interior has a good variety of materials and a solid feel



Underbonnet cubby is small but a good place for cables



EV3 offers a choice of two batteries – 58.3kWh and 81.4kWh (usable capacity) – and all versions put out 201bhp

KEY FACTS

Kia EV3 81.4kWh Air

Price	£35,995
Engine	Electric motor
Power	201bhp
Torque	209lb ft
Gearbox	1-spd automatic
Battery size	81.4kWh (usable)
0-62mph	7.7sec
Top speed	105mph
Official range	372 miles



(now with ChatGPT AI voice control, so it can understand a wider range of speech) and 5.3in climate control screen. Annoyingly, as in the EV9, the latter screen is largely blocked by the steering wheel and hard to see.

The infotainment screen, on the other hand, is clear and responds quickly to inputs. It has plenty of standard features, too, including wireless Android and Apple phone mirroring.

While you control the infotainment mainly through the touchscreen, there are physical

RIVALS



Hyundai Kona Electric

★★★★★

A good all-rounder with a roomy interior, comfortable low-speed ride and long range.



Smart #1

★★★★★

Swift and good to drive, with a classy interior. It has a smaller boot than the EV3, though.

'The EV3's keen pricing isn't achieved by being stingy with kit. Quite the opposite'



shortcut buttons below the screen and rocker switches for adjusting the interior temperature.

How practical is it?

One thing that the EV3 doesn't share with the EV9 is its size, but that doesn't mean the EV3 lacks space. Six-footers will have no issues fitting into the front, with plenty of head and leg room on offer. The interior is relatively wide, too, so even a pair of broad adults won't find that they're rubbing shoulders.

In the back, passengers have lots of leg room – more than in the Jeep Avenger Electric, for example – and plenty of space under the front seats for their feet. It's only head room that's a little tight, with a six-footer only just fitting without touching the roof lining. The Kona Electric and Niro EV are both more generous in this respect.

Three occupants will be able to fit in the back without too much of a squeeze, and as in Kia's other electric cars, there's no hump in the floor for the middle passenger to straddle, leaving plenty of foot space.

Considering the #1 comes with sliding rear seats (to allow you to prioritise rear leg room or boot space), it's a little disappointing that the

EV3's don't do anything special; the seatbacks have a conventional 60/40 split and can be folded flat to extend the load bay. You don't even get a ski hatch, so loading long items into the EV3 requires you to sacrifice an outer rear seat.

You get lots of boot space, though, with its 460-litre capacity nearly matching the Kona Electric's 466 litres and comfortably beating what you'll find in the Avenger, Peugeot e-2008 and #1. If you need even more space, the Niro EV is even better, though, with a 475-litre capacity. For a little extra storage, the EV3 also has a 25-litre compartment under the bonnet that's an ideal place for storing charging cables.

How much does it cost?

As a cash purchase, the 58.3kWh EV3 in entry-level Air trim is tempting for those who don't cover long distances regularly, costing slightly more than the equivalent #1 (which has a shorter range) but less than the Kona Electric. And even if you spring for the 81.4kWh battery, it'll cost you around the same or less than rivals that can't go as far between charges.

This keen pricing isn't achieved by being stingy with standard equipment, either. Quite the opposite, in fact; all versions come with

heated front seats, a heated steering wheel, automatic LED headlights, climate control, cruise control and keyless entry.

Stepping up through the range adds bigger wheels, sportier styling and, if you go for range-topping GT-Line S trim, ventilated front seats and heated outer rear seats. You don't really need more kit than what you get with the Air, though, and you can pair that trim with the bigger battery; that's the version we'd go for.

Despite more and more new models promising to make EVs more affordable and usable, the EV3 is one of the first to nail the brief. It manages to combine the long-range option that people want with sensible prices and loads of kit. True, some rivals are a bit roomier inside, but the EV3 has what it takes to go toe to toe with the class leaders.

WHATCAR? SAYS

With its long range, keen pricing and generous kit levels, the EV3 ticks all the right boxes





Maserati GranTurismo Folgore

Range-topping electric version of Maserati's four-seat coupé packs a 751bhp punch, along with an official range of 280 miles **On sale Now Price from £179,950**



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THE FORMER FLAGSHIP of Maserati's GranTurismo coupé range (named MC Stradale) was lighter, louder and quicker than its lesser stablemates. Now, though, there's a new flagship, and while it's still the quickest, it's a lot quieter and much heavier than its siblings.

That's because it trades V8 petrol for electric power. Less aggressively styled than other GranTurismos, courtesy of different bumpers



Interior looks as plush as in any other GranTurismo

and wheels, the Folgore is powered by three electric motors (two for the rear wheels and one for the fronts). The front motor looks after propulsion most of the time, to maximise efficiency, including when cruising, with the rear motors kicking in only during acceleration. However, switch to the most aggressive Corsa mode and it's the rear motors that do the heavy lifting.

Those three motors give the Folgore the highest power output (751bhp), the quickest 0-62mph time (2.7sec) and the highest top speed (202mph) of the GranTurismo line-up. You only have to pin the accelerator pedal halfway down to sling the car towards motorway speeds.

So, it's fast, but at 2260kg, the Folgore is 465kg heavier than the petrol-powered model in our preferred Trofeo trim, and that car feels substantially more nimble and agile as a result.

You can feel the Folgore's heft shifting from side to side during direction changes, and its suspension struggles to contain body lean and vertical movements when driving over uneven surfaces. What's more, the brakes don't feel up to scrubbing off the kind of momentum the Folgore gathers so quickly, so the car doesn't inspire much confidence on a twisty road. It feels rather like an American muscle car from the 1960s, and a far cry from the much sweeter handling regular GranTurismo.

Meanwhile, the Folgore's low speed ride is even firmer than that of the petrol versions, leading to wince-inducing thumps when passing over urban bumps and potholes. That said, things do improve at higher speeds.

The GranTurismo's leather-swathed interior continues to look as inviting as ever, and has a relatively simple dashboard layout. Given

KEY FACTS

Maserati GranTurismo Folgore

Price	£199,215
Engine	Three electric motors
Power	751bhp
Torque	996lb ft
Gearbox	1-spd automatic
Battery size	83.0kWh (usable)
0-62mph	2.7sec
Top speed	202mph
Official range	280 miles

the price tag, though, you'd expect the fit and finish to be better. At least there's a reasonable amount of space for four occupants and, despite the Folgore's boot shrinking by 40 litres from the regular car's 310 litres, there's still room for most of their luggage.

With a list price of nearly £180,000, not only does

the Folgore cost £16,000 more than a Trofeo, it's also significantly pricier than its Porsche Taycan rival in Turbo S guise, and not far off the flagship Turbo GT – both of which are faster, more spacious and better to drive. Our test car also came loaded with optional equipment that you'd expect to be standard at this price, such as rear privacy glass, adaptive cruise control, a 360-degree view parking camera, a head-up display, 19-speaker Sonus surround sound system and a blindspot monitoring system.

The Folgore's 83kWh (usable) battery brings an official range of 280 miles, which is significantly less than the 391 miles of the Taycan Turbo S. The Folgore's charging rate of up to 270kW is down on the Taycan's 320kW peak, too; a 10-80% charge takes around 20 minutes from a suitably powerful charger.

With much more capable rivals available for a lot less money, you'd have to be a huge Maserati fan to pick the GranTurismo Folgore instead.

RIVALS



Audi E-tron GT

★★★★★

Similar to the Taycan, but a softer set-up makes it a better cruiser. Due to be updated imminently.



Porsche Taycan

★★★★★

Cheaper, faster, comfier and has a longer official range than the GranTurismo Folgore.

WHATCAR? SAYS

Exceedingly rapid, but hugely expensive and not as much fun to drive as it should be



Hyundai Santa Fe

Reborn seven-seat SUV retains familiar electrified engines **On sale Now**
Price from £51,885



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THE NEW HYUNDAI Santa Fe might remind you of a school mate who took a gap year, went travelling and returned a completely different person. The Santa Fe hasn't bleached its hair or gained any questionable tattoos, but it has taken on a bold new look that's certainly a stark contrast to its more conservative predecessors.

That said, the reborn model uses the same mechanical underpinnings as the previous car, as well as tweaked versions of the hybrid (HEV) and plug-in hybrid (PHEV) petrol engines; gone is the diesel engine.

We tested the PHEV, which combines a 1.6-litre petrol engine and an electric motor. The latter provides instant shove at low speeds and helps this model feel quite sprightly for such a big, heavy SUV. A drained battery takes a toll on performance, though; the petrol engine can still put in a respectable effort alone, but it has to work much harder when it's on its own.

KEY FACTS

Hyundai Santa Fe 1.6T Plug-in Hybrid 4WD Ultimate

Price	£55,835
Engine	4cyl, 1598cc, turbo, petrol, plus electric motor
Power	250bhp at 5500rpm
Torque	271lb ft at 1000-4700rpm
Gearbox	6-spd automatic
0-62mph	9.3sec
Top speed	112mph
Fuel economy	166.0mpg (combined)
CO ₂ , tax band	38g/km, 12%

Its official electric-only range of 34 miles disappoints, too; it's much shorter than the rival Skoda Kodiaq PHEV's official 76-mile range.

Given its size, the Santa Fe is remarkably easy to drive, thanks to accurate steering and confidence-inspiring grip. The ride is busy at times (the Kodiaq is noticeably smoother), but the Santa Fe is generally comfy and relaxing for long distances.

The real attraction, though, is its interior, which beats all rivals' for comfort and practicality. The Santa Fe is much roomier than a Land Rover Discovery Sport; seven average-sized adults can fit comfortably. There's lots

of kit, too; even entry-level Premium trim has electrically adjustable, heated front seats and a wireless phone charger. Meanwhile, the feeling of quality is a few notches up on the outgoing Santa Fe's, and now eclipses the Kodiaq's.

The Santa Fe PHEV is a pricey choice for private buyers; the HEV (our pick of the line-up) makes more financial sense. For company car drivers after an extremely family-friendly SUV, though, it fits the bill superbly.

WHATCAR? SAYS

Super-spacious and supremely practical, but pricey, with an underwhelming electric range



Bentley Flying Spur

Revised luxury saloon combines a V8 engine with electric power to boost performance and fuel economy **On sale Late 2024** **Price from £226,555**



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WHEN CROSSING THE Atlantic, Concorde used to burn 6771 gallons of fuel per hour – around four times as much as a 747. But then it was more than twice as fast. Yes, you usually have to accept reduced efficiency if you want increased performance, but the latest Bentley Flying Spur is both the brand's

most powerful saloon yet and its most frugal.

This is made possible by the fact that it now uses plug-in hybrid (PHEV) power, combining a twin-turbocharged 4.0-litre V8 petrol engine with an electric motor.

Working together, these two power sources produce 771bhp, which is 145bhp more than the previous flagship W12 engine offered and enough to get the new car from 0-60mph in just 3.3sec. Yet, thanks to a sizeable 25.9kWh

battery, it can officially run purely on electric power for up to 47 miles – 22 miles farther than the old V6 Hybrid model could take you.

An 11kW maximum charging speed enables the V8 Hybrid's battery to be fully topped up in as little as 2hr 45min.

Official fuel economy is still to be confirmed (and

anyway, as with all PHEVs, what you see in the real world will vary dramatically depending on how often you plug in). However, Bentley expects an official CO₂ figure of 33g/km, compared with the old V6 Hybrid's 75g/km.

Other technical changes for the revised Flying Spur include a new suspension set-up, which is said to significantly improve bump absorption when you're driving in Comfort mode, while retaining the composure that the old car delivered in Sport mode. Plus, the Speed trim that Bentley is initially offering includes four-wheel steering as standard to improve agility and manoeuvrability.

Inside the car, there's a new diamond quilt upholstery pattern, which includes a 3D effect on the doors. Plus, the optional Wellness Seating Specification, which actively adjusts your posture to improve long-distance comfort, can now be fitted to all four seats, whereas it was previously reserved for just the driver's.

As for exterior changes, these are limited to a new front grille and bumper, and a new 22in alloy wheel option.

A starting price of £226,555 means the V8 Hybrid costs around £46,000 more than the 'entry-level' version of the old V6 Hybrid. However, it still undercuts the Rolls-Royce Ghost by almost £55,000.



The 2646kg Flying Spur Hybrid Speed can blast from 0-60mph in 3.3sec



BYD Dolphin

Smallest BYD gets a smaller battery and a slimmer price tag to make it more competitive **On sale Now Price from £26,195**



Lawrence Cheung
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WHEN BUYING A television, you'll get a much larger screen from a lesser-known brand than you might from a big name such as Panasonic or Sony. BYD is doing a similar thing in the car world, by offering an electric family hatchback similar in size to a Volkswagen ID 3 at less than the price of the smaller Vauxhall Corsa Electric.

BYD isn't alone in playing the bang-for-your-buck game, though. When we tested the earliest, higher-spec Dolphin (with the biggest,

60.5kWh battery option), it was totally outclassed by the MG 4 Long Range – a rival that's not only cheaper to buy but also has an even larger battery and can charge up quicker. The gulf was even wider between the Dolphin and the cheaper-still MG 4 SE.

Now, though, the Dolphin is available with a smaller (44.9kWh usable capacity) battery that brings its price down considerably, and we've had a go in both of the models so equipped to see if they can take the wind out of the MG 4's sails.

Named Active and Boost, they offer official ranges of 211 and 193 miles respectively (the 'Boost' name implies acceleration rather than range). For context, the MG 4 SE officially manages 218 miles and 60.5kWh Dolphins promise 265 miles.

The entry-level Active has a 94bhp electric motor and a rather uninspiring 0-62mph time of 12.3sec. It's no liability in the urban cut and thrust, but it's slower than the MG 4 SE and smaller Vauxhall Corsa Electric, as well as plenty of cheaper petrol-powered family cars. Naturally, the 174bhp Boost (with its 7.5sec

KEY FACTS

BYD Dolphin Boost	
Price	£27,195
Engine	Electric motor
Power	174bhp
Torque	191lb ft
Gearbox	1-spd automatic
Battery size	44.9kWh (usable)
0-62mph	7.5sec
Top speed	99mph
Official range	193 miles

0-62mph time) feels more lively, even in Eco mode, and its added oomph will be appreciated on the motorway or when overtaking slower cars. It's well worth the modest additional outlay.

The Active and Boost drive like any other Dolphin. With relatively soft suspension, the Dolphin's ride (especially on the

smaller, 16in wheels of Active trim) beats the Corsa Electric for comfort and just edges the MG 4, although neither is as supple as a Peugeot e-208. On the other hand, the MG 4 feels more balanced and confidence-inspiring through corners than the Dolphin, with more direct, naturally weighted steering.

The Dolphin is pretty quiet in normal driving, with only a hint of electric motor whine. However, as is the case with the Corsa Electric, the brakes can be grabby at low speeds and tyre noise begins to intrude at higher speeds. The MG 4's brakes are much more progressive and reassuring to use.

Where the Dolphin has always punched above its price point is inside. Four six-footers can travel together without struggling for head

RIVALS



MG 4

★★★★★

Value-focused electric hatchback has a competitive range and is very spacious inside.



Vauxhall Corsa Electric

★★★★○

Well equipped and has a respectable range, but rivals are better to drive and rear space is tight.



Boot is bigger than those of most rivals at this price



Interior plushness is one of the Dolphin's strong suits



Handling and ride comfort are decent but not inspiring

room or leg room (although foot space is rather tight for those in the back). However, the MG 4 is more spacious still and has a bigger boot. The Dolphin soundly beats the Corsa Electric on both counts, though.

It feels plush, too, and that's as true of the Active and Boost as the higher Dolphin trims. The Corsa Electric seems quite austere and cheap-feeling in comparison.

With a peak charging rate of 65kW, the smaller battery takes 38 minutes to charge from 10-80% (the bigger battery takes 40 minutes at its faster, 88kW maximum). That's about the same time as the MG 4 SE takes, while the Corsa Electric can charge at speeds of up to 100kW and takes about 30 minutes for the same top-up.

For the price, then, the cheapest Dolphins are bigger on interior room and plushness than several rivals. However, the MG 4 is still a much more convincing package overall.

WHATCAR? SAYS

Lower asking price boosts the Dolphin's appeal, but rivals are more well rounded



Volvo XC90

Premium seven-seat SUV is upgraded inside and out to match new electric siblings **On sale** Late 2024 **Price from** £70,000 (est)



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AS IF TO prevent it from feeling left out after the launch of the EX30 and EX90 electric SUVs, Volvo has treated its former flagship – the combustion-engined, seven-seat XC90 – to a facelift to bring it more into line with its younger siblings.

A new front grille rings in the changes, flanked by reshaped LED headlights. The lower grille is now shallower than before, and there are a pair of upright side air intakes in place of the old car's horizontal items. There's a fresh set of LED lights at the rear, too.

As with today's car, the updated XC90 comes in mild hybrid petrol or plug-in hybrid form. The 247bhp B5, which officially returns 33.2mpg, is our pick of the current XC90 line-up. It sprints from 0-62mph in a reasonable 7.7sec. There's also the 296bhp B6 (0-62mph in 6.7sec) if you want more pace.

The plug-in hybrid (PHEV) T8 is quicker still, at 5.4sec from 0-62mph, plus it can officially take you 44 miles before its electric motor has to hand over to petrol power. The BMW X5 xDrive50e and Range Rover P460e can both travel farther, but neither rival is available with seven seats as a PHEV. As with its rivals, low CO₂ emissions make the XC90 T8 very cost-effective to run as a company car.

Volvo says it has tuned the XC90's suspension for a comfier ride; at low speeds, the outgoing car picked up on lumps and bumps more than the Audi Q7, for example. With the outgoing XC90, the optional air suspension (standard on top-spec models) brought the comfiest ride; we expect that to still be the case with the updated car.

Inside, the XC90 now has the same portrait-orientated 11.2in infotainment touchscreen as the EX30 and EX90. We've found this quick to respond to inputs.



Infotainment touchscreen is borrowed from the EX90



New LED lights are among subtle rear-end changes

However, with its physical controller, the system found in the X5 and seven-seat BMW X7 is more intuitive to use on the move.

There's no change to the XC90's internal dimensions; as before, children and small adults will be fine in the third row of seats. However, the X7 and Land Rover Discovery are both better fits if seven-seat practicality is your primary concern.

Pricing has yet to be revealed, but we'd expect the refreshed XC90 to start at around £70,000, or around £75,000 for the PHEV. That's substantially less than you'd pay for the fully electric EX90, and places the XC90 closer to its Q7 and X5 rivals.



Smart #5

The brand's first family SUV combines a tech-filled interior with off-road looks and kit **On sale 2025 Price from £40,000 (est)**



Claire Evans

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THE NUMBER FIVE is considered significant in many fields, including mathematics, science and religions. In numerology, it stands for enjoyment, freedom and adventure, and these are attributes that might have been on the minds of the Smart #5's designers when they were creating the brand's first family SUV.

The electric #5 sets itself apart from its smaller, sleeker #1 and #3 siblings with boxy, rugged-looking exterior styling and the sort of off-road accessories that you'd expect to find on a Land Rover Defender. These outdoorsy looks are backed up by traction-enhancing four-wheel drive (on some versions) and a variety of off-road driving modes.

The #5 does have some of the same design elements as the #1 and #3, including a panoramic glass roof, frameless doors and short front and rear overhangs. At 4705mm long and 1705mm tall, it's larger than a Renault Scenic E-Tech and similar in size to the latest Peugeot e-5008, although it has five seats rather than the latter's seven.

For some drivers, it won't be the exterior styling that captures their imagination as much as the 637bhp power output of the



Lavishly equipped interior features two 13.0in OLED displays for infotainment and the front passenger's entertainment



MOBILE CINEMA

A projector behind the front grille can turn the #5 into a drive-in movie theatre. It's backed up by a Sennheiser sound system with 20 speakers and a portable speaker.



'The #5 can recharge faster than its siblings; a 10-80% battery top-up could take as little as 15 minutes'

range-topping dual-motor #5. That figure not only trumps the Brabus versions of the #1 and #3 by more than 200bhp, but also makes the hottest #5 more potent than rivals such as the Kia EV6 GT and Tesla Model Y Performance, and close to the Hyundai Ioniq 5 N hot hatch.

Performance figures haven't been released yet, but this #5 variant is expected to be able to sprint from 0-62mph in less than three seconds.

For those who don't need quite such an adrenaline rush every time they press the accelerator, there's a lower-powered dual-motor option with 579bhp, plus 335bhp and 358bhp single-motor versions.

Energy is supplied by a 100kWh battery, with the most efficient version having a range of up to 460 miles, according to China's CLTC test, although a European WLTP figure has yet to be confirmed. In comparison, the Scenic can officially manage up to 379 miles in its most efficient form and the Model Y up to 331 miles.

The #5 is the first Smart to use an 800-volt electrical system (rather than the more conventional 400-volt systems used in the #1 and #3), allowing for faster charging. A 10-80% top-up - with a suitably powerful public charger - could take as little as 15 minutes.

The #5's flat-bottomed steering wheel (similar to those on its smaller siblings) gives



Off-road activities should be well within the #5's remit

it a familiar feel. However, the dashboard has three screens: a 10.3in digital instrument panel (versus a 9.2in one in the #1 and #3), plus two 13.0in OLED infotainment displays. One of these is mounted centrally and the other faces the front passenger, so that person can easily access some of the sat-nav and climate controls, as well as use it for entertainment purposes such as watching movies.

The #5 also comes with a large head-up display (so the driver can have useful information in their line of sight) and ambient lighting with 256 colour options.

To allow you to lie back and relax while you wait for the battery to be replenished, the front seatbacks recline by 121 deg, and a 'zero gravity' setting tilts the whole seat backwards to make you feel as if you're floating. The rear seats, too, have reclining backrests, plus electric controls to slide them backwards or forwards to prioritise either leg room or boot space. The seats, which are covered in leather and are heated front and rear, can all be positioned to create a sleeping space.

Practicality is further enhanced by 34 storage compartments throughout the interior, a 72-litre space under the bonnet with a 220-volt power socket, and a spacious boot.

Two trim levels will be offered at launch: Premium+ and range-topping Summit Edition. The latter comes with an Adventurers' Collection pack that adds underbody protection, a roof rack, a roof-mounted light bar, side steps, side bags and a ladder. If the #5 has off-road abilities to match this kit, it will be a far more affordable alternative to the Mercedes-Benz G-Class Electric and upcoming Range Rover Electric.

Prices are expected to start at around £40,000 - similar to the Scenic Long Range and undercutting most other electric rivals.

RIVALS



Kia EV6

★★★★○

Good to drive, with spacious rear seats and a competitive range, but reliability has been a concern.



Tesla Model Y

★★★★○

Fast and practical, with an impressive range. Not as quiet or comfortable as some rivals, though.

Volkswagen Transporter

Latest iteration of Volkswagen's best-selling van gets more cargo space and an up-to-date, high-tech interior **On sale** Spring 2025
Price from £28,000 (est, excl VAT)



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DOES WHAT IT says on the tin. It's a slogan that's served Ronseal well for years, but that no-nonsense ethos applies equally as well to vans. The Ford Transit is always in VAT. The Mercedes-Benz Sprinter sprints, and the Volkswagen Transporter transports.

This new model is longer and wider than the current version, the distance between the front and rear wheels is longer and there's more space between the rear wheels; as a result, loading Euro pallets into the 5.8m³ cargo area should be easier. It can carry up to 1.33 tonnes - a little more than before - and the range includes long-wheelbase and high-roof models.

As with rivals such as the Transit Custom, the Transporter will be available in a range of interior configurations, including panel vans with two or three seats, a six-seat crew van and, uniquely, a six-seat, double-cab 'dropside' with an open load bed. Buyers will be able to choose between a top-hinged tailgate or side-hinged barn doors at the back; both options extend low into the rear bumper to reduce the height of the sill.

Technical specifications haven't yet been revealed, but the Transporter should be mechanically identical to the Transit Custom, with which it shares engines, motors and batteries. That means there will be 2.0-litre diesel engines producing 108 or 134bhp, plus a plug-in hybrid that's officially capable of up to 35 miles on electric power alone. The electric e-Transporter should be capable of matching the e-Transit Custom's 209-mile official range and 134bhp and 215bhp power outputs.

For the driver, highlights include a customisable 12.0in digital instrument panel alongside a 13.0in infotainment touchscreen; the latter is likely to be similar to the one fitted to the latest ID Buzz.

Prices are expected to start higher than the current model's £28,000 (not including VAT) and be closer to the £32,000 of the cheapest Transit Custom.





Kia EV6

Electric SUV gets a larger battery, revised suspension and a new infotainment system **On sale** October **Price from** £45,575



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IT'S NO SECRET that we've long been fans of the Kia EV6, so much so that we named it our overall Car of the Year in 2022 and a class winner at the 2024 What Car? Awards. However, the electric SUV competition has been catching up quickly, and this EV6 facelift is Kia's response. There's more to the latest model than just a fancy new front bumper, some new wheel designs and some nice new lights, though.

The biggest of these changes is a new battery, which is lighter than its predecessor and has a bigger usable capacity: 84kWh, up from 77kWh.

As a result, its range has been increased; the rear-wheel-drive (RWD) versions can now officially cover up to 361 miles between top-ups (versus 328 miles previously). That's farther than any version of the Hyundai Ioniq 5 and Tesla Model Y can go, but still down on the Renault Scenic E-Tech's 379-mile official figure.

As before, the four-wheel-drive (AWD) version's additional electric motor means you won't go as far on a full charge, but the official range has still increased to 339 miles, just pipping the Model Y Long Range.

You can still charge both versions really quickly, thanks to the EV6's 800-volt electrical system and increased

maximum charging rate of 258kW. Indeed, plug into a suitably powerful public charger and the EV6 can go from 10-80% in as little as 18 minutes (the same as the previous car with the smaller battery). You're more likely to find a charging station that delivers 50-100kW, and at the lower end of that scale it'll take around 70 minutes to get from 10-80%.

While the range has increased, performance for both versions remains the same, with the RWD still producing 225bhp and sprinting from 0-62mph in 7.7sec. That makes it slightly slower than the 84kWh Ioniq 5 and well adrift of any Model Y. Then again, it's quicker than any Scenic, and its immediate accelerator response means it feels plenty quick enough.

If you want more performance, the 320bhp, dual-motor AWD version cuts the 0-62mph time to 5.3sec – a closer match to the Model Y Long Range. Alternatively, an updated version of the potent EV6 GT will arrive early next year.

The original EV6 had a relatively firm ride that could be a bit jiggly around town, and Kia has responded to that criticism by tweaking the suspension. The ride is far better than before, soaking up bumps and potholes more easily and not jostling occupants around in their seats as much. It's still firmer than the Ioniq 5's supple set-up, but that just serves to



Rear leg room is as generous as ever; seatbacks recline



Some of the materials are new, as are the dash displays



EV6's suspension has been softened up for a comfier ride

KEY FACTS

Kia EV6 84kWh RWD GT-Line

Price	£48,575
Engine	Electric motor
Power	225bhp
Torque	258lb ft
Gearbox	1-spd automatic
Battery size	84kWh (usable)
0-62mph	7.7sec
Top speed	115mph
Official range	361 miles



RIVALS



Hyundai Ioniq 5

★★★★★

Softer-riding rival looks more like a conventional hatchback, but has slightly less range between charges.



Renault Scenic E-Tech

★★★★★

Our favourite electric family SUV, with a long range and a smart, practical interior for a great price.

keep the EV6 more controlled and less floaty along undulating roads.

The majority of the interior is the same as it was. However, the infotainment system has been brought into line with those of the new EV3 and range-topping EV9 and now sits in a wide, curved panel that includes the digital driver's display. Each screen measures 12.3in and looks ultra-crisp, with the infotainment touchscreen reacting quickly to inputs.

The main difference between the EV6's layout and what you'll find in the EV3 and EV9 is that it forgoes the small climate control screen between the larger displays, in favour of the existing separate panel for media and climate control functions. That's a good thing, because the EV6's set-up includes physical knobs and is much easier to see than the panel in its siblings.

While rear leg room is limo-like, the EV6 isn't as practical as some rivals, with a relatively shallow boot. Elsewhere inside, a few new materials adorn the dashboard. This, combined with a redesigned steering wheel, lifts the ambience a little, but the EV6 isn't a patch on the closely related Genesis GV60 for quality.

Prices have increased with the facelift, but not by much; although the EV6 cost more than the equivalent Ioniq 5 and Scenic, it's still cheaper than the GV60. You get more standard equipment than with the Ioniq 5, though, and with all of the upgrades, it's an even more compelling purchase than it has ever been.

WHATCAR? SAYS

Better to drive and easier to live with than ever, thanks to its plusher ride and longer range

★★★★★

WHATCAR? Next month

ON SALE 24 OCTOBER

WHATCAR?

USED CAR OF THE YEAR AWARDS

The best used buys in eight categories
Plus, our overall Used Car of the Year



European road trip

Petrol and electric SUVs compared



Mini Aceman driven

We try the Countryman's new baby brother



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WHAT CAR?

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EXECUTIVE CAR

Audi A5

This sleek executive hatchback has deposed the A4 saloon as Audi's BMW 3 Series rival, supported by a new A5 Avant estate. Expect a line-up of mild hybrid petrol and diesel engines, with a plug-in hybrid arriving later. The A5 is billed as being sharper to drive than the A4 was, and tech gets a boost. **Price from £48,075**



LATE 2024



SUMMER 2025



PERFORMANCE CAR

Polestar 5

Showing just how broad the Chinese-owned Swedish firm's ambitions are, its new 5 flagship will rival the Audi E-tron GT and Porsche Taycan. With the promise of a huge 874bhp just one of the headlines, the 5 is also said to use rapid charging tech to boost range by 100 miles within just five minutes of plugging in, although overall range has yet to be confirmed. A 6 roadster, based on the 5's underpinnings, is expected a year later. **Price from £90,000 (est)**

SMALL/FAMILY CARS AND SUVS

Alpine A290 Winter 2024

Sports car specialist goes mainstream with an electric hot hatch that packs up to 215bhp.

Alpine GTX-Over Late 2024

Electric family SUV is a close relative of the Renault Megane and a rival to the Polestar 3

BMW X3 Winter 2024

More efficient plug-in hybrid tech brings an official 56-mile battery-only range.

Citroën e-C3 Autumn 2024

Promises 199 miles of range and is expected to undercut most rivals on price.



WINTER 2024

LARGE SUV

Mazda CX-80

Never a brand to slavishly follow automotive trends, Mazda's range-topping seven-seat SUV has a big (3.3-litre) six-cylinder diesel engine. The plug-in hybrid version is closer to the zeitgeist; the 323bhp set-up promises 38 miles of all-electric motoring on a full charge. A more indulgent six-seat interior layout will also be offered. **Price from £48,920**

Cupra Terramar Early 2025

Brand's final non-electric car packs hybrid power and is closely related to the Audi Q3.

Dacia Bigster Summer 2025

Heftiest model yet from the value-oriented Romanian brand is a Renault Austral rival.

Fiat Grande Panda Summer 2025

Close relative to the Citroën e-C3 will be priced similarly and hat-tips the original Panda's style.

Ford Capri Late 2024

Coupé-styled sister to the Explorer electric SUV promises an official range of up to 389 miles.

Ford Gen-E Late 2024

Electric twin to the Puma small SUV serves as Ford's entry-level EV; a 230-mile range is likely.

Hyundai Inster Early 2025

Korean brand's first 'affordable' EV goes into battle with a 221-mile official range.

Kia EV3 Winter 2024

Up to 372 miles of official range and 201bhp from what looks like an EV9 in miniature.

Renault 5 Winter 2024

Alpine A290's sensible sister could have a range of up to 249 miles, yet affordability will be key.

Vauxhall Frontera Late 2024

Jeep Avenger's mechanical package forms the basis for the Vauxhall Crossland's successor.

EXECUTIVE CARS AND LARGE SUVS

Audi A6 e-tron Late 2024

Posh hatchback and estate go fully electric, with up to 466 miles of range promised.

Key: Electric car

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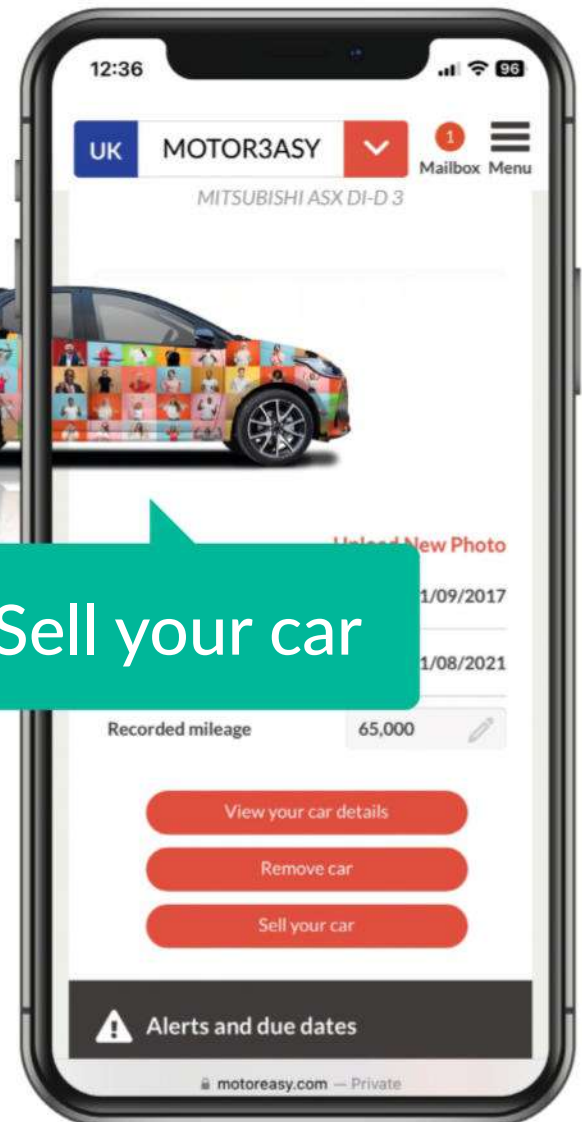
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REVEALED: the most and least reliable cars in 2024

In our exhaustive annual survey, we rate the dependability of cars up to five years old, based on the experiences of owners

THERE ARE THOUSANDS more electric vehicles (EVs) on UK roads now than this time last year, but are they the most dependable cars you can buy? After all, EVs are far less complex than hybrid cars and require less maintenance than petrol or diesel-engined models, so they ought to come out on top, right?

To answer this and other related questions, the annual What Car? Reliability Survey asks thousands of motorists to tell us if their cars have let them down during the past 24 months.

The latest survey, conducted in association with MotorEasy, has gathered data from 29,967 car owners. As well as telling us if their cars had suffered any faults, they also told us how much each issue cost to fix and how long it kept their cars off the road. Cost and inconvenience are the two biggest headaches of dealing with a faulty car, so we used responses on these issues to create a unique reliability rating for each car and brand.

To gain an in-depth understanding of what goes wrong, we asked owners to describe issues in various categories: air-con, battery, bodywork, brakes, engine or motor, engine or motor electrics, exhaust, fuel system, gearbox/clutch, interior trim, non-engine or motor electrics, sat-nav/infotainment, steering and suspension systems.

Furthermore, specific categories for EVs, including charging and drive battery issues, as well as difficulties with electric motors, helped us to build a better picture of EV ownership.

This year, we have data for 199 models (up to five years old) from 31 brands. Where we have a large enough sample size, we separate diesel, electric, hybrid and petrol versions. We only focus on cars up to five years old because that covers the minimum three-year new car warranty as well as another two years where faults are less likely to be fixed for free.

SMALL CARS Class average 94.3%

MOST RELIABLE

1 Toyota Aygo X (2021-present)
Toyota's tiniest and most affordable car has outdone its bigger siblings with a perfect reliability rating of 100%. This indicates that not one of the Aygo Xs in our survey had any glitches at all. That means not a single Aygo X owner has needed to seek assistance from dealers at all in the previous 24 months.



Reliability rating **100%**

Owner's view
"Its superb reliability is the thing I like best about my Aygo X"

What went wrong?

Nothing

2 Kia Picanto (2017-2024)

This version of the Picanto may no longer be on sale new, but it's well worth considering as a bulletproof city car. A mere 6% of examples aged up to five years old had any issues, and only with the gearbox/clutch. Kia covered all repair costs, too, and its workshops resolved all problems in a day or less.



Reliability rating **99.3%**

3 Volkswagen Polo (2018-present)

The Polo outshines many of the brand's larger models with a high reliability rating and 7% fault rate. Half of the complaints were about minor bodywork issues that didn't cause breakdowns and were fixed in a day or less. Volkswagen paid for 83% of repairs, and none of the remaining bills exceeded £50 per fault.



Reliability rating **98.3%**

LEAST RELIABLE

1 Seat Ibiza (2017-present)
Although the Ibiza shares its underpinnings with the Volkswagen Polo, there's a huge difference in dependability. In fact, 57% of Ibiza owners told us their cars had gone wrong, with most headaches caused by the infotainment and sat-nav. Although 90% of faulty cars could still be driven, 42% spent more than a week in the workshop. Only 74% of remedial work was carried out for free.



Reliability rating **78.0%**

Owner's view
"I bought my Ibiza nearly new and it suffered a number of niggly faults during the first 18 months"

What went wrong? Sat-nav/infotainment **30%**, air-con **9%**, engine electrics **9%**, exhaust **9%**, fuel system **9%**, gearbox/clutch **4%**, steering **4%**

2 Fiat 500 petrol (2008-present)

Problems with the engine electrics and exhaust system accounted for a third of all issues reported. Fiat paid for 40% of repairs, and 20% of owners had only to pay up to £100, but 40% had to find £501-£750 to get their cars fixed. Half of faulty cars were fixed on the same day, though, and the rest in less than a week.



Reliability rating **82.1%**

3 Vauxhall Corsa (2014-2019)

Overall, 21% of the Corsas reported on went wrong, with brakes, engine, electrics, steering and suspension faults among those reported. Costly repair bills were a major cause of complaint; 29% of cars cost £501-£1000 to put right and only 29% were repaired for free. Thankfully, 86% were fixed in a day or less.



Reliability rating **82.9%**

FAMILY CARS Class average 91.1%

MOST RELIABLE

1 Skoda Octavia petrol (2013-2020)
Petrol versions of the previous-generation Octavia gain a near-perfect reliability rating. This makes it a much better bet than the latest version (see below), with just 6% suffering any glitches. All issues were inconsequential, too, because they didn't cause any breakdowns and were put right in less than a day. All work was done for free.



Reliability rating **99.3%**

Owner's view
"I love my Octavia's dependability; it never lets me down"

What went wrong?

Fuel system **6%**

2 Mercedes-Benz A-Class hybrid (2018-present)

Hybrid versions of the A-Class go wrong less often than petrols (11% versus 21%), and when they do, they're quicker and cheaper to fix. All faulty hybrids were fixed for free in a day or less, whereas some petrol cars cost up to £300 and took more than a week to put right.



Reliability rating **98.7%**

3 BMW 1 Series (2019-present)

Don't discount the 1 Series because it's BMW's cheapest model; it's also its most dependable. Only 8% had any hiccups, with mainly non-engine electrical gremlins. All cars remained driveable, with two-thirds fixed in less than a week. Eighty-three percent of repairs were done gratis; 17% of owners paid up to £100.



Reliability rating **98.6%**

LEAST RELIABLE

1 Volkswagen Golf diesel (2020-present)

The current Golf has been plagued by issues with infotainment and other electrical systems, with diesels also suffering gearbox glitches. Thirty percent went wrong, a third taking at least a week to fix. Only 41% were fixed for free; 11% of owners faced bills of £1000 or more.



Reliability rating **70.4%**

What went wrong? Gearbox/clutch **11%**, sat-nav/infotainment **11%**, non-engine electrics **11%**, air-con **8%**, bodywork **8%**, brakes **5%**, engine **5%**, 12-volt battery **3%**, engine electrics **3%**, exhaust **3%**, fuel system **3%**

Owner's view
"A lot of the electrical technology has been very unreliable and took several updates to work properly"

2 Seat Leon (2020-present)

A high fault rate puts the Leon in the bottom three: 58% of the cars reported on went wrong, most with sat-nav/infotainment problems. These were slow to resolve, with 62% of cars sitting in workshops for more than a week. However, Seat covered the cost of 97% of fixes, easing some of the pain.



Reliability rating **74.2%**

3 Skoda Octavia (2020-present)

Issues with non-engine electrical systems, in particular sat-nav/infotainment, blighted the latest Octavia, accounting for 52% of all reported faults. Overall, 35% of cars had a problem; most could still be driven, but 52% were out of action for more than a week. Skoda stumped up for 97% of repairs, though.



Reliability rating **80.3%**

EXECUTIVE CARS Class average **89.4%**

MOST RELIABLE

1 Lexus ES (2018-present)
The ES outclasses all its premium German rivals when it comes to dependability. Only 4% of ES owners reported issues, and only with the sat-nav/infotainment systems. Lexus covered the cost of all remedial work, and the only real inconvenience was that owners had to wait between one and seven days to get their cars back.



Reliability rating **99.3%**

Owner's view
"My ES has been totally fault-free so far over five years"

What went wrong?
Sat-nav/infotainment **4%**

2 BMW 3 Series petrol (2019-present)
Petrol 3 Series models go wrong less often than diesels, with a fault rate of 9% (versus 17%). The most common issues were with the engine and electrical systems. Owners told us that 89% of work was done for free. The only frustration was that in 44% of cases they had to wait for more than a week for repairs.



Reliability rating **97.5%**

3 BMW 5 Series petrol (2017-2023)
If you're after a previous-generation 5 Series, petrol versions have far fewer faults than diesels (14% versus 43%), with most issues concerning the electrical systems. BMW also fully covered the cost of repairing 75% of petrol models but repaired only 46% of diesels gratis. Petrol models were fixed quicker, too.



Reliability rating **96.7%**

LEAST RELIABLE

1 BMW 5 Series diesel (2017-2023)
Diesel versions of the previous-generation 5 Series not only have a high fault rate (43%) but are also costly and slow to put right. A third of owners had to pay between £201 and £750; some paid more than £1500. Most of the afflicted cars could still be driven, but 45% took more than a week to fix.



Reliability rating **79.8%**

Owner's view
"My 2019 5 Series has suffered a constant stream of faults, and they've proven costly to fix"

What went wrong? Exhaust **15%**, engine electrics **9%**, 12-volt battery **6%**, non-engine electrics **6%**, air-con **4%**, bodywork **4%**, brakes **4%**, sat-nav/infotainment **2%**, gearbox/clutch **2%**

2 Volkswagen Passat (2015-2022)
Eye-watering repair bills were reported by some Passat owners, with only 60% getting their cars fixed for free; 27% paid up to £750 and 13% paid more than £1500. All cars could still be driven, but 67% took more than a week to be put right. Overall, 32% went wrong, mainly with bodywork and electrical issues.



Reliability rating **82.2%**

3 Audi A6 (2018-present)
The A6 was not only plagued by problems (50% of cars went wrong) but was also costly to fix in many instances. Audi covered the cost of 77% of repairs, but that left 17% of owners with bills of up to £200 and 6% paying more than £1500. Two-thirds of cars were back on the road in less than a week, though.



Reliability rating **82.5%**

SMALL SUVs Class average **93.7%**

MOST RELIABLE

1 Mini Countryman (2017-2024)
The Countryman isn't only the most dependable small SUV you can buy; it's also the most reliable Mini model in the survey. Owners told us just 2% of their cars had any issues and these were restricted to niggles with the bodywork. With all these foibles sorted out at no cost and in less than a week, the Countryman has kept its owners extremely happy.



Reliability rating **99.7%**

Owner's view
"My Countryman really feels like a high-quality vehicle"

What went wrong?
Bodywork **2%**

2 Audi Q2 (2016-present)
Almost all of the Audi Q2s in our survey behaved impeccably, according to owners. Only 3% reported any issues, all of which concerned engine faults that prevented the affected cars from being driven. Although all the faults took more than a week to put right, they were corrected at no cost to owners.



Reliability rating **99.5%**

3 Hyundai Kona PHEV (2019-present)
Although plug-in hybrid versions of the Kona had a higher fault rate than petrols (7% versus 3%), they were fixed quicker, with half of the afflicted PHEVs being put right in a day or less. Non-engine electrical systems and the sat-nav/infotainment system were the trouble points, and all issues were fixed for free.



Reliability rating **99.0%**

LEAST RELIABLE

1 Nissan Juke petrol/hybrid (2019-present)
Nearly a third (31%) of the Jukes reported on went wrong, with 80% of these rendered undrivable, some for more than a week. Nissan only covered the cost of remedial work in 35% of cases; 52% of owners paid more than £1500 per fault.



Reliability rating **50.0%**

What went wrong? 12-volt battery **13%**, engine **9%**, electric battery/charging **6%**, brakes **6%**, fuel system **6%**, non-engine electrics **6%**, air-con **3%**, bodywork **3%**, engine electrics **3%**, exhaust **3%**, gearbox/clutch **3%**, steering **3%**, suspension **3%**

Owner's view
"Nissan has been trying to fix my Juke hybrid for three months, and it's not managed it yet"

2 MG ZS petrol (2017-present)
The petrol ZS is the most problematic MG, with a fault rate of 58%. Electrical systems and the sat-nav/infotainment system gave the most grief, but engines and their electrical systems also played up. It took more than a week to fix 36% of faulty cars, but MG paid for 86% of work and no other repair bills topped £200.



Reliability rating **81.1%**

3 Skoda Karoq diesel (2018-present)
Diesel versions of the Karoq are twice as likely to go wrong as petrols, with a fault rate of 30% (versus 15%). Engine and non-engine electrical faults were the biggest headaches. Most affected cars were back on the road in less than a week, but only 43% of repairs were free; 29% of owners faced bills of up to £750.



Reliability rating **87.6%**

FAMILY SUVs Class average 92.4%

MOST RELIABLE

1 Lexus NX (2014-2021)

The previous-generation Lexus NX is your best bet if you want a fault-free family SUV. Not only is it the top scorer in this class, but it also outperforms the latest NX, which scores 97.6% and lies in fifth place. No NX owners reported any issues with their cars, and that meant no time off the road for repairs and no unexpected repair bills.



Reliability rating **100%**

Owner's view

"My car has been faultless in the two years I've owned it"

What went wrong?

Nothing

2 Toyota RAV4 (2019-present)

Just 2% of RAV4 owners had any problems with their cars, mainly relating to the 12-volt or drive battery/charging system. While 50% of faults stopped cars from being driven, 83% were fixed in less than a week and the same proportion were fixed for free. Those who had to pay for repairs were asked for less than £200.



Reliability rating **98.8%**

3 Renault Kadjar (2015-2022)

Swift remedial work that was carried out for free in all instances boosts the Kadjar's score, making it the most dependable Renault. Owners told us that 12% of their cars had suffered non-engine electrical or suspension issues, but all were rectified in a day or less. Even better, no owners were asked to pay anything.



Reliability rating **98.6%**

LEAST RELIABLE

1 Kia Sportage diesel (2016-2021)

Diesel Sportage models suffered a high percentage of faults and were slow to be repaired. Owners told us 56% of their diesel Sportages went wrong, compared with only 20% of petrol models. Half of faulty cars were in the garage for more than a week, and 8% of bills exceeded £1500; 83% of cars were fixed for free.



Reliability rating **66.2%**

What went wrong? Engine **24%**, gearbox/clutch **20%**, non-engine electrics **16%**, brakes **8%**, engine electrics **8%**, bodywork **4%**, exhaust **4%**, fuel system **4%**, sat-nav/infotainment system **4%**

Owner's view

"I've had to take my car to the dealership to have things fixed eight times in three years of ownership"

2 Mazda CX-60 (2022-present)

This is the least dependable model in the current Mazda line-up; 62% of owners had glitches with their cars. A third had suspension issues, a similar proportion had electrical faults and 24% had steering problems. Owners told us 43% of faulty cars took more than a week to fix. At least Mazda covered all repair costs.



Reliability rating **68.8%**

3 Range Rover Evoque (2011-2019)

The previous Evoque is the lowest-scoring model in the Land Rover line-up with a 35% fault rate. Issues with the engine electrics and suspension each accounted for 15% of faults. Two-thirds of cars were off the road for more than a week, and while 86% of cars were fixed for free, the rest cost more than £1500.



Reliability rating **73.8%**

LUXURY CARS Class average 91.1%

MOST RELIABLE

1 Lexus RX (2016-2022)

Like the Lexus NX, the larger RX demonstrates that being a complex hybrid is no barrier to being dependable: only 3% of the RX models in our survey went wrong. In even better news for owners, all problematic cars could still be driven and were back on the road in a day or less, and Lexus covered the cost of all repair work.



Reliability rating **98.8%**

Owner's view

"It's a Lexus, so I'm confident that my car won't let me down"

What went wrong?

Bodywork **3%**

2 BMW X5 (2018-2024)

Bodywork and engine issues were the two biggest complaints among the 12% of owners who reported a fault with their X5. Four out of five faulty cars could still be driven, and 75% were fixed in a day or less. Only 13% spent more than a week out of action. Fortunately, BMW covered the cost of 88% of repairs.



Reliability rating **96.4%**

3 Range Rover Sport diesel (2014-2022)

Diesel Range Rover Sports outshone petrol versions because 90% were fixed in a day or less, whereas the others were in the workshop for more than a week. Of the 22% of cars that went wrong, most had issues with brakes, engine or suspension; 90% were repaired for free.



Reliability rating **95.3%**

LEAST RELIABLE

1 Porsche Cayenne (2018-present)

Porsche's big luxury SUV can't match its smaller sibling for durability; 24% of Cayennes went wrong, compared with 13% of Macans. It's expensive to fix when it does go wrong, too. Porsche covered only 60% of the repair costs in full, leaving 40% of affected owners to pay £1500 or more. To top things off, 80% of the faulty Cayennes took more than a week to put right.



Reliability rating **84.6%**

What went wrong? Non-engine electrics **18%**, 12-volt battery **6%**, drive battery/charging **6%**

Owner's view

"Porsche has tried to fix my car twice, but it still doesn't work properly"

2 Mercedes-Benz GLE (2019-present)

Electrical niggles were the most common complaint among GLE owners, who told us 35% of their cars had suffered a fault. There were also issues with the exhaust system, interior trim and suspension. Although Mercedes covered the cost of all repairs, all faulty cars were undrivable and took more than a week to fix.



Reliability rating **88.2%**

3 Range Rover (2013-2022)

Electrical and bodywork issues were the main concerns of the 28% of Range Rover owners whose cars went wrong. Although Land Rover paid for 80% of repairs, that left 20% of owners more than £1500 out of pocket. The work wasn't especially quick, but at least 60% of faulty cars were back on the road in less than a week.



Reliability rating **90.9%**

SEVEN-SEATERS Class average **90.8%**

MOST RELIABLE

1 Hyundai Santa Fe (2019-2024)
According to owners, the Santa Fe is the most bullet-proof seven-seater you can buy. A mere 4% of owners reported any faults with their cars, and all were fixed for free. All of the affected cars could still be driven, and half were back on the road in a day or less, the rest being put right in less than seven days.



Reliability rating **98.9%**

Owner's view
"I like how my car comes with a five-year warranty, just in case"

What went wrong?
12-volt battery **4%**

2 Land Rover Defender (2020-present)
The Defender is the most dependable Land Rover model, with a 14% fault rate. Those cars that did go wrong mostly suffered engine and sat-nav/infotainment faults. All issues were fixed for free, but two-thirds of the affected vehicles were off the road for more than a week.



Reliability rating **96.3%**

3 Peugeot 5008 (2017-2024)
The 5008 demonstrates that you don't have to break the bank to buy a dependable seven-seater. While 16% of 5008s had a glitch with bodywork, electrics or interior trim, three quarters of these were put right in a day or less. Half of them were fixed for free, 25% cost up to £50 and 25% cost up to £500.



Reliability rating **95.0%**

LEAST RELIABLE

1 Audi Q7 (2015-present)
You may need deep pockets to run an Audi Q7. Of the 33% of owners who reported a fault, 25% were asked to contribute between £101 and £750 towards repairs, and another 25% had to pay more than £1500. Audi did pick up the tab for the remaining owners, though, and it's good news that all cars were put right in less than a week.



Reliability rating **80.8%**

Owner's view
"Very unreliable, with faults that even Audi couldn't fix, leading to big bills for me"

What went wrong? Non-engine electrics **22%**, engine **6%**, sat-nav/infotainment **6%**

2 Seat Tarraco (2018-present)
Thirty-five percent of Tarraco owners told us their cars had issues with their sat-nav/infotainment systems. There were also problems with other electrical systems and the engine, taking the overall fault tally to 61%. However, 67% were fixed in a day or less and Seat paid in 71% of cases. The others cost £200 or less per fault.



Reliability rating **82.3%**

3 Land Rover Discovery Sport (2014-present)
The Discovery Sport has a high fault percentage at 27%, with issues in most of our fault categories. Land Rover paid for 78% of remedial work but 16% of owners had to pay more than £1500 towards repairs. Some work was slow; 40% of cars were out of action for more than a week.



Reliability rating **84.1%**

ELECTRIC CARS Class average **87.7%**

MOST RELIABLE

1 Mini Electric (2020-2024)
The Mini Electric may not have the longest range, but it's the most reliable electric car and far more dependable than its Peugeot and Vauxhall rivals. Only 5% of the cars reported on had niggles with their 12-volt batteries or motor electrics. While it took up to a week to rectify these faults, all cars remained driveable and all were fixed at no cost.



Reliability rating **98.4%**

Owner's view
"Faultlessly reliable and I love the quality feel of its interior"

What went wrong?
Motor electrics **3%**, 12-volt battery **2%**

2 Nissan Leaf (2019-present)
Only 11% of the Leafs in our survey had a glitch – either with the brakes, interior trim or non-motor electrics. Those faults didn't cause any breakdowns, and 60% of the affected cars were put right in a day or less. However, while Nissan paid for 60% of repairs, the remaining 40% of owners had to pay between £301 and £1000.



Reliability rating **95.6%**

3 BMW i4 (2021-present)
Although the i4 had its share of faults (27% of owners said their cars had gone wrong), this was offset by the fact that all repairs were done for free and 56% of affected cars were fixed in a day or less. Most of the issues were minor, relating to interior trim; there were also a few air-con and drive battery/charging faults.



Reliability rating **95.5%**

LEAST RELIABLE

1 MG 4 (2022-present)
With issues in almost all of our fault categories, 30% of the cars reported on went wrong. MG only paid for repairs in 55% of cases, leaving 39% of owners with bills of £1000 or more. Repairs weren't always swift, either; 68% of affected cars took more than a week to put right.



Reliability rating **63.8%**

What went wrong? Non-motor electrics **15%**, interior trim **9%**, bodywork **7%**, motor **7%**, sat-nav/infotainment **7%**, battery/charging system **4%**, gearbox/clutch **4%**, motor electrics **4%**, air-con **2%**, brakes **2%**, steering **2%**, suspension **2%**

Owner's view
"The charging socket on my brand new MG 4 broke after just 10 weeks of ownership"

2 Vauxhall Corsa Electric (2019-present)
The electric Corsa is more fault-prone than its petrol sibling, with 25% of owners reporting issues, mainly with the air-con, drive battery/charging and non-motor electrics. Half took more than a week to fix. Repairs were free for 61% of owners; most of the rest didn't pay more than £500.



Reliability rating **72.2%**

3 Porsche Taycan (2020-present)
More than half (58%) of the Taycans in our survey went wrong, with a range of issues including air-con, drive battery/charging, bodywork and various electrical issues. Getting cars fixed was slow, too; 56% were off the road for more than seven days, but at least Porsche covered the cost of 97% of repair work.



Reliability rating **76.2%**

WHICH MODELS COST THE MOST (AND LEAST) TO REPAIR?

While 82% of the cars in our survey had their faults fixed for free, the flipside is that 3% of car owners were left facing bills that exceeded £1500 for each issue.

When it comes to costly repairs, the current **Nissan Juke** stands out, with 52% of faulty cars costing their owners more than £1500 to repair.

The latest **Porsche Cayenne** can also be a costly car to live with; 40% of owners had to fund repairs costing more than £1500. And although the **Jaguar F-Type** and **Peugeot 208** don't have much in common, both models left 33% of owners with bills that topped £1500 per fault.

At the other end of the scale, **Audi** pleased owners of **Q2**, **Q3**, **Q4 e-tron** and **Q5** models by fixing 100% of their faults for free. Overall, though, the brand paid for only 79% of repairs.

At brand level, **Polestar** is a paragon of generosity, fixing all faulty cars for free, followed by **Cupra** (which covered the cost of 99% of work), **Renault** (98%) and **Dacia** (95%).



Polestar repaired all faulty cars for free



ELECTRIC SUVs Class average 89.3%

MOST RELIABLE

1 Tesla Model Y (2021-present)
Tesla has really turned round the reliability of its cars over the past few years and the Model Y is testament to this. Only 4% of the examples we heard about went wrong, and all were fixed for free. Three-quarters of cars were fixed the same day, and the rest were back on the road in less than a week.



Reliability rating **99.2%**

Owner's view

"My car's reliability gives me confidence in the brand"

What went wrong?

Non-motor electrics **3%**, motor electrics **1%**

2 BMW iX3 (2021-present)
Only 12% of the iX3s in our survey had any glitches, and most were electrical issues affecting the air-con, motor and other components. BMW covered the cost of repairs, but these tended to be on the slow side; eighty-three percent of cars took up to a week to repair, and the rest more than a week.



Reliability rating **96.7%**

3 Volvo XC40 Recharge (2021-present)
A fifth of XC40 Recharge models had a problem, mostly with the sat-nav/infotainment. Although all cars remained driveable, only 20% of the affected vehicles were fixed within a day; 60% took up to a week and the rest took longer. All remedial work was done for free, though.



Reliability rating **95.8%**

LEAST RELIABLE

1 Vauxhall Mokka Electric (2020-present)
Fifty-five percent of the Mokka Electrics we heard about went wrong. Although a third of problems were sorted out in a day or less, 56% of broken cars were out of action for more than a week. Vauxhall paid for the work on 92% of cars, but 8% of owners had bills that topped £1500.



Reliability rating **65.6%**

What went wrong? 12-volt battery **30%**, drive battery/charging **20%**, sat-nav/infotainment system **15%**, air-con **10%**, bodywork **10%**, steering **10%**, motor electrics **5%**, gearbox/clutch **5%**, non-motor electrics **5%**

Owner's view

"My car has been in the garage for 14 weeks, and I still haven't been told what's wrong with it"

2 MG ZS EV (2019-present)
Although fewer (43%) MG ZS EVs had problems, 82% of broken cars were in the workshop for more than a week. On top of that, 10% of owners faced bills of more than £1000 to get things put right. Air-con and the 12-volt battery were the main culprits, but there were also issues with the drive battery/charging.



Reliability rating **69.3%**

3 BMW iX (2021-present)
The 12-volt battery, sat-nav/infotainment and other electrical components were the main problem areas for the 38% of iXs in our survey that went wrong. These issues kept 82% of the affected cars off the road for more than a week, with 72% of them being undriveable. However, BMW covered the cost of all repair work.



Reliability rating **78.6%**



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WHAT ARE THE MOST DEPENDABLE CARS BY FUEL TYPE?

In spite of their complex engine and motor combinations, **hybrids** and **plug-in hybrids** are the least likely type of car to go wrong. Only 19% of cars with this power set-up had a glitch.

Petrol models are the next best bet if you're after a dependable motor, with a fault rate of 22%.

While some **electric vehicles** (EVs) never put a foot wrong, others suffered a range of issues affecting motor and non-motor electrics, and some also had faults with their charging systems. Overall, 27% of EVs had a glitch.

Meanwhile, **diesel** cars are the most likely to suffer a fault, with nearly a third (31%) of those in our survey having a problem.

Diesels are also the least likely to be fixed for free; manufacturers covered the cost of only 67% of repairs for cars of this type, and 6% of owners paid out more than £1500 in repair bills. In contrast, 91% of **hybrid** owners had their cars fixed gratis, and only 2% of them had to find more than £1500 to cover fixes.

Next best are **EVs**, 89% of which were fixed for free, followed by **petrol** cars, 79% of which were fixed at no cost. Only 3% of **EV** and **petrol** car owners faced bills of more than £1500.

COUPÉS, CONVERTIBLES AND SPORTS CARS

Class average **92.2%**

MOST RELIABLE

1 Porsche 718 Boxster/Cayman (2016-present)

Between Porsche's mid-engined roadster and its coupé sibling, only 6% had any glitches, and the only area of concern was the bodywork. Getting things fixed was easy, too, with all work completed in a day or less, and Porsche covered the cost of all the work required.

What went wrong?

Bodywork **6%**



Reliability rating **99.3%**

Owner's view

"I really appreciate my car's build quality and reliability"

2 Mini Convertible (2016-2024)

Only 7% of Mini Convertibles exhibited faults, and the sat-nav/infotainment system was the only area that gave owners any grief. All of the affected cars were put right in a day or less, and Mini covered the cost of all remedial work, ensuring that disruption was kept to a minimum for owners.



Reliability rating **99.2%**

3 BMW 4 Series Coupé/Convertible (2020-present)

The latest 4 Series looks like a far better bet than its predecessor (see below). Only 8% suffered any problems, all concerning the steering and non-engine electrical systems. BMW paid for all repairs, and all faults were resolved in less than a week; 25% of cars were fixed in a day or less.



Reliability rating **98.4%**

LEAST RELIABLE

1 BMW 4 Series Coupé/Convertible (2014-2020)

Costly repair bills and long stints in the workshop were the bugbears of the 25% of previous-generation 4 Series owners who told us their cars had gone wrong. Only 33% of fixes were done for free, leaving most owners with bills in the hundreds and 25% having to find more than £1000 to put things right. Half of the faulty cars took more than a week to fix.

What went wrong? Bodywork **14%**, 12-volt battery **7%**, air-con **4%**, brakes **4%**, engine **4%**, fuel system **4%**, non-engine electrics **4%**



Reliability rating **79.0%**

Owner's view

"My car has an ongoing issue; it's now in the garage for the fifth time for the same fault"

2 Mercedes-Benz E-Class Coupé/Cabriolet (2017-2023)

A variety of issues knocked 47% of E-Class models out of action. All remained driveable, and two-thirds were fixed in a day or less, but the rest spent more than a week in the workshop. Mercedes covered the repair costs for 73% of owners, leaving some with bills of up to £300.



Reliability rating **83.4%**

2 Jaguar F-Type (2014-2024)

The F-Type isn't an overly fragile car, but it can be eye-wateringly expensive if it goes wrong. Twenty-two percent of the cars reported on went wrong, and while 67% were fixed for free, the remainder cost owners at least £1500. Two-thirds were out of action for more than a week, mostly due to electrical issues.



Reliability rating **88.3%**

SURVEY STATS

29,967

survey responses

22% of cars had a fault

55% of the cars in the survey had an automatic gearbox (45% were manuals)

82% of faults were fixed free of charge

11% cost up to £500 to fix

3% cost more than £1500

33% of faulty cars could still be driven and were fixed in a day or less

27% of the faulty cars could be driven but took more than a week to repair

12% of the faulty cars were undriveable and took more than a week to fix

WHAT CAR? SAYS

When it comes to reliability, a car's brand is a better indicator of its durability than its fuel type.

Mini claims the top spot this year, with a near-faultless score for all five of the diesel, electric and petrol models reported on in our survey. The shining stars were the **Countryman**, which gained 99.7%, making it the highest-

scoring SUV overall, and the **Mini Electric**, which was the best EV with a rating of 98.4%.



Former winner **Lexus** was just 0.4% behind Mini. The **ES** claimed the top spot in the executive class, while the 2014-2021 **NX** was the best family SUV and the 2016-2022 **RX** the top luxury car. The **NX** and **Toyota Aygo X** were also the only models to achieve a full 100% reliability rating.

Suzuki wasn't far behind the top two brands, with the **Swift** and **Vitara** scoring 95.7% and 97.7% respectively.

Brands to make it into the top 10 for the first time include **Citroën**, **Dacia** and **Renault**. Meanwhile, **Cupra** and **Volkswagen** appear to



Lexus has been bumped to No 2; Land Rover has moved out of the bottom three



be starting to recover from the spate of electronic glitches that marred their scores last year, but **Audi** and **Seat** haven't improved their ratings as much.

While **Land Rover** is still in the bottom half of the chart, it's heartening to see it out of the bottom three. **MG** now occupies bottom place, due to a high fault rate and slow repairs. Its overall score was also not helped by the large proportion of **MG 4** owners who faced large repair bills.

Also propping up the bottom of the chart are **Alfa Romeo** and **Vauxhall**. Many **Giulia** and **Stelvio** owners said their cars had spent lengthy stints in workshops, and the Giulia

could also be costly to repair. Vauxhall's **Corsa Electric**

and **Mokka Electric** were its lowest scorers; both were in the bottom three in their respective classes.



Alfa was hit by some pricey, lengthy repairs

Reliability league table by brand

(cars up to five years old)

WHATCAR?

RELIABILITY SURVEY 2024

In association with

motoreasy

RANK	MAKE	SCORE
1	Mini	98.3%
2	Lexus	97.9%
3	Suzuki	97.7%
4	Honda	96.6%
5	Toyota	96.1%
6	Dacia	96.0%
7	Citroën	94.1%
8	BMW	94.0%
9	Renault	93.6%
10	Hyundai	93.5%
11	Kia	93.4%
12	Volvo	92.8%
13	Skoda	91.8%
14	Ford	91.5%
15	Tesla	91.4%
16	Mazda	91.1%
17	Cupra	90.6%
18	Volkswagen	90.5%
19	Peugeot	90.3%
20	Jaguar	90.1%
21	Porsche	90.0%
22	Mercedes-Benz	89.7%
23	Polestar	89.3%
24	Audi	89.0%
25	Fiat	88.2%
26	Seat	87.5%
27	Land Rover	87.1%
28	Nissan	85.9%
29	Vauxhall	84.7%
30	Alfa Romeo	84.1%
31	MG	76.9%



Chancellor Rachel Reeves (below) might ditch the fuel duty discount that was introduced in 2022

HOW THE BUDGET MIGHT AFFECT MOTORISTS

BUDGET

MIGHT

AFFECT

MOTORISTS



GETTY IMAGES

The upcoming Autumn Budget is expected to hit motorists hard. **Claire Evans** takes a closer look at what might be in store

THE NEW GOVERNMENT'S first Budget will be outlined on 30 October, and rumours are rife that it will penalise drivers heavily.

One tactic that Chancellor Rachel Reeves might use to raise money is to remove the 5p per litre discount on fuel duty that was introduced by the previous Government in 2022. This would put the fuel tax rate back up to 58p per litre, taking the average cost of a litre of petrol up to 145.61p and diesel up to 150.35p.

For a driver covering the UK's average of 7400 miles per year, the increase in fuel duty would equate to an additional average cost of £43 per year to run a petrol car and £39 for a diesel.

Combined with the fuel duty freeze, which has been in place since 2011, the two policies have cost the Treasury £100 billion in the past 13 years, according to analysis by the Social Market Foundation (SMF). It says scrapping them would bring in £27bn over five years.

The RAC motoring organisation is in favour of ditching the 5p discount on the grounds that fuel suppliers haven't been passing it on at the pumps. "We'd normally be against any increase in duty," said RAC head of policy Simon Williams, "but we've long been saying that drivers haven't been benefitting from the current discount due to much higher-than-average retailer margins."

On the other hand, the AA is calling for a continuation in the freeze. "Scrapping the 5p freeze in fuel duty would hurt everyone, not just drivers," said AA president Edmund King. "Everything from the price of food in supermarkets to the delivery of social care within our communities are impacted by pump prices, and an unnecessary hike in fuel duty could make things worse."

The introduction of road pricing is another idea under discussion. It would mean those who cover the most miles pay the most. But it would be an additional charge for motorists who already pay to drive in regional clean air zones (CAZs) or inside the London ultra-low emission zone (ULEZ), where daily fees apply.

It is seen as an alternative to road tax (VED), revenue from which will continue to decrease by up to £13 billion a year by 2030 as more drivers switch to electric vehicles (EVs).

Although EV owners will have to pay VED from April 2025, it's still likely to raise less than was generated from petrol and diesel cars. EV owners will pay the lowest (£10) rate for the first year and then the standard £190 a year after that. The shortfall is expected to be exacerbated by the Government's plan to bring the ban on the sale of new non-EVs forward to 2030, five years earlier than the current 2035 target.

While VED is a blanket fee payable by all drivers, road pricing could be introduced only on the busiest sections of road and at peak hours. This would mean it targets high-mileage drivers and those who need to get to work during rush hour, but not those who do shift work or unsociable hours.

'Road pricing could be introduced only on the busiest sections of road and at peak hours'

WAYS TO SAVE MONEY ON FUEL

IF THE BUDGET goes as expected, driving is going to become more expensive soon, especially for owners of petrol and diesel cars. If you can't reduce your costs by switching to an electric car, you can minimise the damage the Budget will do to your bank balance by making some simple changes to the way you drive.

BEFORE YOU SET OFF

Check the app: A quick and easy way to find out which service station has the lowest fuel prices is to check out those in your local area on a price comparison app such as petrolprices.com.

As well as showing you up-to-date pricing information on around 8500 forecourts across the UK, it also shows short-term discounts and promotional deals that are available.

There are ratings for many service stations, and you can leave a review to let others know how busy it was and how helpful the staff were.

Share the journey: This can reap big savings, so ask at work to see if you can share your commute with a colleague, or register for a service such as liftshare.com to be paired up with people looking to do the same journey as you.

Pick the most efficient route: The way you get to places makes a big difference to your fuel economy. For example, a longer route could actually cut your fuel bill if it includes less stop-start traffic, so it's worth checking traffic apps such as Waze before you head off.

You can enter details of an upcoming drive into Google Maps and it will show you a number of route options so you can pick the shortest or the one with the fewest hold-ups. You might be able to go into the settings and select the most fuel-efficient route, which is typically signified with a green leaf icon.

Apps such as Apple Maps, Google Maps and Waze show live traffic and can automatically reroute you around the worst congestion. You can access them on your smartphone – if it is securely held in a mount – or through your car's infotainment screen if you have a vehicle compatible with Android Auto or Apple CarPlay phone mirroring.

Log your fuel use: Generally speaking, cars are more efficient at constant speeds, away from stop-start traffic, but there can be exceptions. There are a number of fuel use apps, such as Fuely and Fuel.io, that allow you to track your journeys, your mileage and how much you're getting to the gallon.

Clear out the clutter: The lighter your car is, the less fuel it'll use. So, while you might want to carry a shovel over the winter months, leave it in the garage in summer. And if the kids aren't travelling with you, don't take their buggy.

Go streamlined: If you're not using the carrying capacity of externally mounted accessories such as roof boxes or bike racks, take them off the car; the extra wind resistance these items create has a profound effect on fuel consumption, as do open windows and sunroofs.

Pump up the tyres: Under-inflated tyres create drag. If you keep yours correctly inflated, you could use up to 25% less fuel.



Change the engine oil: Dirty oil doesn't lubricate engine parts as well as clean oil. And poorly maintained engines run less efficiently, so it makes sense to keep up the servicing regime.

WHILE YOU'RE DRIVING

Keep moving: Your car uses more fuel getting away from a standstill, so try to anticipate the road ahead, keeping a good distance from the traffic in front. That way, you'll need to stop fewer times. And when you do have to stop, remember to pull away gently to reduce the strain on the engine.

Shift up sooner: Always try to change up to the next gear as soon as possible, because the fewer revs the engine is doing at any given speed, the more miles it'll do to the gallon. It's also worth bearing in mind that modern cars shut off their fuel injectors when you're coasting in gear, so staying in gear for as long as possible when you're slowing down reduces fuel consumption.

Turn off gadgets (but not the air-con):

Switching off your car's air conditioning system in winter can cost you more than it saves, because if it isn't used regularly, the seals dry out and you'll face a bill to get it working again. However, it's worth switching off systems such as the audio system, rear demister and lights when you're not using them, because they all draw energy, which means the engine has to work harder.

Reduce idling time: Most modern cars will automatically switch off the engine whenever you come to a halt. But if yours doesn't (and you're stationary for more than a minute), do it yourself. Just remember that it's not advisable if you have a tired car battery.

WHAT CAR? PROMOTION

LOTS OF MINI REASONS TO LOVE THE NEW ALL-ELECTRIC MINI COOPER

What's the ideal recipe for a great small electric car? Well, obviously it should be small, stylish and fun to drive. But any small electric car worth its salt should also deliver plenty of cossetting comfort, bags of practicality and – perhaps most importantly of all – miles and miles of electric range to make every journey feel epic. **Well, the new all-electric MINI Cooper ticks all of those boxes, and then some.**

It starts with a fresh all-electric interpretation of MINI's timelessly sporty style and its iconic go-kart driving character: the latest generation of MINI's efficient and punchy electric engine tech working with classically compact MINI dimensions to ensure that this new all-electric MINI Cooper feels as nimble and invigorating to drive as it has always felt – whether you're nipping through narrow city streets or tackling a twisty A-road.

The theme of blending the iconic with the new continues inside, with premium soft-touch materials and a cool modern high-tech evolution of MINI's signature round centre-mounted speedometer. Offering bold ultra-crisp

graphics, intuitively swipeable navigation and always-online 5G connectivity, it's the beating heart of the new all-electric MINI Cooper, making every electric journey even easier and more fun.

It also lets you pick from a selection of customisable MINI Experience Modes to perfectly match every drive to your mood – whether it's the iconic feel of Timeless Mode or the sporty flair of Go-Kart Mode.

As if that wasn't enough, MINI has made picking your perfect all-electric MINI Cooper even easier, too, with a range of three stylish Classic, Exclusive and Sport trims, a choice of tech packs that deliver even more advanced features, and a wealth of ways to customise your MINI Cooper's style to your taste.

So, whether you opt for the MINI Cooper E with its sparky 184hp and up to 189 miles of all-electric range, or if you decide to amp up your aspiration with the even-sportier MINI Cooper SE with its 218hp and up to 249 miles of range, you can expect to enjoy more MINI miles and more MINI smiles in equal measure.



To learn more about the new all-electric
MINI Cooper and take a 24-hour test-drive,
head to [mini.co.uk](https://www.mini.co.uk)



WHATCAR?

**ELECTRIC
CAR OF
THE YEAR
2024**

Best Electric Small Car
MINI Cooper



“The MINI Cooper is a great choice if you’re looking for a small electric car that’s fun to drive and packed with personality,” What Car? said. “If the original 1960s Mini had been electric, it would have been just like this one.”

WHATCAR? ★★★★★

“There’s plenty of power on tap from the MINI Cooper’s motor. More than enough to feel fun on a tight back road, or to blitz past slower traffic.”

AUTOCAR ★★★★★



WHATCAR?

READER TEST TEAM

KIA EV3

You've already had a chance to read about what this all-new small electric SUV is like to drive; now it's time to find out what a group of our readers think of it. **Claire Evans** reports

Photography: Alasdair Rodden



Would you like to be part of a future **Reader Test Team**?
Email us with your details at readertestteam@whatcar.com

Check out other electric SUVs in our buyer's guide on p110



In Long Range form, the EV3 has an impressive official range of 372 miles

WARREN EVANS



Age 66
Job Retired first line manager

Drives BMW iX, Peugeot 5008

“We’re thinking of replacing our BMW iX with a small SUV and are considering the EV3, because we looked at the larger EV9 last year and were very impressed with it.

“We have 10 grandchildren and look after some of them fairly often, so we need a practical car. I like the fact that the EV3 is wide across the rear bench and has plenty of space for occupants, although I’m not sure the back seats would be comfortable for adults on longer drives, because the floor is high, so you have to sit with raised knees.

“The boot is huge, though, and the rear doors open wide and the back windows go all the way down; both of these are good features for people travelling with children.

“I’m not so convinced about the position of the charging port on the nearside front wing, because I always reverse onto our drive to park, and this would mean I’d have to trail the charging lead across the front drive to plug in.

“I am very taken with the looks; it’s less boxy than the EV9. The only things I don’t like are the awkward pull-out door handles.”



Warren rates the EV3 highly for practicality



High-quality recycled materials give the interior a premium feel, according to Alan

ALAN HAYNES



Age 59 Job Chief executive **Drives Kia EV6 GT, Toyota C-HR**

"I've had my EV6 for eight months and am so impressed with the brand that I think the EV3 could be a suitable replacement for our C-HR.

"I've been pleasantly surprised by the interior quality in my EV6, and the EV3 also has a premium feel. The recycled materials inside look and feel good.

"I like all the thoughtful touches in the EV3, such as the tray table that pulls out of the driver's armrest so you can rest an iPad on it, and the driver's seat that reclines so you can relax while the car is charging.

"Other practical touches

include an adjustable boot floor, which would enable us to make the boot deeper so it could accommodate our grandchildren's pushchairs.

"We travel to Cornwall a couple of times a year, so I'd go for the Long Range, which should realistically do around 300 miles between charges. Its range is better than that of the EV6, which does about 250 miles.

"It's also great that Kia has listened to current EV owners. The EV6 doesn't have a light on the charging port, and that makes it more difficult to plug in the charging lead when it's dark, but Kia has fitted a light to the port on the EV3."



Lack of a storage bin between the front seats was one of our readers' few complaints

CHRIS LEECH



Age 68 Job Retired insurance claims inspector **Drives Kia Sportage**

"I'm interested in finding out if the EV3 is good enough to convince me to go fully electric with my next car.

"The exterior styling is a bit boxy, but I like it because it makes the EV3 stand out from rivals such as the Hyundai Kona Electric. I like the black line that runs along each side, too; this helps to make the car look larger.

"I love the interior, which looks really modern. I'm pleased to see that the quality of the materials seems as good as in other Kia models, including my Sportage.

"The only niggle is that there

is no lidded storage bin between the front seats; this would be handy for tucking a phone or other things out of sight.

"Although it's great that the trim on higher-spec EV3s is made from recycled carbonfibre, it's a shame that it's plastic in the entry-level Air.

"Finding a good driving position is easy, because there's plenty of steering wheel adjustment, and the front seats are fairly high up, so you feel like you're driving an SUV. And boot space is fantastic; it almost matches that of my Sportage.

"Overall, this could be the model that makes me switch to an electric vehicle."



EV3 may be "a bit boxy", but Chris thinks the EV3 looks more distinctive than rivals

JAMES ROBERTS



Age 51 Job Furniture maker **Drives Ford Kuga PHEV, Seat Ibiza**

"I'm considering buying a small electric SUV as an additional car, because my eldest son will soon be using our Seat Ibiza for work and we need to replace it, because we live in a semi-rural location.

"I cover 30-40 miles a day, but I'd prefer to have to recharge the car only once a week, so the Long Range model appeals most to me. We already have a home charger.

"The EV3 is deceptively roomy inside. I'm fairly tall, and there was plenty of space for me in the back when sitting behind an equally lanky driver. We have two children, aged 13 and 17, and the EV3 seems like it would be a perfect compact family car for us. "I love the large digital screen



that integrates the instruments and infotainment system; it makes the front seat area feel really spacious. The infotainment screen is intuitive and easy to use.

"It's good that you get stand-alone switches for the air-con; these are easy to use on the move. It's a shame there aren't separate air-con controls in the back, but it's great that you can get heated seats front and rear."





Charging port's location on the front wing would suit Tony's parking preferences well

TONY HUMPHRIES



Age 79
Job Retired engineer and IT consultant
Drives Kia Soul EV

"I've been impressed with my Soul EV. I like owning an electric car and have found the Soul really easy to live with, so I'm interested to see how good its replacement is.

"I appreciate the technology you get as standard on the EV3, such as the adaptive cruise control, hill hold and automatic parking brake. These things make driving much easier than it was 60 years ago, when I got my licence.

"I like the fact that the EV3's charging port is towards the front of the car. As with the Soul, this

will allow me to drive forwards into public charging bays – something I prefer. That said, I mostly recharge my car at home.

"I'm not overly concerned with the way cars look on the outside, but having a comfortable, well-sorted interior is important, and the EV3 is a lovely environment for the driver. I particularly appreciate the head-up display, which projects key information onto the windscreen and is standard on all trim levels.

"The EV3 is further proof of just how far Kia has come as a brand. It produces cars that are great value for money and are kitted out with all the niceties that make driving a pleasure."



IAN PATRICK-VALENTINE



Age 61
Job Property investor
Drives Skoda Yeti

"I'm aiming to switch to an electric vehicle [EV] this year. I like to drive something distinctive, and the EV3 is the closest EV I've found to my Yeti for size and practicality.

"The EV3 looks small from the outside, but it's quite long and spacious inside. The boot is a good size, and the fact that there's extra space under the bonnet for cables and other things is great.

"There's enough space for our dog's bed to go in the middle rear seat, which is where he likes to be. Higher trim levels come with artificial leather seats, so muddy paw prints can be wiped off.

"The driver's seat feels as comfortable as my top-spec Yeti's, and under-thigh support is better than in other small SUVs I've tried. You sit a bit more upright, too – something I prefer.

"I travel around 16,000 miles a year and often need to do 200 miles in a day to various locations. I'd want a car that could do the whole trip without needing to be charged up, so the Long Range EV3 sounds like the best option for me.

"The EV3 isn't perfect – there's no covered storage bin between the front seats and some of the interior trim materials are a bit shiny – but the very competitive pricing makes up for that."



Rear seats are easily roomy enough for tall occupants or Ian's dog bed in the middle



EV3 deliveries are expected to begin in November, with prices from £32,995

Alloy wheel cleaners

Cleaning your car's wheels regularly will not only keep them looking smart but also help to ward off corrosion. Here, we test five products that promise to take the effort out of a dirty job

TESTING PROCESS

Cleaning alloy wheels usually involves a dedicated alloy wheel cleaner, a brush to get into all the nooks and crannies, and a plentiful supply of water. All the wheel cleaners here change colour to indicate when they're working. Some of them recommend agitation with a brush, while the others don't require it, making the process potentially cleaner and quicker.

We put a barrier (made of thick foam) down the centre of each wheel so that we could apply all of our products to just one test car (for the sake of consistency), and then rinsed them off with a pressure washer after the stated waiting period. Where a range of waiting times was suggested, we used a mid-point between the two extremes.

We rated each product for ease of use and quality of finish, with their scores weighted by value.



WHATCAR?
BEST BUY

ALLOY WHEEL
CLEANERS

1 Bilt Hamber Auto-Wheel

Price £14.95

Buy from Amazon, bilthamber.com

Bottle size 1000ml

Price per 100ml £1.49

Quoted pH Neutral

Agitation recommended? No

This product comes in a one-litre bottle with a separate pump spray, and a brush is included for helping to clean particularly dirty wheels.

The liquid is surprisingly thin, with a pleasant banana smell, and we had no trouble getting it into every

nook and cranny of the wheel directly from the bottle. The colour changes immediately to indicate that the cleaner has started working. Bilt Hamber recommends leaving it on for between 15 seconds and two minutes; we waited for a minute.

Despite its thin nature, the liquid appeared to cling well to the wheel. It shouldn't be used on chrome-effect plastic components, but our plastic wheel centre caps were fine. Rinsing off left the wheel spotless, with no traces of brake dust, road grime or tar. When you consider that the Bilt Hamber wheel cleaner is not only the most effective on test but also one of the cheapest, it's a convincing winner.

WHAT CAR? SAYS ★★★★★



Each cleaner was applied to half a wheel



2 Autoglym Advanced All Wheel Cleaner

Price £19.99

Buy from Amazon, Halfords

Bottle size 1000ml

Price per 100ml £1.99

Quoted pH Neutral

Agitation recommended? No

This goes on nicely from the pump spray bottle, which is shaped in Autoglym's familiar rectangular profile and a little uncomfortable in the hand as a result. It's thicker than some of the other liquids here, meaning it clings well to the wheel and the brake dust residue.

The instructions say to apply to a dry wheel, spray on from

the bottom of the wheel up and allow to work for two to four minutes; we left it for three. Almost instantly, the product began to change colour to a dark purple, with the residue running down the wheel.

The instructions warn to not let the liquid dry and that agitation can be used for "heavily soiled or neglected wheels". We chose no agitation.

After rinsing off, it revealed a very clean wheel; there was no brake dust remaining and the wheel looked almost like new. Only a slightly higher cost than our winner counts against it.

WHAT CAR? SAYS ★★★★★



3 Halfords Wheel Cleaner

Price £6

Buy from Halfords

Bottle size 500ml

Price per 100ml £1.20

Quoted pH Balanced

Agitation recommended? Yes

This unassuming product comes in a 500ml size for just £6, making it the cheapest product here.

It goes on easily and covers fairly well, although the liquid is thin and begins to run off immediately. It begins to turn purple straight away as it reacts with the metallic compounds in the brake dust, and it has a pungent odour. Coverage is

reasonable, but we did need a second application during the dwell period (three to five minutes) to prevent it from drying out.

The instructions say to agitate the surface with a brush; this proved relatively easy and seemed to loosen the heavier areas well. While it removed the majority of the brake dust and road grime, a few specks of tar remained.

The overall result was a nicely cleaned wheel without undue effort. It may not be the best-performing product here, but it's a good budget choice.

WHAT CAR? SAYS ★★★★★



4 Meguiar's Ultimate All Wheel Cleaner

Price £19.99

Buy from Halfords, meguiars.co.uk

Bottle size 709ml

Price per 100ml £2.82

Quoted pH Balanced

Agitation recommended? No

This is billed as a premium product, with a price to match. It goes on nicely from the bottle, is reasonably thick and appears to begin working straight away, with dark purple streaks appearing. You don't need large quantities, either.

The instructions are very clear that the cleaner should

be used on dry wheels only and not allowed to dry, with a suggested dwell time of two to four minutes. Although agitation isn't required, the instructions suggest that it might help on heavily soiled or neglected wheels. We chose just to spray on the liquid and wait.

After rinsing off, the Meguiar's cleaner brought the wheel up very nicely, removing almost all of the brake residue, apart from a couple of hard-packed areas that could have done with some agitation. A good performance, then, but other products work better for less.

WHAT CAR? SAYS ★★★★★



5 Rain-X Graphene Wheel Cleaner and Protectant

Price £11.25

Buy from Amazon

Bottle size 500ml

Price per 100ml £2.25

Quoted pH Neutral

Agitation recommended? Yes

This uses 'graphene technology' that not only cleans and shines your wheels but also protects them by adding a coating to help reduce the subsequent build-up of brake dust.

The four-step graphical instructions say to wait for two to three minutes after spraying on the liquid, agitate it and then rinse off. It's quite a thin

liquid and you seem to need a lot of it. The colour change begins to occur quickly, but we found a second application was required to prevent the liquid from drying out.

When agitating, it foamed up nicely and lifted the brake deposits well, leaving a clean wheel after rinsing with no stubborn deposits left.

We can't substantiate the claims of subsequent protection, though, and although it does a slightly better job than the Halfords cleaner, it costs significantly more for the same quantity.

WHAT CAR? SAYS ★★★★★

CHRISTMAS



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WHATCAR?

COMPARISONS

PLUG RETHINK

It may look radically different from before, but is the latest Toyota Prius a cut above its refreshed plug-in hybrid rival from Volkswagen?

Photography: John Bradshaw



NEW
Volkswagen Golf 1.5 TSI eHybrid Style

List price £36,760 **Target Price** £35,325

Updates to Volkswagen's family hatchback include improvements inside and a larger battery for the plug-in hybrid version tested here, giving it an official electric range of 88 miles

NEW

Toyota Prius Plug-in Excel

List price £39,955 **Target Price** £39,172

Available only as a plug-in hybrid in the UK, the latest generation of this pioneering petrol-electric model gets a dose of style to go with its expected efficiency. Its official electric range is half that of the Golf, though



COMPARISON

T

oyota Prius. This is the name that immediately pops into many people's minds when you mention the word 'hybrid', and it's undoubtedly become the car most closely associated with combining petrol and electric power to maximise fuel efficiency.

The rakish styling and more natural proportions of this new, fifth-generation version make it far more visually appealing than its predecessor, and because it shares its underpinnings with Toyota's Corolla (our reigning Family Car of the Year), it should be far better to drive as well. The other big news is that this Prius is now available only as a plug-in hybrid (PHEV) in the UK (whereas the old model had a regular hybrid option as well), so officially you can travel for up to 44 miles on battery power alone.

The Prius might seem like the favourite in a battle of the hybrids, but it has fearsome competition in the shape of the latest Volkswagen Golf. The current iteration has just received a mid-life update that includes a huge battery upgrade for the plug-in eHybrid model we're testing here, from 10.4kWh to 19.7kWh (usable capacity). As a result, the Golf's official electric range is twice as long as the Prius's (at up to 88 miles). The Prius, then, won't have things all its own way.

DRIVING

Performance, ride, handling, refinement

Our contenders can get up to speed at a very similar rate when driving in hybrid mode, using both the engine and electric motor to sprint from 0-60mph in 6.9sec. The Prius responds more keenly when you need a sudden burst of acceleration, but the 30-70mph times are virtually identical as well.

The Golf's stronger electric motor means it's far more effortless when you're running on battery power alone, requiring a gentler squeeze of the accelerator to pick up speed. That said, it feels more lethargic when the battery has been depleted and the car is running solely on petrol power.

Provided you top up the battery regularly, that won't happen as frequently in the Golf, because its larger battery allowed it to cover an impressive 73 miles from a full charge on our real-world test route. That's considerably more than any other plug-in hybrid we've tested before (the previous best being 57 miles from a Mercedes-Benz GLC 300e). The Prius managed 38 miles from its 13.6kWh battery.

The CVT automatic gearbox in

TOYOTA PRIUS



BEST TO DRIVE



QUIETEST CRUISER

With a good sense of connection through the steering and fine body control, the Prius is more engaging to drive than the Golf, while also having a smoother ride. Wind and road noise are better suppressed at motorway speeds, making the Prius a more relaxing cruiser



VOLKSWAGEN GOLF



Golf has more punch when running on electric power alone and can travel nearly twice as far as the Prius before it needs to call on the petrol engine. The brakes may be strong in terms of outright stopping power, but they can be grabby and inconsistent in their response when you press the pedal



the Prius delivers its power in a smoother way than the Golf's more conventional auto. While both cars' engines become quite vocal under hard acceleration, the Golf's sounds more boomy and coarse. And with far less road noise and laminated side windows helping to minimise wind noise, the Prius is the quieter cruiser.

Both cars have regenerative braking to help top up the battery under deceleration, and the Prius has a default adaptive setting that slows you down automatically when approaching corners. Alternatively, nudging the gear selector from D to B in the Prius gives a constant braking effect when you lift off the accelerator. You can have a similar effect in the Golf, but you have to go to a sub-menu in the infotainment system to activate or adjust it – a clunky process. In these settings, both cars will slow you down to walking pace, but not to a complete halt.

When you need to press on the brake pedal, the Prius's is precise and responsive, so coming to a smooth stop is fairly easy. In contrast, the Golf's brakes are vague and grabby, although they can actually bring the car to a halt in a shorter distance.

Both cars are comfortable by the standards of plug-in hybrid family hatchbacks, but the Prius has a more settled ride and feels more tied down over undulating roads. While the Golf soaks up most bumps fairly well, it occasionally thumps when tackling sharper ruts and potholes.

In everyday driving, the Prius is more engaging to drive than the Golf, and it's mostly down to its steering providing a greater sense of connection with the front wheels. A smaller steering wheel also helps the response feel more direct. Start pressing on and the Golf offers more outright grip, but otherwise it feels more laid back.

BEHIND THE WHEEL

Driving position, visibility, build quality

Each contender offers a wide range of adjustment for the driver's seat and steering wheel, and electric seat adjustment is standard in the Prius to help when fine-tuning the driving position, whereas it's a £505 option in the Golf. However, drivers are more likely to feel at home sooner in the Golf, because it has a conventional dashboard layout with a 10.25in digital instrument panel that you view through the steering wheel in the normal way. The Prius, in contrast, has a high-set 7.0in digital instrument panel that you're meant to view over the top of a relatively small steering >>

COMPARISON

wheel, but some drivers might find that they have to set the wheel awkwardly low to avoid obscuring the bottom of the display.

To boost long-distance comfort, both cars have adjustable lumbar support, although it doesn't extend as far out into your back in the Golf. That said, the broader seats in the Golf provide more shoulder support, and the use of grippier, suede-like material (rather than faux leather in the Prius) holds you in place better when cornering.

While it's easier to see over the low dashboard in the Prius, the long, steeply raked windscreen pillars impede your view ahead to a greater extent than the more upright ones in the Golf. The latter provides clearer views over your shoulder and out the back, too, thanks to larger side and rear windows and rear pillars that, while chunky, are nowhere near as substantial as those of the Prius.

To aid low-speed manoeuvring, both cars come with front and rear parking sensors and a rear-view camera to help out. The Prius also has a camera on the roof that can feed a live view of the area behind the car onto a display in the central rear-view mirror – a handy feature if the rear window is blocked by a passenger or luggage.

Adjusting the climate control is far more straightforward in the Prius, because it has a row of physical switches on the centre console. You have to use fiddly touch sliders or voice control to adjust the temperature in the Golf, while the rest of the controls are inconveniently located on the infotainment screen.

Our contenders don't feel as opulent inside as the best family cars, but they still rank above mainstream rivals in terms of quality, with a robust feel and well-damped controls. There's a reasonable amount of soft-touch material on the upper sections of the dashboard and doors in both contenders, but the Golf uses a wider range of materials and trim finishers to create a more upmarket feel.

SPACE AND PRACTICALITY

Front space, rear space, seating flexibility, boot

Up front, there's plenty of head and leg room for six-footers in both cars, but the Prius feels more confined than the Golf. This is partly because the top of the long, sloping windscreen comes relatively close to front occupants' heads, while the ceiling curves down quite low at the sides; some people will have to duck to get in or out of the Prius. This isn't an issue in the Golf.

TOYOTA PRIUS



1 There's plenty of storage space up front, including a tray ahead of the cupholders that can be lifted up to reveal an extra hidden compartment

2 The high-set digital instrument panel is clear, but some drivers might find that the lower portion is obscured by the top of the steering wheel

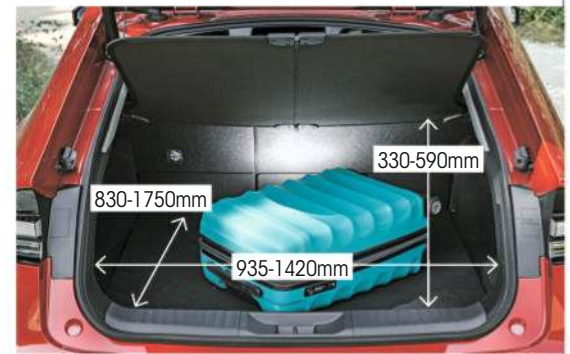
3 Long, sloping front pillars impede your view out, and the low roof means some drivers might bang their head when getting in or out



There's more room for adults to stretch out their legs than in the Golf, but head room is tight for occupants of even average height. Boot is longer but shallower than the Golf's. Neither car has underfloor storage



Boot capacity 284 litres
Suitcases 5



INFOTAINMENT

The 12.3in touchscreen in the Prius is easy to read and displays a column of shortcut icons on the side closest to the driver, so hopping between functions is a breeze. The menus listed on the left side of the screen will be more of a stretch for some drivers to reach, while some of the sub-menus could be easier to find. Wireless Apple CarPlay is standard, but Android Auto still requires a cable, and you don't get wireless phone charging.



Boots' suitcase-carrying capacities are measured with a 540x350x230mm Antler suitcase, with the rear seatbacks in place and up to the parcel shelf



1 Digital instrument panel looks more advanced than the Prius's, with sharp graphics and a wide choice of layouts

2 You have to adjust the seat manually in mid-range Style trim (whereas the Prius's is electric), but it's more supportive than that of its rival, and the driving environment feels more natural

3 Steering wheel switches are easier to use than the ones in the Prius, arranged so that they're closer to your thumbs



Two adults will be comfortable in the rear, with reasonable amounts of both head and leg room. Boot is a practical shape and has a similar capacity to the Prius's. Unlike its rival, it has a ski hatch



Boot capacity 273 litres
Suitcases 5



Nor does either car have a height-adjustable boot floor. Helpfully, the floor sits flush with the bottom edge of the boot opening and the rear seatbacks (which split in a 60/40 configuration) when they're folded down in both cars. The Golf has the added flexibility of being fitted with a ski hatch, so you can thread longer items through from the boot between two occupants in the outer rear seats.



INFOTAINMENT

At 12.9in, this touchscreen is bigger than that of the pre-update Golf, with sharper graphics and slicker responses to inputs than the Prius's. You can customise the home screen and save often-used functions in the top right corner to boost usability. Beyond that, the system is still fiddly to use; some settings, including those for the regenerative braking system, are so buried that making adjustments while driving is distracting.

BUYING AND OWNING

Costs, equipment, reliability, safety and security

Because our contenders are in low benefit-in-kind tax brackets, they make a great deal of sense for company car drivers. The Golf's long electric range places it in the 5% tax band, compared with 8% for the Prius. As a result, the Golf will cost anyone in the 40% tax bracket £45 less per month in salary >>

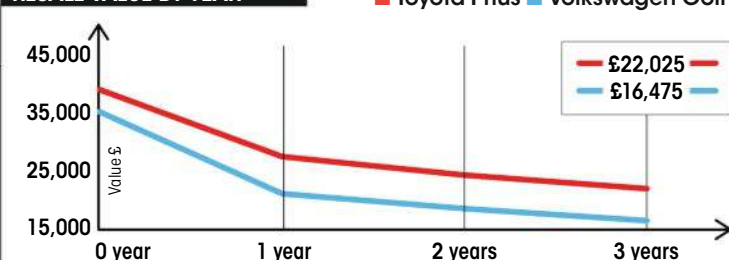
'What really separates these cars is the amount of rear head room available'

COMPARISON

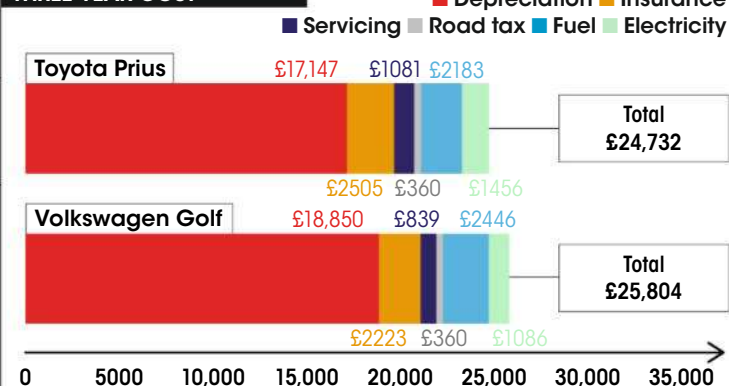
WHAT THEY WILL COST All prices correct at time of testing

	Toyota Prius	Volkswagen Golf
List price	£39,955	£36,760
Target Price	£39,172	£35,325
PCP FINANCE COSTS		
Three-year term, £3600 customer deposit, 10,000 miles per year		
Monthly cost	£631	£521
Manufacturer deposit contribution	£500	£3250
Optional final payment	£19,350	£16,341
Representative APR	6.9%	6.9%
Excess mileage charge	9p per mile	12p per mile
Other fees	Nil	£10
PERSONAL CONTRACT HIRE		
Three-year term, six-month deposit, 8000 miles per year		
Monthly cost	£434	£418
COMPANY CAR TAX		
For 40% tax payers, until April 2025, 2026, 2027		
Monthly cost	£106, £120, £133	£61, £73, £86

RESALE VALUE BY YEAR



THREE-YEAR COST



'With its longer electric range, the Golf costs £45 per month less in BIK tax'

sacrifices than the Prius in the current financial year, although the latter is still a lot more affordable than a petrol, diesel or even regular hybrid equivalent.

For private buyers looking to purchase a car outright with cash, the Golf's list price is significantly lower than that of the Prius. The gap is even wider when you take discounts into consideration; research by our Target Price mystery shoppers suggests you can already expect to get around £1435 off the Golf if you're prepared to haggle with a dealer, whereas you'll get less than £1000 off the Prius.

You might be planning to sign up to a PCP finance deal instead, and again the Golf is the cheaper option, helped by

a larger manufacturer deposit contribution of £3250 (compared with £500 for the Prius) at the time of writing. With a £3600 deposit for a three-year deal and a 10,000-mile annual limit, the Golf costs £521 per month, which is by no means cheap, but less steep than the £631 required for the Prius.

Overall, the Prius will be cheaper to run over three years for anyone buying outright. While it costs a little more than the Golf in terms of servicing and insurance, the Prius is predicted to lose its value far more slowly, and it will be cheaper to fuel if you run these plug-in hybrids on petrol power only. Our real-world economy figures are achieved with a depleted battery to demonstrate the worst-case



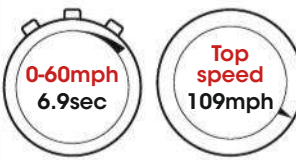

scenario, and the Prius returned 53.8mpg, versus 48mpg for the Golf. But because the Golf is more efficient than the Prius when running solely on battery power, it will cost you significantly less in electricity if you're able to top up regularly.

Both cars come with adaptive cruise control and full LED headlights. The Golf has three-zone climate control (so both front occupants and those in the back can set their own temperature), rather than the Prius's two-zone set-up, but the latter car comes with keyless entry (a £400 option on the Golf), plus heated and cooled front seats.

The Prius is too new to have featured in the 2024 What Car?

Reliability Survey, but the Golf didn't fare well, with the petrol version coming 23rd out of 26 models in the family car class and the diesel finishing last. The Golf comes with a standard three-year, 60,000-mile warranty, while the Prius can be covered for up to 10 years or 100,000 miles, provided you have it serviced annually at a Toyota dealer.

The Golf is the only contender to have been tested for safety by Euro NCAP, achieving the maximum five-star rating in 2022. Both cars come with plenty of safety kit, including automatic emergency braking, traffic sign recognition, lane-keeping assistance and blindspot monitoring. Each also has a driver attention monitor.

STATS AND SPECS	
Toyota Prius Plug-in Excel 	Volkswagen Golf 1.5 TSI eHybrid Style 
Width (inc mirrors) 2008mm Turning circle 11.5m	
Width (inc mirrors) 2006mm Turning circle 11.1m	
KEY FACTS	
Engine 4cyl, 1987cc, petrol, plus electric motor Peak power 220bhp (combined) Peak torque 140lb ft (petrol engine only) Gearbox CVT automatic, FWD Kerb weight 1560kg Tyre size (std) 195/50 R19 Fuel tank 40 litres CO₂ emissions 17g/km Battery capacity 13.6kWh (usable) Peak charging rate 7kW Minimum charging time 4hr (0-100%)	Engine 4cyl, 1498cc, turbo, petrol, plus electric motor Peak power 201bhp (combined) Peak torque 258lb ft (combined) Gearbox 6-spd automatic, FWD Kerb weight 1649kg Tyre size (std) 225/45 R17 Fuel tank 40 litres CO₂ emissions 6g/km Battery capacity 19.7kWh (usable) Peak charging rate 40kW Minimum charging time 26min (5-80%)
FUEL ECONOMY AND RANGE	
TEST MPG Average 53.8mpg (with battery depleted) OFFICIAL MPG Combined 403.5mpg ELECTRIC RANGE Real world 38 miles Official 44 miles	TEST MPG Average 48.0mpg (with battery depleted) OFFICIAL MPG Combined 993.3mpg ELECTRIC RANGE Real world 73 miles Official 88 miles
SAFETY	
Euro NCAP rating Not tested	Euro NCAP rating (2022) All protection 88% 87% 74% 82%
PERFORMANCE	
	
Acceleration 30-70mph in kickdown 5.9sec 30-50mph in kickdown 2.3sec 50-70mph in kickdown 3.6sec Braking 30-0mph 9.3m 70-0mph 49.3m Noise At 30mph 61.8dB At 70mph 68.7dB	Acceleration 30-70mph in kickdown 5.7sec 30-50mph in kickdown 2.3sec 50-70mph in kickdown 3.4sec Braking 30-0mph 8.7m 70-0mph 48.0m Noise At 30mph 64.5dB At 70mph 69.9dB
Location Horiba-MIRA, Nuneaton Weather conditions Dry, 24deg C	
CARS PICTURED	
Toyota Prius Plug-in Excel with Scarlet Flare premium paint (£950)	Volkswagen Golf 1.5 TSI eHybrid Style with Anemone Blue metallic paint (£730) and 18in Catania wheels (£585)

WHATCAR? SAYS

This Prius has broader appeal for private buyers than its predecessor, not only in terms of looks but also because of how well it drives. Its relatively low running costs make it a good choice for that group, too.

However, PHEVs are mainly used as company cars, and here the Golf has a huge advantage, thanks to its class-leading electric range and lower price. What's more, its greater practicality makes the Golf more suitable for family duties.

True, it could be quieter and smoother to drive, but neither issue is enough of a concern to prevent the Golf from winning this test.



Volkswagen Golf ★★★★★
For Much longer electric range; cheaper as a company car and on a PCP; more rear seat space; more upmarket interior

Against More road noise; fiddly air-con controls; grabby brakes

Recommended options Winter Pack (£475)



Toyota Prius ★★★★★
For Sharper to drive; more frugal with a depleted battery; calmer ride; better predicted resale values; long warranty

Against Tight for rear head room; restricted all-round visibility; driving position won't suit everyone

Recommended options None

EQUIPMENT

	✓ Standard X Not available	Cruise control/adaptive	Adaptive suspension	Parking sensors front/rear	Rear-view camera	Keyless start/entry	Electric front seats	Heated front seats	Heated steering wheel	Leather seat upholstery	Electric tailgate	Full LED headlights	Metallic paint
Toyota Prius		✓/✓	X	✓/✓	✓	✓/✓	✓	✓	X	✓^	✓	✓	£655
Volkswagen Golf		✓/✓	£720	✓/✓	✓	✓/£400	£505	£475*	£475*	£2325**	X	✓	£730

*Part of Winter Pack **Includes heated and cooled premium sports front seats and heated steering wheel ^Faux leather



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HOW FAR CAN ELECTRIC CARS REALLY GO IN SUMMER?

We put 11 of the latest electric cars – and one 258,000-mile Tesla – through their paces in the ultimate test of EV stamina

Photography: John Bradshaw



BMW i5

PEUGEOT e-308 SW

RENAULT SCENIC E-TECH

CUPRA BORN

TESLA MODEL 3

VOLVO EX30



KIA EV9

POLESTAR 2

HYUNDAI KONA ELECTRIC

MINI COOPER SE

TESLA MODEL S

AUDI Q6 E-TRON

24 TEJ

BD65 PZY

COMPARISON



Will Nightingale
will.nightingale@haymarket.com

Twice a year (in the height of summer and the depths of winter), we put a selection of electric vehicles (EVs) through a 'drive 'em until they die' endurance test. The aim? To find out how far they can really go on a full charge and how efficiently they use the electricity stored in their batteries.

Some of the cars lining up this August, such as the BMW i5, Cupra Born and Tesla Model 3, had taken part in previous tests – but there were plenty of newcomers, including the Audi Q6 e-tron, Mini Cooper SE and Volvo EX30.

And for those in the market for a used EV, or anyone concerned about the longevity of electric cars, we also included a nine-year-old Tesla Model S with a whopping 258,000 miles on the clock. Believe it or not, it's still on its original battery.

HOW WE DID IT

For obvious reasons, it wouldn't be safe to deliberately run EVs out of charge on the public road, which is why we conduct our electric car range tests at the Horiba-MIRA proving ground in Warwickshire. We follow a simple test route of roughly 19 miles, which includes 2.7 miles of simulated stop-start urban driving, 5.5 miles at a steady 50mph and 11 miles at a constant 70mph. The rationale for the high percentage of high-speed cruising is that drivers who want to travel long distances in one hit are likely to be using the motorway network.

The 12 cars were charged to 100% and then left out in the open overnight, for roughly 14 hours, in 15-21deg C ambient conditions. The following morning, all of the cars were plugged in again to make sure they were fully charged, before the tyre pressure were checked, the climate control was set to 21deg C and the headlights were switched on.

Eco (or the closest equivalent) driving mode was selected, and the cars were left in their default regenerative braking setting – or if an 'automatic' or 'adaptive' mode was available, this was selected. >>



Pre-test briefing, and a final chance to ask procedural questions



Towing eyes were fitted and tyres set to recommended pressures

SUMMER RANGE TEST 2024: CRUNCHING THE NUMBERS

Make and model	Price	Wheel size	Usable battery capacity	Official (WLTP) range	Test range
Polestar 2 Long Range Single Motor	£48,950	19in	79.0kWh	406 miles	333 miles
Renault Scenic E-Tech Long Range Techno	£40,995	19in	87.0kWh	379 miles	322 miles
Kia EV9 RWD Air	£65,025	19in	96.0kWh	349 miles	314 miles
BMW i5 eDrive40 M Sport Pro	£77,105	20in	81.2kWh	338 miles	310 miles
Cupra Born VZ	£45,555	20in	79.0kWh	334 miles	294 miles
Audi Q6 e-tron Launch Edition	£86,440	21in	94.9kWh	344 miles	289 miles
Tesla Model 3 RWD	£39,990	19in	57.5Wh	318 miles	255 miles
Hyundai Kona Electric Ultimate	£43,095	19in	65.4kWh	282 miles	255 miles
Volvo EX30 Single Motor Extended Range Ultra	£42,347	20in	64.0kWh	295 miles	242 miles
Tesla Model S 90D (2015)	£9000*	21in	74.6kWh^	-	213 miles
Peugeot e-308 SW GT	£41,820	18in	50.8kWh	254 miles	212 miles
Mini Cooper SE Exclusive (Level 2)	£38,700	18in	49.2kWh	242 miles	211 miles

*Approximate secondhand value ^Estimated, based on testing 85.5kWh model when new **Achieved test range divided by usable capacity of battery

Although the outside temperature varied, the rain held off all day



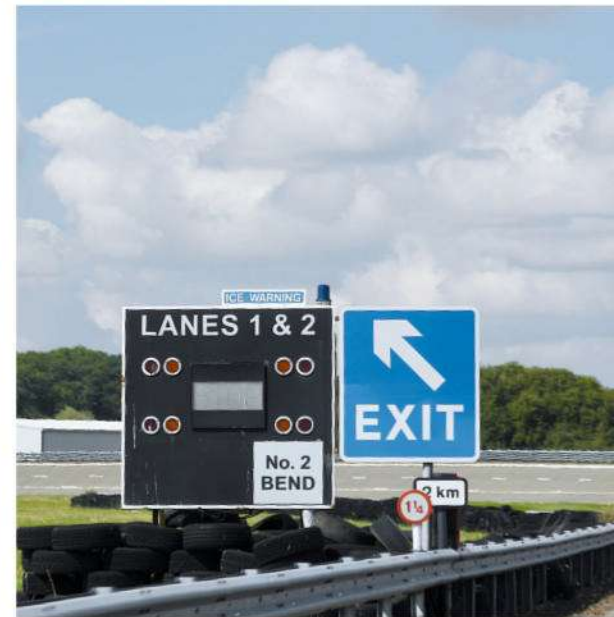
'Our 19-mile test route includes 11 miles of 70mph driving, and we repeat the test until the last car dies'

Shortfall	Trip computer efficiency	Calculated efficiency**
18.0%	4.0 mi/kWh	4.2 mi/kWh
15.2%	3.6 mi/kWh	3.7 mi/kWh
10.0%	3.1 mi/kWh	3.3 mi/kWh
8.1%	3.8 mi/kWh	3.8 mi/kWh
11.9%	3.8 mi/kWh	3.7 mi/kWh
16.0%	3.0 mi/kWh	3.0 mi/kWh
19.7%	4.6 mi/kWh	4.4 mi/kWh
9.7%	3.7 mi/kWh	3.9 mi/kWh
17.9%	3.5 mi/kWh	3.8 mi/kWh
-	3.4 mi/kWh	2.9 mi/kWh
16.7%	4.1 mi/kWh	4.2 mi/kWh
13.0%	4.1 mi/kWh	4.3 mi/kWh



Finding each car's towing eye wasn't always straightforward

COMPARISON



'The Tesla Model 3 was the most efficient car on test, returning an impressive 4.4 miles/kWh'





The Model S put in a respectable showing, even at nine years old



Tesla Model 3 has been updated since our 2023 summer range test

WHY EFFICIENCY MATTERS

Only a few years ago, when electricity was dirt cheap and any EV cost far less to run than an equivalent petrol or diesel car, efficiency didn't seem to matter that much. However, with energy prices high and due to rise further, it's now a much bigger consideration, and you might be surprised to see how different the running costs can be between one electric car and another.

Take the Tesla Model 3 RWD, the most efficient of our 12 contenders. If you charge it up exclusively at home and pay 22.4p per kWh (the current electricity price cap), you'll spend roughly £508 on electricity every 10,000 miles. Do all your charging at a typical public charger at, let's say, 79p per kWh (Tesla Supercharger prices vary but are generally a bit cheaper), and that cost rockets to £1795.

Meanwhile, 10,000 miles in the new Audi Q6 e-tron costs £745 or £2633 respectively, based on the same charging costs. So, you could potentially be spending up to an extra £838 on electricity every 10,000 miles by choosing one EV over another.

True, many EV owners will opt to sign up to a tariff that offers cheaper overnight charging in return for slightly higher day rates. This reduces the overall cost of charging and, as a result, the difference between models. Nevertheless, efficiency is still an important factor that not all electric car buyers think about.



LIVING WITH AN EV: COST PER MILE

Make and model	Cost per mile (home charging)*	Cost per mile (public charging)**
Tesla Model 3 RWD	5.0p	17.8p
Mini Cooper SE Exclusive (Level 2)	5.2p	18.5p
Polestar 2 Long Range Single Motor	5.3p	18.8p
Peugeot e-308 SW GT	5.4p	19.0p
Hyundai Kona Electric Ultimate	5.8p	20.3p
BMW i5 eDrive40 M Sport Pro	5.9p	20.7p
Volvo EX30 Single Motor Extended Range Ultra	5.9p	20.9p
Cupra Born VZ	6.0p	21.2p
Renault Scenic E-Tech Long Range Techno	6.1p	21.4p
Kia EV9 RWD Air	6.8p	24.2p
Audi Q6 e-tron Launch Edition	7.4p	25.9p
Tesla Model S 90D (2015)	7.8p	27.6p

*Based on current energy price cap of 22.4p per kWh **Based on Gridserve DC public charging cost of 79p per kWh

The cars were then driven repeatedly around our test route in convoy, with driver changes and a switch in running order at the end of each loop. It was a dry and mostly sunny day, although not especially warm; the temperature during testing ranged from 17deg C to 23deg.

WINNERS AND LOSERS

If you're assuming that the quarter-of-a-million-mile Model S would grind to a halt within about 10 minutes on the road, prepare for a surprise: it wasn't even the first to die. Nope, that dubious honour went to the new Mini Cooper SE, after 211 miles. On a more positive note, that's almost twice as far as the previous-generation Mini Electric managed in our 2023 winter range test, and the Cooper SE proved the second most efficient car on test, averaging 4.3 miles per kilowatt hour (kWh).

Just a mile later, the Mini was joined at the side of the road by the Peugeot e-308 SW. This family-friendly estate may not have a brilliant range, but it did at least prove >>

COMPARISON

Follow my leader:
the procession laps
Horiba-MIRA at 70mph



The Mini Cooper S E and
Peugeot e-308 SW were
first back to the chargers



'The results of the Renault
Scenic and Polestar 2
showed up some far more
expensive machines'



efficient, averaging 4.2 miles/kWh. A minute or so later, after a total of 213 miles, the ageing Model S finally gave up the ghost. Our tests showed that its battery had lost around 13% of its original capacity – not bad at all, given that it has effectively been to the Moon and is on its way back. Mind you, the Model S was the least efficient car on test; it averaged 2.9 miles/kWh.

After that initial flurry of dropouts, almost 30 miles went by without any further drama, until the Volvo EX30 fell out of the running, after 242 miles. That's a relatively disappointing 18% shy of its official range, and its 3.8 miles/kWh efficiency isn't spectacular for such a small EV.

Two cars ground to a halt at 255 miles: the Hyundai Kona Electric and the Model 3. The latter edged it by a few hundred yards, and it's important to note that this is the cheapest version of the Model 3 (£39,990), versus the most expensive Kona (£43,095). The former was also the most efficient car in the entire test, returning 4.4 miles/kWh, whereas the Kona posted a fair-to-middling 3.9 miles/kWh.

The most expensive of the dozen was next to die. Yes, the new Q6 e-tron is available in both cheaper and longer-range forms, but our £86k Launch Edition car fell a disappointing 16% short of its official range, at 289 miles. You could argue that's still enough range for many buyers, but there's no excuse for the Q6's hugely disappointing efficiency of 3.0 miles/kWh.

Although the Born has featured in some of our previous range tests, this is the first time we've included the hot VZ version. It has more than 320bhp, for seriously nippy acceleration, and a bigger (79kWh) battery than other versions. Our car had the optional 20in Tornado wheels, which knock 31 miles off the official range – but it still kept going for an impressive 294 miles at an average of 3.7 miles/kWh.

The final five passed the 300-mile mark, proving that – in the summer at least – plenty of modern EVs can get you from London to Land's End without you needing to stop for a top-up. One such car is the BMW i5, which managed 310 miles and came closest of all to matching

its official range (it was 8% adrift). This exact car took part in our winter range test back in February, where it managed a respectable 253 miles in much cooler weather and heavy rain.

Third place went to the seven-seat Kia EV9, the car with the biggest battery of the bunch. It finally died after an impressive 314 miles, although its brick-like silhouette meant efficiency was less remarkable (3.3 miles/kWh).

So, which of our remaining two contenders travelled the farthest? Well, there were only 11 miles in it, and both cars managed more than 320 miles. Aerodynamics won out, though, with the Renault Scenic E-Tech stopping after 322 miles and the sleeker Polestar 2 racking up 333 miles. Both cars showed up some far more expensive machines, and the Polestar even proved surprisingly efficient by averaging 4.2 miles/kWh – a figure bettered only by the Model 3 and Mini. That's testament to the overhaul Polestar gave the 2 last year, because when the Model 3 rival first went on sale, efficiency was actually a weakness of the car.

HOW LONG DO THEY TAKE TO RECHARGE?

Make and model	Peak charging speed	Charging time (10-80%)*
Audi Q6 e-tron Launch Edition	270kW	21min
Kia EV9 RWD Air	210kW	24min
Polestar 2 Long Range Single Motor	205kW	28min
BMW i5 eDrive40 M Sport Pro	205kW	30min
Cupra Born VZ	185kW	26min
Tesla Model 3 RWD	170kW	25min
Volvo EX30 Single Motor Extended Range Ultra	160kW	27min
Renault Scenic E-Tech Long Range Techno	150kW	40min
Tesla Model S 90D (2015)	120kW	42min
Hyundai Kona Electric Ultimate	105kW	34min
Peugeot e-308 SW GT	100kW	28min
Mini Cooper SE Exclusive (Level 2)	95kW	29min

*In ideal conditions from a suitably powerful CCS charging point



ARE EFFICIENCY READOUTS RELIABLE?

All modern EVs have a readout designed to tell you how efficiently the car is using electricity. Usually, this information is displayed on the instrument panel behind the steering wheel, or on the infotainment touchscreen – either in miles per kWh (miles/kWh), kWh per 100 miles or sometimes even Wh per mile. But how accurate are these figures, and should they be relied upon? Well, the short answer is: it depends.

We found that the efficiency readouts in six of our contenders – the Audi Q6, BMW i5, Cupra Born, Mini Cooper SE, Peugeot e-308 SW and Renault Scenic – were fairly accurate, reading within 3% of our calculations (dividing the range achieved on test by the usable battery capacity).

However, other models showed bigger discrepancies. The readout in the Model S – perhaps understandably, given the car's age – was wildly optimistic about its energy usage, with the car claiming 3.4 miles/kWh when it actually averaged around 2.9 miles/kWh. That's an error of more than 15%. The energy gauge in the Model 3 – a brand new car – was also on the optimistic side, by around 4%.

Mind you, the readouts in the Hyundai Kona Electric, Kia EV9, Polestar 2 and Volvo EX30 claimed they were delivering worse efficiency than they actually were, by between 5% and 8%.



Only 19 miles split the results of the three best-performing cars



FIRST REPORT



There's no choice of electric motor or battery with the e:Ny1, but James has opted for range-topping Advance trim, which adds items such as an electric foot-operated tailgate

Honda e:Ny1 Advance

Should you consider this small electric SUV over a Smart or Volvo EX30? We're living with one to find out



James Tute
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LIKE MANY SUPERSTARS – Beyoncé, Bowie, Britney and so on – some car models are so familiar that just one word will do to describe them. So, the question “What do you drive?” is quickly answered: “Civic”, “Qashqai” or (in your favourite dream) “Testarossa”.

It's safe to say the Honda e:Ny1 isn't quite there yet. Therefore, since taking delivery of mine, I've used variations of the following rather a lot: “An e:Ny1. It's an electric SUV that looks just like a Honda HR-V. No, you're thinking of the ZR-V; this one's smaller and... oh, forget it, here's a photo.”

None of which, of course, has any bearing on whether or not you should buy one.

What matters to me – and what I'll be testing over the next few months – is what it's like to

drive on London's hectic roads and beyond, as well as whether charging up the e:Ny1 proves quick and cheap, and whether it keeps me and my passengers comfortable.

I've run a small electric car previously and it

RIVALS



Hyundai Kona Electric

★★★★★

A fine all-rounder that's big on range and interior space.



Smart #3

★★★★★

Our favourite electric SUV is well priced, good to drive and smart inside.

was ideal for negotiating narrow city streets and making use of tight parking spaces. So, now I want to find out whether switching to an electric SUV robs me of those benefits, or whether the (actually fairly compact) e:Ny1 is just as manageable – or even better in its own way.

Another key test of its usefulness will be driving from central London to my home town in Cheshire. It's about 200 miles door to door, so the e:Ny1, with an official range of 256 miles, should make it in one go. But as our Real Range tests have shown time and time again, electric cars very rarely match their quoted figures.

So far, though, by driving in Eco mode and limiting my use of the power-draining air-con, I'm doing really well in this respect (no doubt helped by the warm weather, which improves battery efficiency).

In the first 500 miles or so, I've averaged close to 240 miles from a full charge of the e:Ny1's 61.9kWh (usable capacity) battery. Those miles have included plenty of motorway and dual-carriageway driving, as well as the sub-20mph crawl city-centre drivers know well.

It'll be interesting to see if the range dips significantly when outside temperatures do, and whether the e:Ny1's fairly slow maximum



James will be relying on public chargers for top-ups

'Given the e:Ny1's price, I have high expectations when it comes to interior quality and kit levels'

charging rate (78kW) makes 'filling up' at public chargers frustrating over time; like many city dwellers, I don't have off-street parking, so I can't charge at home.

One figure I can be certain of is the very low benefit-in-kind (BIK) tax rate the model attracts, which makes running an electric SUV as my company car almost laughably cheap.

That said, the e:Ny1's list price is a pretty big number, especially when compared with most petrol-powered small SUVs, so I have high expectations when it comes to interior quality and equipment levels.

Speaking of which, I've chosen the Advance model rather than the cheaper Elegance – the only versions available, both with the same battery and motor. One reason for this is that for not much more BIK tax, I get four extra parking sensors on the sides of the car and a multi-view parking camera. Hopefully they'll keep the car's lovely light blue bodywork scratch-free as I slot it into crowded car parks. There's also a self-parking system (which might make a handy scapegoat).

Other Advance features are an upgraded sound system (to make sure Beyoncé, Bowie and Britney sound their best), a powered tailgate and a panoramic glass roof. Oh, and one feature I won't use because of an aversion to having hot hands: a heated steering wheel.

Those items come on top of the standard kit that all e:Ny1s get, including adaptive cruise control (which I'll use a lot), a sizeable, 15.1in infotainment touchscreen, electric front seats and wireless phone charging. And there's an app that allows me to lock or unlock the car's doors and turn on the air-con from anywhere.

In other words, I'll have plenty of toys to play with as I find out what my car is like to live with day to day. And no doubt I'll have lots of opportunities to explain what an e:Ny1 is to anyone who asks what I drive.

LOGBOOK

Honda e:Ny1 Advance

Mileage 2648 **List price** £42,195

Target Price £39,820

Price as tested £42,845

Options fitted Aqua Topaz metallic paint (£650) **Test range** 239 miles

Official range 256 miles



Audi A6 Avant 45 TFSI quattro Sport

A holiday in Somerset and a car bootlid delivery pose no problems for our posh estate's load capacity



Chris Haining

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Mileage 3795 **List price** £53,530

Target Price £49,273 **Price as tested**

£57,210 **Test economy** 39.0mpg

MY WIFE AND I recently celebrated our wedding anniversary and, as has become traditional, we did so with a long weekend in Glastonbury – a great opportunity to put my Audi A6 Avant through its paces on a long trip.

Of course, with the A6 Avant being a substantial estate car, you wouldn't expect a few days' holiday luggage to fill its boot. And, sure enough, our soft bags, walking boots and wet weather gear (it rains in Glastonbury from time to time, you know) barely touched the sides.

More of a test was a Mk1 Ford Mondeo saloon bootlid. I had volunteered to pick this up from a local eBay seller and deliver it to a friend near Bristol, en route to Glastonbury. My diligent efforts at wrapping it for protection in transit served only to make it even bulkier, but manoeuvring it into the A6's cavernous boot was still child's play.

Of course, I had to fold the rear seatbacks down, but this was a cinch, thanks to the boot-mounted release levers. And once I'd made use of these, I was left with a load bay that was virtually flat from the entrance right through to the front seatbacks. In fact, it felt like I might have got an entire Mondeo in there, not just its bootlid.

Cargo secured, we got on our way, and as we drew close to Bristol I decided it was time to enter our target address into the sat-nav. Rather than using the wireless Android Auto compatibility to access Google Maps, I elected to use the car's in-built system, which has the advantage of placing a full-colour 3D map on the 12.3in digital instrument panel in front of my nose, as well as on the 10.1in central touchscreen. The only drawback I encountered was that inputting an address on the move can be a seriously long-winded process.

You see, when parked up, you can use the keyboard that appears on the 8.6in lower screen, with its haptic feedback making every touch of an icon feel eerily like you are pressing an actual button. However, when you're driving, the keypad disappears, and the only physical way to enter an address is by inputting one character at a time by drawing it on the screen with your fingertip.

What slowed things down even more is the location of the screen in the centre of the car, because this meant I had to use my left hand – something I find difficult given that (like around 85% of the population) I'm right-handed. But fortunately, when I tried to use the voice control instead, it worked very well, so my stress levels quickly returned to normal.

The A6 also kept us comfortable during the long drive, because the 18in wheels and chunky tyres that you get with Sport trim absorb minor surface scars before they can reach the suspension, ensuring that there's barely any fidgeting at higher speeds. And the A6 is a quiet enough car that the excellent Harman Kardon sound system didn't have to compete with much background noise.

As a bonus, I averaged almost 40mpg during the trip. That's actually better than the official average fuel economy of my car's 261bhp 2.0-litre petrol engine (36.2mpg) – and all the more impressive when you factor in the heavy load in the boot.



Inputting an address by hand while driving can be slow



Steve is in myth-busting mode; all he needs now is a tall building

BMW i5 eDrive40 M Sport

Our electric executive saloon disproves the notion that battery-powered cars aren't as efficient out of town



Steve Huntingford
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Mileage 4924 **List price** £77,105
Target Price £70,819 **Price as tested** £92,570 **Test range** 318 miles

A PENNY DROPPED from the top of the Empire State Building can kill; the Great Wall of China is visible from space; it takes seven years for your body to digest a piece of chewing gum.

Most of us have heard these 'facts', even though we probably can't remember where we learnt them. But it's safe to say that it wasn't from a school textbook, because in reality none of them is true. And another false fact that people often think they know is that electric cars are more efficient around town than on faster roads.

My BMW i5, for example, spends much of its life in stop-start London traffic, where it has a real-world range of around 280 miles in good weather. However, take it on a long run – as I did the other week, when I had to get from our office in Twickenham, south-west London, to an event at the NEC in Birmingham – and that figure is almost 320 miles.

There's something very satisfying about watching the percentage of charge that you're



A range of about 320 miles is possible on motorway runs

estimated to have left when you reach your destination actually increase as you drive. And don't think this requires you to pootle along at 55mph and slipstream lorries; on the contrary, I was cruising at 70mph when conditions allowed, which was for most of the journey.

Our most recent petrol versus diesel versus electric test told a similar story, with the electric car (a Tesla Model Y) averaging 2.5 miles/kWh on congested urban roads but 3.4 miles/kWh on the motorway. So, why is this?

Well, the first thing to note is that driving slowly and steadily is more efficient than driving quickly and steadily. And, of course, electric cars have regenerative brakes, which can put some energy back into the battery whenever you slow down. However, this isn't enough to make up for the inherent inefficiency of repeatedly moving away from a standstill and never really building any momentum.

It's not just a big real-world range, though, that makes the i5 a superb long-distance cruiser. It's even quieter than the previous-generation BMW 5 Series that I ran a few years ago – a car that was so refined that it gave luxury limos a run for their money.

What's more, while BMW has long fitted sporty front seats that stop you from sliding around in corners, the i5's also keep you comfortable when you're sitting in the same position for a couple of hours, thanks to excellent under-thigh and lower back support.

On top of this, I like the way the seat heating (or cooling) automatically activates when needed, and invariably makes the right call on when to do so. It's just a pity that you have to add the Comfort Plus Pack to get this functionality; considering the high price of the i5, I can't help thinking heated seats should be standard.

Instead, BMW charges £5000 for the pack in question – a price that stings like being hit by a coin dropped from a great height.



Ford Ranger Raptor 2.0 EcoBlue Auto 4WD

Mileage 13,583 **List price** £57,064
Target Price na **Price as tested** £59,824
Test economy 26.1 mpg

THE TROUBLE WITH learning a new skill is that you want to keep getting better at it. This leads to boundaries being pushed and, in my case, pick-up trucks getting stuck in mud.

You see, having been thoroughly impressed with the off-road ability of my Ranger Raptor on hard ground, I was keen to explore its skills in slipperier conditions. Three weeks of almost non-stop rain gave me an opportunity to pit the Ranger against a soggy field owned by a neighbour.

In fairness, everyone warned me not to proceed, but I proclaimed that my Raptor would have no trouble getting to the other side. A few minutes later, with all four wheels buried up to their axles and the road tyres spinning aimlessly, I had to admit defeat and make a sheepish call asking for help. **ME**



Tesla Model 3 Long Range AWD (used)

Mileage 23,445 **List price when new** £49,590
Price new with options £49,590 **Value on arrival** £31,000 **Test range** 265 miles

A BIG REVELATION from living with my Model 3 is just how practical it is. Sure, we've praised it for this before in our group tests, but that was when comparing it with other executive cars; what's surprised me is how practical it is full stop.

I recently used it to help my daughter move home, and with some careful packing we managed to load it up with around 20 holdalls of clothes and household items.

As if that weren't enough, we then needed to buy a new door for her house – something that I wouldn't usually expect to be able to transport without the help of an estate. However, with the rear seats folded down and the front pair moved slightly farther forwards than usual, the door fitted in the Model 3. Impressive stuff for a saloon. **CE**

Genesis GV60

RWD Premium



FINAL REPORT



Stuart likes that the GV60 doesn't just copy established rivals

Does this plush newcomer deserve a slice of the premium electric SUV pie? The verdict is in



Stuart Milne

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CAN YOU CREATE a product that's properly premium off the bat? Is it more than just history that distinguishes what will stand the test of time versus the things that are just fads? Or is it more like architecture, where some buildings are old, ornate and destined to remain part of the landscape for years to come, whereas others are just designed to mimic what already exists but soon feel dated?

Those questions have been on my mind while running my GV60, given that Genesis is a relative newcomer to the UK prestige market that's immediately trying to go toe to toe with the establishment. And I found myself mulling them even more after several (admittedly non-car people) thought I'd pulled up in a Bentley – probably because of the winged badge.

Personally, I think mimicking better-known brands isn't enough; there needs to be substance to back up the style. And in a premium car, that means it has to be comfortable and quiet.

Fortunately, the GV60 is both of those things, soothing away many hours on free-flowing and congested motorways alike. Plus, there's no faulting the interior, which is not only solidly built but also feels more special than those of

the closely related Hyundai Ioniq 5 and Kia EV6 – which it had to, given the GV60's higher price point.

True, the technology is similar across all three models, but that's no different from the way an Audi shares lots of tech with a Skoda because they're both part of the VW Group. And anyway, the GV60 has more physical controls inside than the Ioniq 5 and EV6, making the tech easier to use.

Special marks go to Genesis for fitting some proper buttons for adjusting the temperature. And although other climate functions, such as the fan speed, are on a screen, they're always on display and provide haptic feedback.

The voice control was unwavering in its obedience, too; a short press of a button on the steering wheel enacts the car's own voice recognition, while a longer press wakes Siri to control Apple CarPlay functions.

What's more, the car's 'self-driving' features worked so well that I found myself using them as soon as the opportunity came. And I liked the car's 360-degree camera, which, in addition to the usual views, augments the image from the

feed, allowing you to swipe to 'walk' around the car. This proved a boon in cramped multi-storey car parks, where it allowed a good view of kerbs and pillars.

The GV60 isn't perfect, though. I wasn't keen on the rotating gear selector or the clumsy pop-out door handles. And I didn't like having to log into my driver profile before every journey – especially after the fingerprint recognition stopped reading my dabs. Frustratingly, I even needed to log in for something as simple as changing the audio volume.

I wasn't bowled over by the space offered by this family SUV, either. The rear seats were fine for my young kids, but a couple of adults mentioned that it felt claustrophobic back there, compounded by a severe shortage of space for their feet under the front seats.

Meanwhile, the boot is smaller than those of the Tesla Model Y and Volkswagen ID 4, so it was filled to overflowing on my kids' rugby tour and struggled with any larger-than-usual weekly shopping trips. I can assure you, dumping packets and tins on the back seats doesn't feel all that premium.

Another un-premium feeling is spending time in the corner of a car park hooked up to a public charger, so it's just as well the GV60 kept such stops to a minimum. I saw as much as 343 miles from a charge – almost 7% more than the official range of 321 miles – aided by a fine efficiency figure of 3.9 miles/kWh.

So, is the GV60 the real deal? Well, it certainly ticks all the boxes objectively, and the brand is still enigmatic enough to have huge appeal for buyers looking for something that little bit different. And I like that.

LOGBOOK

Genesis GV60 RWD Premium

Mileage 11,126 **List price** £54,105
Target Price £54,105 **Price as tested** £59,605
Test range 343 miles **Official range** 321 miles
Dealer price now £33,250
Private price now £30,600
Running costs (exc depreciation)
 Electricity £300

Skoda Kamiq 1.5 TSI 150 SE L

FIRST REPORT



John has gone for a 1.5-litre petrol Kamiq in mid-range SE L trim



We're finding out whether this updated small SUV makes a good workhorse for a high-mileage driver



John Bradshaw

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I'VE NEVER BEEN keen on the question "Would you like to go large?" that they ask at fast food restaurants. If I'd wanted enough chips to feed a family, I'd have said so, and a bigger drink only means more stress on my bladder. Generally speaking, a moderate serving is more than enough for me, and this is part of the reason why there's now a Skoda Kamiq sitting outside my house.

I've had SUVs of all sizes over the years, and bigger hasn't always meant better. That's despite every one of them having faced the same challenge: as a photographer, I have to load my car up with bulky gear and visit exotic locations (I was in Bicester the other day) at the drop of a hat. Therefore, any car I run needs to be a capable workhorse that won't fatigue me on long journeys, and it keeps my employers happy if it isn't ruinously expensive to refuel.

My most recent small SUV – a Range Rover Evoque – impressed me in the comfort stakes, and I wanted more of the same. That car, though, cost more than £50,000, and I can't expect to be indulged quite like that every time the company car fleet manager comes calling. I'm hoping, then, that the Kamiq will offer a

taste of the high life at a more modest price – especially after its recent refresh, with tweaks to its looks, equipment levels and engines.

Rather than choosing our favourite petrol engine (the 1.0 TSI 116), I went for the more powerful 1.5 TSI 150, due to the unusually high proportion of motorway driving that I do. This was paired with mid-range SE L trim, which includes some useful upgrades over SE; for example, in place of the cheaper car's 8.0in infotainment touchscreen, SE L has a 9.2in item that includes built-in sat-nav.

There are also a couple of other SE L highlights that I didn't want to live without. One is privacy glass for the rear side windows, because this helps to keep prying eyes away from any expensive gear that I can't fit in the boot. The other is electric folding door mirrors, because I don't have off-street parking.

Every Kamiq features Android Auto and Apple CarPlay smartphone mirroring, cruise control and dual-zone climate control, as well as interior storage cubbyholes galore. Plus, you get all those handy touches that Skoda makes a habit of including, such as a ticket holder by the windscreen pillar on the driver's side and an ice scraper behind the fuel filler cap.

The only option boxes I ticked were for a space-saver spare wheel (in case I get a puncture in a remote location) and for the swankiest paint upgrade Skoda offers. This is called Velvet Red, costs £1045 and really helps the Kamiq to stand out in the car park. In fact, it looks so good to my eyes that I might even make an extra effort to keep it clean.

One option I'm kicking myself for not adding

is the Winter Premium Package (£595), which includes heated seats, because there have already been a few early starts when a warm posterior would have been welcome. The Charging Package (£350), which brings wireless phone charging, would probably have been sensible, too; it's kind of surprising that this isn't standard, really.

Still, in other respects the Kamiq feels like a lot of car for the asking price. Okay, it isn't quite as ritzy inside as my Evoque was, but it's a cut above many of the other small SUVs I've lived with; it feels more special inside than a Ford Puma, for instance, and is streets ahead of the Suzuki S-Cross in this regard.

A particular highlight is the steering wheel's knurled control wheels, which are very pleasant to the touch. I reckon details like this really help you to feel good about what you're driving.

The next thing for me to find out is whether the Kamiq can deliver lower running costs than those other small SUVs. Its official average fuel economy is 47.7mpg, so that gives me something to aim for. If I can match that figure – or even get close – I'll be lovin' it.

LOGBOOK

Skoda Kamiq 1.5 TSI 150 SE L

Mileage 878 **List price** £29,980

Target Price £28,252 **Price as tested** £31,175

Options fitted Velvet Red metallic paint (£1045), space-saver spare wheel (£150)

Test economy 47.7mpg

Official economy 43.0mpg

Lexus LBX

1.5 Hybrid Premium Plus Design



Darren Moss
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Mileage 1298 **List price** £35,605

Target Price £35,173

Price as tested £35,605

Test economy 56.2mpg

THERE'S A PARTICULARLY vicious pothole down one of the roads I use on my commute. And over the past few years, it's become a standard test by which I judge the ride quality of my company cars.

You see, in some models, you barely feel the pothole at all; the Range Rover I ran last year, for example, glided over it as if it wasn't there. However, others, like the Kia Niro I had a while back, thumped to such an extent that on one occasion I got out to see if any damage had been done. So, how does my Lexus LBX fare?

Well, the LBX's low-speed ride has a firm edge to it, so I do feel a thud through my seat, but the impact isn't enough to unsettle me or the car as badly as it did in the Niro. Indeed, the LBX regains its composure quickly following the initial bump and returns to dealing with other road blemishes on my journey in a calm manner.

Having a well-controlled ride also came in handy during a recent What Car? cover shoot, when chief photographer John Bradshaw needed to shoot a trio of small SUVs on the move.

Such shoots can be tricky to co-ordinate, because the cars have to be in close formation and the car containing John must be driven super-smoothly to keep the pictures in focus. But the LBX provided a stable platform over the test track's uneven surface.

In most respects, then, my car impresses me on a daily basis, but it annoys me in one: it's a bit rude. You see, if I'm deemed to be slouching by the car's driver monitoring system, a curt message to 'sit up' appears on the digital instrument cluster.

There's no 'please', no acknowledgement that it might be the car's sensors that are at fault, just a demand not to slouch. I have no issue with the warning in principle, but I do think the wording could be friendlier. And if my car can't say anything nice, I'd rather it didn't say anything at all.



LBX passes the pothole test, with a smooth enough ride to keep photographers happy



Mazda MX-30 R-EV

Makoto



Allan Muir
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Mileage 4890 **List price** £35,895

Target Price £34,193

Price as tested £37,895

Test economy 63.7mpg

ALTHOUGH I'VE RUN plenty of fully electric cars over the years, my experience with plug-in hybrids was limited prior to the arrival of my Mazda MX-30 R-EV. And the up-and-down nature of its fuel economy is taking time to digest.

You see, my car's average economy had been climbing steadily (getting as high as 108mpg), because I hadn't done any long journeys for a few weeks, so I'd been running exclusively on electric power. I assume it would continue on that trajectory indefinitely if I only ever did trips of less than 53 miles and topped up the battery after each one.

I say '53 miles' deliberately, because that's the official electric range of the MX-30 R-EV, and it's very close to what I'm actually getting out of each top-up from my home charger. For me, that's

a useful enough distance for a week or two's worth of commuting and pottering around town.

Unsurprisingly, though, the fuel economy drops equally steadily on longer journeys with the petrol engine acting as a generator to keep the electric motor and battery supplied with power. On a couple of recent out-of-town trips with the car in Normal mode (in which the engine turns itself on and off as required to maintain a roughly 50% state of charge at motorway speeds), I've recorded around 52mpg between brims of the fuel tank, including some electric-only running.

That isn't bad, I suppose. However, if you start a journey with a depleted battery or run the engine almost continuously in Charge mode (to boost the battery level as high as 100%), this figure can be slashed to a disappointing 35mpg or less.

Under normal circumstances, I doubt I'd ever need (or want) to fully charge the battery using the

petrol engine; the car keeps going as normal even when the battery is flat. The other thing to remember is that the MX-30 R-EV can be rapid charged at rates of up to 50kW, so I also have the option of plugging it in if I stop somewhere with a convenient DC public charger.



MX-30 R-EV's economy varies wildly, depending on use

'I'm virtually matching the R-EV's official electric range of 53 miles'



BUYING GUIDE

Mercedes-Benz C-Class

Looking for all the world like a shrunken S-Class limo, the latest C-Class executive saloon is a tempting used buy with a major trick up its sleeve

In production 2022-present Price from £26,000 Our favourite version C300e



Oliver Young

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BACK IN 2022, New York magazine ran a cover story entitled 'The Year of the Nepo Baby', with the article poking fun at Hollywood stars and their influential parents. However, nepotism isn't just alive in Tinseltown; it also exists in the car world, as demonstrated by the latest Mercedes-Benz C-Class.

You see, this executive saloon is, in effect, a baby S-Class limousine. It looks a lot like that car, inside and out, and it uses the same underpinnings.

Their engines are rather different, though, with every C-Class having four-cylinder power (versus six cylinders in the S-Class). These include 201bhp

1.5-litre and 254bhp 2.0-litre petrols (in the C200 and C300 respectively), plus 2.0-litre diesels producing 197bhp (C220d) and 262bhp (C300d). All of these engines get mild hybrid electrical assistance for small performance and fuel economy gains.

Meanwhile, the plug-in hybrid (PHEV) C300e pairs a 2.0-litre petrol engine with an electric motor for a 308bhp total output and a class-leading official electric range of up to 71 miles.

There are also two AMG performance models: the 402bhp C43 and the 670bhp C63. The latter is a PHEV that trades electric range (just eight miles) for outright performance.

All C-Class models came generously equipped from new, with luxuries such as faux leather upholstery and heated front seats. Sport was originally the entry-level trim, but this was dropped last

year, leaving AMG Line as the entry point. Above that, there's AMG Line Premium, with AMG Line Premium Plus topping the line-up.

WHAT'S IT LIKE TO DRIVE?

If you want to pick up speed quickly in the C200 or C300, you need to work them hard, but do so and they deliver respectable performance. The C220d and C300d offer similar levels of acceleration to their petrol equivalents, but their superior low-rev grunt makes them feel stronger. The C43 is sports car quick, with a 0-62mph time of just 4.6sec.

The heavier C300e isn't quite as rapid as its power figure might suggest (0-62mph takes 6.1sec), but its electric motor provides immediate response when you floor the accelerator, and the hybrid system works smoothly and quietly.

Every C-Class gets a nine-speed automatic gearbox that's smooth and quick to change gears. Engine and wind noise are impressively well suppressed at motorway

WE LIKE

Comfy ride
Lots of luxuries
Impressive PHEV model

WE DON'T LIKE

Patchy interior quality
Rivals are more fun
Question mark over reliability



'The interior looks flash, but the quality of the materials is disappointing in places'



SCAN TO FIND USED C-CLASSES FOR SALE

cruising speeds, although you do hear a fair bit of road noise. The rival Audi A4 is quieter.

With its 'comfort' suspension, Sport trim offers the softest ride, but the AMG Line models with their firmer sports suspension are still very comfortable. The trade-off is that the ride can feel a little floaty at times, with the BMW 3 Series feeling better tied down and more composed.

The C43 and C63 get adaptive suspension, allowing you to soften or firm up the ride at will, while the C300e has air suspension at the rear (to help control the extra weight of its battery). It's virtually as plush-riding as its siblings.

Although the C-Class isn't as engaging as an Alfa Romeo Giulia or 3 Series, it handles in a composed and confidence-inspiring manner. With well-weighted steering and little body lean, it's more reassuring to drive than an A4.

WHAT'S IT LIKE INSIDE?

It's easy to find a comfortable driving position; every C-Class has plenty of adjustment in the seat and steering wheel.

Along with the crisp 12.3in

digital instrument panel, there's an upright 11.9in infotainment touchscreen that responds quickly to inputs and has super-sharp graphics. We miss the physical controller of previous versions, because it was less distracting to use on the move, but all versions come with voice control.

Although the interior looks flash, it feels a bit flimsy in places, and the quality of some of the materials is disappointing next to those of the A4 and 3 Series.

There's plenty of room for six-footers up front, but lanky passengers won't find space as generous in the back, with head room being limited, especially in cars with a panoramic glass roof fitted. There's also a chunky central floor hump that eats into leg space for a middle passenger.

The boot is smaller than that of the 3 Series, but it's a similar size to the A4's, with space for a

set of golf clubs or a few carry-on suitcases. The PHEV's boot is shallower than the regular C-Class's, due to the battery under the floor, but there's still a respectable amount of space.

HOW RELIABLE IS IT?

This C-Class didn't feature in the 2024 What Car? Reliability Survey, but the previous generation came 12th out of 18 models in its class. Mercedes-Benz ranked 22nd out of 31 in the overall brand league table – above Alfa Romeo and Audi but well below BMW.

There have already been multiple recalls for the C-Class. Notably, 9925 examples from 2022 and 2023 were recalled due to the risk of the fuel pump impeller (which pulls the fuel through to the engine) deforming. A Mercedes dealer should be able to confirm whether the recall work has been carried out or not.

WHATCAR? SAYS

Comfortable and well equipped, with the C300e standing out for its long electric range



HOW MUCH WILL IT COST?

Purchase prices

You'll need around £26,000 to buy a 2022 C-Class. It's likely to be a C200 or C220d Sport with around 30,000 miles on it, with AMG Lines rising to £30,000. For around £32,000, you can pick up a C300e – similar money to a comparable BMW 330e.

The C43 is currently a year old and goes for around £48,500 used; that's a few thousand pounds more than an equivalent Audi S4. The C63 PHEV is only just starting to appear on the used market, with the rare few examples costing upwards of £84,000.



Fuel economy

The two diesels are more economical than the equivalents in the A4 and 3 Series, with the C220d officially averaging a little over 60mpg and the C300d in the high 50s. The petrols offer similar economy to rivals – low to mid-40s – but none can match the C300e. If you top up the battery regularly and do mostly short trips, you could see more than 500mpg, officially.

Insurance

With the exception of the C43 and C63, C-Class insurance groups range from 33 to 45 (out of 50). That means annual premiums will be slightly higher than they'd be for an equivalent A4 or 3 Series. We were quoted £865 for a year's cover on an entry-level C200 and £1054 for a C300e.

OUR PICK

While the C200 and C220d are the cheapest used C-Classes to buy, we'd spend a little bit more and put the impressive plug-in hybrid C300e on our driveway. As well as being a comfy cruiser, it's smooth and quiet around town, and its long electric range makes it potentially cheap to run.

Price today

£17,000*

Peugeot e-208 50kWh E-Style
List price when new £32,650
Available from 2019-present

Peugeot's electric small hatchback promises to be more practical than its Fiat rival, plus it has a slightly longer official range



Good e-numbers

Either of these small electric hatchbacks would make a great runabout – but is it the Fiat or Peugeot that gets our approval?

FIAT 500e



1 The 500e's physical dashboard and steering wheel controls are generally very easy to use while driving

2 You sit relatively high and upright behind the steering wheel; as a result, visibility is panoramic

3 This version of the 500e gets a body-coloured plastic dashboard insert that brightens up the interior

PEUGEOT e-208



1 Interior looks smart and the quality of the materials is higher than in the 500e, with fewer hard plastics on show

2 Controls are less logically laid out than 500e's; adjusting the interior temperature by hand can be a pain

3 Unconventional driving position doesn't work for everyone, and the '3D' digital instruments could be clearer

Photography: John Bradshaw

Price today

£17,000*

Fiat 500e 42kWh Icon
List price when new £31,795
Available from 2021-present

Practicality may not be its forte, but this iconic city car works brilliantly with electric power, and its official range is a respectable 199 miles



*Price today is based on a 2023 model with average mileage and full service history, correct at time of writing

FIAT 500e

BEST AROUND TOWN



Ride is a bit jiggly in the 500e, but its light steering, tight turning circle and agility pay dividends in urban use

PEUGEOT e-208

BEST TO DRIVE



The e-208 has a more settled ride and its steering offers more of a sense of connection to the road

THEY SAY COMEDY is all about timing, and you could say the same about electric cars.

You see, even small ones often cost a considerable amount to buy when new. However, wait just 12 months and the used market will sometimes reward you with a bargain.

Take these two examples: the Fiat 500e and Peugeot e-208. Depreciation, being the double-edged sword that it is, has knocked around £15,000 off their list prices after only 12 months.

And it's not like these are bad cars: as used electric cars go, the 500e and e-208 rank among our favourites. With their compact size and zippy electric performance, they're great around town, yet their electric ranges are good enough to take you beyond the city limits on occasion. As we

found out, though, the extent of their capabilities varies quite a bit.

DRIVING

Performance, ride, handling, refinement

Aided by the instantaneous way they deliver power, both of our contenders offer acceleration that's particularly strong away from the mark. Their pace tails off noticeably above 50mph, but the e-208 still manages 0-60mph in a respectable 7.5sec, with the 500e taking only slightly longer (8.0sec).

Both cars will also happily cruise at motorway speeds, even if you're going up a hill and have a car full of passengers. Doing so uses up the energy in the battery very quickly, though. In our real-world test (which simulates a mix of town, rural and motorway driving), both

cars returned average efficiency of 3.4 miles per kilowatt hour, giving the 500e a theoretical maximum range of 126 miles and the e-208 153 miles. That was in relatively cold conditions, though; in warmer weather (when batteries are more efficient), you can expect to be able to cover around 150 miles between charges in the 500e and 170 miles in the e-208.

Around town is where the diminutive 500e feels most at home. Its light steering and relatively tight turning circle are great assets, and there's plenty of grip without much body lean when you're negotiating tight roundabouts and winding your way up multi-storey car parks. It doesn't feel out of its depth on faster country roads, although there you might want a bit more steering weight.

The e-208 feels more composed at higher speeds and its steering gives a better sense of connection with the road, even though there's more body sway through bends and nosedive under braking than in the 500e.

Ride comfort is a mixed bag in both. The 500e has firmer suspension, and that delivers a ride that's best described as 'choppy'. But while the e-208's more supple set-up is better at ironing out minor imperfections, it can struggle to cope with nasty obstacles such as potholes and drain covers, which sometimes send jolts through the car.

There's no question over which car is quieter at motorway speeds, though. The e-208 does a much better job of keeping road and, particularly, wind noise from intruding inside the car. >>

FIAT 500e



Boot capacity
185-550 litres



Suitcases 3

There are only two seatbelts in the back, and head and leg room are at a premium for adults. The fact that the 500e lacks rear doors further limits the back seats' usability. Driver's seat and steering wheel are short on adjustment



Boots' suitcase-carrying capacities are measured with a 560x350x230mm Amlier suitcase, up to the parcel shelf

BEHIND THE WHEEL

Driving position, visibility, infotainment, build quality

The driving positions of our contenders are controversial, but for different reasons. In the 500e, you sit high and upright. This grants you great visibility – better than the average amount you get in the e-208 – but the seat doesn't adjust for height unless you can find an example fitted with the Comfort Seats Pack (standard with range-topping La Prima trim).

The e-208 sits you much lower, while the instrument panel is positioned high up and is viewed over a small steering wheel. Well, that's the idea. For taller people, it can work just fine, but people on the shorter side might find that their natural driving position results in an obscured display.

Something else that can annoy you in the e-208 is that the air-con controls are located on the infotainment screen, so even the simple act of adjusting the temperature while driving is a faff, not to mention distracting. In the 500e, you get more intuitive physical air-con controls, although the switch for changing the temperature is on the small side.

As well as having a digital instrument panel that's easy to see, the 500e has the better infotainment system. Icon trim gets a 10.3in screen that looks sharp and is quick to react to inputs. The e-208's 7.0in screen looks rather dated and can be a bit sluggish in its responses. The 10.0in screen found on higher trims looks more impressive but is still somewhat laggy.

The 500e is inconsistent when it comes to the quality of the materials used inside. The switches look and feel good, and Icon trim includes a body-coloured dashboard insert that brightens things up, but cheap-feeling plastic is commonplace elsewhere. The e-208 has noticeably less of this; instead, you get more soft-touch materials, while the leather on the steering wheel and armrests lends a premium feel.

SPACE AND PRACTICALITY

Front space, rear space, seating flexibility, boot

Despite their different driving positions, there's plenty of room for front occupants in either car. In the back, the 500e is cramped for taller adults, and the fact that it doesn't have rear doors makes access awkward. The e-208 is roomier in the back, but six-footers will still find that they only just have enough head and leg room. There are just two rear seats in the 500e (whereas the e-208 can seat three at a pinch), but each seatback folds individually. The e-208's rear seatbacks fold in a 60/40 split, and

its boot is significantly larger. With the seatbacks raised, the e-208 can accommodate five carry-on suitcases below the parcel shelf – two more than the 500e can carry.

BUYING AND OWNING

Costs, equipment, reliability, safety and security

When our contenders were new, the e-208 was roughly £1000 pricier to buy than the 500e. A year later, the gap has shrunk to pretty much nothing, with both cars available for around £17,000.

Of course, the catch with cars that have suffered heavy depreciation is the worry of them

continuing to shed value at the same rate. They will keep falling, of course, but the rate of decline isn't as bad over the next three years; our data suggests that the 500e will lose another £8375 in that time and the e-208 £9650.

We've already spoken about ranges, but how about charging? Well, the e-208's maximum rate is 100kW, resulting in a 10-80% charge in as little as 31 minutes. The 500e has a slower peak rate (85kW), but its smaller battery means a 10-80% charge can be dispatched in 27 minutes.

The 500e is in a relatively low insurance group (17 out of 50), whereas the e-208 is in group 31, so cover for the former will cost you usefully less. We were quoted an annual premium of £545 for the 500e, compared with £835 for the e-208. The 500e will also be cheaper to maintain; you can get three services for £577 from a Fiat dealer, while the equivalent plan for the e-208 will set you back £697.

Neither of these cars has you swimming in luxuries; you won't find electric or heated seats, a heated steering wheel or a head-up display here. At least the e-208 got standard-from-new front and rear parking sensors, though.

The 500e didn't come with any parking sensors. On the other hand, both cars have LED lights, as well as Android Auto and Apple CarPlay phone mirroring as part of their infotainment systems.

In the 2024 What Car? Reliability Survey, the e-208 came 15th out of 21 models in the electric car category, with a score of 86.5%. The 500e didn't feature. In the overall brand league table, Peugeot ranked 20th out of 31, while Fiat was down in 25th place.

On the safety front, both cars come with traffic sign recognition and automatic emergency braking (AEB). However, the 500e's AEB can also react to cyclists as well as pedestrians; the e-208 can't recognise the first group. Both scored a relatively disappointing four stars (out of five) for safety when appraised by the experts at Euro NCAP.

'The 500e will be cheaper to service and insure, and it sheds value at a slower rate'





Boot capacity
311-1106 litres

Suitcases 5

Rear space isn't great by wider small car standards, but a couple of six-footers won't feel too squished. Boot is the same size as any other 208's, so there's a reasonable amount of space. There's a big lip at the entrance, though

STATS AND SPECS

Fiat 500e
42kWh Icon



Peugeot e-208
50kWh E-Style



KEY FACTS

Engine	Electric motor
Peak power	117bhp
Peak torque	162lb ft
Gearbox	1-spd automatic
Kerb weight	1465kg
Tyre size (std)	195/55 R16
Battery capacity (usable)	37.3kWh
Peak charging rate	85kW
Test range	126 miles
Official range	199 miles
Efficiency on test	3.4 miles/kWh

Engine	Electric motor
Peak power	134bhp
Peak torque	192lb ft
Gearbox	1-spd automatic
Kerb weight	1530kg
Tyre size (std)	195/55 R16
Battery capacity (usable)	45kWh
Peak charging rate	100kW
Test range	153 miles
Official range	210 miles
Efficiency on test	3.4 miles/kWh

CHARGING TIMES

7kW home charger (0-100%) 6hr
Rapid charger (10-80%) 27min

CHARGING TIMES

7kW home charger (0-100%) 7hr 15min
Rapid charger (10-80%) 31min

SAFETY

Euro NCAP rating (2021) All protection 76% 80% 67% 67%

Euro NCAP rating (2019) All protection 91% 86% 56% 71%

PERFORMANCE



Acceleration
30-70mph in kickdown 7.6sec
30-50mph in kickdown 2.9sec
50-70mph in kickdown 4.7sec

Braking
30-0mph 9.3m 70-0mph 50.4m

Noise
At 30mph 60.4dB At 70mph 68.2dB



Acceleration
30-70mph in kickdown 7.4sec
30-50mph in kickdown 2.8sec
50-70mph in kickdown 4.6sec

Braking
30-0mph 10.3m 70-0mph 54.7m

Noise
At 30mph 57.8dB At 70mph 64.0dB

CARS PICTURED

Fiat 500e 42kWh Icon with Rose Gold metallic paint

Peugeot e-208 51kWh Allure with Selenium Grey metallic paint

ONES WE FOUND

2023 Fiat 500e 42kWh Icon, 2840 miles
Price £17,268

2023 Peugeot e-208 50kWh E-Style, 4181 miles
Price £16,950

WHAT CAR? SAYS

With its tighter turning circle, smaller size and lofty driving position, the 500e is the superior urban runabout. If you're after a stylish city car that you can take on the occasional longer journey (as long as it doesn't involve a lot of luggage or people), it's well worth a look.

However, the e-208 isn't much harder to live with around town, while its longer range, quieter cruising manners and greater practicality mean it can also take on tasks that the 500e would struggle with. Although it will cost more to run, that extra outlay is fully justified in this case.



Buy this car at [whatcar.com/used-cars](https://www.whatcar.com/used-cars)

Peugeot e-208

For Stronger performance; plusher interior; longer range; less wind and road noise
Against Fiddly infotainment; driving position won't suit everyone



Buy this car at [whatcar.com/used-cars](https://www.whatcar.com/used-cars)

Fiat 500e

For Better visibility; more agile around town; cheaper to insure and service
Against Cramped in the back; tiny boot; no parking sensors

WHAT CAR?

Buyer's



90 Small cars | **92** Family cars | **94** Hot hatches
96 Small SUVs | **98** Family SUVs | **100** Seven-seaters
102 Executive cars | **104** Luxury cars | **106** Plug-in hybrids
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114 Coupés | **116** Convertibles | **118** Sports SUVs
120 Sports cars | **122** Performance cars

Key information: Fuel economy figures and electric car ranges are official results achieved in WLTP testing

guide

Class by class, the best new cars, reviewed and rated



WHAT CAR?

TARGET PRICE

The What Car? Target Price is the maximum we think you should pay for your new car. It's set by our team of mystery shoppers, who spend every day haggling with dealers to see what discounts are available across the UK.



HOW WE RANK OUR TOP 10s

Every year, we drive hundreds of new or updated models. We test them back to back with rivals. We look at everything from comfort to costs, practicality to performance, and refinement to reliability. Then, armed with all the facts, we can definitively name the best model in each class, plus its closest rivals (and the ones to avoid). No matter what your priorities are, you'll find a car that's ideal for your needs.

'We've got Best Buys for every need'

WHAT CAR? TEAM

WHATCAR?

CAR OF THE YEAR AWARDS 2024

BEST SMALL CAR

In association with



1 RENAULT CLIO

Our pick 1.0 TCe 90 Techno

List price £19,695

Target Price £17,542

MPG 53.3 CO₂ 119g/km

For Very well priced; smart interior is packed with equipment; fine ride and handling balance; practical boot

Against Tight for taller adults in the rear seats; slightly firm low-speed ride; high boot loading lip

WHAT CAR? SAYS ★★★★★

WITH A BROAD spread of abilities and tempting pricing, the latest Clio represents such great value that it's our reigning Small Car of the Year.

As well as being agile and more fun to drive than rivals such as the Skoda Fabia, the Clio has a smart-looking and generously equipped interior with a portrait-style infotainment screen.

Although the rear seats are a bit on the snug side for tall adults, the

Clio's boot is among the largest in this class (unless you opt for the E-Tech hybrid version, which loses space to its battery). A two-level boot floor allows you to either maximise space or help when loading or unloading heavy items by reducing what is a relatively high lip.

The hybrid is smooth and efficient, but the 1.0-litre petrol version is significantly cheaper to buy and still feels nippy. It's worth stepping up to mid-range Techno trim, though, because this includes welcome extras such as a rear-view camera. Even then, the Clio undercuts most of its rivals on price.



Despite the fashion for SUVs, the traditional small car remains one of the most popular types on the road, with the likes of the Mini Cooper and Vauxhall Corsa generally among the top sellers overall. The best small cars are brilliant all-rounders and easy to drive, with modern safety kit as standard, but value for money is also crucial.



Precise steering and good body control help to make the Clio fun to drive

'EVEN WITH ALL OF ITS GREAT QUALITIES, THE CLIO BEATS MOST RIVALS ON PRICE'

ONE TO AVOID



CITROËN C3 With its funky looks inside and out, the C3 does a great job of turning heads. Unfortunately, it's poor to drive and not very practical.



2

BEST FOR PRACTICALITY

Honda Jazz

Our pick 1.5 e:HEV Elegance

List price £26,885 **Target Price** £25,788
MPG 62.8 CO₂ 102g/km

For Spacious; great seating flexibility; strong performance; lots of standard kit

Against Pricey; not the quietest cruiser; disappointing infotainment system

WHAT CAR? SAYS ★★★★★



3

Skoda Fabia

Our pick 1.0 TSI 95 SE Comfort

List price £20,280 **Target Price** £19,116
MPG 55.8 CO₂ 115g/km

For Huge boot; roomy interior with clever features; supple ride; good value

Against Interior is hardly plush; not as practical as Jazz; infotainment glitches

WHAT CAR? SAYS ★★★★★



4

Suzuki Swift

Our pick 1.2 Mild Hybrid Motion

List price £18,699 **Target Price** £18,248
MPG 64.2 CO₂ 99g/km

For Fantastic real-world fuel economy; tidy handling; lots of kit; keenly priced

Against So-so performance; no Euro NCAP safety rating; infotainment isn't brilliant

WHAT CAR? SAYS ★★★★★



5

Toyota Aygo X

Our pick 1.0 Edge

List price £17,180 **Target Price** £15,965
MPG 58.8 CO₂ 110g/km

For Cheap to run; lots of safety kit; great reliability record; 10-year warranty

Against Cramped in rear seats; small boot; lacklustre performance

WHAT CAR? SAYS ★★★★★



6

BEST FOR VALUE

Dacia Sandero

Our pick 1.0 Tce 100 Bi-fuel Expression

List price £14,795 **Target Price** £14,516
MPG 52.3 CO₂ 106g/km

For Cheap to buy; comfy ride; big boot; can save you money by running on LPG

Against Not exactly fun to drive; some rivals are quieter; poor safety rating

WHAT CAR? SAYS ★★★★★



7

Volkswagen Polo

Our pick 1.0 TSI 95 Life

List price £21,915 **Target Price** £20,770
MPG 54.4 CO₂ 118g/km

For Good to drive; generous interior space; attractive PCP finance deals

Against Some fiddly controls; entry-level engine is gutless; not the most reliable

WHAT CAR? SAYS ★★★★★



8

Seat Ibiza

Our pick 1.0 TSI 95 FR

List price £22,105 **Target Price** £20,818
MPG 52.3 CO₂ 124g/km

For Agile handling; interior is roomy by class standards; punchy engine; cheap to run

Against Lots of road noise; FR versions have a firm ride; resale values could be better

WHAT CAR? SAYS ★★★★★



9

Audi A1

Our pick 30 TFSI Sport

List price £24,235 **Target Price** £23,308
MPG 51.4 CO₂ 124g/km

For Smooth ride and tidy handling; relatively quiet cruiser; very slow depreciation

Against Too similar to a Polo inside; cheaper trims are short on kit; rivals offer better value

WHAT CAR? SAYS ★★★★★



10

MG 3 Hybrid+

Our pick SE

List price £18,495 **Target Price** £17,823
MPG 64.2 CO₂ 100g/km

For Surprisingly nippy; lots of equipment; well priced; low CO₂ output; seven-year warranty

Against Driving position won't suit everyone; noisy on the motorway; not all that practical

WHAT CAR? SAYS ★★★★★

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

BEST FAMILY CAR



1 TOYOTA COROLLA

Our pick 1.8 Hybrid Icon

List price £30,505

Target Price £28,362

MPG 61.4 CO₂ 104g/km

For Frugal in real-world driving; comfy and good to drive; generously equipped; well built and reliable

Against Tight for adults in rear seats; so-so infotainment system; instrument panel could be more user-friendly

WHAT CAR? SAYS ★★★★★

THE COROLLA IS a car that will work for just about everyone in the market for a family hatchback.

Being a hybrid, it can help you save money, because it can run partly on electric power to conserve petrol.

In our real-world economy test, our preferred 1.8-litre model (there's also a punchier 2.0-litre version) averaged an impressive 50.5mpg. True, it can't go as far on electric power as a plug-in

hybrid, but for many owners it'll be more convenient, because you don't need to plug it in to top up the battery.

There's plenty of room in the front, and while rivals such as the Peugeot 308 and Seat Leon offer more room in the back, the Corolla has better body control than the former and a comfier ride than the latter.

The Corolla represents better value than hybrid rivals such as the Honda Civic, especially if you stick with entry-level Icon trim, which comes with all of the equipment you're likely to need, including adaptive cruise control, heated front seats and sat-nav.



There are plenty of types of car that make good family transport, but here we're looking at traditional hatchbacks: large enough to fit the family inside, yet compact enough to be easy and enjoyable to drive. The best also offer a comfortable ride, good quality and lots of standard equipment for a reasonable price.



Hybrid power ensures that the Corolla is smooth and quiet around town



'THE COROLLA REPRESENTS BETTER VALUE THAN HYBRID RIVALS SUCH AS THE CIVIC'



KIA XCEED The Xceed makes little sense, given that it's pricier than the regular Ceed and fails to stand out against the best family cars in any key area.



2

Honda Civic
Our pick 2.0 e:HEV Sport

List price £36,505 **Target Price** £34,558
MPG 56.5 **CO₂** 113g/km

For Gutsy performance; impressive fuel economy; big boot; lots of luxury kit
Against Pricier than main rivals; limited rear head room; a fair bit of road noise
WHAT CAR? SAYS ★★★★★



3

BEST FOR VALUE

Seat Leon
Our pick 1.5 TSI 115 SE

List price £24,250 **Target Price** £20,981
MPG 50.2 **CO₂** 129g/km

For Great handling; punchy yet frugal engines; roomy, well-equipped interior
Against Noisier than some rivals; very few options available
WHAT CAR? SAYS ★★★★★



4

Audi A3 Sportback
Our pick 35 TFSI Sport

List price £30,530 **Target Price** £28,909
MPG 49.6 **CO₂** 129g/km

For Comfortable ride; sharp handling; smart interior; strong and frugal engines
Against Plug-in hybrid is currently off sale; fiddly infotainment; Audi's reliability record
WHAT CAR? SAYS ★★★★★



5

BEST BOOT SPACE

Skoda Octavia
Our pick 1.5 TSI SE Technology

List price £26,775 **Target Price** £25,110
MPG 54.1 **CO₂** 119g/km

For Relaxed motorway ride; enormous boot; plush and practical interior
Against You hear wind and suspension noise; air-con controls are fiddly
WHAT CAR? SAYS ★★★★★



6

BEST ELECTRIC OPTION

MG 4
Our pick SE

List price £26,995 **Target Price** £24,399
Range 218 miles **CO₂** 0g/km

For Bargain price; well equipped; useful range; roomy in rear seats
Against Offset driving position; noisy on motorway; Type 2 cable isn't standard
WHAT CAR? SAYS ★★★★★



7

Skoda Scala
Our pick 1.0 TSI 116 SE

List price £23,080 **Target Price** £21,526
MPG 54.9 **CO₂** 121g/km

For Comfortable ride; spacious rear seats and big boot; cheap to buy and run
Against No hybrid option; reliability record isn't great; some rivals are more fun to drive
WHAT CAR? SAYS ★★★★★



8

Cupra Born
Our pick 59kWh e-boost 230 V1

List price £35,495 **Target Price** £35,141
Range 265 miles **CO₂** 0g/km

For Relatively enjoyable handling; smart-looking interior; quiet cruiser
Against Much pricier than MG 4; firmer ride than ID 3; hard-to-use dashboard controls
WHAT CAR? SAYS ★★★★★



9

Volkswagen ID 3
Our pick 59kWh Pro Match

List price £36,560 **Target Price** £36,560
Range 268 miles **CO₂** 0g/km

For Loads of standard kit; sprightly performance; spacious inside
Against Iffy interior quality; fiddly touch-sensitive controls; relatively pricey
WHAT CAR? SAYS ★★★★★



10

BEST TO DRIVE

Ford Focus
Our pick 1.0 EcoBoost 125 mHEV Titanium

List price £28,500 **Target Price** £26,314
MPG 54.3 **CO₂** 118g/km

For More fun to drive than most rivals; well equipped; roomy in rear seats
Against Low-rent interior; not that cheap to buy; Octavia has a much bigger boot
WHAT CAR? SAYS ★★★★★

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

BEST HOT HATCH



1 MERCEDES-AMG A45 Our pick S Plus

List price £63,445

Target Price £59,945

MPG 30.8 CO₂ 208g/km

For Savage acceleration; immense grip; entertaining handling; quick-shifting automatic gearbox

Against Very expensive to buy; some hot hatches are comfier; infotainment controls could be easier to use

WHAT CAR? SAYS ★★★★★

YOU'LL HAVE NO need for an alarm clock if you own an A45, because you'll want to wake up at the crack of dawn just so you can go for a blast in it. Not only is this 416bhp, four-wheel-drive rocketship absurdly rapid in a straight line, but it's also agile and entertaining through corners.

Although it isn't quite as civilised as the similar-priced Hyundai Ioniq 5 N, the A45 is barely any less practical or

easy to live with than a regular A-Class. Bespoke features such as AMG sports seats, a flat-bottomed sports steering wheel and AMG-specific instruments simply add to the driving experience.

You'll need deep pockets to buy and run it, though; the A45 is nearly £20k more than excellent rivals such as the Volkswagen Golf R, and pricier than the Porsche 718 Cayman S sports car. If that's too rich for you, there's always the cheaper A35, which is itself no slouch. But hot hatches are first and foremost about having fun, and the A45 is such a riot to drive that you'll consider it money well spent.



Hot hatches should make even the most mundane of drives feel magical by blending entertaining handling with easily accessible performance. This ability to entertain, however, shouldn't come at the expense of running costs, and because a hot hatch is often a family's sole car, it also needs to be well equipped and reasonably practical.



A45 is fast in a straight line. And through corners. Basically, it's fast everywhere



'ON A RACE TRACK, DRIFT MODE LEADS TO SIDEWAYS ENTERTAINMENT'

ONE TO AVOID



ABARTH 595 The hot petrol version of the Fiat 500 is quick and stylish. However, it's short on composure in corners, and its bouncy ride can be wearing.



Honda Civic Type R

Our pick 2.0 VTEC Turbo

List price £50,050 **Target Price** £50,050
MPG 34.4 CO₂ 186g/km

For Incredible cornering ability; razor-sharp steering; engaging manual gearbox
Against Ride is less supple than that of some rivals; pricey, and availability is limited
WHAT CAR? SAYS ★★★★★



Audi S3 Sportback

Our pick Vorsprung

List price £52,400 **Target Price** £49,654
MPG 33.2 CO₂ 194g/km

For Very fast and capable; slick gearbox; plusher inside than Golf R; well equipped
Against Far from cheap, and desirable kit is reserved for range-topping Vorsprung trim
WHAT CAR? SAYS ★★★★★



BEST FOR DAILY USABILITY

Volkswagen Golf R

Our pick 2.0 TSI 333 4Motion

List price £43,420 **Target Price** £41,976
MPG 34.9 CO₂ 184g/km

For Agile handling; supple ride; strong performance; exceptionally easy to live with
Against Woeful infotainment and dash layout; interior quality doesn't befit price
WHAT CAR? SAYS ★★★★★



Hyundai Ioniq 5 N

Our pick 84kWh

List price £65,000 **Target Price** £65,000
Range 278 miles CO₂ 0g/km

For Explosive straight-line pace; fun to drive; loads of interior space; ultra-fast charging
Against Pricier than electric alternatives; some features are more suited to track use
WHAT CAR? SAYS ★★★★★



Ford Focus ST

Our pick 2.3 Ecoboost 280

List price £37,705 **Target Price** £35,513
MPG 35.3 CO₂ 183g/km

For Grippy handling; well equipped; fine driving position; available as an estate
Against Lffy interior quality; not as comfy as a Golf GTI; steering is inconsistently weighted
WHAT CAR? SAYS ★★★★★



Volkswagen Golf GTI

Our pick 2.0 TSI 265

List price £38,900 **Target Price** £37,406
MPG 39.6 CO₂ 162g/km

For Quiet and comfy for a hot hatch; tidy handling; reasonable practicality
Against Some rivals offer more thrills; quite pricey for the performance on offer
WHAT CAR? SAYS ★★★★★



MG 4 XPower

Our pick 320kW 64kWh

List price £36,495 **Target Price** £35,683
Range 239 miles CO₂ 0g/km

For Jaw-dropping acceleration; well priced; relatively practical; lots of safety kit
Against Ride can be jiggly; not as much fun as best petrol rivals; interior feels a bit cheap
WHAT CAR? SAYS ★★★★★



Mercedes-AMG A35

Our pick Touring Edition

List price £46,000 **Target Price** £42,500
MPG 33.3 CO₂ 193g/km

For Rapid acceleration; great traction, even in inclement conditions; reasonably comfortable
Against Rivals are more rewarding; engine sounds a bit tuneless; too much road noise
WHAT CAR? SAYS ★★★★★



Cupra Leon

Our pick 2.0 TSI 300 VZT

List price £41,465 **Target Price** £41,465
MPG 36.9 CO₂ 174g/km

For Muscular performance; available in more practical (and more powerful) estate form
Against Handling lacks playfulness; engine sounds dull; harsher ride than Golf GTI
WHAT CAR? SAYS ★★★★★

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

OVERALL WINNER

In association with



1 LEXUS LBX Our pick 1.5 Premium Plus

List price £34,505

Target Price £33,836

MPG 61.4 CO₂ 103g/km

For High-quality interior; efficient hybrid system promises low running costs; very well equipped

Against Fidgety low-speed ride; refinement could be better; short on rear seat space

WHAT CAR? SAYS ★★★★★

THINK LEXUS MAKES only big, expensive cars? Well, think again, because the LBX is a small SUV with a comparatively small price tag. Yet despite this, there's nothing cut price about how it looks, feels or drives.

The interior is the classiest you'll find in any small SUV, with plush materials and rock-solid build quality, even if it's a little tight in the rear seats. Our recommended Premium Plus

trim comes with plenty of standard equipment, including a head-up display that projects the most important information onto the windscreen in the driver's line of sight.

The LBX is good to drive, with well-weighted steering and a grippy front end, although the ride can be slightly fidgety around town. And because it's a hybrid, it can run near-silently on electric power at low speeds.

Fuel economy is another strength, with the LBX officially capable of 65.7mpg. Plus, Lexus has topped our table of the most reliable car makers for the past seven years.



A small SUV faces a very tough brief. Its compact size mustn't come at the expense of practicality and should be reflected by low running costs. It should ride as well as a much bigger car, too, yet maintain a sure sense of fun. And, with a keen eye on family life, safety should be high on its agenda.



Quality of materials and assembly is top notch; Premium Plus trim is loaded with kit



'THE LBX HAS A MORE APPEALING MIX OF MATERIALS INSIDE THAN ANY RIVAL'

ONE TO AVOID



JEEP RENEGADE An easy-to-use interior is offset by an unsettled ride and woeful refinement, plus the Renegade is comparatively expensive to buy.



BEST FOR COMFORT

Volkswagen T-Roc
Our pick 1.0 TSI 115 Life

List price £28,430 **Target Price** £26,790
MPG 49.7 CO₂ 129g/km
For Comfy ride; quiet on the motorway; big boot; high driving position
Against Not as much fun to drive as a Ford Puma; some fiddly controls
WHAT CAR? SAYS ★★★★★



BEST ELECTRIC OPTION

Smart #3
Our pick Premium

List price £39,950 **Target Price** £39,950
Range 283 miles CO₂ 0g/km
For Even better to drive than #1; smart interior; reasonably practical; great safety rating
Against Slightly unsettled low-speed ride; jerky when slowing down; efficiency could be better
WHAT CAR? SAYS ★★★★★



Smart #1
Our pick Premium

List price £38,950 **Target Price** £38,950
Range 273 miles CO₂ 0g/km
For High-quality interior; quick and good to drive; roomy in rear seats; fast charging
Against Small boot; slightly choppy low-speed ride; not especially efficient
WHAT CAR? SAYS ★★★★★



BEST FOR PRACTICALITY

Skoda Karoq
Our pick 1.5 TSI 150 SE L

List price £32,925 **Target Price** £30,905
MPG 45.8 CO₂ 138g/km
For Clever seating options; big boot; sturdy-feeling interior; comfy ride
Against No hybrid options; Seat Ateca is more fun to drive; suspension noise
WHAT CAR? SAYS ★★★★★



Range Rover Evoque
Our pick P270e S

List price £49,000 **Target Price** £46,553
MPG 196.0 CO₂ 33g/km
For Lovely interior with a great driving position; well equipped; strong resale values
Against Limited boot space; so-so fuel economy; Land Rover's reliability record
WHAT CAR? SAYS ★★★★★



Volvo EX30
Our pick Single Motor Extended Range Ultra

List price £43,350 **Target Price** £43,350
Range 295 miles CO₂ 0g/km
For Punchy performance; good to drive; smart-looking interior
Against Over-reliance on touchscreen-based controls; rear space isn't great
WHAT CAR? SAYS ★★★★★



BEST ELECTRIC RANGE

Hyundai Kona Electric
Our pick 65kWh Advance

List price £38,595 **Target Price** £36,515
Range 319 miles CO₂ 0g/km
For Impressive range; spacious, with a big boot; user-friendly dashboard layout
Against Limited steering wheel adjustment; not much fun to drive; some motor whine
WHAT CAR? SAYS ★★★★★



BEST TO DRIVE

Ford Puma
Our pick 1.0 Ecoboost 125 mHEV ST-Line

List price £26,700 **Target Price** £24,917
MPG 52.3 CO₂ 122g/km
For Great fun to drive; punchy yet efficient engine; big, cleverly designed boot
Against Rear seat space is only adequate; visibility could be better; T-Roc is comfier
WHAT CAR? SAYS ★★★★★



Volkswagen Taigo
Our pick 1.0 TSI 95 Life

List price £25,870 **Target Price** £24,446
MPG 51.4 CO₂ 123g/km
For Cossetting ride; generous rear seat space; well equipped; low running costs
Against Hard interior plastics; rivals are more fun to drive; reliability could be better
WHAT CAR? SAYS ★★★★★

WHATCAR?

CAR OF THE YEAR AWARDS 2024

BEST FAMILY SUV

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1 KIA SPORTAGE Our pick 1.6 T-GDi 3

List price £32,890

Target Price £30,899

MPG 44.1 CO₂ 146g/km

For Smart-looking and spacious interior; large boot; good comfort/handling balance; generous warranty

Against Very few options available; slightly unsettled low-speed ride; rear seating could be more flexible

WHAT CAR? SAYS ★★★★★

SOME PEOPLE MIGHT think they're getting a superior car if they go for a premium-badged model rather than something more down to earth, but when a car is as well rounded as the Sportage, it's really difficult to justify the extra outlay.

As well as being good to drive and a bit comfier and more refined than the closely related Hyundai Tucson, the Sportage has a smart-looking and

user-friendly interior, with loads of space for rear passengers and a large, practical boot. Although the rear seats don't slide like they do in some rivals, the seatbacks recline for extra comfort and have a useful 40/20/40 split.

While fuel-sipping hybrid and plug-in hybrid versions are available, we'd stick with the cheaper entry-level 1.6-litre petrol engine, which combines lively performance with reasonable running costs. However, it's worth paying the small premium to step up to mid-range 3 trim for its generous level of standard equipment, including heated front and outer rear seats.



Family SUVs must be the automotive equivalent of a Swiss Army knife, providing sufficient space to carry your family and all their luggage, while also offering the sort of comfort that ensures long journeys aren't a chore. The very best also handle well, feel classy inside and have wallet-friendly running costs.



Sportage does a better job of rounding off bumps than the closely related Hyundai Tucson



'THE SPORTAGE'S INTERIOR IS PRACTICAL, SMART LOOKING AND USER-FRIENDLY'



LEXUS UX The UX's main drawback is its lack of practicality; it's tight for rear seat and boot space. A fidgety ride and stingy kit levels don't help.



BEST ELECTRIC OPTION

Renault Scenic E-Tech
Our pick Long Range Techno

List price £40,995 **Target Price** £36,770
Range 379 miles CO₂ 0g/km
For Superb range; roomy and attractive interior; keenly priced; generously equipped
Against Modest performance; charging speeds and efficiency fall short of class best
WHAT CAR? SAYS ★★★★★



BEST INTERIOR

Genesis GV60
Our pick RWD Premium

List price £54,105 **Target Price** £54,105
Range 321 miles CO₂ 0g/km
For Sumptuous interior; very quiet; long range; user-friendly infotainment system
Against So-so rear seat and boot space; pricier than EV6; you'll want to add options
WHAT CAR? SAYS ★★★★★



BMW X3/iX3
Our pick iX3 M Sport

List price £65,160 **Target Price** £60,983
Range 292 miles CO₂ 0g/km
For Competitive range; good to drive; smart interior; comparatively well priced
Against Not particularly quick or as quiet as the rival Audi Q6 e-tron
WHAT CAR? SAYS ★★★★★



Volvo XC40
Our pick B3 Plus

List price £39,810 **Target Price** £38,262
MPG 42.8 CO₂ 149g/km
For Stylish and high-quality interior; big boot; lots of safety kit; comfy ride
Against Lacks the rear seat flexibility of some rivals; fiddly infotainment
WHAT CAR? SAYS ★★★★★



Skoda Enyaq
Our pick 85 Edition

List price £44,540 **Target Price** £44,540
MPG 358 miles CO₂ 0g/km
For Extremely practical; impressive range; comfortable; well priced
Against You'll want to add options; not as good to drive as some rivals
WHAT CAR? SAYS ★★★★★



BEST HYBRID

Mercedes-Benz GLC
Our pick 300e AMG Line Premium

List price £68,360 **Target Price** £64,860
MPG 470.9 CO₂ 13g/km
For Long electric-only range; very quiet; well-equipped and spacious interior
Against Pricy for private buyers; interior doesn't feel all that sturdy
WHAT CAR? SAYS ★★★★★



Lexus NX
Our pick 450h+ Premium (Lexus Link Pro)

List price £50,995 **Target Price** £48,489
MPG 282.4 CO₂ 22g/km
For High-quality interior; promise of stellar reliability; strong performance
Against Petrol engine isn't the most refined; choppy high-speed ride on F Sport versions
WHAT CAR? SAYS ★★★★★○



Kia EV6
Our pick RWD Horizon

List price £45,995 **Target Price** £44,299
Range 328 miles CO₂ 0g/km
For Great range and ultra-fast charging; loads of rear leg room; long warranty
Against Shallow boot; not exactly cheap to buy; slightly firm low-speed ride
WHAT CAR? SAYS ★★★★★○



Audi Q5
Our pick 40 TDI S line

List price £50,775 **Target Price** £47,478
MPG 40.4 CO₂ 172g/km
For Smooth and punchy engines; high-quality interior; good to drive
Against No seven-seat option; slightly firm ride on versions with sports suspension
WHAT CAR? SAYS ★★★★★○



1 HYUNDAI SANTA FE Our pick 1.6T Hybrid Premium

List price £46,775

Target Price £44,735

MPG 41.5 CO₂ 155g/km

For Outstanding practicality; great driving position; plush interior; long warranty; impressive refinement

Against Touchscreen controls for most climate functions; acceleration feels a little laboured

WHAT CAR? SAYS ★★★★★

LIKE ITS PREDECESSORS, the latest Santa Fe is a hugely practical SUV that can transport up to seven people in comfort. But it looks a lot more stiking on the outside and feels far more upmarket inside.

The driving position is fantastic, too; there's a huge amount of seat and steering wheel adjustment, plus you sit high off the ground for a terrific forward view. In fact, visibility is

good all round, so the Santa Fe is surprisingly easy to manoeuvre.

The fact that you and your passengers are well isolated from wind and road noise adds to the car's appeal, as does its ability to soak up the vast majority of lumps and bumps. And of course, like all Hyundais, it comes with the reassurance of a five-year, unlimited-mileage warranty.

Both conventional hybrid and plug-in hybrid versions are available, but we reckon the former offers the best trade-off between price and running costs. Meanwhile, even entry-level Premium trim comes loaded with luxuries.



A spacious interior is obviously a prerequisite here, but we also expect an upmarket feel, easy access and a sizeable, well-shaped boot. Seven-seaters are mostly private buys, so pricing and finance need to be competitive. And while comfort and refinement are more important than handling, a car mustn't be so sloppy that it's difficult to drive.



Santa Fe can be had in plug-in hybrid form, but we'd pick the regular hybrid

'THE LATEST SANTA FE FEELS FAR MORE UPMARKET INSIDE THAN ITS PREDECESSOR'

ONE TO AVOID



⚡ MERCEDES-BENZ EQV This electric MPV is spacious inside, but it's let down by a short range, poor refinement and a jittery ride. It's pricey, too.



2
Land Rover Defender 110
Our pick D250 S (7 seat)

List price £64,105 **Target Price** £64,105
MPG 32.9 **CO₂** 225g/km
For Comfy on road and unstoppable off it; plenty of space for all; glacial depreciation
Against Economy is below par; higher trims are very pricey; Land Rover's reliability record
WHAT CAR? SAYS ★★★★★



3
BEST FOR LUXURY
BMW X7
Our pick xDrive40d Excellence

List price £89,515 **Target Price** £84,079
MPG 35.8 **CO₂** 206g/km
For Supremely quiet and smooth; sumptuous interior; loads of space for seven adults
Against Pricey to buy; feels its size on the road; looks won't be to all tastes; no plug-in options
WHAT CAR? SAYS ★★★★★



4
Audi Q7
Our pick 55 TFSI S line

List price £70,005 **Target Price** £65,494
MPG 27.4 **CO₂** 234g/km
For High-quality interior; smooth engine; pillowy ride on standard air suspension
Against Rivals have better infotainment systems; auto gearbox is slow-witted
WHAT CAR? SAYS ★★★★★



5
Range Rover LWB Seven Seats
Our pick D350 HSE

List price £118,405 **Target Price** £116,655
MPG 36.8 **CO₂** 201g/km
For Cossetting ride; plenty of space; commanding driving position; off-road ability
Against Very expensive to buy; some so-so interior trim; reliability is a concern
WHAT CAR? SAYS ★★★★★



6
BEST ELECTRIC OPTION
Peugeot e-5008
Our pick 73kWh Allure

List price £48,550 **Target Price** £46,408
Range 311 miles **CO₂** 0g/km
For Stylish and plush-feeling interior; flexible seating; a comfy cruiser; well priced
Against Second-row head room could be better; slow-witted infotainment
WHAT CAR? SAYS ★★★★★○



7
Volkswagen Touran
Our pick 1.5 TSI 150 SEL

List price £38,310 **Target Price** £36,173
MPG 44.7 **CO₂** 144g/km
For Roomy and practical, yet relatively compact; good to drive by MPV standards
Against Limited space in third row; rivals have more frugal diesel or hybrid engines
WHAT CAR? SAYS ★★★★★○



8
BEST-VALUE SUV
Skoda Kodiaq
Our pick 1.5 TSI 150 SE (7 seats)

List price £37,505 **Target Price** £34,859
MPG 46.2 **CO₂** 139g/km
For Rides well; spacious interior with a huge boot; fine value in cheaper trims
Against Interior could be sturdier; engines are a little coarse when revved
WHAT CAR? SAYS ★★★★★○



9
Kia Sorento
Our pick 1.6 T-GDi HEV 2

List price £42,995 **Target Price** £40,814
MPG 42.2 **CO₂** 153g/km
For Very comfortable if you avoid big wheels; huge boot; class-leading warranty
Against Closely related Santa Fe feels more upmarket and is roomier in third row
WHAT CAR? SAYS ★★★★★○



10
BEST FOR VALUE
Dacia Jogger
Our pick 1.0 TCe 110 Expression

List price £19,595 **Target Price** £19,222
MPG 48.7 **CO₂** 132g/km
For Extremely well priced; easy to drive; genuine seven-seat usability
Against Poor safety rating; middle-row seats don't slide; more engine noise than in rivals
WHAT CAR? SAYS ★★★★★○

EXECUTIVE CARS

WHATCAR?

CAR OF
THE YEAR
AWARDS
2024BEST
EXECUTIVE
CAR

1 ⚡ TESLA MODEL 3

Our pick RWD

List price £39,990

Target Price £39,990**Range** 318 miles CO₂ 0g/km**For** Class-leading efficiency; fast charging via Tesla's own network; surprisingly practical; well priced**Against** Some fiddly controls; saloon boot opening is relatively small; windscreen pillars hamper visibility**WHAT CAR? SAYS** ★★★★★

AS WELL AS being one of the best electric cars you can buy, the Model 3 makes complete sense for company car drivers, largely thanks to its lowly 2% benefit-in-kind tax rating and outstanding efficiency.

Even the entry-level rear-wheel-drive (RWD) version we recommend has a long official range (318 miles), while the Long Range model promises 390 miles between charges (on 19in wheels). We

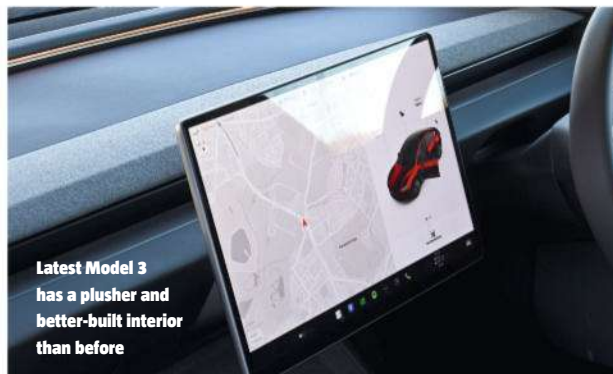
know from our own tests that the Model 3 can go farther than most electric rivals in real-world use, too.

What's more, the Model 3 is good to drive, and the latest version's interior, while not as classy as that of a BMW 3 Series, is smart and packed full of technology. The Model 3 is even surprisingly practical, with a larger boot than conventional executive car rivals such as the 3 Series.

Nor do you have to pay a premium over those cars because it's electric. The Model 3 is startlingly well priced, while Tesla's dedicated public charging network is among the best.



Executive car drivers want effortless long-haul capability, which means a smooth ride and low noise. A comfortable interior with cossetting seats will help to while away the miles, and these mobile offices need good infotainment and lots of standard kit. Finally, a low CO₂ output is crucial, given that this dictates benefit-in-kind tax rates.



Latest Model 3 has a plusher and better-built interior than before

'THE MODEL 3 COSTS LESS THAN PLENTY OF SMALLER, LESS PRACTICAL EVs'

ONE TO AVOID



GENESIS G70 While the G70 comes lavishly equipped, most of its rivals are quieter, better to drive, more practical, more comfortable and cheaper to run.



BEST HYBRID

Mercedes-Benz E-Class
Our pick E300e AMG Line Premium

List price £69,610 Target Price £69,610
MPG 470.9 CO₂ 13g/km
For Spacious, sumptuous interior; long electric-only range; impressive infotainment
Against No air suspension on UK cars; E300e's boot space is compromised
WHAT CAR? SAYS ★★★★★



Mercedes-Benz C-Class
Our pick C300e AMG Line

List price £51,860 Target Price £48,860
MPG 565.0 CO₂ 12g/km
For Huge electric-only range; cheap to run as a company car; smooth ride
Against Some lapses in interior quality; not as good to drive as a BMW 3 Series
WHAT CAR? SAYS ★★★★★



BMW i4
Our pick eDrive40 M Sport

List price £60,865 Target Price £56,368
Range 357 miles CO₂ 0g/km
For Punchy performance; classy inside; long range; top-notch infotainment
Against Relatively pricey to buy outright; lacks Tesla's fast, reliable charging network
WHAT CAR? SAYS ★★★★★



BEST FOR SPACE

Skoda Superb
Our pick 1.5 TSI 150 SE L

List price £38,230 Target Price £35,642
MPG 51.8 CO₂ 124g/km
For Very well equipped; masses of rear leg room and boot space; rides well
Against Some other executive cars are sharper to drive; diesels are a bit gruff
WHAT CAR? SAYS ★★★★★○



BEST TO DRIVE

BMW 3 Series
Our pick 330e M Sport

List price £48,235 Target Price £42,922
MPG 353.1 CO₂ 19g/km
For Great to drive; high-quality interior; class-leading infotainment
Against Limited electric range; firm ride without optional adaptive suspension
WHAT CAR? SAYS ★★★★★○



BEST INTERIOR

BMW i5
Our pick eDrive40 M Sport

List price £74,105 Target Price £68,066
Range 354 miles CO₂ 0g/km
For Excellent refinement; well-built and spacious interior; relatively sharp handling
Against Pricey private buy; range is good rather than great; you'll want to add options
WHAT CAR? SAYS ★★★★★○



Volkswagen ID 7
Our pick 77kWh Pro Match

List price £51,550 Target Price £51,550
Range 381 miles CO₂ 0g/km
For Long range between charges; spacious interior; comfortable ride; great safety rating
Against Fiddly controls; not as good to drive as rivals; relatively steep predicted depreciation
WHAT CAR? SAYS ★★★★★○



Hyundai Ioniq 6
Our pick RWD Premium

List price £47,040 Target Price £44,843
Range 338 miles CO₂ 0g/km
For Very quiet; plush interior; super-fast charging capability; long warranty
Against Interior quality could be better; rear head room is tight; Model 3 is more efficient
WHAT CAR? SAYS ★★★★★○



Audi A3 Saloon
Our pick 35 TFSI Sport

List price £31,050 Target Price £29,400
MPG 51.4 CO₂ 126g/km
For Good ride and handling balance; punchy engine; well equipped
Against Relatively small boot; road noise at higher speeds; distracting infotainment
WHAT CAR? SAYS ★★★★★○

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

BEST LUXURY CAR



1 BMW X7 Our pick xDrive40d M Sport (Ultimate Pack)

List price £110,060

Target Price £103,340

MPG 35.3 CO₂ 210g/km

For Super-quiet and cossetting; hugely practical, with loads of room for seven adults; high-quality materials

Against There are cheaper alternatives; feels its size and weight; looks won't be to all tastes

WHAT CAR? SAYS ★★★★★

IT MAY BE an SUV, but the X7 is everything a luxury car should be, and more. As well as having a sumptuous and tech-laden interior, the X7 benefits from a commanding driving position and easily enough room to seat seven adults in complete comfort; these last two things are not available in saloon alternatives such as BMW's 7 Series.

Decked out in plush, high-quality materials, the X7's interior has a real

wow factor. And if you go for the optional Ultimate Pack (which is very pricey but worth the extra in a luxury car), you'll get massaging, ventilated front seats and four heated seats.

The xDrive40d's six-cylinder diesel engine is punchy and hushed in most situations, and the Ultimate Pack adds upgraded air suspension and active anti-roll bars that give the X7 a smoother ride than a Range Rover. It also brings four-wheel steering to make the X7 easier to manage around town.

All of these attributes combine to provide the perfect balance between luxury and versatility.



A luxury car seems a simple thing to define: loads of sumptuous materials, ride comfort worthy of a magic carpet, and an engine so smooth that you begin to question if it's even there. But it's important to remember that plenty of luxury cars (and SUVs) are run as company cars, with models targeting this market also needing to offer low CO₂ emissions.



'SEVEN OCCUPANTS CAN SHARE THE LUXURY; TRY DOING THAT IN A SALOON'



MASERATI GIBLI We can understand why you might be drawn by the Ghibli's looks, but it has a crashy ride and even the plug-in hybrid is costly to run.



2 Range Rover Sport
Our pick D300 Dynamic SE

List price £86,925 **Target Price** £81,868
MPG 38.9 CO₂ 191g/km
For Cossetting ride; extremely quiet; great driving position; capable off road
Against Cheaper than a Range Rover but still pricey; some rivals handle better
WHAT CAR? SAYS ★★★★★



BEST TO BE DRIVEN IN

3 BMW i7
Our pick eDrive50 Excellence

List price £101,765 **Target Price** £93,192
Range 378 miles CO₂ 0g/km
For Top-notch interior quality; supremely comfy, especially in the back; great to drive
Against Range is competitive but not spectacular; desirable options are very pricey
WHAT CAR? SAYS ★★★★★



4 Audi Q7
Our pick 55 TFSI S line

List price £70,005 **Target Price** £65,494
MPG 27.4 CO₂ 234g/km
For High-quality interior; smooth engine; pillowy ride on standard air suspension
Against Rivals have better infotainment systems; auto gearbox is slow-witted
WHAT CAR? SAYS ★★★★★



5 Rolls-Royce Ghost
Our pick 6.75 V12

List price £280,800 **Target Price** £280,800
MPG 18.6 CO₂ 347g/km
For Outstanding comfort; crushing performance; opulent interior
Against Astronomically expensive; thirsty; optional fridge eats into boot space
WHAT CAR? SAYS ★★★★★



6 BMW ix
Our pick xDrive50 M Sport

List price £104,285 **Target Price** £96,790
Range 382 miles CO₂ 0g/km
For Spacious and luxurious inside; hushed and cossetting cruiser; long range
Against Pricey; modest boot; entry-level versions miss out on desirable tech
WHAT CAR? SAYS ★★★★★



7 Mercedes-Benz S-Class
Our pick S500 L AMG Line Premium

List price £109,550 **Target Price** £105,050
MPG 32.9 CO₂ 196g/km
For Interior's wow factor; loads of rear leg room; exceedingly well appointed
Against Audi A8 is more comfortable; overly reliant on fiddly touch-sensitive controls
WHAT CAR? SAYS ★★★★★



8 Range Rover
Our pick D300 SE

List price £104,025 **Target Price** £102,490
MPG 38.2 CO₂ 194g/km
For Lofty driving position; mostly smooth ride; off-road ability; seven-seat versatility
Against Some so-so interior trim; very expensive; reliability is a concern
WHAT CAR? SAYS ★★★★★



9 Audi A8 L
Our pick 60 TFSIe Sport

List price £96,380 **Target Price** £87,781
MPG 148.7 CO₂ 43g/km
For Cossetting ride; spacious interior with impeccable build quality; large boot
Against Plug-in hybrid's short electric range; dim-witted gearbox; heavy depreciation
WHAT CAR? SAYS ★★★★★



BEST FOR QUALITY

10 Bentley Bentayga
Our pick 4.0 V8 S

List price £200,300 **Target Price** £200,300
MPG 21.7 CO₂ 294g/km
For Opulent inside; very quiet; effortless performance; impressive infotainment
Against Gearbox can be hesitant in town; high running costs; average boot space
WHAT CAR? SAYS ★★★★★



NEW ENTRY

1 VOLKSWAGEN PASSAT

Our pick 1.5 TSI eHybrid 204 Life

List price £44,105

Target Price £39,426

MPG 755.2 CO₂ 9g/km

For Spacious interior and boot; cheap to run as a company car; great motorway cruiser

Against Could be sharper to drive; not enough physical controls; Volkswagen's so-so reliability record

WHAT CAR? SAYS ★★★★★

THE VOLKSWAGEN PASSAT may have been around for five decades, but the fact that the latest iteration ranks highest in this category shows how well the model has moved with the times.

You can have it with mild hybrid petrol power, but it impresses most in plug-in hybrid form. The version we recommend is the less powerful of the two PHEVs available; it has plenty of punch and a huge official electric

range of 81 miles, making it cheap to run as a company car.

Available only as an estate, the Passat is spacious and practical inside; while the PHEV loses a chunk of boot space compared with its petrol siblings, it can still hold more cargo than most estates. And although it's not as sharp to drive as some rivals, the Passat makes a fine motorway cruiser, with hushed manners and a smooth ride.

Entry-level Life trim is well priced and comes with plenty of kit. The interior feels more upmarket and solidly built than that of the closely related Skoda Superb, too.



The best plug-in hybrids offer a long pure electric range, reducing fuel usage and cutting emissions and tax alike. Yet for all their efficiency, they must drive just as well as traditional petrol and diesel models.



Interior is a step up from the closely related Skoda Superb's for quality

'VOLKSWAGEN HASN'T SKIMPED ON INTERIOR QUALITY OR EQUIPMENT'

ONE TO AVOID



DS 7 CROSSBACK E-TENSE Although spacious, this posh family SUV doesn't ride or handle as well as rivals and is short on refinement. It's relatively pricey, too.



2 Mazda MX-30 R-EV
Our pick Prime-Line

List price £31,495 **Target Price** £30,002
MPG 282.5 **CO₂** 21g/km
For Good to drive; well priced; smart interior; much more usable than electric version
Against Not particularly practical; cramped in rear seats; average predicted resale values
WHAT CAR? SAYS ★★★★★



BEST FOR LUXURY

3 BMW X5
Our pick xDrive50e M Sport

List price £82,055 **Target Price** £77,186
MPG 313.9 **CO₂** 20g/km
For High-class interior; great to drive; PHEV is potent and has a respectable electric range
Against Not quite as practical as some rivals; some suspension and road noise
WHAT CAR? SAYS ★★★★★



4 Mercedes-Benz GLC
Our pick 300e AMG Line Premium

List price £68,360 **Target Price** £64,860
MPG 470.9 **CO₂** 13g/km
For Outstanding electric range; low BIK tax rating; quiet, comfortable cruiser
Against So-so fuel economy when the battery is depleted; spongy brakes
WHAT CAR? SAYS ★★★★★



NEW ENTRY

BEST ELECTRIC RANGE

5 Volkswagen Golf
Our pick 1.5 TSI eHybrid Style

List price £36,760 **Target Price** £35,325
MPG 993.3 **CO₂** 6g/km
For Class-leading electric range; reasonable space and practicality; smart-looking interior
Against Some rivals are better to drive; grabby brakes; some fiddly controls; not the quietest
WHAT CAR? SAYS ★★★★★



6 Mercedes-Benz C-Class
Our pick C300e AMG Line

List price £51,860 **Target Price** £48,860
MPG 565.0 **CO₂** 12g/km
For Huge electric-only range; low company car tax rate; smooth ride
Against Interior quality could be better; not as good to drive as the BMW 3 Series
WHAT CAR? SAYS ★★★★★



NEW ENTRY

BEST FOR PRACTICALITY

7 Skoda Kodiaq
Our pick 1.5 TSI IV SE

List price £41,935 **Target Price** £38,975
MPG 694.1 **CO₂** 9g/km
For Spacious interior with a huge boot; comfy ride; good value in cheaper trims
Against Interior could be sturdier; coarse engines; hesitant automatic gearbox
WHAT CAR? SAYS ★★★★★



8 Mercedes-Benz E-Class
Our pick E300e AMG Line Premium

List price £69,610 **Target Price** £69,610
MPG 470.9 **CO₂** 13g/km
For Spacious, sumptuous interior; long electric range; impressive infotainment
Against No air suspension on UK cars; plug-in hybrid's boot space is compromised
WHAT CAR? SAYS ★★★★★



9 Range Rover Evoque
Our pick P270e S

List price £49,000 **Target Price** £46,553
MPG 196.0 **CO₂** 33g/km
For Lovely interior; great driving position; slow predicted depreciation
Against Limited boot space; so-so fuel economy and emissions; reliability concerns
WHAT CAR? SAYS ★★★★★



10 Lexus NX
Our pick 450h+ Premium (Lexus Link Pro)

List price £50,995 **Target Price** £48,740
MPG 282.4 **CO₂** 22g/km
For High-quality interior; good electric range; strong performance; reliability
Against Petrol engine isn't the smoothest; unsettled ride on F Sport versions
WHAT CAR? SAYS ★★★★★

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

BEST ELECTRIC CAR



1 TESLA MODEL 3 Our pick RWD

List price £39,990

Target Price £39,990

Range 318 miles CO₂ 0g/km

For Well priced; surprisingly practical; good to drive; outstanding efficiency; Tesla's excellent charging network

Against Some fiddly controls; saloon boot opening can hinder access; windscreen pillars hamper visibility

WHAT CAR? SAYS ★★★★★

AS WELL AS being our pick in the executive car category, the Model 3 is an easy electric car to recommend to a wider audience; frankly, it makes all other cars in this class look like they're not trying hard enough.

The Model 3 is good to drive (albeit with a firm edge to its ride), offering sweeter handling than the rival Kia EV6 and Polestar 2, plus it's fast in any guise. What's more, it's surprisingly practical

for a saloon, with a capacious boot and lots of additional storage space, including under the bonnet.

Interior quality has been improved compared with that of earlier versions, and the enormous central touchscreen that controls most functions is more user-friendly than you might expect. The near-complete absence of physical controls won't suit everyone, though.

The Model 3 is extremely well priced; you get far more for your money than with other similar-priced electric cars. And buying one gives you ready access to Tesla's fast and dependable public Supercharger network.



This class embraces nimble city cars and continues onwards to encompass everything up to and including luxury limos and electric performance cars. Some of them will be used primarily as urban runabouts, making agility key, but a decent range and a good turn of speed are still necessary for when you want to venture farther afield.



Model 3 owners get easy access to Tesla's fast and reliable charging network



'EVERY TIME WE TEST A MODEL 3, IT PROVES FAR MORE EFFICIENT THAN ITS RIVALS'

ONE TO AVOID



GWM ORA 03 Despite having a good safety rating and a long warranty, the 03 isn't as good to drive or smart inside as most rivals, and its boot is tiny.



BEST FOR PRACTICALITY

Volkswagen ID Buzz

Our pick Style

List price £63,835 **Target Price** £63,835
Range 255 miles **CO₂** 0g/km
For Drives like a good SUV; comfy ride; hugely practical; strong resale values
Against Five-seater only (for now); fiddly controls; efficiency could be better
WHAT CAR? SAYS ★★★★★



BEST FOR THRILLS

Porsche Taycan

Our pick 89kWh RWD

List price £86,555 **Target Price** £86,555
Range 367 miles **CO₂** 0g/km
For Instantaneous pace; engaging handling; wonderful interior quality; long range
Against Expensive, and you'll want to add options; reliability has been a concern
WHAT CAR? SAYS ★★★★★



BMW i4

Our pick eDrive40 M Sport

List price £60,865 **Target Price** £56,368
Range 358 miles **CO₂** 0g/km
For High-quality interior; long range; refined and comfy; good to drive
Against Limited rear head room; not as rapid as equivalent Tesla Model 3
WHAT CAR? SAYS ★★★★★



BEST FOR VALUE

MG 4

Our pick SE

List price £26,995 **Target Price** £24,399
Range 218 miles **CO₂** 0g/km
For Bargain price; well equipped; useful range; roomy in rear seats
Against Offset driving position; noisy on the motorway; Type 2 cable isn't standard
WHAT CAR? SAYS ★★★★★



Cupra Born

Our pick 59kWh e-boost 230 V1

List price £35,495 **Target Price** £35,141
Range 265 miles **CO₂** 0g/km
For Good range; classier inside than Volkswagen ID 3; roomy and practical
Against Firmer low-speed ride than ID 3; some controls aren't easy to use
WHAT CAR? SAYS ★★★★★



Audi E-tron GT

Our pick quattro

List price £87,415 **Target Price** £82,653
Range 303 miles **CO₂** 0g/km
For Great ride/handling balance; loads of kit; strong resale values; ultra-fast charging
Against Not as agile as the Porsche Taycan; low-speed motor whine and gearbox shunt
WHAT CAR? SAYS ★★★★★



BYD Seal

Our pick Design

List price £45,695 **Target Price** £44,345
Range 354 miles **CO₂** 0g/km
For Excellent range; plush interior with loads of standard kit; great safety rating
Against Vague steering; rear space isn't all that generous; slower charging than rivals
WHAT CAR? SAYS ★★★★★



BEST FOR THE CITY

Fiat 500e

Our pick 42kWh

List price £27,995 **Target Price** £23,908
Range 199 miles **CO₂** 0g/km
For Smart interior; decent range; nimble in town; relatively cheap to buy and run
Against Cramped rear seats; noisy on the motorway; rivals can go farther on a charge
WHAT CAR? SAYS ★★★★★



Volkswagen ID 3

Our pick 59kWh Pro Match

List price £36,560 **Target Price** £36,560
Range 268 miles **CO₂** 0g/km
For Competitive range; sprightly performance; roomy interior; loads of kit
Against Lffy interior quality; dashboard and steering wheel controls are tricky to use
WHAT CAR? SAYS ★★★★★



1 SMART #3 Our pick Premium

List price £39,950

Target Price £39,950

Range 283 miles CO₂ 0g/km

For Even better to drive than #1; smart interior; reasonably practical; great safety rating

Against Slightly unsettled low-speed ride; can be jerky when slowing down; efficiency could be better

WHAT CAR? SAYS ★★★★★

THE SMART #3 is more than just a #1 with a lower roofline. Although they share many components, the #3 is longer and wider than its sibling. As a result, rather than being compromised by its sleeker shape, it improves on the already excellent #1 in useful ways.

A larger (though still not huge) boot makes the #3 a more practical proposition for families, and it still has plenty of space in the rear seats. You sit

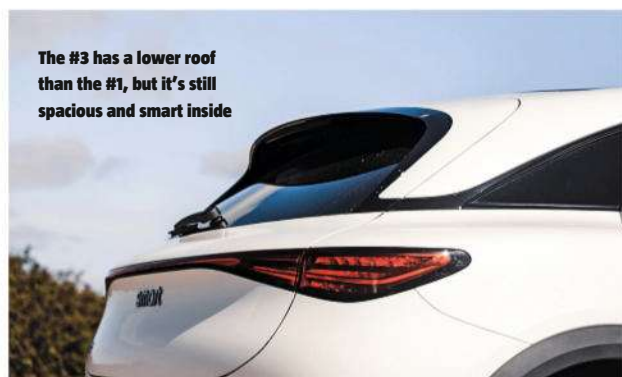
slightly lower (which might not be to everyone's taste), but in other respects they're very similar inside, with high-quality materials and loads of tech.

Like the #1, the #3 is rapid, but the latter is even better to drive and has a slightly longer range (a respectable 283 miles, officially, in our chosen trim).

The #3 is only slightly pricier than the equivalent #1 and cheaper than coupé SUV rivals such as the Skoda Enyaq Coupé and Volvo EC40. It's worth paying extra for Premium trim, because you get not only the most efficient motor and largest battery but also some desirable extra kit.



Electric SUVs are coming so thick and fast and are proving so popular with buyers that we've been encouraged to give them their own category. And it's certainly not short on worthy contenders spanning a wide price range. The best of the breed can seamlessly blend family-friendly practicality with the ability to cover long distances in comfort.



The #3 has a lower roof than the #1, but it's still spacious and smart inside



'THE 0-62MPH DASH TAKES JUST 5.8SEC – QUICKER THAN THE TESLA MODEL Y RWD'



LEXUS UX 300E A short range, slow charging and poor practicality contribute to the UX 300e's also-ran status. It's comfy and reliable, though.



2 Renault Scenic E-Tech
Our pick Long Range Techno

List price £40,995 **Target Price** £36,770
Range 379 miles **CO₂** 0g/km
For Superb range; roomy and attractive interior; keenly priced; generously equipped
Against Modest performance; charging speeds and efficiency fall short of class best
WHAT CAR? SAYS ★★★★★



3 Genesis GV60
Our pick RWD Premium

List price £54,105 **Target Price** £54,105
Range 321 miles **CO₂** 0g/km
For Sumptuous and user-friendly interior; smooth ride; generous range
Against Rear space is only average; you'll want to add some options
WHAT CAR? SAYS ★★★★★



4 Smart #1
Our pick Premium

List price £38,950 **Target Price** £36,950
Range 273 miles **CO₂** 0g/km
For Great interior; surprisingly quick; tonnes of standard kit; roomy in the rear seats
Against Small boot; slightly choppy low-speed ride; so-so efficiency
WHAT CAR? SAYS ★★★★★

WHAT CAR?
CAR OF THE YEAR AWARDS 2024
BEST SMALL ELECTRIC SUV
blackhorse



5 BMW iX3
Our pick M Sport

List price £65,160 **Target Price** £60,983
Range 285 miles **CO₂** 0g/km
For Great to drive; user-friendly infotainment; plenty of space for five; competitive range
Against Not as fast as some rivals; Audi Q6 e-tron is quieter at high speeds
WHAT CAR? SAYS ★★★★★



6 Skoda Enyaq
Our pick 85 Edition

List price £44,540 **Target Price** £44,540
Range 348 miles **CO₂** 0g/km
For Extremely practical; impressive range; comfortable; well priced
Against You'll want to add options; not as good to drive as some rivals
WHAT CAR? SAYS ★★★★★



7 Volvo EX30
Our pick Single Motor Extended Range Ultra

List price £42,045 **Target Price** £41,044
Range 296 miles **CO₂** 0g/km
For Punchy performance; good to drive; smart-looking interior
Against Over-reliance on touchscreen-based controls; rear space isn't great
WHAT CAR? SAYS ★★★★★



8 Hyundai Kona Electric
Our pick 65kWh Advance

List price £38,595 **Target Price** £36,515
Range 319 miles **CO₂** 0g/km
For Impressive range; spacious, with a big boot; user-friendly dashboard layout
Against Limited steering wheel adjustment; not much fun to drive; some motor whine
WHAT CAR? SAYS ★★★★★



9 BMW ix
Our pick xDrive50 M Sport

List price £104,285 **Target Price** £96,790
Range 382 miles **CO₂** 0g/km
For Spacious and classy inside; hushed and cossetting cruiser; long range
Against Pricey; modest boot; entry-level versions miss out on desirable tech
WHAT CAR? SAYS ★★★★★



10 Kia EV6
Our pick RWD Horizon

List price £45,995 **Target Price** £44,299
Range 328 miles **CO₂** 0g/km
For Long range; ultra-fast charging; good to drive; loads of rear leg room; long warranty
Against Shallow boot; slightly firm low-speed ride; not exactly cheap to buy
WHAT CAR? SAYS ★★★★★

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

BEST ESTATE CAR



1 TOYOTA COROLLA TOURING SPORTS

Our pick 1.8 Hybrid Icon

List price £31,840

Target Price £29,602

MPG 62.7 CO₂ 101g/km

For Impressive fuel economy; comfortable ride; practical boot; well equipped; very dependable

Against Engine can be noisy under hard acceleration; more wind and road noise than in some rivals

WHAT CAR? SAYS ★★★★★

THERE'S MORE TO being an excellent estate than the ability to accommodate a family in comfort or the occasional wardrobe, because the best of them are also cossetting, frugal and dependable. And it's these qualities that propel the Corolla Touring Sports to the top of this category.

Unlike any of its direct rivals, the Touring Sports is a hybrid, so it can run on electric power alone for short

distances to help conserve petrol. In our recommended 1.8-litre form, the Corolla averages 62.7mpg, beating a comparable petrol or diesel Ford Focus Estate or Skoda Octavia Estate.

What's more, ride comfort is impressive, striking a fine balance between suppleness and control. And the Toyota brand has an exemplary reliability record, so buyers can rest assured that they're unlikely to be let down by their car.

Crucially, the Touring Sports is eminently practical, too, with a large, square load bay that has a low, flat load floor for easy access.



Estates are among the best cars for shifting stuff, because they usually have a longer boot floor and lower load lip than other models. But an estate also needs to be a pleasure to spend time in and easy to live with beyond the simple virtue of space, offering versatility and comfort.



Interior feels like it's built to last, and the controls are mostly very user-friendly

'ITS RIDE STRIKES A FINE BALANCE BETWEEN SUPPLENESS AND CONTROL'

ONE TO AVOID



GENESIS GV70 SHOOTING BRAKE While it comes well equipped, most rivals are more practical, quieter and better to drive, not to mention cheaper to run.

2



Volkswagen Passat

Our pick 1.5 TSI eHybrid 204 Life

List price £44,105 **Target Price** £39,426
MPG 75.2 CO₂ 9g/km

For eHybrid's terrific efficiency and electric range; hushed and comfy cruiser; vast boot
Against Pricier than some rivals; a few fiddly controls; not as good to drive as BMW 3 Series
WHAT CAR? SAYS ★★★★★

3



Skoda Octavia Estate

Our pick 1.5 TSI SE Technology

List price £27,755 **Target Price** £26,113
MPG 52.7 CO₂ 122g/km

For Huge boot; relaxed motorway ride; plush yet practical interior
Against Suspension gets noisy at times; air-con controls aren't easy to use
WHAT CAR? SAYS ★★★★★

4



BEST ELECTRIC OPTION

⚡ BMW i5 Touring

Our pick eDrive40 Sport Edition

List price £69,945 **Target Price** £64,249
Range 333 miles CO₂ 0g/km

For Luxurious, practical and well built inside; hushed cruiser; tidy handling
Against Pricey private buy; you'll want to add options; range is good rather than great
WHAT CAR? SAYS ★★★★★○

5



BEST FOR COMFORT

Mercedes-Benz E-Class Estate

Our pick E300e AMG Line Premium

List price £71,860 **Target Price** £71,860
MPG 470.9 CO₂ 14g/km

For Cossetting ride; striking interior; hybrid has a long electric range and low emissions
Against Boot space is compromised in PHEV; fiddly steering wheel controls
WHAT CAR? SAYS ★★★★★○

6



⚡ MG 5

Our pick SE Long Range

List price £30,995 **Target Price** £29,771
Range 250 miles CO₂ 0g/km

For Respectable range; bargain price; lots of standard equipment
Against Not much fun to drive; other electric models can charge at a faster rate
WHAT CAR? SAYS ★★★★★○

7



Seat Leon Estate

Our pick 1.5 TSI 115 SE Dynamic

List price £27,410 **Target Price** £24,009
MPG 48.4 CO₂ 133g/km

For Fun handling; big, well-shaped boot; roomy rear seats; well priced
Against Closely related Octavia is even more practical; firm ride in FR trim
WHAT CAR? SAYS ★★★★★○

8



Citroën C5 X

Our pick 1.2 Puretech 130 Plus

List price £30,940 **Target Price** £26,557
MPG 48.1 CO₂ 137g/km

For Well priced; plush ride; upmarket interior; raised driving position
Against Roly-poly handling; boot could be larger; not the cheapest on BIK tax
WHAT CAR? SAYS ★★★★★○

9



Mercedes-Benz C-Class Estate

Our pick C220d AMG Line

List price £48,320 **Target Price** £44,820
MPG 60.2 CO₂ 124g/km

For Comfy ride on adaptive suspension; impressive fuel economy
Against So-so interior quality; not as practical or fun to drive as some rivals
WHAT CAR? SAYS ★★★★★○

10



BEST TO DRIVE

BMW 3 Series Touring

Our pick 320i M Sport

List price £43,680 **Target Price** £40,839
MPG 41.5 CO₂ 153g/km

For Sharp handling and precise steering; robust interior; great infotainment
Against Boot isn't the biggest; firm ride on standard M Sport suspension
WHAT CAR? SAYS ★★★★★○

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

BEST COUPE



1 BMW 4 SERIES COUPÉ Our pick 420i M Sport

List price £44,195

Target Price £40,969

MPG 44.8 CO₂ 144g/km

For Great to drive; comfortable ride on adaptive suspension; high-quality interior; decent space in rear seats

Against Looks won't be for everyone; some rivals have larger boots; some wind and tyre noise at high speeds

WHAT CAR? SAYS ★★★★★

ITS LOOKS MAY be divisive, but whether or not you're a fan of this 4 Series' aggressive styling, you'll love what's underneath.

You see, this is one of the most rewarding driver's cars in the class; it's more agile and capable through corners than the Mercedes-Benz CLE Coupé. And as long as you specify the optional adaptive suspension (which we recommend), it's more comfortable

than most rivals and on a par with the CLE when you switch to the softest setting, making the 4 Series a very usable everyday car.

Inside, the 4 Series is not only well built but also relatively practical; it can carry rear passengers in reasonable comfort, and there's even enough room in the boot for their luggage.

You don't need to buy the most expensive version to enjoy it, either. The 181bhp petrol engine in the 420i has plenty of performance while keeping running costs sensible. All in all, the 4 Series is a great all-rounder – and that's rarely said about a coupé.



A good coupé isn't just about style. The trick if it's to be among the class leaders is that it must feel on point whether you're on a great road or enduring a terrible commute. It's a tricky balance to get right, given that many coupés will be high-mileage daily drivers, but this is a rich and varied class, so whatever your budget and lifestyle, there's a model to suit.



The 4 Series is at its very best with optional adaptive suspension fitted



'YOU CAN HAVE MORE FUN IN THE 4 SERIES COUPÉ THAN IN ANY OF ITS RIVALS'



FORD MUSTANG Although this well-priced American bruiser has a stonking V8 engine, rivals are sharper to drive, classier inside and cheaper to run.



2
BMW 4 Series Gran Coupé
Our pick 420i M Sport

List price £45,415 **Target Price** £42,237
MPG 42.2 CO₂ 153g/km
For Better to drive than rivals; hatchback boot makes loading easy; comfortable ride
Against Head room is slightly tight in the rear seats; some wind and tyre noise
WHAT CAR? SAYS ★★★★★



3
Mercedes-Benz CLE Coupé
Our pick 300 AMG Line Premium

List price £55,780 **Target Price** £55,280
MPG 39.3 CO₂ 162g/km
For Quiet and relaxing cruiser; punchy performance; relatively practical
Against Pricier than closest rivals; not as sharp to drive as BMW 4 Series
WHAT CAR? SAYS ★★★★★○



4
Bentley Continental GT
Our pick 4.0 V8 S

List price £209,400 **Target Price** £209,400
MPG 23.3 CO₂ 275g/km
For Luxurious and beautifully crafted interior; huge performance; enjoyable to drive
Against Not quite as involving as Aston Martin DB12; missing some safety kit; high price
WHAT CAR? SAYS ★★★★★○



5
BMW 2 Series Coupé
Our pick 220i M Sport

List price £38,040 **Target Price** £35,552
MPG 44.1 CO₂ 146g/km
For Sharp handling; high-quality interior; great infotainment system
Against Firm ride without optional adaptive suspension; road noise; limited rear space
WHAT CAR? SAYS ★★★★★○



6
Aston Martin DB12
Our pick 4.0 V8

List price £187,800 **Target Price** £187,800
MPG 23.2 CO₂ 276g/km
For Massive performance; gorgeous interior; more fun to drive than many of its GT rivals
Against Limited rear seat space; boot could be bigger; not the most cossetting cruiser
WHAT CAR? SAYS ★★★★★○



7
Maserati GranTurismo
Our pick Modena

List price £133,120 **Target Price** £133,120
MPG 28.2 CO₂ 226g/km
For Blends long-distance comfort with agile handling; useful rear seat and boot space
Against Disappointing engine note; DB12 is sharper to drive; interior feels flimsy in places
WHAT CAR? SAYS ★★★★★○



8
BMW 8 Series Gran Coupé
Our pick 840i M Sport

List price £81,490 **Target Price** £62,820
MPG 33.2 CO₂ 195g/km
For Fine ride/handling balance; excellent driving position; top-notch infotainment
Against Pricier than some rivals; not as good to drive as DB12; Audi A7 is more practical
WHAT CAR? SAYS ★★★★★○



9
Mercedes-Benz CLA
Our pick 250e AMG Line Premium

List price £47,680 **Target Price** £44,680
MPG 313.9 CO₂ 21g/km
For Flash interior; strong safety kit; lots of power and equipment for your money
Against Rear head room is tight; small boot opening; rivals are more fun to drive
WHAT CAR? SAYS ★★★★★○



10
Audi A7 Sportback
Our pick 45 TFSI Sport

List price £58,855 **Target Price** £53,874
MPG 36.2 CO₂ 177g/km
For Smooth and punchy engines; high-quality interior; generous standard kit
Against Sluggish automatic gearbox; hardly exciting to drive; fiddly infotainment
WHAT CAR? SAYS ★★★★★○

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

BEST CONVERTIBLE



1 BMW 4 SERIES CONVERTIBLE Our pick 420i M Sport

List price £51,280

Target Price £47,553

MPG 41.5 CO₂ 155g/km

For Sharp handling; comfy ride on adaptive suspension; user-friendly infotainment system; classy interior
Against Some visibility issues; folding rear seatbacks don't split; adjustable lumbar support costs extra

WHAT CAR? SAYS ★★★★★

THE GREATEST COMPLIMENT we can pay the BMW 4 Series is that on its journey from coupé to convertible, it has remained excellent to drive – something that's often not the case, given the extra strengthening (and weight) an open-top car needs.

In the 4 Series, however, it retains the sharp handling and punchy performance that we so enjoy in the coupé. Plus, the 4 Series features the

kind of high-tech, comfortable interior that will make even long journeys a breeze, and it's even relatively practical.

While you could opt for the potent M440i, which is powered by a 369bhp 3.0-litre petrol engine and can hit 62mph in just 4.5sec, we think the entry-level 181bhp 2.0-litre petrol is a better bet for most buyers. It's still pretty quick, dispatching the 0-62mph sprint in 7.5sec, yet should also keep your running costs in check.

When fitted with optional adaptive suspension to give a plusher ride than the standard car, the 4 Series is a near-flawless convertible.



A good convertible should obviously offer wind-in-the-hair thrills, but the very best do a lot more besides. The roof, for example, needs to be quick and easy to lower – and more importantly, just as quick to raise again the minute it starts to rain. And whatever the weather, we want an enjoyable drive and an interior that makes you feel special.



Classy interior has space for four adults to travel in comfort



'AGILE HANDLING AND A COSSETING RIDE GO HAND IN HAND IN THIS CONVERTIBLE'



FIAT 500C HYBRID As well as being a bit gutless, the 500C Hybrid is cramped inside and has a poor safety rating. At least it's easy to drive around town.



BEST FOR COMFORT

Mercedes-Benz CLE Cabriolet
Our pick 300 AMG Line Premium

List price £59,780 **Target Price** £59,280
MPG 38.2 CO₂ 167g/km
For Comfortable cruiser; punchy performance; relatively practical
Against Pricier than closest rivals; not as sharp to drive as the BMW 4 Series
WHAT CAR? SAYS ★★★★★



BEST FOR VALUE

Fiat 500e Convertible
Our pick 42kWh

List price £30,995 **Target Price** £26,788
Range 189 miles CO₂ 0g/km
For Smart interior with lots of equipment; refined and fun to drive; useful range
Against Tiny rear seats; ride could be more settled; relatively pricey for its size
WHAT CAR? SAYS ★★★★★



BEST FOR THRILLS

Aston Martin DB12 Volante
Our pick 4.0 V8

List price £202,300 **Target Price** £202,300
MPG 23.2 CO₂ 276g/km
For Great to drive; glorious soundtrack; beautifully crafted interior
Against Rear seats are cramped; boot could be bigger; very expensive
WHAT CAR? SAYS ★★★★★



Mercedes-AMG SL
Our pick SL55 Premium Plus

List price £147,855 **Target Price** £142,355
MPG 21.1 CO₂ 305g/km
For Abundance of power; theatrical soundtrack; all-weather usability
Against So-so quality; rear seats are suitable for short trips only; heavy depreciation
WHAT CAR? SAYS ★★★★★



Mini Convertible
Our pick Cooper Classic

List price £25,890 **Target Price** £25,890
MPG 47.9 CO₂ 135g/km
For Strong engine; well priced; smart-looking interior; sensible running costs
Against Firm ride; small boot; cramped in rear seats; poor rearward visibility with roof down
WHAT CAR? SAYS ★★★★★



BMW 8 Series Convertible
Our pick 840i M Sport

List price £90,990 **Target Price** £71,607
MPG 32.8 CO₂ 195g/km
For Effortless performance; solidly built; class-leading infotainment
Against Firm ride; poor rear seat space; not as involving to drive as sportier rivals
WHAT CAR? SAYS ★★★★★



BEST FOR LUXURY

Bentley Continental GT Convertible
Our pick 4.0 V8

List price £204,600 **Target Price** £204,600
MPG 22.6 CO₂ 284g/km
For Grand interior; huge performance; refined with roof up or down; full four-seater
Against Missing some safety kit as standard; not quite as comfortable as coupé
WHAT CAR? SAYS ★★★★★



Volkswagen T-Roc Cabriolet
Our pick 1.5 TSI Style

List price £36,060 **Target Price** £34,140
MPG 45.2 CO₂ 142g/km
For Comfy with roof up or down; high-up driving position; generous equipment levels
Against Body flexes over bumps; extra weight blunts performance; fiddly controls
WHAT CAR? SAYS ★★★★★



Abarth 500e Convertible
Our pick Turismo

List price £41,195 **Target Price** £41,195
Range 150 miles CO₂ 0g/km
For Peppy performance and agile handling around town; smart-looking interior
Against Restrictive range; cramped rear seats; small boot; poor rearward visibility
WHAT CAR? SAYS ★★★★★



1 PORSCHE CAYENNE COUPÉ Our pick S

List price £99,700

Target Price £99,700

MPG 22.6 CO₂ 284g/km

For Powerful engine; fantastic handling for its size; classy and spacious inside

Against Expensive to run; you'll want to add options; some rivals have a more comfortable ride

WHAT CAR? SAYS ★★★★★

PORSCHE'S UNCANNY ABILITY to transfer its sports car know-how into its more practical SUV models is one of the key reasons why the Macan and Cayenne make such great sports SUVs. For such a large, heavy car, the latter has no right to handle or perform the way it does, with the even sharper Coupé version being our pick.

No version of the Cayenne Coupé is slow, but stepping up from the

entry-level V6 model to the 468bhp 4.0-litre V8 S is well worth the extra money for its 4.7sec 0-62mph time and intoxicating sound. There are also several plug-in hybrids to choose from.

Although the interior doesn't have the wow factor of a Lamborghini Urus's, it's plush, classy and roomy, despite its sloping rear roofline. Standard kit is relatively stingy, though.

True, the Cayenne Coupé will be expensive to run, but then so are most of its rivals. And you'd need to fork out considerably more money for a Ferrari Purosangue to better its dynamic prowess.



These high-performance versions of regular SUVs offer plenty of space and a high-up driving position, but crucially, the best are also fun to drive, with keen pace and agile handling. In a lot of cases, sports SUVs are based on luxurious models and pack hugely powerful engines, but some smaller, cheaper models are also now available.



Interior may not be glitzy, but it's plush and up with the very best for quality

'THE WAY IT CHANGES DIRECTION AND RESISTS BODY LEAN IS QUITE REMARKABLE'

ONE TO AVOID



MASERATI LEVANTE Yes, it's powerful and sounds great in V6 petrol form, but the Levante suffers from stodgy handling and a lumpy ride.



BEST FOR LUXURY

Aston Martin DBX

Our pick 707

List price £207,800 **Target Price** £207,800
MPG 19.9 CO₂ 323g/km

For Playful handling; outrageous pace; great soundtrack; sumptuous materials

Against Fit and finish could be better for the price; as expensive to run as you'd expect

WHAT CAR? SAYS ★★★★★



Porsche Macan

Our pick 2.0 T

List price £62,295 **Target Price** £62,295
MPG 28.0 CO₂ 229g/km

For Strong performance; more rewarding to drive than most rivals; high-quality interior

Against Rivals are more spacious; some key safety equipment costs extra; thirsty

WHAT CAR? SAYS ★★★★★



Ferrari Purosangue

Our pick 6.5 V12

List price £313,360 **Target Price** £313,360
MPG 13.0 CO₂ 393g/km

For Breathtaking poise and agility; glorious engine gives bombastic performance

Against Eye-wateringly expensive; not as spacious as rivals; very thirsty

WHAT CAR? SAYS ★★★★★



Alfa Romeo Stelvio Quadrifoglio

Our pick 2.9 V6 Bi-Turbo

List price £88,645 **Target Price** £83,751
MPG 23.9 CO₂ 267g/km

For Entertaining handling; razor-sharp accelerator response; generous standard kit

Against Engine only sounds good in Race mode; interior feels cheap in places

WHAT CAR? SAYS ★★★★★



Audi RS Q8

Our pick TFSI quattro

List price £112,935 **Target Price** £108,561
MPG 21.2 CO₂ 301g/km

For Ballistic performance; handles like a far smaller car; great interior quality

Against Heavy fuel consumption; gearbox can be sluggish; distracting infotainment

WHAT CAR? SAYS ★★★★★



Volkswagen T-Roc R

Our pick 2.0 TSI 300 4Motion DSG

List price £43,000 **Target Price** £40,572
MPG 33.2 CO₂ 193g/km

For Stunningly agile handling; strong and flexible engine; generously equipped

Against Firm ride; quite a bit of road noise; not the roomiest in the back

WHAT CAR? SAYS ★★★★★



Audi SQ8

Our pick Black Edition

List price £98,160 **Target Price** £91,303
MPG 22.8 CO₂ 281g/km

For Effortless performance; sounds terrific; composed ride; high-quality interior

Against Not as much fun to drive as the Cayenne Coupé; cheaper SQ7 is roomier

WHAT CAR? SAYS ★★★★★



Cupra Formentor

Our pick 2.0 TSI 333 VZ2

List price £48,445 **Target Price** £48,445
MPG 32.3 CO₂ 199g/km

For Surefooted and grippy handling; smart interior for the money; very well equipped

Against Not as practical as some SUVs; relatively noisy; fiddly dashboard controls

WHAT CAR? SAYS ★★★★★



Lamborghini Urus

Our pick 4.0T FSI V8 S

List price £185,651 **Target Price** £185,651
MPG 20.0 CO₂ 320g/km

For Jaw-dropping pace; sharp handling; surprisingly comfortable and practical

Against High price; heavy thirst; rear head room is restricted for tall adults

WHAT CAR? SAYS ★★★★★

WHAT CAR?

CAR OF THE YEAR AWARDS 2024

BEST SPORTS CAR



1 PORSCHE 718 CAYMAN

Our pick GTS 4.0

List price £77,695

Target Price £77,695

MPG 25.9 CO₂ 247g/km

For Sublime handling; GTS's rich and soulful six-cylinder engine; smooth ride; high-quality interior

Against Lacks the level of standard kit you'd expect of such a pricey car, both in terms of luxuries and safety

WHAT CAR? SAYS ★★★★★

IT'D BE EASY to write off the Cayman as a poor man's 911. It can be bought for as little as half the money, so it must be half the car, right?

Well, actually, no; in the ways that matter most, the Cayman is the best sports car on the planet. The only caveat is that you need to go for the GTS version, because this swaps the uncouth four-cylinder engines of lesser versions for a 4.0-litre flat six

with scintillating performance and a soundtrack to match.

That said, whichever Cayman you go for, you'll love the way it handles. With precise, well-weighted steering, sublime balance and seemingly endless grip, it gives you complete confidence to push hard along twisty roads. The Cayman isn't just a weekend toy, though; you could use it every day, thanks to a comfy ride, a classy interior and more space for bags than you'll find in most two-seat rivals. Some might prefer the open-top Boxster to the coupé, but for us, the cheaper Cayman just edges it



More than anything, sports cars need to thrill you; almost by definition, your senses should get a proper workout each time you slip behind the wheel. Acceleration is important, but while some cars in this class can rocket you to 60mph in less than three seconds, it's finesse and feel through corners that matter most.



Cayman is much more civilised inside than you might expect a sports car to be

'THE CAYMAN ISN'T JUST A WEEKEND TOY; YOU COULD USE IT EVERY DAY'



BMW Z4 Far from being fun to drive, the Z4 feels rather bouncy and wayward in its handling, plus it suffers from inconsistent brake feel.



BEST ROADSTER

Porsche 718 Boxster
Our pick GTS 4.0

List price £79,695 **Target Price** £79,695
MPG 25.9 CO₂ 247g/km
For Sweet handling; glorious engine in GTS; surprisingly comfortable; classy interior
Against Four-cylinder engines sound gruff; you'll want to add options; reliability concerns
WHAT CAR? SAYS ★★★★★



BEST FOR VALUE

Alpine A110
Our pick 1.8 Turbo

List price £54,490 **Target Price** £54,490
MPG 42.2 CO₂ 153g/km
For Agile, involving handling; comfy ride for a sports car; punchy yet economical engine
Against Poor luggage space; doesn't have the plushiest interior; woeful infotainment
WHAT CAR? SAYS ★★★★★



MONEY NO OBJECT

Ferrari 296
Our pick GTB

List price £241,550 **Target Price** £241,550
MPG 44.1 CO₂ 149g/km
For Ballistic performance; sounds great; delicate handling; relatively low CO₂
Against Hugely expensive to buy; interior controls can be tricky to use
WHAT CAR? SAYS ★★★★★



Porsche 911
Our pick Carrera PDK

List price £102,195 **Target Price** £102,195
MPG 28.0 CO₂ 230g/km
For Seriously rapid; beautifully finished; surprisingly practical and usable
Against Lots of road noise; pricey options; cheaper Cayman is even better to drive
WHAT CAR? SAYS ★★★★★



Lamborghini Huracan
Our pick 5.2 V10 610 RWD

List price £170,977 **Target Price** £170,977
MPG 20.5 CO₂ 330g/km
For Sense of flamboyance; raw and analogue feel; outrageous performance and sound
Against Slightly blunt handling, and snappy at the limit; steering isn't the most communicative
WHAT CAR? SAYS ★★★★★○



Maserati MC20
Our pick V6 auto

List price £225,010 **Target Price** £225,010
MPG 24.6 CO₂ 261g/km
For Delicate and playful handling; savage power delivery; superbly controlled ride
Against Doesn't sound great; interior short on pizzazz; steep predicted depreciation
WHAT CAR? SAYS ★★★★★○



Mazda MX-5
Our pick 1.5 Skyactiv-G Prime-Line

List price £28,015 **Target Price** £26,492
MPG 45.6 CO₂ 140g/km
For Good ride and handling balance; pace well suited to UK roads; low running costs
Against Tight for space inside; limited driving position adjustment and storage space
WHAT CAR? SAYS ★★★★★○



Aston Martin DBS
Our pick V12 coupé

List price £259,800 **Target Price** £259,800
MPG 20.9 CO₂ 306g/km
For Thrilling performance; amazing traction; ideal blend of poise and ride comfort
Against Interior quality could be improved; limited practicality; very pricey
WHAT CAR? SAYS ★★★★★○



Mercedes-AMG SL
Our pick SL55 Premium Plus

List price £147,855 **Target Price** £142,355
MPG 21.1 CO₂ 305g/km
For Powerful engines; thrilling soundtrack; four-wheel drive aids all-weather driveability
Against So-so interior quality; rear seats are for short trips only; fiddly infotainment
WHAT CAR? SAYS ★★★★★○

WHATCAR?

CAR OF THE YEAR AWARDS 2024

BEST PERFORMANCE CAR



1 BMW M3 TOURING Our pick xDrive Competition

List price £87,945

Target Price £82,328

MPG 27.2 CO₂ 234g/km

For Scorching performance; sharp and entertaining handling; practical boot; comfy cruiser; snappy gearbox
Against Engine doesn't sound all that inspiring; expensive to buy and run, and you'll want to add options

WHAT CAR? SAYS ★★★★★

IT TOOK BMW 37 years to offer the M3 in estate form, but it was worth the wait. You see, much as we love the M3 saloon, the Touring is even more desirable, thanks to its extra versatility.

The M3 Touring uses the same 503bhp twin-turbocharged 3.0-litre petrol engine as the saloon, and it comes with traction-enhancing four-wheel drive as standard to help you make the most of all that power.

As well as being incredibly quick (0-62mph takes just 3.6sec), the M3 Touring is sharper and more rewarding to drive than estate rivals such as the Audi RS4 Avant, yet it also makes a comfy cruiser when you want it to be.

With 500 litres of boot space, plus 40/20/40 split-folding rear seatbacks and a two-piece tailgate with a rear window that can be opened independently for easier access, the M3 Touring is more practical than four-door rivals, including the Alfa Romeo Giulia Quadrifoglio.

The only question is: why didn't BMW make this car years ago?



First and foremost, a great performance car is entertaining and involving to drive, with gobs of power from a charismatic engine and eye-widening acceleration, along with agile handling. But unlike pure sports cars, performance cars also have to be practical and comfortable enough to use every day.



Driver has a lot of scope for tailoring the car's behaviour to suit their mood or road conditions

'YOU HAVE TO WONDER WHY BMW DIDN'T MAKE THIS CAR YEARS AGO'



ONE TO AVOID

AUDI RS4 AVANT It may be fast and classy inside, but the numb-feeling RS4 is nowhere near as much fun to drive as its dynamically superior rivals.



BEST ELECTRIC OPTION

Porsche Taycan
Our pick 89kWh RWD

List price £86,555 Target Price £86,555
Range 367 miles CO₂ 0g/km
For Instantaneous pace; engaging handling; wonderful interior quality; long range
Against Expensive, and you'll want to add options; reliability has been a concern
WHAT CAR? SAYS ★★★★★



Audi E-tron GT
Our pick quattro

List price £87,415 Target Price £82,220
Range 303 miles CO₂ 0g/km
For Great ride/handling balance; loads of kit; strong resale values; ultra-fast charging
Against Not as agile as the Porsche Taycan; low-speed motor whine and gearbox shunt
WHAT CAR? SAYS ★★★★★



Alfa Romeo Giulia Quadrifoglio
Our pick 2.9 V6 Bi-Turbo

List price £79,495 Target Price £79,495
MPG 28.0 CO₂ 229g/km
For Wonderful engine; very quick; agile and fun to drive; supple ride
Against So-so quality; iffy infotainment system; inconsistent brake feel
WHAT CAR? SAYS ★★★★★○



BEST FOR VALUE

BMW M240i Coupé
Our pick xDrive

List price £48,045 Target Price £44,937
MPG 34.4 CO₂ 185g/km
For Savage performance; fun to drive; well-made interior; well priced
Against Rear seats are cramped; disappointing safety rating
WHAT CAR? SAYS ★★★★★○



BMW M440i Coupé
Our pick xDrive

List price £60,725 Target Price £54,320
MPG 36.2 CO₂ 177g/km
For Seriously rapid and fun to drive; high-quality interior; decent rear seat space
Against Some wind and tyre noise; rivals have more versatile split rear seats
WHAT CAR? SAYS ★★★★★○



Mercedes-AMG CLA 45
Our pick S Plus

List price £68,355 Target Price £64,105
MPG 31.4 CO₂ 204g/km
For Savage acceleration; entertaining handling; interior looks great
Against Pricier to buy than some rivals; a few cheap plastics inside; limited head room
WHAT CAR? SAYS ★★★★★○



Audi S3 Saloon
Our pick Vorsprung

List price £52,965 Target Price £50,158
MPG 34.0 CO₂ 188g/km
For Very fast and capable; comfy ride on Vorsprung's standard adaptive suspension
Against Infotainment distracting to use on the move; relatively small boot; tyre roar
WHAT CAR? SAYS ★★★★★○



Audi RS6 Avant
Our pick Performance

List price £116,120 Target Price £110,774
MPG 22.4 CO₂ 286g/km
For Incredible point-to-point pace; comfy and quiet; outstanding interior quality
Against Less entertaining than M3 Touring; automatic gearbox not as sharp as rivals
WHAT CAR? SAYS ★★★★★○



Audi S8
Our pick Black Edition

List price £111,800 Target Price £102,060
MPG 24.6 CO₂ 260g/km
For Scorching straight-line pace; incredibly refined and comfortable; plush interior
Against Not the most agile performance car; muted engine note won't appeal to all
WHAT CAR? SAYS ★★★★★○

Data

Our A-Z of new cars lists every model on sale, alongside all of the important data, our road test verdicts and our star ratings

Model details	Key info					Running costs							
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P170	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	Contract hire per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	ABARTH Italian whatcar.com/abarth 595 Hot hatch ★★☆☆☆												
	VERDICT The Abarth 595 is startlingly quick and wonderfully stylish, but there are rivals that are both cheaper and better to drive Doors 3 Seats 4 L 3660mm W 1627mm H 1485mm Boot 185litres												
	1.4 T-Jet 165 3dr	\$23,225	\$23,225	-	-	7.3	135	165	170	39.8/-	152/35%	\$270	52%/28D
	1.4 T-Jet 165 Turismo 3dr	\$24,725	\$24,725	-	-	7.3	135	165	170	39.8/-	152/35%	\$288	52%/27D
595C Convertible ★★☆☆☆													
VERDICT Soft-top version of Abarth's hot Fiat 500 Doors 2 Seats 4 L 3660mm W 1627mm H 1485mm Boot 185litres													
1.4 T-Jet 165 2dr	\$25,875	\$25,875	-	-	7.3	135	165	170	39.2/-	155/36%	\$310	49%/32D	
1.4 T-Jet 165 Turismo 2dr	\$27,375	\$27,375	-	-	7.3	135	165	170	39.2/-	155/36%	\$329	49%/30D	
695 Hot hatch													
VERDICT Drives just like the 595 but is even pricier, so very hard to recommend Doors 3 Seats 4 L 3660mm W 1627mm H 1485mm Boot 185litres													
1.4 T-Jet 180 3dr	\$29,425	\$29,425	-	-	6.7	140	180	184	39.2/-	162/37%	\$309	58%/31D	
1.4 T-Jet 180 Compellizione 3dr	\$29,425	\$29,425	-	-	6.7	140	180	184	39.2/-	162/37%	\$354	56%/31D	
1.4 T-Jet 180 Turismo 3dr	\$27,225	\$27,225	-	-	6.7	140	180	184	39.2/-	162/37%	\$327	55%/31D	
695C Convertible													
VERDICT Soft-top version of the Abarth 595 hot hatch Doors 2 Seats 4 L 3660mm W 1627mm H 1485mm Boot 185litres													

STAR RATINGS

- ★★★★★ Outstanding
- ★★★★☆ Above average
- ★★★☆☆ Average
- ★★★☆☆ Below average
- ★★☆☆☆ Poor

TARGET PRICE

WHATCAR? Target Price
 The What Car? Target Price is the maximum you should pay for a new car and is researched by our crack team of mystery shoppers.

Haggling for the best price with salespeople can be an uncomfortable experience, but it's made much easier with our Target Price as a realistic figure to aim for.

TARGET PCP

WHATCAR? Target PCP
 Based on the Target Price figures set by our mystery shoppers, Target PCP is a fair monthly payment to aim for if you're taking out a personal contract purchase (PCP) finance agreement at a car dealership.

Most are over 48 months with a 15% deposit and an 8000-mile annual limit. Those marked with an asterisk are over 36 months and those with an apostrophe are over 42 months. Ford deals are over 9000 miles, while those for Honda, Mercedes-Benz, Skoda and Volkswagen are over 10,000 miles.

REAL MPG

WHATCAR? Real MPG
 Our Real MPG figures show the fuel economy you can really expect. The test is done in a laboratory to ensure repeatability within 1% but is based on a real-world route that takes in urban, rural and motorway driving. Climate control is set to 21deg C and cars due to be tested are stored overnight at 23deg C so that each starts with the same engine temperature.

The Real MPG figures reflect what's achievable if you drive gently and stick to speed limits but don't resort to unrealistically slow acceleration or special 'hypermiling' techniques.

REAL RANGE

WHATCAR? Real Range
 What Car?'s Real Range tests are designed to show how far an electric car can really go on a full charge. Twice a year, in summer and winter, we assemble the latest models at our private test track. The cars follow a test route of roughly 15 miles, which includes 2.6 miles of simulated stop-start urban driving, four miles at a steady 50mph and eight miles at a constant 70mph. Tyres are set to the recommended pressures, headlights to auto and climate control to 21deg C. The test is repeated until each car can no longer move. Asterisked figures (*) were recorded in the winter.

VERDICT

Our road test reviews are the standard by which the car industry judges new cars. Our pick from each model range is highlighted in red

DIMENSIONS

As quoted by the car makers, with width not including door mirrors.

PRICE ON THE ROAD (OTR)

The pre-discount price set by car makers, including registration, delivery and first-year road tax.

PERFORMANCE FIGURES

The quoted power, torque, top speed and 0-62mph figures are official manufacturer numbers.

443
MODELS
TO CHOOSE
AND SPEC

GOV'T MPG, GOV'T RANGE

Quoted MPG figures are maximum combined values derived from the official WLTP tests. The official range figures quoted for electric cars are also based on WLTP tests.

CO₂ G/KM

The amount of CO₂ emitted is used to find the rate of first-year VED and company car (benefit-in-kind) tax. Quoted CO₂ values are from the official WLTP test.

VEHICLE EXCISE DUTY

Vehicle Excise Duty (VED), or road tax, is calculated on a scale according to CO₂ output for year one and operates on a flat rate (currently £190 a year) thereafter. Hybrid cars get a £10 discount on the flat rate. Electric cars are exempt. Petrol, diesel and hybrid cars costing more than £40,000 (list price, including options, and regardless of discounts) pay an extra £410 in tax a year for five years from the second year.

VEHICLE EXCISE DUTY RATES

CO ₂ emissions (g/km)	First-year VED rate
0	£0
1-50	£10
51-75	£30
76-90	£135
91-100	£175
101-110	£195
111-130	£220
131-150	£270
151-170	£680
171-190	£1095
191-225	£1650
226-255	£2340
255+	£2745

BENEFIT-IN-KIND TAX

Benefit-in-kind (BIK) tax bills for company cars are calculated by multiplying the P11D value (list price, delivery cost, VAT and any options but not VED or registration fees) of the car by the percentage dictated by its CO₂ emissions. This is then multiplied by your income tax band of 20%, 40% or 45% in England, Wales and Northern Ireland or 19%, 20%, 21%, 41% or 46% in Scotland. We quote prices for a 40% taxpayer as a guide.

Hybrids are given different rates depending on their official electric-only range. The BIK scale alters each April.

BIK TAX RATES FOR 2024-2025

CO ₂ in g/km (electric range in miles)	Petrol, Diesel, hybrid, plug-in hybrid, electric
0	2%
1-50 (130+)	2%
1-50 (70-129)	5%
1-50 (40-69)	8%
1-50 (30-39)	12%
1-50 (0-30)	14%
51-54	15%
55-59	16%
60-64	17%
65-69	18%
70-74	19%
75-79	20%
80-84	21%
85-89	22%
90-94	23%
95-99	24%
100-104	25%
105-109	26%
110-114	27%
115-119	28%
120-124	29%
125-129	30%
130-134	31%
135-139	32%
140-144	33%
145-149	34%
150-154	35%
155-159	36%
160-164	37%
165-169	37%
170+	37%

RETAINED VALUE

This is a Cap HPI estimate of what you'd be offered if trading in the car after three years and 36,000 miles for the same model, quoted as a percentage of the OTR price.

INSURANCE GROUP

These groups, ranging from one as cheapest to 50 as most expensive, are set by the Association of British Insurers (ABI) and advisory only.

Data is supplied by CAP Automotive (visit cap-hpi.com or call 0113 222 2000)

NEW CARS THIS MONTH

p127



Audi A5 Avant

Price from £43,850

Data fact

Executive estate is 73mm longer than the A4 Avant it replaces, but, at 476 litres with the rear seats up, its boot is 19 litres smaller.

p127



Audi E-tron GT

Price from £107,730

Data fact

Electric performance car can sprint from 0-62mph in just 3.6sec, yet promises a range of up to 374 miles in entry-level S guise.

p129



BMW M5

Price from £111,405

Data fact

Plug-in hybrid performance saloon is officially a tenth of a second quicker to 62mph than the electric Audi E-tron GT S.

p140



Mazda CX-80

Price from £48,930

Data fact

Seven-seat SUV officially returns 49.6mpg with 3.3-litre diesel power, and 176.6mpg as a 2.5-litre petrol plug-in hybrid.

Gone but not forgotten Looking back at Audi's A4 executive saloon p153



Abarth, Alfa Romeo, Alpine, Aston Martin, Audi

Model details	Key info	Running costs
	<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>	<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>

ABARTH Italian whatcar.com/abarth

595 Hot hatch ★★☆☆

VERDICT The Abarth 595 is startlingly quick and wonderfully stylish, but there are rivals that are both cheaper and better to drive

Doors 3 Seats 4 L 3660mm W 1627mm H 1485mm Boot 185litres

1.4 T-Jet 165 3dr	£25,260	£23,260	-	7.3	135	165	170	39.8/-	158/36%	£270	45%	28D
1.4 T-Jet 165 Turismo 3dr	£24,760	£24,760	-	7.3	135	165	170	39.8/-	158/36%	£288	46%	27D

695C Convertible ★★☆☆

VERDICT Soft-top version of Abarth's hot Fiat 500

Doors 2 Seats 4 L 3660mm W 1627mm H 1485mm Boot 185litres

1.4 T-Jet 165 2dr [£25,910	£25,910	-	7.3	135	165	170	39.2/-	160/37%	£310	47%	32D
1.4 T-Jet 165 Turismo 2dr	£27,410	£27,410	-	7.3	135	165	170	39.2/-	160/37%	£329	48%	30D

695 Hot hatch

VERDICT Drives just like the 595 but is even pricier, so very hard to recommend

Doors 3 Seats 4 L 3660mm W 1627mm H 1485mm Boot 185litres

1.4 T-Jet 180 3dr	£25,760	£25,760	-	6.7	140	180	184	39.2/-	162/37%	£309	53%	31D
1.4 T-Jet 180 Turismo 3dr	£27,260	£27,260	-	6.7	140	180	184	39.2/-	162/37%	£327	50%	31D
1.4 T-Jet 180 Competizione 3dr	£29,460	£29,460	-	6.7	140	180	184	39.2/-	162/37%	£354	51%	31D
1.4 T-Jet 180 75th Anniversary 3dr	£32,930	£32,930	-	6.7	140	180	184	39.2/-	162/37%	£397	56%	32D

695C Convertible

VERDICT Soft-top version of the Abarth 595 hot hatch

Doors 2 Seats 4 L 3660mm W 1627mm H 1485mm Boot 185litres

1.4 T-Jet 180 2dr	£28,410	£28,410	-	6.7	140	180	184	39.2/-	162/37%	£341	46%	34D
1.4 T-Jet 180 Turismo 2dr	£29,910	£29,910	-	6.7	140	180	184	39.2/-	162/37%	£360	45%	34D
1.4 T-Jet 180 Competizione 2dr	£32,110	£32,110	-	6.7	140	180	184	39.2/-	162/37%	£387	47%	35D

500E Electric hot hatch ★★★★★

VERDICT A sportier take on the fantastic Fiat 500 small electric car

Doors 3 Seats 4 L 3673mm W 1682mm H 1518mm Boot 185litres

42.2kWh 3dr Auto	£34,195	£34,195	-	7	96	155	173	164/-	0/2%	£421	40%	23D
Turismo 42.2kWh 3dr Auto	£38,195	£38,195	-	7	96	155	173	157/138	0/2%	£470	41%	23D
Scorpionissima 42.2kWh 3dr Auto	£38,695	£38,695	-	7	96	155	173	157/-	0/2%	£477	41%	23D

500E Electric convertible ★★★★★

VERDICT As above, but in convertible form, it's much pricier and harder to justify

Doors 2 Seats 4 L 3673mm W 1682mm H 1518mm Boot 185litres

42.2kWh 2dr Auto	£37,195	£37,195	-	7	96	155	173	150/-	0/2%	-	46%	26D
Turismo 42.2kWh 2dr Auto	£41,195	£41,195	-	7	96	155	173	150/-	0/2%	-	47%	26D
Scorpionissima 42.2kWh 2dr Auto	£41,695	£41,695	-	7	96	155	173	150/-	0/2%	-	46%	26D

ALFA ROMEO Italian whatcar.com/alfa-romeo

GIULIA Executive saloon ★★★★★

VERDICT The Alfa Romeo Giulia is great to drive and a fine alternative to the usual German suspects. Interior quality is below par, though

Doors 4 Seats 5 L 4643mm W 1860mm H 1436mm Boot 480litres

2.0 Turbo Sprint 4dr Auto	£40,030	£38,102	£403	5.7	149	280	295	39.2/-	162/37%	£485	51%	32E
2.0 Turbo Veloce 4dr Auto	£45,030	£42,852	£457	5.7	149	280	295	38.2/-	167/37%	£546	48%	34E
2.0 Turbo Tributo Italiano 4dr Auto	£48,530	£46,177	£513	5.7	149	280	295	-/-	167/37%	£589	46%	33E
2.9 V6 Biturbo Quadrifoglio 4dr Auto	£78,315	£78,315	-	3.9	191	520	443	32.8/-	228/37%	£936	48%	44E

JUNIOR Small electric SUV ★★★★★

VERDICT Great to drive, even if the longer range of rivals will let you do so for longer

Doors 5 Seats 5 L 4173mm W 1781mm H 1532mm Boot 400litres

Elettrica 54kWh 5dr Auto	£33,895	£33,895	-	9	93	156	192	255/-	0/2%	£417	50%	-
Elettrica Speciale 54kWh 5dr Auto	£35,695	£35,695	-	9	93	156	192	255/-	0/2%	£440	50%	-
Elettrica Veloce 54kWh 5dr Auto	£42,295	£42,295	-	6.5	124	240	254	-/-	0/2%	£521	49%	-

TONALE Family SUV ★★★★★

VERDICT Family SUV has hatchback-like handling but there are plenty of better rivals

Doors 5 Seats 5 L 4528mm W 1841mm H 1601mm Boot 500litres

1.3 PHEV Sprint 5dr Auto	£43,495	£41,466	£467	6.2	128	280	199	201.8/-	31/12%	£174	50%	36E
1.3 PHEV Veloce 5dr Auto	£48,495	£46,229	£543	6.2	128	280	199	201.8/-	30/12%	£194	46%	38E
1.3 PHEV Tributo Italiano 5dr Auto	£51,995	£49,562	£614	6.2	128	280	199	201.8/-	32/12%	£208	44%	38E
1.5 MHEV Sprint 5dr Auto	£36,055	£34,217	£352	8.8	131	160	177	-/-	131/31%	£369	52%	28E
1.5 MHEV Veloce 5dr Auto	£41,055	£38,954	£437	8.8	131	160	177	50.4/-	128/30%	£407	47%	29E
1.5 MHEV Tributo Italiano 5dr Auto	£44,510	£42,228	£481	8.8	131	160	177	-/-	131/31%	£457	45%	30E

STELVIO Family SUV ★★★★★

VERDICT There are better all-rounders, but there is a strong chance you'll absolutely love this Italian SUV

Doors 5 Seats 5 L 4687mm W 1816mm H 1671mm Boot 520litres

2.0 Turbo 280 Sprint 5dr AWD Auto	£47,980	£45,361	£534	5.7	143	280	295	-/-	192/37%	£571	44%	36D
2.0 Turbo 280 Veloce 5dr AWD Auto	£52,980	£50,703	£532	5.7	143	280	295	-/-	192/37%	£632	46%	37D
2.0 Turbo 280 Tributo Italiano 5dr AWD Auto	£56,480	£53,372	£586	5.7	143	280	295	-/-	200/37%	£676	44%	37D
2.2 D 210 Sprint 5dr AWD Auto	£45,630	£43,090	£460	6.6	134	210	347	-/-	160/37%	£554	44%	34D
2.2 D 210 Veloce 5dr AWD Auto	£50,630	£47,803	£524	6.6	134	210	347	-/-	160/37%	£615	46%	35D
2.2 D 210 Tributo Italiano 5dr AWD Auto	£54,130	£51,102	£577	6.6	134	210	347	-/-	166/37%	£659	45%	35D
2.9 V6 Biturbo Quadrifoglio 5dr Auto	£87,335	£82,516	£937	3.8	176	520	443	23.9/-	267/37%	£1043	41%	47D

ALPINE French whatcar.com/alpine

A110 Sports car ★★★★★

VERDICT One of the most entertaining and rewarding sports cars you can buy - at any price

Doors 2 Seats 2 L 4180mm W 1798mm H 1252mm Boot 194litres

1.8L Turbo 2dr DCT	£54,490	£54,490	-	4.5	155	252	236	42.2/-	152/35%	£627	51%	47E
1.8L Turbo 300 GT 2dr DCT	£65,490	£65,490	-	4.2	155	300	251	41.5/-	153/35%	£755	50%	48E

Model details	Key info	Running costs
	<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>	<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>

ASTON MARTIN British whatcar.com/aston-martin

VANTAGE Sports car ★★★★★

VERDICT Aston Martin's best sports car to date, even if a Porsche 911 is a better all-rounder

Doors 2 Seats 2 L 4464mm W 1949mm H 1271mm Boot 236litres

V8 2dr Auto	£167,800	£167,800	-	3.5	202	665	590	-/-	274/37%	£2035	53%	N
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DB12 Coupé sports car ★★★★★

VERDICT Luxurious and very fast long-distance cruiser has a beautiful interior and is better to drive than rivals

Doors 2 Seats 4 L 4725mm W 2060mm H 1295mm Boot 262litres

V8 2dr Auto	£187,800	£187,800	-	3.6	202	680	590	-/-	276/37%	£2282	46%	-
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DB12 VOLANTE Convertible sports car ★★★★★

VERDICT Genuinely athletic, but as strong a long-distance runner as it is a sprinter

Doors 2 Seats 4 L 4725mm W 2060mm H 1295mm Boot 262litres

V8 Volante 2dr Auto	£202,300	£202,300	-	3.7	202	680	590	-/-	276/37%	£2461	46%	-
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DBS SUPERLEGGERA Coupé sports car ★★★★★

VERDICT With epic performance and the perfect balance of handling poise and ride comfort, this is the best front-engined, rear-wheel drive GT

Doors 2 Seats 2 L 4715mm W 1970mm H 1295mm Boot na

V12 2dr Touchtronic Auto	£259,800	£259,800	-	3.4	211	715	664	-/-	306/37%	£3170	45%	N
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DBS SUPERLEGGERA VOLANTE Convertible ★★★★★

VERDICT The same irresistible package as the Coupé offers, with added open-air thrills

Doors 2 Seats 2 L 4715mm W 1970mm H 1295mm Boot na

V12 2dr Volante Touchtronic Auto	£280,300	£280,300	-	3.6	211	715	664	-/-	306/37%	£3423	44%	N
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AUDI German whatcar.com/audi

A1 SPORTBACK Small hatchback ★★★★★

VERDICT Offers fine handling, excellent comfort and reasonable practicality, but the Volkswagen Polo does all of that and more for less cash

Doors 5 Seats 5 L 4029mm W 1740mm H 1409mm Boot 335litres

25 TFSI Sport 5dr	£22,800	£21,930	£245	11	119	95	129	52.3/-	124/29%	£218	57%	16E
25 TFSI Line 5dr	£24,750	£23,802	£270	11	119	95	129	51.4/-	126/30%	£245	58%	17E
25 TFSI Black Edition 5dr	£26,450	£25,434	£291	11	119	95	129	51.4/-	126/30%	£262	58%	17E
30 TFSI Sport 5dr	£23,535	£22,636	£256	9.7	126	116	148	51.4/-	124/29%	£225	56%	20E
30 TFSI Line 5dr	£25,485	£24,508	£281	9.7	126	116	148	50.4/-	127/30%	£252	57%	20E
30 TFSI Black Edition 5dr	£27,185	£26,140	£302	9.7	126	116	148	50.4/-	127/30%	£269	57%	18E
35 TFSI S Line 5dr S Tronic	£28,050	£26,970	£316	8.1	139	150	184	49.6/-	128/30%	£278	57%	26E
35 TFSI Black Edition 5dr S Tronic	£29,750	£28,602	£337	8.1	139	150	184	49.6/-	129/30%	£295	58%	26E

A3 SPORTBACK Family hatchback ★★★★★

VERDICT Quiet, comfortable and well equipped; more than deserving of its premium billing

Doors 5 Seats 5 L 4343mm W 1816mm H 1425mm Boot 380litres

30 TFSI Sport 5dr	£28,920	£27,527	£283	9.7	127	116	148	50.4/-	127/30%	£286	52%	-
30 TFSI S Line 5dr	£31,250	£29,743	£299	9.7	127	116	148	47.9/-	134/31%	£320	52%	-
35 TFSI Sport 5dr	£30,530	£29,056	£304	8.4	140	150	184	50.4/-	128/30%	£303	54%	23E
35 TFSI S Line 5dr	£32,860	£31,272	£320	8.4	140	150	184	47.9/-	134/31%	£336	53%	23E
35 TFSI Black Edition 5dr	£34,560	£32,887	£337	8.4	140	150	184	47.1/-	136/32%	£365	54%	24E
40 TFSI e Sport 5dr S Tronic	£36,400	£34,266	£350	7.6	141	204	184	256.8/-	26/8%	£97	44%	24E
40 TFSI e S Line 5dr S Tronic	£38,680	£36,409	£374	7.6	141	204	184	217.3/-	26/12%	£155	45%	25E
45 TFSI e S Line Competition 5dr S Tronic	£40,430	£38,054	£399	6.8	144	245	184	217.3/-	30/12%	£162	44%	26E
45 TFSI e S Line Competition 5dr S Tronic Tech Pro	£44,325	£41,715	£451	6.8	144	245	184	217.3/-	30/12%	£177	43%	26E
S3 TFSI Black Edition Quattro 5dr S Tronic	£46,925	£44,703	£452	4.7	155	333	310	33.2/-	193/37%	£558	55%	-
S3 TFSI Quattro Vorsprung 5dr S Tronic	£52,400	£49,904	£538	4.7	155	333	310	33.2/-	194/37%	£625	54%	-
35 TDI Sport 5dr S Tronic</												

Model details	Key info				Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles

OUR STAR RATINGS

- ★★★★★ Outstanding
- ★★★★☆ Above average
- ★★★☆☆ Average
- ★★☆☆☆ Below average
- ★☆☆☆☆ Poor

Highlighted Our pick of the range
FOR KEY SEE P124

2.0 TFSI 150 Edition 1 4dr S Tronic	£49,100	£49,100	-	9.8	134	150	207	-	161/37%	£597	50%	-
2.0 TFSI 204 Sport 4dr S Tronic	£44,290	£44,290	-	7.8	154	204	251	-	155/36%	£523	49%	-
2.0 TFSI 204 S Line 4dr S Tronic	£46,440	£46,440	-	7.8	154	204	251	-	155/36%	£548	49%	-
2.0 TFSI 204 Edition 1 4dr S Tronic	£51,440	£51,440	-	7.8	154	204	251	-	162/37%	£625	49%	-
S5 3.0 TFSI Quattro Edition 1 4dr S Tronic	£68,700	£68,700	-	4.5	155	367	406	-	173/37%	£833	49%	-
S5 3.0 TFSI Quattro Launch Edition 4dr S Tronic	£67,800	£67,800	-	4.5	155	367	406	-	173/37%	£822	49%	-
2.0 TDI 204 Sport 4dr S Tronic	£46,950	£46,950	-	7.7	150	204	295	-	127/30%	£467	47%	-
2.0 TDI 204 S Line 4dr S Tronic	£49,100	£49,100	-	7.7	150	204	295	-	127/30%	£488	48%	-
2.0 TDI 204 Edition 1 4dr S Tronic	£54,150	£54,150	-	7.7	150	204	295	-	133/31%	£556	48%	-
2.0 TDI Quattro 204 Sport 4dr S Tronic	£48,475	£48,475	-	6.9	150	204	295	-	133/31%	£498	47%	-
2.0 TDI Quattro 204 S Line 4dr S Tronic	£50,625	£50,625	-	6.9	150	204	295	-	133/31%	£520	48%	-
2.0 TDI Quattro 204 Edition 1 4dr S Tronic	£55,625	£55,625	-	6.9	150	204	295	-	137/32%	£590	48%	-
2.0 TDI 204 Launch Edition 4dr S Tronic	£56,950	£56,950	-	7.7	150	204	295	-	130/31%	£586	44%	-

A5 AVANT Executive estate

VERDICT We have yet to drive this car

Doors 5 Seats 5 L 4835mm W 1866mm H 1470mm Boot 476litres

2.0 TFSI 150 Sport 5dr S Tronic	£43,850	£43,850	-	9.8	132	150	207	-	155/36%	£517	50%	-
2.0 TFSI 150 S Line 5dr S Tronic	£46,000	£46,000	-	9.8	132	150	207	-	157/36%	£543	51%	-
2.0 TFSI 150 Edition 1 5dr S Tronic	£51,000	£51,000	-	9.8	132	150	207	-	164/37%	£620	50%	-
2.0 TFSI 204 Sport 5dr S Tronic	£46,190	£46,190	-	7.8	152	204	251	-	157/36%	£545	49%	-
2.0 TFSI 204 S Line 5dr S Tronic	£48,340	£48,340	-	7.8	152	204	251	-	159/36%	£571	49%	-
2.0 TFSI 204 Edition 1 5dr S Tronic	£53,340	£53,340	-	7.8	152	204	251	-	166/37%	£649	49%	-
S5 3.0 TFSI Quattro Edition 1 5dr S Tronic	£70,600	£70,600	-	4.5	155	367	406	-	177/37%	£857	49%	-
S5 3.0 TFSI Quattro Launch Edition 5dr S Tronic	£67,700	£67,700	-	4.5	155	367	406	-	177/37%	£821	51%	-
2.0 TDI 204 Sport 5dr S Tronic	£48,850	£48,850	-	7.7	149	204	295	-	129/30%	£486	47%	-
2.0 TDI 204 S Line 5dr S Tronic	£51,000	£51,000	-	7.7	149	204	295	-	130/31%	£524	48%	-
2.0 TDI 204 Edition 1 5dr S Tronic	£56,050	£56,050	-	7.7	149	204	295	-	136/32%	£594	48%	-
2.0 TDI 204 Launch Edition 5dr S Tronic	£57,400	£57,400	-	7.7	149	204	295	-	133/31%	£590	46%	-
2.0 TDI Quattro 204 Sport 5dr S Tronic	£50,375	£50,375	-	6.9	146	204	295	-	135/32%	£571	48%	-
2.0 TDI Quattro 204 S Line 5dr S Tronic	£52,525	£52,525	-	6.9	146	204	295	-	135/32%	£557	48%	-
2.0 TDI Quattro 204 Edition 1 5dr S Tronic	£57,525	£57,525	-	6.9	146	204	295	-	139/32%	£610	48%	-

A6 Executive saloon

VERDICT Quiet, comfortable, spacious and an impressive car all round, even if it isn't quite as thrilling to drive as the class best

Doors 4 Seats 5 L 4939mm W 1886mm H 1457mm Boot 530litres

40 TFSI Sport 4dr S Tronic	£45,840	£42,072	£441	7.3	152	204	236	38.7/	165/37%	£556	39%	33E
40 TFSI S Line 4dr S Tronic	£48,475	£44,483	£472	7.3	152	204	236	38.7/	166/37%	£589	41%	36E
40 TFSI Black Edition 4dr S Tronic	£51,315	£47,117	£500	7.3	152	204	236	37.2/	173/37%	£619	41%	34E
45 TFSI Quattro Sport 4dr S Tronic	£51,380	£47,176	£517	6	155	265	273	37.2/	173/37%	£620	37%	36E
45 TFSI Quattro S Line 4dr S Tronic	£54,015	£49,587	£547	6	155	265	273	37.2/	173/37%	£652	39%	39E
45 TFSI Quattro Black Ed 4dr S Tronic	£56,440	£51,806	£567	6	155	265	273	35.8/	179/37%	£682	40%	38E
45 TFSI e Quattro Sport 4dr S Tronic	£58,820	£53,891	£578	6.2	155	299	332	217.3/	29/8%	£157	34%	43E
50 TFSI e Quattro S Line 4dr S Tronic	£61,455	£56,302	£610	6.2	155	299	332	217.3/	29/8%	£164	36%	45E
50 TFSI e Quattro Black Edition 4dr S Tronic	£63,880	£58,521	£631	6.2	155	299	332	201.8/	30/8%	£170	37%	42E
40 TDI Quattro Sport 4dr S Tronic	£49,485	£45,372	£647	7.4	153	204	295	50.4/	148/34%	£557	40%	34E
40 TDI Quattro S Line 4dr S Tronic	£52,120	£47,783	£502	7.4	153	204	295	50.4/	148/34%	£587	42%	37E
40 TDI Quattro Black Edition 4dr S Tronic	£54,955	£50,412	£530	7.4	153	204	295	47.9/	153/35%	£633	42%	37E
S6 TDI Quattro Black Edition 4dr Tip Auto	£72,330	£66,346	£736	5	155	344	516	39.2/	185/37%	£878	42%	45E
S6 TDI Quattro Vorsprung 4dr Tip Auto	£86,730	£79,522	£950	5	155	344	516	39.2/	189/37%	£1055	39%	49E

A6 AVANT Executive estate

VERDICT A comfortable, quiet and technologically advanced estate that's beautifully built

Doors 5 Seats 5 L 4939mm W 1886mm H 1470mm Boot 556litres

40 TFSI Sport 5dr S Tronic	£48,405	£44,570	£510	7.5	149	204	236	37.7/	171/37%	£583	40%	33E
40 TFSI S Line 5dr S Tronic	£51,040	£46,988	£541	7.5	149	204	236	37.7/	172/37%	£615	42%	36E
40 TFSI Black Edition 5dr S Tronic	£53,465	£49,213	£560	7.5	149	204	236	35.8/	180/37%	£645	43%	35E
45 TFSI Quattro Sport 5dr S Tronic	£53,330	£49,273	£577	6.2	155	265	273	36.2/	178/37%	£646	39%	37E
45 TFSI Quattro S Line 5dr S Tronic	£56,165	£51,691	£609	6.2	155	265	273	36.2/	178/37%	£679	41%	40E
45 TFSI Quattro Black Ed 5dr S Tronic	£58,590	£53,915	£629	6.2	155	265	273	34.4/	185/37%	£708	42%	39E
50 TFSI e Quattro Sport 5dr S Tronic	£60,970	£56,008	£643	6.3	155	299	332	188.3/	33/8%	£162	34%	43E
50 TFSI e Quattro S Line 5dr S Tronic	£63,605	£58,426	£675	6.3	155	299	332	188.3/	33/8%	£169	36%	46E
50 TFSI e Quattro Black Edition 5dr S Tronic	£66,030	£60,651	£695	6.3	155	299	332	188.3/	34/8%	£176	37%	43E
40 TDI Quattro Sport 5dr S Tronic	£52,045	£47,876	£534	7.6	149	204	295	48.7/	152/35%	£599	41%	34E
40 TDI Quattro S Line 5dr S Tronic	£54,680	£50,293	£566	7.6	149	204	295	48.7/	152/35%	£629	43%	37E
40 TDI Quattro Black Edition 5dr S Tronic	£57,105	£52,518	£585	7.6	149	204	295	46.3/	159/36%	£676	44%	37E
S6 TDI Quattro Black Edition 5dr Tip Auto	£74,480	£68,494	£794	5.1	155	344	516	39.2/	188/37%	£904	43%	45E
S6 TDI Quattro Vorsprung 5dr Tip Auto	£89,435	£82,261	£1021	5.1	155	344	516	38.7/	192/37%	£1082	39%	49E
RS 6 TFSI Quattro Performance 5dr Tiptronic	£115,620	£110,578	£1283	3.4	174	630	627	23/-	279/37%	£1391	52%	50E
RS 6 TFSI Qtr Perform Carbon Black 5dr Tiptronic	£124,570	£119,125	£1393	3.4	174	630	627	23/-	279/37%	£1502	53%	50E
RS 6 TFSI Qtr Perform Carbon Vorsp 5dr Tiptronic	£133,020	£127,195	£1513	3.4	174	630	627	22.8/	281/37%	£1606	51%	50E
RS 6 TFSI Quattro GT 5dr Tiptronic	£177,115	£177,115	-	3.3	190	630	627	23.2/	277/37%	£2150	-	50E

A7 SPORTBACK Executive saloon coupé

VERDICT A beautifully made, comfortable cruiser. It's not particularly involving to drive, though, and its infotainment is way too complex

Doors 5 Seats 5 L 4969mm W 1908mm H 1422mm Boot 535litres

45 TFSI Quattro Sport 5dr S Tronic	£58,855	£53,874	£631	6.2	155	265	273	36.2/	177/37%	£712	40%	44E
45 TFSI Quattro S Line 5dr S Tronic	£61,155	£55,972	£653	6.2	155	265	273	35.3/	182/37%	£740	41%	48E
45 TFSI Quattro Black Edition 5dr S Tronic	£63,955	£58,527	£680	6.2	155	265	273	34.9/	183/37%	£775	42%	46E
50 TFSI e Quattro Sport 5dr S Tronic	£67,120	£61,320	£777	6.3	155	299	332	201.8/	31/8%	£179	32%	47E

Model details	Key info				Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles

OUR STAR RATINGS

- ★★★★★ Outstanding
- ★★★★☆ Above average
- ★★★☆☆ Average
- ★★☆☆☆ Below average
- ★☆☆☆☆ Poor

Highlighted Our pick of the range
FOR KEY SEE P124

50 TFSI e Quattro S Line 5dr S Tronic	£69,420	£63,418	£797	6.3	155	299	332	188.3/	35/12%	£277	34%	50E
50 TFSI e Quattro Black Edition 5dr S Tronic	£72,220	£65,973	£824	6.3	155	299	332	188.3/	35/12%	£289	35%	49E
40 TDI Quattro Sport 5dr S Tronic	£57,010	£52,154	£591	7	155	204	295	48.7/	152/35%	£657	41%	44E
40 TDI Quattro S Line 5dr S Tronic	£59,310	£54,253	£615	7	155	204	295	47.1/	157/36%	£703	43%	47E
40 TDI Quattro Black Edition 5dr S Tronic	£62,110	£56,808	£641	7	155	204	295	47.1/	158/36%	£737	43%	46E
S7 TDI Quattro Black Edition 5dr Tronic Auto	£79,240	£72,475	£785	5.1	155	344	516	39.2/	189/37%	£963	42%	50E
S7 TDI Quattro Vorsprung 5dr Tronic Auto	£94,195	£86,170	£1010	5.1	155	344	516	38.7/	192/37%	£1141	38%	50E
RS 7 TFSI Quattro Performance 5dr Tiptronic	£119,275	£114,358	£1539	3.4	174	630	627	23.2/	276/37%	£1437	46%	50E
RS 7 TFSI Qtr Perform Carbon Black 5dr Tiptronic	£128,225	£122,927	£1649	3.4	174	630	627	23.2/	276/37%	£1547	47%	50E
RS 7 TFSI Qtr Perform Carbon Vorsp 5dr Tiptronic	£136,675	£131,018	£1761	3.4	174	630	627	23.2/	278/37%	£1651	45%	50E

A8 Luxury saloon

VERDICT The most relaxing limo you can buy, thanks to its blend of performance, comfort and serenity. It's practical and beautifully built, too

Doors 4 Seats 5 L 5172mm W 1945mm H 1473mm Boot 505litres

55 TFSI Quattro Sport 4dr Tiptronic	£83,055	£76,005	£938	5.6	155	340	369	31/-	206/37%	£1003	31%	45E
55 TFSI Quattro S Line 4dr Tiptronic	£87,305	£79,883	£983	5.6	155	340	369	30.4/	212/37%	£1056	31%	49E
55 TFSI Quattro Black Edition 4dr Tiptronic	£89,605	£81,982	£1006	5.6	155	340	369	30.4/	212/37%	£1084	32%	49E
60 TFSI e Quattro Sport 4dr Tiptronic	£92,380	£84,369	£1015	4.9	155	462	516	148.7/	42/12%	£369	36%	50E
60 TFSI e Quattro S Line 4dr Tiptronic	£96,630	£88,248	£1062	4.9	155	462	516	156.9/	40/12%	£386	36%	50E
60 TFSI e Quattro Black Edition 4dr Tiptronic	£98,930	£90,346	£1082	4.9	155	462	516	156.9/	40/12%	£396	36%	50E
L60 TFSI e Quattro Sport 4dr Tiptronic	£96,380	£88,019	£1									

Model details	Key info					Running costs					
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★☆ Above average
 ★★★☆☆ Average
 ★★☆☆☆ Below average
 ★☆☆☆☆ Poor
 Highlighted Our pick of the range
FOR KEY SEE P124

Q4 E-TRON Electric family SUV ★★★★★

VERDICT Attractively priced for a premium electric SUV, and very plush inside
Doors 5 Seats 5 L 4588mm W 1865mm H na Boot 520litres

Model	List price	Target Price	Target PCP	0-62mph	Max speed	Power	Torque	Official MPG	CO ₂ g/km	Monthly car tax	Retained value	Insurance group
35 TDI Black Edition 5dr S Tronic	£43,620	£41,409	£477	9.3	124	150	266	48.7/	152/35%	£500	53%	28E
40 TDI 193 Quattro S Line 5dr S Tronic	£43,995	£41,786	£489	7.3	139	193	295	42.2/	177/37%	£528	52%	30E
40 TDI 193 Quattro Black Ed 5dr S Tronic	£46,045	£43,729	£508	7.3	139	193	295	42.2/	177/37%	£554	53%	30E

Q4 SPORTBACK E-TRON Electric family SUV ★★★★★

VERDICT A great choice amongst electric SUVs, but a regular Q4 e-tron makes even more sense
Doors 5 Seats 5 L 4588mm W 1865mm H na Boot 535litres

Model	List price	Target Price	Target PCP	0-62mph	Max speed	Power	Torque	Official MPG	CO ₂ g/km	Monthly car tax	Retained value	Insurance group
45 82kWh Sport 5dr Auto	£51,270	£47,757	£421	6.7	112	286	402	329/	0/2%	£632	44%	36E
45 82kWh S Line 5dr Auto	£53,820	£50,230	£445	6.7	112	286	402	322/	0/2%	£663	44%	36E
45 82kWh Black Edition 5dr Auto	£56,070	£52,413	£464	6.7	112	286	402	326/	0/2%	£691	44%	37E
45 Quattro 82kWh Sport 5dr Auto	£52,700	£49,144	£434	6.6	112	286	402	318/	0/2%	£649	44%	37E
45 Quattro 82kWh S Line 5dr Auto	£55,250	£51,617	£458	6.6	112	286	402	312/	0/2%	£681	45%	38E
45 Quattro 82kWh Black Edition 5dr Auto	£57,500	£53,800	£477	6.6	112	286	402	316/	0/2%	£708	45%	38E
55 Quattro 82kWh Sport 5dr Auto	£57,650	£53,945	£507	5.4	112	340	402	318/	0/2%	£710	43%	39E
55 Quattro 82kWh S Line 5dr Auto	£60,200	£56,419	£531	5.4	112	340	402	312/	0/2%	£742	43%	40E
55 Quattro 82kWh Black Edition 5dr Auto	£62,450	£58,601	£549	5.4	112	340	402	316/	0/2%	£770	43%	40E

Q5 Family SUV ★★★★★

VERDICT Superb to drive and relatively cheap to run, the Q5 is one of the best SUVs you can buy
Doors 5 Seats 5 L 4682mm W 1893mm H na Boot 550litres

Model	List price	Target Price	Target PCP	0-62mph	Max speed	Power	Torque	Official MPG	CO ₂ g/km	Monthly car tax	Retained value	Insurance group
45 TFSI Quattro Sport 5dr S Tronic	£49,415	£46,364	£489	6.1	149	265	273	33.6/	191/37%	£588	46%	36E
45 TFSI Quattro S Line 5dr S Tronic	£51,565	£48,374	£503	6.1	149	265	273	32.8/	195/37%	£615	48%	38E
45 TFSI Quattro Black Edition 5dr S Tronic	£54,065	£50,712	£516	6.1	149	265	273	32.5/	197/37%	£646	50%	42E
50 TFSI e Quattro Sport 5dr S Tronic	£55,105	£51,577	£505	6.1	148	299	332	188.3/	35/12%	£220	42%	41E
50 TFSI e Quattro S Line 5dr S Tronic	£57,255	£53,587	£517	6.1	148	299	332	166.2/	38/12%	£229	43%	43E
50 TFSI e Quattro Black Edition 5dr S Tronic	£59,755	£55,925	£527	6.1	148	299	332	166.2/	39/12%	£239	44%	44E
40 TDI Quattro Sport 5dr S Tronic	£48,210	£45,175	£473	7.6	137	204	295	44.1/	167/37%	£586	47%	33E
40 TDI Quattro S Line 5dr S Tronic	£50,775	£47,600	£495	7.6	137	204	295	42.8/	172/37%	£612	49%	35E
40 TDI Quattro Black Edition 5dr S Tronic	£53,275	£49,937	£509	7.6	137	204	295	42.2/	175/37%	£643	51%	39E
SQ5 TDI Quattro Black Edition 5dr Tiptronic	£65,865	£61,745	£615	5.1	155	341	516	34.9/	213/37%	£791	52%	43E
SQ5 TDI Quattro Vorsprung 5dr Tiptronic	£77,865	£72,965	£820	5.1	155	341	516	34/	218/37%	£939	46%	46E

Q5 SPORTBACK Family SUV ★★★★★

VERDICT Coupé-styled version of the Q5 shares most of its attributes but costs more to buy
Doors 5 Seats 5 L 4689mm W 1893mm H 1702mm Boot 514litres

Model	List price	Target Price	Target PCP	0-62mph	Max speed	Power	Torque	Official MPG	CO ₂ g/km	Monthly car tax	Retained value	Insurance group
45 TFSI Quattro Sport 5dr S Tronic	£51,865	£48,655	£524	6.1	149	265	273	33.6/	191/37%	£619	46%	38E
45 TFSI Quattro S Line 5dr S Tronic	£54,015	£50,665	£538	6.1	149	265	273	32.8/	196/37%	£645	47%	40E
45 TFSI Quattro Black Edition 5dr S Tronic	£56,515	£53,003	£547	6.1	149	265	273	32.5/	198/37%	£676	49%	42E
50 TFSI e Quattro Sport 5dr S Tronic	£57,555	£53,868	£539	6.1	148	299	332	176.6/	36/12%	£230	44%	41E
50 TFSI e Quattro S Line 5dr S Tronic	£59,705	£55,878	£551	6.1	148	299	332	166.2/	39/12%	£239	45%	43E
50 TFSI e Quattro Black Edition 5dr S Tronic	£62,205	£58,216	£562	6.1	148	299	332	156.9/	40/12%	£249	47%	44E
40 TDI Quattro Sport 5dr S Tronic	£50,660	£47,465	£510	7.6	137	204	295	44.1/	168/37%	£616	46%	35E
40 TDI Quattro S Line 5dr S Tronic	£53,225	£49,891	£530	7.6	137	204	295	42.8/	173/37%	£642	46%	37E
40 TDI Quattro Black Edition 5dr S Tronic	£55,725	£52,228	£539	7.6	137	204	295	42.2/	175/37%	£673	48%	39E
SQ5 TDI Quattro Black Edition 5dr Tiptronic	£68,315	£64,036	£612	5.1	155	341	516	34.4/	214/37%	£822	53%	43E
SQ5 TDI Quattro Vorsprung 5dr Tiptronic	£80,315	£75,256	£817	5.1	155	341	516	33.6/	219/37%	£970	48%	47E

Q6 E-TRON Electric Luxury SUV ★★★★★

VERDICT Supremely quiet and comfy, but pricey and not as classy inside as some Audi models
Doors 5 Seats 5 L 4771mm W 1939mm H 1702mm Boot 514litres

Model	List price	Target Price	Target PCP	0-62mph	Max speed	Power	Torque	Official MPG	CO ₂ g/km	Monthly car tax	Retained value	Insurance group
Performance 100kWh Sport 5dr Auto	£63,475	£63,475	£662	6.7	130	306	358	392/	0/2%	£782	52%	45E
Performance 100kWh S Line 5dr Auto	£66,475	£66,475	£696	6.7	130	306	358	359/	0/2%	£819	52%	46E
Performance 100kWh Edition 1 5dr Auto	£71,475	£71,475	£749	6.7	130	306	358	361/	0/2%	£851	52%	48E
Quattro 100kWh Sport 5dr Auto	£68,975	£68,975	£725	5.9	130	388	428	382/	0/2%	£880	53%	49E
Quattro 100kWh S Line 5dr Auto	£71,975	£71,975	£758	5.9	130	388	428	349/	0/2%	£887	53%	49E
Quattro 100kWh Edition 1 5dr Auto	£76,975	£76,975	£808	5.9	130	388	428	350/	0/2%	£949	53%	50E
Quattro 100kWh Launch Edition 5dr Auto	£86,440	£86,440	£972	5.9	130	388	428	344/	0/2%	£1065	48%	50E
SQ6 Quattro 100kWh Edition 1 5dr Auto	£92,950	£92,950	£989	4.4	142	490	428	357/	0/2%	£1146	49%	50E
SQ6 Quattro 100kWh Launch Edition 5dr Auto	£95,565	£95,565	£1084	4.4	142	490	428	359/	0/2%	£1178	48%	50E

Q7 Luxury SUV ★★★★★

VERDICT A brilliant luxury SUV, majoring on comfort and interior quality
Doors 5 Seats 7 L 5063mm W 1968mm H 1741 Boot 865litres

Model	List price	Target Price	Target PCP	0-62mph	Max speed	Power	Torque	Official MPG	CO ₂ g/km	Monthly car tax	Retained value	Insurance group
55 TFSI Quattro S Line 5dr Tiptronic	£70,005	£65,661	£798	5.6	155	340	369	27.4/	234/37%	£834	47%	46E
55 TFSI Quattro Black Edition 5dr Tiptronic	£74,555	£69,915	£812	5.6	155	340	369	27.4/	234/37%	£890	49%	47E
55 TFSI Quattro Launch Edition 5dr Tiptronic	£92,320	£86,525	£1115	5.6	155	340	369	26.6/	241/37%	£1109	42%	50E
55 TFSI Quattro Vorsprung 5dr Tiptronic	£92,605	£86,792	£1049	5.6	155	340	369	26.6/	240/37%	£1113	47%	50E
SQ7 TFSI Quattro Black Ed 5dr Tiptronic	£93,445	£87,603	£995	4.1	155	507	568	23.2/	276/37%	£1118	49%	50E
SQ7 TFSI Quattro Vorsprung 5dr Tiptronic	£111,795	£104,761	£1325	4.1	155	507	568	23/	280/37%	£1344	44%	50E

Q8 E-TRON Electric luxury SUV ★★★★★

VERDICT Formerly known simply as the E-tron, Audi's top electric SUV offers a cossetting ride but could be better to drive
Doors 5 Seats 5 L 4915mm W 1935mm H 1633mm Boot 569 litres

Model	List price	Target Price	Target PCP	0-62mph	Max speed	Power	Torque	Official MPG	CO ₂ g/km	Monthly car tax	Retained value	Insurance group
50 Quattro 95kWh Sport 5dr Auto	£70,715	£65,299	£705	6	124	340	490	28.1/	0/2%	£871	41%	48E
50 Quattro 95kWh S Line 5dr Auto	£75,715	£69,911	£747	6	124	340	490	27.9/	0/2%	£933	41%	49E
50 Quattro 95kWh Black Edition 5dr Auto	£78,065	£72,079	£776	6	124	340	490	27.9/	0/2%	£962	45%	50E
50 Quattro 95kWh Vorsprung 5dr Auto	£92,115	£85,404	£921	6	124	340	490	26.1/	0/2%	£1135	43%	50E
50 Quattro 114kWh Sport 5dr Auto	£80,715	£74,524	£823	5.6	124	408	490	33.0/	0/2%	£995	42%	49E
55 Quattro 114kWh S Line 5dr Auto	£85,715	£79,136	£866	5.6	124	408	490	32.7/	0/2%	£1056	42%	50E
55 Quattro 114kWh Black Edition 5dr Auto	£88,065	£81,304	£893	5.6	124	408	490	32.8/	0/2%	£1085	45%	50E
55 Quattro 114kWh Vorsprung 5dr Auto	£102,115	£94,265	£1038	5.6	124	408	490	30.6/	0/2%	£1259	44%	50E
SQ8 Quattro 114kWh Black Edition 5dr Auto	£98,815	£91,221	£988	4.5	130	503	718	27.8/	0/2%	£1218	42%	50E
SQ8 Quattro 114kWh Vorsprung 5dr Auto	£115,215	£106,350	£1163	4.5	130	503	718	27.4/	0/2%	£1420	42%	50E

Q8 E-TRON Electric luxury SUV ★★★★★

VERDICT Coupé-styled version of the impressive Q8 e-tron adds extra style for a bit more money
Doors 5 Seats 5 L 4901mm W 1935mm H 1629mm Boot 660litres

Model	List price	Target Price	Target PCP	0-62mph	Max speed	Power	Torque	Official MPG	CO ₂ g/km	Monthly car tax	Retained value	Insurance group
50 Quattro 95kWh Sport 5dr Auto	£73,215	£67,605	£688	6	124	340	490	29.0/	0/2%	£902	43%	48E
50 Quattro 95kWh S Line 5dr Auto	£78,215	£72,218	£731	6	124	340	490	28.8/	0/2%	£964	43%	50E
50 Quattro 95kWh Black Edition 5dr Auto	£80,565	£74,386	£760	6	124	340	490	29.0/	0/2%	£993	46%	50E
50 Quattro 95kWh Vorsprung 5dr Auto	£94,615	£87,347	£904	6	124	340	490	26.6/	0/2%	£1166	44%	50E
55 Quattro 114kWh Sport 5dr Auto	£83,215	£76,830	£807	5.6	124	408	490	34.2/	0/2%	£1026	43%	49E
55 Quattro 114kWh S Line 5dr Auto	£88,215	£81,443										

Model details	Key info				Running costs						
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

CONTINENTAL GTC Convertible ★★★★★

VERDICT Can do everything its coupé sibling can, and every bit as well
Doors 2 Seats 4 L 4850mm W 1964mm H 1399mm Boot 235litres

4.0 V8 2dr Auto	£204,600	£204,600	-	4.1	198	550	568	22.6/-	284/37%	£2489	56%	N
4.0 V8 A 2dr Auto	£215,600	£215,600	-	4.1	198	550	568	22.6/-	284/37%	£2625	55%	-
4.0 V8 S 2dr Auto	£229,900	£229,900	-	4.1	198	550	568	22.6/-	284/37%	£2801	57%	N
4.0 V8 Azure 2dr Auto	£245,100	£245,100	-	4.1	198	550	568	22.6/-	284/37%	£2988	56%	N
4.0 V8 Mulliner Edition 2dr Auto	£255,300	£255,300	-	4.1	198	550	568	22.6/-	284/37%	£3114	54%	N
6.0 W12 Speed 2dr Auto	£256,200	£256,200	-	3.7	208	659	664	19.8/-	320/37%	£3125	53%	N
6.0 W12 Speed Edition 12 2dr Auto	£271,500	£271,500	-	3.7	208	659	664	19.8/-	320/37%	£3314	54%	N
6.0 W12 Mulliner Edition 2dr Auto	£300,600	£300,600	-	3.7	208	659	664	19.8/-	320/37%	£3673	52%	N

FLYING SPUR Luxury saloon ★★★★★

VERDICT Beautifully finished, but there are cheaper and quieter alternatives
Doors 4 Seats 5 L 5316mm W 1978mm H 1483mm Boot 480litres

3.0 V6 Hybrid 4dr Auto [City Spec]	£180,475	£180,475	-	4.3	177	544	553	85.6/-	75/20%	£842	53%	N
3.0 V6 A Hybrid 4dr Auto	£192,075	£192,075	-	4.3	177	544	553	85.6/-	75/20%	£896	52%	N
3.0 V6 Azure Hybrid 4dr Auto	£211,075	£211,075	-	4.3	177	544	553	85.6/-	75/20%	£985	54%	N
3.0 V6 S Hybrid 4dr Auto	£201,075	£201,075	-	4.3	177	544	553	85.6/-	75/20%	£938	54%	N
4.0 V8 4dr Auto [City Spec]	£177,900	£177,900	-	4.1	198	550	568	22.2/-	288/37%	£2160	58%	N
4.0 V8 A 4dr Auto	£189,300	£189,300	-	4.1	198	550	568	22.2/-	288/37%	£2300	57%	N
4.0 V8 S 4dr Auto	£205,200	£205,200	-	4.1	198	550	568	22.2/-	288/37%	£2496	57%	N
4.0 V8 Azure 4dr Auto	£212,900	£212,900	-	4.1	198	550	568	22.2/-	288/37%	£2591	57%	N
4.0 V8 Mulliner 4dr Auto	£247,900	£247,900	-	4.1	198	550	568	22.2/-	288/37%	£3023	60%	N
6.0 W12 Speed 4dr Auto	£217,800	£217,800	-	3.8	207	635	664	18.8/-	340/37%	£2652	57%	N
6.0 W12 Speed Edition 12 4dr Auto	£234,000	£234,000	-	3.8	207	635	664	18.8/-	340/37%	£2851	57%	N

BENTAYGA Luxury SUV ★★★★★

VERDICT The Bentayga excels in performance and luxury, but not by enough for it to make more sense than its cheaper rivals
Doors 5 Seats 5 L 5125mm W 2010mm H 1728mm Boot 480litres

3.0 V6 Hybrid 5dr Auto	£185,680	£185,680	-	5.5	158	449	516	81.0/-	78/20%	£726	59%	N
3.0 V6 Hybrid First Edition 5dr Auto	£183,755	£183,755	-	5.5	158	449	516	81.0/-	78/20%	£857	59%	N
3.0 V6 Hybrid 462 5dr Auto	£169,075	£169,075	-	5.3	158	462	516	81.0/-	78/20%	£789	54%	N
3.0 V6 Hybrid 462 S 5dr Auto	£191,075	£191,075	-	5.3	158	462	516	81.0/-	78/20%	£891	52%	N
3.0 V6 Hybrid 462 Azure 5dr Auto	£198,675	£198,675	-	5.3	158	462	516	81.0/-	78/20%	£927	54%	N
4.0 V8 5dr Auto	£171,800	£171,800	-	4.5	180	550	568	22.1/-	294/37%	£2084	48%	N
4.0 V8 5dr Auto EWB	£197,300	£197,300	-	4.6	180	550	568	22.1/-	294/37%	£2399	48%	-
4.0 V8 A 5dr Auto	£181,400	£181,400	-	4.5	180	550	568	22.1/-	296/37%	£2203	48%	N
4.0 V8 S 5dr Auto	£200,100	£200,100	-	4.5	180	550	568	22.1/-	294/37%	£2433	45%	N
4.0 V8 A 5dr Auto EWB	£203,500	£203,500	-	-	-	550	568	22.1/-	296/37%	£2475	49%	-
4.0 V8 Azure 5dr Auto	£207,700	£207,700	-	4.5	180	550	568	22.1/-	294/37%	£2527	47%	N
4.0 V8 Azure 5dr Auto EWB	£222,600	£222,600	-	4.6	180	550	568	22.1/-	294/37%	£2711	48%	-
4.0 V8 Mulliner 5dr Auto EWB	£256,800	£256,800	-	-	-	550	568	22.1/-	296/37%	£3133	49%	-

BMW German whatcar.com/bmw

1 SERIES Family hatchback

VERDICT We have yet to test this car
Doors 5 Seats 5 L 4361mm W 1800mm H 1459mm Boot NA litres

120 Sport 5dr Step Auto	£31,075	£31,075	-	7.8	140	156	207	53.2/-	121/29%	£298	56%	-
120 M Sport 5dr Step Auto	£33,075	£33,075	-	7.8	140	156	207	53/-	122/29%	£317	57%	20E
M135 xDrive 5dr Step Auto	£43,000	£43,000	-	4.9	155	300	295	37.1/-	174/37%	£516	54%	-

2 SERIES COUPÉ Coupé ★★★★★

VERDICT Great to drive, especially in range-topping M240i trim
Doors 2 Seats 4 L 4537mm W 2068mm H 1390mm Boot 390litres

220i M Sport 2dr Step Auto	£38,040	£35,644	£361	7.5	147	184	221	44.1/-	146/34%	£427	57%	28E
230i M Sport 2dr Step Auto	£41,905	£39,284	£418	5.9	155	245	295	42.8/-	151/35%	£480	54%	33E
M240i xDrive 2dr Step Auto	£48,045	£45,052	£420	4.3	155	374	369	34.9/-	185/37%	£578	57%	37E
M2 2dr	£66,460	£63,425	£612	4.3	155	460	406	29.1/-	220/37%	£799	57%	42E

2 SERIES GRAN COUPÉ Executive saloon ★★★★★

VERDICT Great driver appeal, ride comfort and individual looks, but limited rear head room
Doors 2 Seats 4 L 4526mm W 1800mm H 1420mm Boot 430litres

218i M Sport 4dr	£33,165	£31,086	£307	9.2	134	136	162	48.7/-	133/31%	£339	51%	17E
220i M Sport 4dr Step Auto	£37,450	£35,092	£385	7.1	148	178	207	46.3/-	140/33%	£408	50%	24E
M235i xDrive 4dr Step Auto	£44,050	£41,290	£380	4.9	155	306	332	39.2/-	162/37%	£534	51%	30E

2 SERIES ACTIVE TOURER MPV ★★★★★

VERDICT Spacious, well finished and good to drive, if a little expensive
Doors 5 Seats 5 L 4354mm W 1800mm H 1555mm Boot 460litres

220i MHT Sport 5dr DCT	£34,055	£32,082	£372	8.1	137	156	177	49.6/-	129/30%	£337	50%	24E
220i MHT Luxury 5dr DCT	£35,900	£33,816	£382	8.1	137	156	177	49.6/-	129/30%	£356	50%	24E
220i MHT M Sport 5dr DCT	£37,785	£35,588	£407	8.1	137	156	177	48.7/-	131/31%	£387	48%	25E
223i MHT Sport 5dr DCT	£36,840	£34,789	£411	7	150	204	236	47.9/-	135/32%	£390	49%	29A
223i MHT Luxury 5dr DCT	£38,660	£36,504	£434	7	150	204	236	47.9/-	136/32%	£409	49%	29A
223i MHT M Sport 5dr DCT	£40,515	£38,252	£447	7	150	204	236	47.1/-	135/32%	£429	48%	29A
225e xDrive Sport 5dr DCT	£40,070	£37,720	£439	6.7	121	245	352	35.3/-	19/8%	£107	46%	27E
225e xDrive Luxury 5dr DCT	£41,890	£39,431	£463	6.7	121	245	352	35.3/-	19/8%	£112	46%	27E
225e xDrive M Sport 5dr DCT	£43,745	£41,175	£489	6.7	121	245	352	31.3/-	19/8%	£117	45%	30A
230e xDrive Luxury 5dr DCT	£44,825	£42,190	£504	5.5	127	326	352	35.3/-	19/8%	£119	45%	31A
230e xDrive M Sport 5dr DCT	£46,680	£43,934	£530	5.5	127	326	352	35.3/-	19/8%	£124	44%	33A

Model details	Key info				Running costs						
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

3 SERIES Executive saloon ★★★★★

VERDICT The sportiest premium saloon car you can buy, but the ride is on the firm side
Doors 4 Seats 5 L 4713mm W 1827mm H 1440mm Boot 480litres

320i Sport 4dr Step Auto	£40,220	£37,389	£424	7.4	146	184	221	43.5/-	147/34%	£452	50%	28E
320i M Sport 4dr Step Auto	£41,470	£38,549	£403	7.4	146	184	221	42.8/-	148/34%	£466	51%	28E
330e 22.3 kWh Sport 4dr Step Auto	£46,985	£46,985	-	5.9	143	292	310	35.3/-	19/8%	-	45%	34E
330e 22.3 kWh M Sport 4dr Step Auto	£48,235	£48,235	-	5.9	143	292	310	35.3/-	19/8%	-	46%	34E
M340i xDrive MHT 4dr Step Auto	£59,835	£51,641	£558	4.4	155	374	369	36.2/-	177/37%	£724	48%	39E
M3 Competition 4dr Step Auto	£82,535	£74,636	£752	3.9	155	510	479	28.8/-	223/37%	£997	52%	41E
M3 xDrive Competition M 4dr Step Auto	£85,445	£77,397	£790	3.5	155	510	479	28.2/-	229/37%	£1024	51%	42E

3 SERIES TOURING Executive estate ★★★★★

VERDICT Not the roomiest estate in the world, but it's a great buy if you just need a bit more practicality than the saloon offers
Doors 5 Seats 5 L 4713mm W 1827mm H 1440mm Boot 500litres

320i Sport 5dr Step Auto	£42,430	£39,673	£454	7.6	143	184	221	41.5/-	153/35%	£486	51%	28E
320i M Sport 5dr Step Auto	£43,680	£40,839	£433	7.6	143	184	221	41.5/-	153/35%	£501	52%	29E
330e 22.3 kWh Sport 5dr Step Auto	£48,785	£48,785	-	6	143	292	310	31.9/-	20/8%	-	47%	35E
330e 22.3 kWh M Sport 5dr Step Auto	£50,035	£50,035	-	6	143	292	310	31.9/-	20/8%	-	48%	35E
M340i xDrive MHT 5dr Step Auto	£61,635	£53,609	£557	4.6	155	374	369	34.9/-	182/37%	£746	49%	39E
M3 xDrive Competition M 5dr Step Auto	£87,945	£82,692	£900	3.6	155	510	479	27.7/-	232/37%	£1055	51%	43E

4 SERIES COUPÉ Coupé ★★★★★

VERDICT Great to drive, smart inside and roomier than you might imagine
Doors 2 Seats 4 L 4768mm W 1852mm H 1383mm Boot 440litres

420i M Sport 2dr Step Auto	£44,195	£41,184	£413	7.5	149	184	221	44.8/-	144/33%	£483	49%	29E
420i M Sport Pro Edition 2dr Step Auto	£49,405	£46,058	£491	7.5	149	184	221	42.8/-	150/35%	£568	47%	31E
420i xDrive M Sport 2dr Step Auto	£46,180	£43,058	£449	7.8	147	184	221	41.5/-	154/35%	£530	48%	30E
420i xDrive M Sport Pro Edition 2dr Step Auto	£50,980	£47,522	£511	7.8	147	184	221	40.4/-	158/36%	£603	47%	31E
M440i xDrive MHT 2dr Step Auto												

Model details	Key info				Running costs								
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	£69,945	£65,285	£686	6.1	120	340	295	336.2/-	0/2%	£862	52%	43E	
	£76,355	£71,262	£692	6.1	120	340	295	339.9/-	0/2%	£941	50%	43E	
	£79,355	£74,060	£715	6.1	120	340	295	336.8/-	0/2%	£978	49%	44E	
	£99,995	£93,306	£920	3.9	143	601	586	310.7/-	0/2%	£1233	50%	50E	

i5 Touring electric Large executive estate ★★★★★

VERDICT Practical, quiet and luxurious, but a lot pricier than the combustion-engined 5 Series Touring

Doors 5 Seats 5 L 5060mm W 1900mm H 1515mm Boot 50litres

eDrive40 Sport Edition 84kWh 5dr Auto	£69,945	£65,285	£686	6.1	120	340	295	336.2/-	0/2%	£862	52%	43E
eDrive40 M Sport 84kWh 5dr Auto	£76,355	£71,262	£692	6.1	120	340	295	339.9/-	0/2%	£941	50%	43E
eDrive40 M Sport Pro 84kWh 5dr Auto	£79,355	£74,060	£715	6.1	120	340	295	336.8/-	0/2%	£978	49%	44E
M60 xDrive 84kWh 5dr Auto	£99,995	£93,306	£920	3.9	143	601	586	310.7/-	0/2%	£1233	50%	50E

7 SERIES Luxury saloon ★★★★★

VERDICT A superb luxury car, but its fully electric i7 sister is even more impressive

Doors 4 Seats 5 L 5391mm W 1950mm H 1544mm Boot 52litres

750e xDrive Excellence 4dr Auto	£105,510	£99,757	£1218	4.8	155	489	516	282.5/-	23/8%	£281	45%	50E
750e xDrive M Sport 4dr Auto	£110,010	£104,009	£1257	4.8	155	489	516	256.8/-	24/8%	£293	44%	50E
M760e xDrive 4dr Auto	£121,085	£114,475	£1360	4.3	155	571	590	256.8/-	25/8%	£323	44%	50E

i7 Electric luxury saloon ★★★★★

VERDICT Astonishingly high-tech, great to drive and treats passengers like royalty

Doors 4 Seats 5 L 5391mm W 1950mm H 1544mm Boot 50litres

eDrive50 Excellence 105.7kWh 4dr Auto	£101,765	£94,201	£846	5.5	127	455	480	378.4/-	0/2%	£1254	51%	50E
eDrive50 M Sport 105.7kWh 4dr Auto	£106,265	£98,363	£883	5.5	127	455	480	373.4/-	0/2%	£1310	51%	50E
xDrive60 Excellence 105.7kWh 4dr Auto	£115,735	£107,123	£1057	4.7	149	544	549	386.5/-	0/2%	£1427	49%	50E
xDrive60 Excellence Pro 105.7kWh 4dr Auto	£136,180	£126,034	£1342	4.7	149	544	549	371.6/-	0/2%	£1679	45%	50E
xDrive60 M Sport 105.7kWh 4dr Auto	£120,235	£111,285	£1094	4.7	149	544	549	384/-	0/2%	£1482	49%	50E
xDrive60 M Sport Pro 105.7kWh 4dr Auto	£143,430	£132,741	£1362	4.7	149	544	549	370.3/-	0/2%	£1768	47%	50E
M70 xDrive 105.7kWh 4dr Auto	£164,320	£152,064	£1557	3.7	155	659	749	343/-	0/2%	£2026	47%	50E

8 SERIES GRAN COUPÉ Luxury saloon ★★★★★

VERDICT Strikes a pleasing balance of sportiness, comfort and practicality

Doors 4 Seats 5 L 5074mm W 1932mm H 1401mm Boot 44litres

840i M Sport 4dr Auto	£81,490	£63,767	£659	5.4	155	333	369	33.2/-	194/37%	£984	39%	45E
M850i xDrive 4dr Auto	£113,545	£93,548	£1036	3.9	155	530	553	26.4/-	243/37%	£1371	38%	50E
M8 Competition 4dr Step Auto	£137,855	£115,625	£1334	3.2	155	625	553	24.8/-	261/37%	£1666	35%	50E

8 SERIES COUPÉ Coupé ★★★★★

VERDICT Makes more sense in effortless 840d form than as the wannabe supercar M850i

Doors 2 Seats 4 L 5074mm W 1932mm H 1401mm Boot 44litres

840i M Sport 2dr Auto	£83,990	£66,086	£726	5.2	155	333	369	33.6/-	190/37%	£1015	33%	45E
M850i xDrive 2dr Auto	£116,045	£95,867	£1103	3.9	155	530	553	26.9/-	239/37%	£1402	33%	50E
M8 Competition 2dr Step Auto	£140,355	£116,444	£1367	3.2	155	625	553	25/-	257/37%	£1697	36%	50E

8 SERIES CONVERTIBLE Convertible ★★★★★

VERDICT Sits between the luxury of a Mercedes S-Class Cabriolet and the sportiness of a Porsche 911 Convertible

Doors 2 Seats 4 L 4843mm W 1902mm H 1339mm Boot 35litres

840i M Sport 2dr Auto	£90,990	£72,578	£809	5.5	155	333	369	33.2/-	195/37%	£1101	34%	49E
M850i xDrive 2dr Auto	£123,045	£102,360	£1188	4.1	155	530	553	26.4/-	244/37%	£1488	34%	50E
M8 Competition 2dr Step Auto	£147,355	£122,936	£1449	3.3	155	625	553	24.8/-	261/37%	£1783	38%	50E

X1 Family SUV ★★★★★

VERDICT One of the best small SUVs; great to drive and classy inside

Doors 5 Seats 5 L 4500mm W 1845mm H 1642mm Boot na

sDrive 20i MHT Sport 5dr Step Auto	£35,410	£33,438	£382	8.3	134	170	207	49.6/-	128/30%	£351	50%	25E
sDrive 20i MHT xLine 5dr Step Auto	£37,440	£35,351	£407	8.3	134	170	207	48.7/-	130/31%	£384	51%	25E
eDrive 20i MHT M Sport 5dr Step Auto	£40,230	£37,981	£441	8.3	134	170	207	49.6/-	130/31%	£413	52%	26E
xDrive 23i MHT xLine 5dr Step Auto	£40,585	£38,318	£461	7.1	145	218	266	44.1/-	145/34%	£456	51%	31E
xDrive 23i MHT M Sport 5dr Step Auto	£43,360	£40,934	£495	7.1	145	218	266	44.1/-	145/34%	£488	52%	31E
xDrive 25e Sport 5dr Step Auto	£42,670	£40,269	£482	6.8	118	245	352	403.5/-	16/8%	£114	52%	29E
xDrive 25e xLine 5dr Step Auto	£44,670	£42,154	£507	6.8	118	245	352	353.1/-	17/8%	£119	52%	30E
xDrive 25e M Sport 5dr Step Auto	£47,420	£44,745	£541	6.8	118	245	352	353.1/-	17/8%	£126	53%	31E
xDrive 30e xLine 5dr Step Auto	£46,940	£44,293	£530	5.6	127	326	352	353.1/-	17/8%	£125	51%	33E
xDrive 30e M Sport 5dr Step Auto	£49,690	£46,885	£563	5.6	127	326	352	353.1/-	17/8%	£132	52%	34E
M35i xDrive 5dr Step Auto	£49,385	£46,660	£571	5.4	155	300	295	36.2/-	176/37%	£595	51%	35E
sDrive 18d Sport 5dr Step Auto	£36,620	£34,582	£410	8.9	130	150	266	56.5/-	131/31%	£375	50%	24E
sDrive 18d xLine 5dr Step Auto	£38,650	£36,495	£435	8.9	130	150	266	55.4/-	133/31%	£396	50%	24E
sDrive 18d M Sport 5dr Step Auto	£41,440	£39,125	£469	8.9	130	150	266	56.5/-	134/31%	£425	51%	25E
xDrive 23d MHT xLine 5dr Step Auto	£42,190	£39,828	£483	7.4	140	211	295	58.9/-	126/30%	£419	49%	30E
xDrive 23d MHT M Sport 5dr Step Auto	£44,980	£42,458	£518	7.4	140	211	295	60.1/-	127/30%	£447	50%	31E

iX1 Electric Family SUV ★★★★★

VERDICT A practical choice, but expensive, and M Sport trim has a very firm ride

Doors 5 Seats 5 L 4500mm W 1845mm H 1642mm Boot na

eDrive20 Sport 65kWh 5dr Auto	£46,205	£43,147	£451	8.6	106	204	184	293.9/-	0/2%	£569	43%	29E
eDrive20 xLine 65kWh 5dr Auto	£48,205	£45,012	£471	8.6	106	204	184	288.9/-	0/2%	£594	43%	29E
eDrive20 M Sport 65kWh 5dr Auto	£50,955	£47,577	£497	8.6	106	204	184	287.1/-	0/2%	£628	44%	30E
xDrive30 xLine 65kWh 5dr Auto	£54,125	£50,533	£484	5.6	112	313	364	270.9/-	0/2%	£667	45%	37E
xDrive30 M Sport 65kWh 5dr Auto	£56,875	£53,097	£501	5.6	112	313	364	270.3/-	0/2%	£701	46%	38E

X2 Coupé SUV ★★★★★

VERDICT More practical than its sleek looks might suggest, but it's not as much fun to drive as its firm ride might lead you to believe

Doors 5 Seats 5 L 4554mm W 2104mm H 1590mm Boot 51litres

sDrive 20i M Sport 5dr Step Auto	£41,680	£39,857	£472	8.3	132	170	207	48.7/-	131/31%	£427	51%	25E
M35i xDrive 5dr Step Auto	£50,785	£48,590	£598	5.4	155	300	295	36.2/-	175/37%	£612	50%	34E

Model details	Key info				Running costs								
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	£51,615	£49,206	£503	8.6	106	204	184	283.3/-	0/2%	£636	50%	31E	
	£57,445	£54,759	£552	5.6	112	313	364	267.8/-	0/2%	£708	51%	38E	
	£58,315	£55,157	£565	6.1	130	292	310	134.5/-	50/12%	£272	50%	38E	
	£65,335	£58,882	£623	4.9	155	360	369	31/-	206/37%	£785	45%	41E	

iX2 Electric coupé SUV ★★★★★

VERDICT Coupé stablemate to the iX1 is let down by an uncomfortable ride and so-so range

Doors 5 Seats 5 L 4554mm W 2104mm H 1590mm Boot 52litres

eDrive20 M Sport 65kWh 5dr Auto	£51,615	£49,206	£503	8.6	106	204	184	283.3/-	0/2%	£636	50%	31E
xDrive30 M Sport 65kWh 5dr Auto	£57,445	£54,759	£552	5.6	112	313	364	267.8/-	0/2%	£708	51%	38E

X3 Large SUV ★★★★★

VERDICT Superb to drive, with a spacious, high-quality interior. One of the best SUVs

Doors 5 Seats 5 L 4708mm W 1891mm H 1676mm Boot 55litres

xDrive20i MHT xLine 5dr Step Auto	£48,060	£45,526	£488	8.4	134	184	221	37.2/-	173/37%	£579	50%	30E
xDrive20i MHT M Sport 5dr Step Auto	£49,860	£47,227	£482	8.4	134	184	221	36.7/-	175/37%	£601	50%	31E
xDrive30e xLine 5dr Auto	£56,515	£53,456	£572	6.1	130	292	310	141.2/-	50/12%	£263	50%	38E
xDrive30e M Sport 5dr Auto	£58,315	£55,157	£565	6.1	130	292	310	134.5/-	50/12%	£272	50%	38E
xDrive M40i MHT 5dr Auto	£65,335	£58,882	£623	4.9	155	360	369	31/-	206/37%	£785	45%	41E
xDrive20d MHT xLine 5dr Step Auto	£49,055	£46,444	£508	7.9	132	190	295	47.1/-	158/36%	£580	48%	32E
xDrive20d MHT M Sport 5dr Step Auto	£50,855	£48,145	£502	7.9	132	190	295	46.3/-	160/37%	£618	48%	33E
xDrive30d MHT M Sport 5dr Auto	£57,270	£54,230	£582	5.7	152	286	479	42.8/-	173/37%	£692	46%	41E
xDrive M40d MHT 5dr Auto	£65,335	£58,882	£633	4.9	155	340	516	38.7/-	181/37%	£785	44%	43E
xDrive X3 M Competition 5dr Step Auto	£93,780	£76,348	£750	3.8	155	510	479	26.2/-	247/37%	£1127	45%	45E

iX3 Electric family SUV ★★★★★

VERDICT Practical, good to drive, smart inside and has a longer range than its closest rivals

Doors 5 Seats 5 L 4584mm W 1852mm H 1640mm Boot 54litres

M Sport 80kWh 5dr Auto	£65,160	£60,983	£577	6.8	112	286	295	285/-	0/2%	-
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BMW Alpina, BYD, Caterham, Chevrolet, Citroën

Model details	Key info							Running costs				
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group	

BMW ALPINA German whatcar.com/bmw

B3/D3 Executive saloon

VERDICT We've yet to test this car

Doors 4 Seats 5 L 4719mm W 2068mm H 1440mm Boot 480litres

B3 3.0 Bi Turbo 4dr Switch-Tronic AWD	£79,720	£79,720	-	3.6	190	495	538	-/-	229/37%	£954	48%	N
D3S 3.0 4dr Switch-Tronic AWD	£65,055	£65,055	-	4.6	170	355	538	-/-	182/37%	£788	51%	N

B3/D3 TOURING Executive estate ★★★★★

VERDICT Very pricey, but a decent alternative to the BMW M3 Touring

Doors 5 Seats 5 L 4720mm W 2068mm H 1438mm Boot 500litres

B3 3.0 Bi Turbo 5dr Switch-Tronic AWD	£80,820	£80,820	-	3.7	188	495	538	-/-	229/37%	£967	49%	N
D3S 3.0 5dr Switch-Tronic AWD	£66,055	£66,055	-	4.8	168	355	538	-/-	182/37%	£800	52%	N

B4 Executive saloon ★★★★★

VERDICT One of the very finest grand touring cars you can buy

Doors 5 Seats 5 L 4792mm W 1868mm H 1440mm Boot 470litres

B4 3.0 Bi Turbo 5dr Switch-Tronic AWD	£82,320	£82,320	-	3.7	187	495	538	-/-	229/37%	£986	54%	N
D4S 3.0 5dr Switch-Tronic AWD	£67,055	£67,055	-	4.8	168	355	538	-/-	182/37%	£813	50%	N

B5 large executive saloon

VERDICT We have yet to drive this car

Doors 4 Seats 5 L 4956mm W 1868mm H 1868mm Boot 530litres

B5 GT 4.4 Bi Turbo 4dr Switch-Tronic AWD	£125,640	£125,640	-	3.4	205	634	627	-/-	263/37%	£1515	55%	N
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B5 TOURING Large executive estate

VERDICT We're yet to drive this car

Doors 5 Seats 5 L 4956mm W 1860mm H 1466mm Boot 570litres

B5 GT 4.4 Bi Turbo 5dr Switch-Tronic AWD	£128,040	£128,040	-	3.6	200	634	627	-/-	272/37%	£1545	55%	N
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B8 GRAN COUPÉ Luxury saloon ★★★★★

VERDICT Effortlessly quick and wonderfully comfy, but not as sharp to drive as the cheaper BMW M8

Doors 4 Seats 5 L 5092mm W 2137mm H 1428mm Boot 440litres

B8 4.4 Bi Turbo 4dr Switch-Tronic AWD	£140,440	£140,440	-	3.4	201	621	590	-/-	270/37%	£1698	43%	N
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XB7 Luxury SUV ★★★★★

VERDICT Much more expensive than the BMW X7 M50i that it's related to, without any significant advantages

Doors 5 Seats 7 L 5151mm W 2000mm H 1797mm Boot 750litres

XB7 4.4 Bi Turbo 5dr Switch-Tronic AWD	£153,440	£153,440	-	4.2	180	621	590	-/-	289/37%	£1858	47%	N
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BYD Chinese whatcar.com/byd

DOLPHIN Electric small car ★★☆☆☆

VERDICT Small electric car is spacious with a pleasant interior, but it's not especially fast to charge and uninspiring to drive

Doors 5 Seats 5 L 4290mm W 1770mm H 1570mm Boot 345litres

Active 44.9kWh 5dr Auto	£26,195	£26,195	-	-	93	95	133	211/-	0/2%	-	64%	-
Boost 44.9kWh 5dr Auto	£27,195	£27,195	-	-	99	-	176	193/-	0/2%	-	63%	-
Comfort 60.4kWh Auto	£30,195	£28,942	£186	7	99	204	229	265/-	0/2%	-	58%	33D
Design 60.4kWh 5dr Auto	£31,695	£30,378	£201	7	99	204	229	265/188*	0/2%	-	57%	33D

SEAL Electric saloon ★★★★★

VERDICT Plus and well equipped; an intriguing alternative to a Tesla Model 3

Doors 4 Seats 5 L 4800mm W 1875mm H 1460mm Boot 400litres

Design 83kWh 4dr Auto	£45,695	£44,345	£564	5.9	111	312	266	354/255*	0/2%	-	48%	48D
Excellence AWD 83kWh 4dr Auto	£48,695	£47,255	£584	3.8	111	530	494	323/-	0/2%	-	50%	50D

ATTO 3 Electric family SUV ★★★★★

VERDICT Electric SUV focuses on technology and premium interior quality, but its handling is on the sloppy side

Doors 5 Seats 5 L 4455mm W 1875mm H 1615mm Boot 550litres

Comfort 60kWh 5dr Auto	£37,695	£36,308	£374	7.3	99	204	229	261/-	0/2%	-	50%	38D
Design 60kWh 5dr Auto	£39,695	£38,233	£397	7.3	99	204	229	261/215	0/2%	-	49%	38D

SEAL U Family SUV ★★★★★

VERDICT Impressively comfy new plug-in hybrid SUV has a temptingly low price tag

Doors 5 Seats 5 L 4775mm W 1890mm H 1670mm Boot 552litres

1.5 DM-i Boost 5dr Auto	£33,205	£33,205	-	8.9	106	-	235	313.9/-	20/8%	£88	57%	-
1.5 DM-i Comfort 5dr Auto	£35,205	£35,205	-	-	-	-	235	-/-	19/5%	£59	54%	-
1.5 DM-i AWD Design 5dr Auto	£39,905	£39,905	-	5.9	112	-	372	256.8/-	26/8%	£106	52%	-

CHEVROLET American whatcar.com/chevrolet

CORVETTE STINGRAY Sports car ★★★★★

VERDICT Effortless performance, great ride quality and a plush interior put the Corvette on a par with some of Europe's best sports cars

Doors 2 Seats 2 L 4634mm W 1935mm H 1235mm Boot na

6.2 V8 2LT 2dr Auto	£96,530	£96,530	-	3.5	184	482	452	-/-	277/37%	£1156	58%	50E
6.2 V8 3LT 2dr Auto	£99,340	£99,340	-	3.5	184	482	452	23.3/-	277/37%	£1192	57%	50E

CORVETTE STINGRAY Convertible

VERDICT We have yet to test this car

Doors 2 Seats 2 L 4634mm W 1935mm H 1235mm Boot na

6.2 V8 3LT 2dr Auto	£99,480	£99,480	-	3.5	184	482	452	-/-	277/37%	£1192	58%	50E
6.2 V8 3LT 2dr Auto	£104,480	£104,480	-	3.5	184	482	452	-/-	277/37%	£1254	57%	50E

CITROËN French whatcar.com/citroen

AMI Electric quadricycle ★★☆☆☆

VERDICT Tiny electric box has a very specific appeal; if you never leave the city, it could be for you

Doors 2 Seats 2 L 2410mm W 1388mm H na mm Boot 63litres

Ami 6.3kWh 2dr Auto	£7,695	£7,695	-	N	28	8	7	46.6/-	0/2%	£94	43%	N
My Ami Peeps 6.3kWh 2dr Auto	£8,595	£8,595	-	N	28	8	7	46.6/-	0/2%	£105	44%	-

Model details	Key info							Running costs				
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group	

C3 Small hatchback ★★☆☆☆

VERDICT Does a good job of turning heads, but rivals are much better in most key objective areas

Doors 5 Seats 5 L 3996mm W 1829mm H 1474mm Boot 300litres

1.2 PureTech You 5dr	£14,150	£14,150	£217	12.5	103	83	87	53.4/50.9	123/29%	£134	52%	14E
1.2 PureTech Plus 5dr	£17,805	£15,900	£184	12.5	103	83	87	53.4/50.9	123/29%	£169	44%	16E
1.2 PureTech Max 5dr	£19,755	£18,030	£229	12.5	103	83	87	53.4/-	123/29%	£188	45%	12E
1.2 PureTech 110 Plus 5dr EAT6	£20,425	£18,667	£206	10.1	120	110	151	49.8/-	134/31%	£208	48%	22A
1.2 PureTech 110 Max 5dr	£21,105	£19,309	£250	9.4	123	110	151	53.3/-	123/29%	£201	44%	20A
1.2 PureTech 110 Max 5dr EAT6	£22,375	£20,515	£244	10.1	120	110	151	49.8/-	134/31%	£228	49%	18A

E-C3 Small electric hatchback ★★★★★

VERDICT Attractively priced electric car is smart and spacious inside. If only it had a bit more range

Doors 5 Seats 5 L 4015mm W 1829mm H 1577mm Boot 310litres

Plus 44kWh 5dr Auto	£21,990	£21,990	-	10.4	82	113	92	199/-	0/2%	£271	42%	-
Max 44kWh 5dr Auto	£23,690	£23,690	-	10.4	82	113	92	198/-	0/2%	£291	44%	-

C3 AIRCROSS Small SUV ★★☆☆☆

VERDICT Practical and well priced, but flawed in a number of other areas

Doors 5 Seats 5 L 4355mm W 1795mm H 1637mm Boot 410litres

1.2 PureTech 110 You 5dr	£17,830	£17,207	£241	10.1	116	110	151	54.2/-	134/31%	£181	54%	18E
1.2 PureTech 110 Plus 5dr	£20,560	£18,385	£227	10.1	116	110	151	54.2/-	134/31%	£209	45%	18E
1.2 PureTech [130] Max 5dr	£22,660	£23,249	£270	10.1	116	110	151	54.2/-	134/31%	£231	46%	15E
1.2 PureTech 130 Plus 5dr EAT6	£22,140	£19,788	£224	9.2	121	131	170	48.5/-	144/33%	£240	51%	21E
1.2 PureTech 130 Max 5dr EAT6	£24,240	£21,652	£244	9.2	121	131	170	48.5/-	144/33%	£263	51%	18E
1.5 BlueHDI Max 5dr	£23,800	£21,255	£281	10.8	119	110	184	64/-	130/31%	£243	41%	15E

C4 Coupé SUV ★★★★★

VERDICT Temptingly priced, while its comfort and refinement impress. You do pay for its cushiness with roly-poly handling, though

Doors 5 Seats 5 L 4355mm W 1800mm H 1525mm Boot 380litres

1.2 PureTech You 5dr	£19,720	£19,295	£293	10.8	114	101	151	54.6/-	122/29%	£188	49%	14E
1.2 PureTech [130] Plus 5dr	£23,755	£21,352	£274	8.9	124	131	170	54.7/-	122/29%	£227	44%	19E
1.2 PureTech [130] Max 5dr	£25,645	£23,416	£310	8.9	124	131	170	54.7/-	122/29%	£245	43%	19E
1.2 Hybrid [136] Plus 5dr e-DCS6	£26,505	£24,240	£322	8	128	136	170	62.1/-	107/26%	£228	41%	22E
1.2 Hybrid [136] Max 5dr e-DCS6	£28,395	£26,055	£358	8	128	136	170	62.1/-	107/26%	£244	40%	22E

E-C4 Electric coupé SUV ★★★★★

VERDICT Practical, nicely appointed inside and has a cushioning ride. The Volkswagen ID.3 handles better and has a much longer range, though

Doors 5 Seats 5 L 4355mm W 1800mm H 1525mm Boot 380litres

You 50kWh 5dr Auto	£31,960	£26,379	£354	10	93	136	192	220/-	0/2%	£393	28%	21E
Max 50kWh 5dr Auto	£34,900	£28,790	£387	10	93	136	192	219/-	0/2%	£430	29%	22E
E-series 50kWh 5dr Auto	£36,060	£29,742	£396	10	93	136	192	221/-	0/2%	£444	30%	23E
Max 54kWh 5dr Auto	£35,800	£29,528	£393	9.2	93	156	192	257/-	0/2%	£441	30%	24E
E-series 54kWh 5dr Auto	£36,960	£30,480	£399	9.2	93	156	192	260/-	0/2%	£455	31%	24E

C4 X Coupé SUV ★★★★★

VERDICT Has the same virtues as the regular C4, but adds a bigger boot

Doors 4 Seats 5 L 4600mm W 1834mm H 1525mm Boot 510litres

1.2 PureTech You 5dr	£19,720	£19,472	£277	11.6	114	99	151	54.6/-	123/29%	£188	55%	15E
1.2 PureTech [130] Plus 5dr EAT8	£25,165	£22,968	£280	10.3	124	129	170	50.7/-	132/31%	£257	48%	20E
1.2 PureTech [130] Max 5dr EAT8	£27,050	£24,759	£308	10.3	124	129	170	50.7/-	132/31%	£276	47%	20E
1.2 Hybrid [136] Plus 5dr e-DCS6	£26,505	£24,487	£305	8.1	128	134	170	62.1/-	106/26%	£228	46%	-
1.2 Hybrid [136] Max 5dr e-DCS6	£28,395	£26,282	£332	8.1	128	134	170	62.1/-	106/26%	£244	45%	-

E-C4 X Electric SUV ★★★★★

VERDICT Has a vast load space, but not all that impressive on range or interior room

Doors 4 Seats 5 L 4600mm W 1834mm H 1525mm Boot 510litres

You 50kWh 5dr Auto	£31,960	£26,379	£285	10	93	136	192	222/-	0/2%	£393	35%	22E
Max 50kWh												

Citroën, Cupra, Dacia, DS

Model details	Key info					Running costs						
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	€	£	£	sec	mph	ps	lb ft	mpg / miles	g/km	%	%	group

BERLINGO MPV ★★★★★

VERDICT Unrivalled interior space for the money; surprisingly comfortable and good to drive
Doors 5 Seats 5 L 4403mm W 2107mm H 1844mm Boot 77litres

1.2 PureTech Plus M 5dr	£23,050	£23,050	-	-	110	109	151	45.5/-	140/33%	£250	57%	12P
1.5 BlueHDi 100 Plus M 5dr	£24,150	£24,150	-	-	107	101	184	54.8/-	135/32%	£254	49%	12P
1.5 BlueHDi 130 Plus M 5dr EAT8	£26,750	£26,750	-	-	114	129	221	51.8/-	143/33%	£291	48%	15P
1.5 BlueHDi 100 Plus XL 5dr	£25,050	£25,050	-	-	107	101	184	54.8/-	135/32%	£264	50%	11P
1.5 BlueHDi 130 Plus XL 5dr EAT8 =	£27,650	£27,650	-	-	114	129	221	51.8/-	143/33%	£301	49%	15P

E-BERLINGO Electric MPV ★★★★★

VERDICT Just as practical as the regular Berlingo, and more peaceful to drive. Could use some more range, though
Doors 5 Seats 5 L 4403mm W 2107mm H 1844mm Boot 77litres

Plus M 52kWh 5dr Auto	£31,135	£31,135	-	-	82	136	192	174/-	0/2%	-	48%	-
Max M 52kWh 5dr Auto	£33,650	£33,650	-	-	82	136	192	174/-	0/2%	-	50%	-
Plus XL 52kWh 5dr Auto [7 seat]	£32,035	£32,035	-	-	82	136	192	174/-	0/2%	-	49%	-

SPACE TOURER MPV

VERDICT Massively spacious but interior quality and handling are likely to disappoint someone used to a regular MPV
Doors 5 Seats 5 L 4983mm W 1920mm H 1890mm Boot 60litres

2.0 BlueHDi 180 Plus M 5dr EAT8	£38,285	£38,285	-	-	10.6	115	177	295	-/-	190/37%	£458	60%	-
2.0 BlueHDi 180 Plus XL 5dr EAT8	£39,185	£39,185	-	-	10.6	115	177	295	-/-	190/37%	£469	59%	-
2.0 BlueHDi 180 Max M 5dr EAT8	£44,850	£44,850	-	-	10.6	115	177	295	-/-	190/37%	£539	62%	-
2.0 BlueHDi 180 Max XL 5dr EAT8	£45,780	£45,780	-	-	10.6	115	177	295	-/-	190/37%	£544	61%	-
2.0 BlueHDi Holidays Max M 5dr EAT8	£56,590	£56,590	-	-	10.6	115	177	295	40.7/-	208/37%	£677	52%	-

E-SPACE TOURER MPV ★★★★★

VERDICT Electric MPV is practical inside but has rather a short official range
Doors 5 Seats 8 L 4959mm W 1920mm H 1890mm Boot 79litres

You M [5 Seat] 50kWh 5dr Auto	£37,545	£37,545	-	-	13.1	81	136	221	136/-	0/2%	-	45%	-
You XL [5 Seat] 50kWh 5dr Auto	£38,445	£38,445	-	-	13.1	81	136	221	136/-	0/2%	-	45%	-
You M [5 Seat] 75kWh 5dr Auto	£42,945	£42,945	-	-	13.1	81	136	221	215/-	0/2%	-	45%	-
You XL [5 Seat] 75kWh 5dr Auto	£43,845	£43,845	-	-	13.1	81	136	221	215/-	0/2%	-	45%	-
Max M [6 Seat] 75kWh 5dr Auto	£55,115	£55,115	-	-	13.1	81	136	221	215/-	0/2%	-	45%	-
Max XL [6 Seat] 75kWh 5dr Auto	£56,015	£56,015	-	-	13.1	81	136	221	215/-	0/2%	-	45%	-

CUPRA Spanish whatcar.com/cupra

BORN Electric family hatchback ★★★★★

VERDICT All the good bits from the class-leading Volkswagen ID 3, plus a more polished interior and an upgraded infotainment system.
Doors 5 Seats 5 L 4322mm W 1809mm H 1540mm Boot 38litres

V1 58kWh 5dr Auto	£34,125	£33,784	£317*	7.3	99	204	229	263/-	0/2%	-	49%	25E
V2 58kWh 5dr Auto	£36,045	£35,685	£337*	7.3	99	204	229	262/-	0/2%	-	48%	25E
V3 58kWh 5dr Auto	£37,800	£37,423	£356*	7.3	99	204	229	265/219	0/2%	-	49%	25E
e-Boost V1 58kWh 5dr Auto	£35,085	£34,735	£326*	6.6	99	230	229	261/-	0/2%	-	49%	27E
e-Boost V2 58kWh 5dr Auto	£36,855	£36,487	£347*	6.6	99	230	229	263/-	0/2%	-	48%	26E
e-Boost V2 Edition 58kWh 5dr Auto	£37,765	£37,388	£369*	6.6	99	230	229	263/-	0/2%	-	49%	27E
e-Boost V3 58kWh 5dr Auto	£38,605	£38,220	£370*	6.6	99	230	229	263/-	0/2%	-	49%	26E
e-Boost V3 Edition 58kWh 5dr Auto	£39,500	£39,106	£372*	6.6	99	230	229	263/-	0/2%	-	49%	27E
e-Boost V2 77kWh 5dr Auto	£39,625	£39,229	£349*	7	99	230	229	339/-	0/2%	-	50%	28E
e-Boost V3 77kWh 5dr Auto	£41,385	£40,972	£372*	7	99	230	229	339/-	0/2%	-	50%	28E

LEON Family hatchback ★★★★★

VERDICT The eHybrid is a very fine plug-in hybrid to drive but a very mediocre hot hatch. TSI 300 is much more like it
Doors 5 Seats 5 L 4398mm W 1799mm H 1467mm Boot 38litres

1.5 eTSI V1 5dr DSG	£33,695	£32,694	£352	8.7	133	150	184	47.1/-	136/32%	£372	44%	21E
1.5 eTSI V1 Design Edition 5dr DSG	£35,320	£34,270	£361	8.7	133	150	184	46.3/-	138/32%	£373	45%	22E
1.4 eHybrid V22 Design Edition 5dr DSG	£41,370	£40,131	£371	6.7	140	245	295	217.3/-	29/12%	£165	43%	28E
1.4 eHybrid V23 Design Edition 5dr DSG	£44,715	£43,375	£425	6.7	140	245	295	217.3/-	29/12%	£179	41%	28E
2.0 TSI 300 V22 Design Edition 5dr DSG	£41,945	£40,721	£414	5.7	155	300	295	37.2/-	173/37%	£503	47%	30E
2.0 TSI 300 V23 Design Edition 5dr DSG	£45,290	£43,966	£470	5.7	155	300	295	37.2/-	173/37%	£544	45%	31E

LEON ESTATE Estate car ★★★★★

VERDICT Most powerful versions make a convincing alternative to the Volkswagen Golf R Estate
Doors 5 Seats 5 L 4465mm W 1799mm H 1463mm Boot 62litres

1.5 eTSI V1 5dr DSG	£35,185	£34,226	£372	8.9	134	150	184	47.1/-	136/32%	£372	49%	21E
1.4 eHybrid V22 Design Edition 5dr DSG	£42,740	£41,566	£395	7	140	245	295	217.3/-	29/12%	£171	44%	28E
1.4 eHybrid V23 Design Edition 5dr DSG	£46,400	£45,126	£456	7	140	245	295	217.3/-	30/12%	£185	42%	29E
2.0 TSI V22 Design Edition 5dr DSG 4Drive	£45,465	£44,246	£467	4.9	155	310	295	34/-	188/37%	£547	46%	33E
2.0 TSI V23 Design Edition 5dr DSG 4Drive	£48,185	£46,892	£511	4.9	155	310	295	34/-	188/37%	£580	44%	33EE

FORmentor Sports SUV ★★★★★

VERDICT Sharp looks and a quality interior backed up by strong performance
Doors 5 Seats 5 L 4450mm W 1839mm H 1511mm Boot 42litres

1.5 TSI 150 V1 5dr DSG	£34,190	£33,186	£352	8.9	126	150	184	42.2/-	151/35%	£390	45%	19E
1.5 TSI 150 V2 5dr DSG	£36,620	£35,543	£377	8.9	126	150	184	40.4/-	157/36%	£431	48%	20E
1.4 eHybrid 204 V1 5dr DSG	£40,430	£39,219	£404	7.8	127	204	258	188.3/-	33/12%	£162	42%	24E
1.4 eHybrid 204 V2 5dr DSG	£42,860	£41,576	£427	7.8	127	204	258	188.3/-	33/12%	£171	42%	24E
1.4 eHybrid 245 V21 5dr DSG	£43,085	£41,794	£375	7	130	245	295	188.3/-	33/12%	£172	43%	26E
1.4 eHybrid 245 V22 5dr DSG	£44,950	£43,603	£397	7	130	245	295	188.3/-	33/12%	£180	43%	26E
2.0 TSI 310 V22 5dr DSG 4Drive	£45,690	£44,370	£427	4.9	155	310	295	33.2/-	192/37%	£542	48%	33E
2.0 TSI 310 V23 5dr DSG 4Drive	£48,930	£47,513	£470	4.9	155	310	295	32.8/-	193/37%	£582	47%	33E

Model details	Key info					Running costs						
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	€	£	£	sec	mph	ps	lb ft	mpg / miles	g/km	%	%	group

ATECA Sports SUV ★★★★★

VERDICT No other SUV offers as much performance in this price band, and very few are as practical. Mind you, a hot hatch will be even more thrilling
Doors 5 Seats 5 L 4376mm W 1841mm H 1615mm Boot 48litres

1.5 EcoTSI V1 5dr DSG	£36,480	£35,408	£380	9.3	124	150	184	42.2/-	153/35%	£417	51%	17E
1.5 EcoTSI V2 5dr DSG	£38,265	£37,139	£400	9.3	124	150	184	42.2/-	153/35%	£438	51%	18E
2.0 EcoTSI 190 V1 5dr DSG 4Drive	£40,280	£39,106	£432	7.2	132	190	236	35.8/-	180/37%	£483	47%	24E
2.0 EcoTSI 190 V2 5dr DSG 4Drive	£42,065	£40,838	£453	7.2	132	190	236	35.8/-	180/37%	£505	47%	24E
2.0 TSI V21 5dr DSG 4Drive	£44,485	£43,202	£425	4.9	155	300	295	31.4/28.5	205/37%	£528	48%	30E
2.0 TSI V22 5dr DSG 4Drive	£47,185	£45,821	£460	4.9	155	300	295	31.4/28.5	205/37%	£561	47%	31E
2.0 TSI V23 5dr DSG 4Drive	£50,125	£48,672	£502	4.9	155	300	295	31.4/28.5	204/37%	£597	47%	32E

DACIA Romanian whatcar.com/dacia

SPRING Small electric hatchback ★★★★★

VERDICT A very affordable electric runabout, but don't expect amazing quality, a great safety rating or a huge range
Doors 5 Seats 4 L 3701mm W 1583mm H 1485mm Boot 308litres

Expression 45 33kWh 5dr Auto	£14,995	£14,995	-	-	19.1	78	45	-	140/-	0/2%	£184	-
Expression 65 48kWh 5dr Auto	£15,995	£15,995	-	-	13.7	78	65	-	140/-	0/2%	£197	-
Extreme 65 48kWh 5dr Auto	£16,995	£16,995	-	-	13.7	78	65	-	140/-	0/2%	£209	-

SANDERO Small hatchback ★★★★★

VERDICT Comfortable, good to drive, well equipped and very spacious, the Sandero is a great value small car
Doors 5 Seats 5 L 4088mm W 1848mm H 1499mm Boot 32litres

1.0 Tce Essential 5dr	£13,795	£13,569	£172	12.2	109	91	118	53.3/-	119/28%	£126	49%	12E
1.0 Tce Expression 5dr	£14,795	£14,551	£172	12.2	109	91	118	53.3/-	119/28%	£136	50%	14E
1.0 Tce Bi-Fuel Essential 5dr	£13,795	£13,568	£173	11.6	114	100	125	52.3/-	122/29%	£131	50%	14E
1.0 Tce Bi-Fuel Expression 5dr	£14,795	£14,551	£171	11.6	114	100	125	52.3/-	122/26%	£126	51%	14E

SANDERO STEPWAY Small hatchback ★★★★★

VERDICT SUV-inspired version of the new Sandero
Doors 5 Seats 5 L 4099mm W 1848mm H 1535mm Boot 32litres

1.0 Tce Essential 5dr	£15,295	£15,006	£190	12	107</
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Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
1.5 BlueHDI Performance Line Nav 5dr EAT8	£34,685	£32,677	£360	10.9	129	131	221	56.5/4	131/31%	£355	44%	21E
1.5 BlueHDI Rivoli 5dr EAT8	£37,045	£34,896	£363	10.9	129	131	221	56.5/4	131/31%	£379	46%	22E
7 Family SUV ★★★												
VERDICT A well-equipped, comfortable and practical SUV, but pricing and interior quality are questionable												
Doors 5 Seats 5 L 4573mm W 1895mm H 1620mm Boot 555litres												
1.6 E-TENSE Performance Line + 5dr EAT8	£46,700	£46,700	-	8.9	140	225	266	177/9-	36/12%	£187	40%	34E
1.6 E-TENSE Rivoli 5dr EAT8	£47,880	£47,880	-	8.9	140	225	266	177/9-	36/12%	£191	39%	34E
1.6 E-TENSE Opera 5dr EAT8	£50,540	£47,317	£545	8.9	140	225	266	177/9-	36/12%	£202	39%	35E
1.6 E-TENSE 4X4 Performance Line + 5dr EAT8	£51,580	£51,580	-	5.9	146	296	384	193.1/1	33/12%	£206	39%	40E
1.6 E-TENSE 4X4 Rivoli 5dr EAT8	£52,760	£52,760	-	5.9	146	296	384	193.1/1	33/12%	£211	39%	41E
1.6 E-TENSE 4X4 Opera 5dr EAT8	£55,420	£51,880	£599	5.9	146	296	384	193.1/1	33/12%	£221	38%	42E
1.6 E-TENSE 4X4 360 Perform Line + 5dr EAT8	£55,460	£55,460	-	5.6	146	355	384	161.1/1	40/12%	£227	38%	41E
1.6 E-TENSE 4X4 360 Opera 5dr EAT8	£59,300	£55,508	£628	5.6	146	355	384	161.1/1	40/12%	£237	37%	42E
1.5 BlueHDI Performance Line + 5dr EAT8	£39,265	£39,265	-	10.7	121	131	221	53.3/4	139/32%	£415	40%	26E
1.5 BlueHDI Rivoli 5dr EAT8	£40,445	£40,445	-	10.7	121	131	221	53.3/4	139/32%	£428	39%	26E
9 Large executive saloon ★★												
VERDICT Hybrid makes financial sense as a company car, but rivals are comfier and better to drive												
Doors 5 Seats 5 L 4934mm W 1932mm H 1460mm Boot na												
1.6 E-TENSE 250 Rivoli + 4dr EAT8	£56,200	£53,162	£733	8.1	149	250	266	235.4/4	23/8%	£150	35%	41E
1.6 E-TENSE 250 Opera 4dr EAT8	£64,800	£64,800	£855	8.1	149	250	266	235.4/4	23/8%	£173	33%	42E
1.6 E-TENSE 4X4 Opera 4dr EAT8	£73,615	£73,615	£980	5.6	155	360	384	188.3/4	35/12%	£294	33%	45E
1.6 E-TENSE 4X4 Esprit De Voyage 4dr EAT8	£74,615	£74,615	£995	5.6	155	360	384	188.3/4	35/12%	£298	32%	45E
FERRARI Italian whatcar.com/ferrari												
PORTOFINO Sports car ★★★★★												
VERDICT It might not be the most cossetting cruiser, but stonking performance and agile handling more than make up for it												
Doors 2 Seats 4 L 4586mm W 1938mm H 1318mm Boot 292litres												
M 2dr Auto	£177,017	£177,017	-	3.5	199	620	561	31.9/-	256/37%	-	55%	N
ROMA Coupé ★★★★★												
VERDICT Beautiful to drive and look at, so it's a shame the touch-sensitive buttons inside are so fiddly to use												
Doors 2 Seats 4 L 4656mm W 1974mm H 1301mm Boot 345litres												
2dr Auto	£185,975	£185,975	-	3.4	199	612	561	25.2/-	255/37%	-	52%	N
296 GTB Sports car ★★★★★												
VERDICT Serves up blistering pace, yet is surprisingly easy to live with												
Doors 2 Seats 2 L 4565mm W 1958mm H 1187mm Boot 201litres												
2dr Auto	£241,285	£241,285	-	2.9	211	830	546	44.1/-	149/34%	-	-	N
812 SUPERFAST Sports car ★★★★★												
VERDICT Parallel-universe performance and mind-bending agility, but a huge price tag to go with it												
Doors 2 Seats 2 L 4657mm W 1971mm H 1276mm Boot 320litres												
2dr Auto	£293,098	£293,098	-	2.9	211	800	530	17.6/-	366/37%	-	61%	N
SF90 STRADALE Sports car												
VERDICT We're yet to drive this car												
Doors 2 Seats 2 L 4710mm W 1972mm H 1186mm Boot 74litres												
Plug-in Hybrid 2dr Auto	£378,555	£378,555	-	2.5	211	1000	590	39.2/-	160/37%	-	-	N
PUROSANGUE Sports SUV ★★★★★												
VERDICT Beautiful to drive and look at, so it's a shame the touch-sensitive buttons inside are so fiddly to use												
Doors 2 Seats 4 L 4656mm W 1974mm H 1301mm Boot 473litres												
5dr Auto	£312,845	£312,845	-	3.3	193	725	528	16.3/-	393/37%	-	52%	N
FIAT Italian whatcar.com/fiat												
500 Small hatchback ★★												
VERDICT Wonderfully stylish and reasonably cheap to buy, but plenty of rivals are better to drive and considerably more practical												
Doors 3 Seats 4 L 3571mm W 1627mm H 1488mm Boot 185litres												
1.0 Mild Hybrid 3dr	£16,800	£15,932	£147	13.8	104	70	68	61.4/-	104/25%	£138	44%	10D
1.0 Mild Hybrid Top 3dr	£18,300	£17,350	£171	13.8	104	70	68	61.4/-	104/25%	£150	43%	10D
500C Convertible ★★												
VERDICT A desirable car that many will enjoy, but it's difficult to get comfortable in and generally outclassed by the more grown-up Mini Convertible												
Doors 2 Seats 4 L 3571mm W 1627mm H 1488mm Boot 185litres												
1.0 Mild Hybrid 2dr	£19,450	£18,391	£197	13.8	104	70	68	61.4/-	106/26%	£166	40%	13D
1.0 Mild Hybrid Top 2dr	£20,950	£19,804	£216	13.8	104	70	68	61.4/-	106/26%	£179	40%	13D
1.0 Mild Hybrid Collezione 1957 2dr	£23,950	£22,632	£256	13.8	104	70	68	60.1/-	107/26%	£205	38%	14D
500 Electric small car ★★★★★												
VERDICT Iconic small car goes electric, and most powerful versions impress												
Doors 2 Seats 4 L 3571mm W 1627mm H 1488mm Boot 185litres												
24kWh 3dr Auto	£24,995	£17,174	£191	9.5	84	95	162	118/-	0/2%	£308	36%	16D
Red 24kWh 3dr Auto	£24,995	£17,174	£188	9.5	84	95	162	118/-	0/2%	£308	37%	16D
42kWh 3dr Auto	£27,995	£20,601	£210	9	93	118	162	194/-	0/2%	£345	36%	17D
Red 42kWh 3dr Auto	£27,995	£20,601	£206	9	93	118	162	194/-	0/2%	£345	37%	17D
La Prima 42kWh 3dr Auto	£30,995	£30,316	-	9	93	118	162	194/-	0/2%	£382	35%	18D
500C Electric convertible ★★★★★												
VERDICT Convertible version of the Fiat's electric small car												
Doors 2 Seats 4 L 3571mm W 1627mm H 1488mm Boot 185litres												
42kWh 2dr Auto	£30,995	£23,413	£191	9	93	118	162	186/-	0/2%	£382	41%	21D
Red 42kWh 2dr Auto	£30,995	£23,413	£187	9	93	118	162	186/-	0/2%	£382	42%	21D
La Prima 42kWh 2dr Auto	£33,995	£32,917	-	9	93	118	162	186/-	0/2%	£419	40%	21D

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
600 Small SUV												
VERDICT We have yet to drive this car												
Doors 5 Seats 5 L 4171mm W 1781mm H 1536mm Boot 385litres												
1.2 Hybrid 48V 5dr eDCT-6	£23,975	£23,975	£246	10.9	114	100	151	-/-	109/26%	£206	49%	-
1.2 Hybrid 48V La Prima 5dr eDCT-6	£26,975	£26,975	£276	10.9	114	100	151	-/-	109/26%	£232	50%	-
600E Electric SUV ★★★★★												
VERDICT Good range and keen pricing makes up for dull driving manners												
Doors 5 Seats 5 L 4171mm W 1781mm H 1523mm Boot 360litres												
Red 54kWh 5dr Auto	£32,995	£29,513	£332	9	93	156	192	254/-	0/2%	-	43%	25E
La Prima 54kWh 5dr Auto	£36,995	£33,453	£383	9	93	156	192	252/-	0/2%	-	43%	26E
FORD American whatcar.com/ford												
FOCUS Family hatchback ★★★★★												
VERDICT The best driver's car in the class, complemented by a fine ride and decent practicality												
Doors 5 Seats 5 L 4378mm W 1825mm Boot 273litres												
1.0 EcoBoost Hybrid mHEV Titanium 5dr	£28,500	£26,455	£265	10.2	124	125	125	54.3/-	118/28%	£264	44%	15E
1.0 EcoBoost Hybrid mHEV ST-Line 5dr	£29,330	£27,225	£258	10.2	124	125	125	54.3/-	118/28%	£271	45%	15E
1.0 EcoBoost Hybrid mHEV Titanium X 5dr	£30,700	£28,495	£288	10.2	124	125	125	54.3/-	118/28%	£284	43%	16E
1.0 EcoBoost Hybrid mHEV ST-Line X 5dr	£31,530	£29,265	£286	10.2	124	125	125	54.3/-	118/28%	£292	44%	16E
1.0 EcoBoost Hybrid mHEV Active X 5dr	£31,530	£29,265	£280	10.2	124	125	125	54.3/-	118/28%	£292	45%	16E
1.0 EcoBoost Hybrid mHEV 155 Titanium 5dr Auto	£30,350	£28,171	£277	8.4	129	155	140	53.3/-	119/28%	£281	44%	17E
1.0 EcoBoost Hybrid mHEV 155 ST-Line 5dr Auto	£31,180	£28,940	£270	8.4	129	155	140	53.3/-	119/28%	£289	45%	17E
1.0 EcoBoost Hybrid mHEV 155 Titanium X 5dr Auto	£32,560	£30,211	£300	8.4	129	155	140	53.3/-	119/28%	£301	43%	19E
1.0 EcoBoost Hybrid mHEV 155 ST-Line X 5dr Auto	£33,380	£30,981	£298	8.4	129	155	140	53.3/-	119/28%	£309	44%	19E
1.0 EcoBoost Hybrid mHEV 155 Active X 5dr Auto	£33,380	£30,981	£292	8.4	129	155	140	53.3/-	119/28%	£309	45%	19E
2.3 EcoBoost ST 5dr	£37,705	£35,513	£444	5.7	155	280	310	35.3/29.6	183/37%	£451	53%	27E
2.3 EcoBoost ST [Track Pack] 5dr	£40,705	£38,333	£463	5.7	155	280	310	35.3/29.6	183/37%	£488	53%	27E
2.3 EcoBoost ST Edition 5dr	£42,905	£42,905	-	5.7	155	280	310	35.3/29.6	183/37%	£515	53%	27E
FOCUS ESTATE Family estate ★★★★★												
VERDICT The sweetest-handling family estate, and one that's practical for passengers and their luggage												
Doors 5 Seats 5 L 4668mm W 1825mm Boot 575litres												
1.0 EcoBoost Hybrid mHEV Titanium 5dr	£29,660	£27,531	£277	10.4	123	125	125	54.3/-	118/28%	£274	43%	15E
1.0 EcoBoost Hybrid mHEV ST-Line 5dr	£30,490	£28,301	£270	10.4	123	125	125	54.3/-	118/28%	£282	44%	16E
1.0 EcoBoost Hybrid mHEV Titanium X 5dr	£31,860	£29,571	£300	10.4	123	125	125	54.3/-	118/28%	£295	42%	16E
1.0 EcoBoost Hybrid mHEV ST-Line X 5dr	£32,690	£30,341	£298	10.4	123	125	125	54.3/-	118/28%	£302	44%	16E
1.0 EcoBoost Hybrid mHEV Active X 5dr	£32,690	£30,341	£292	10.4	123	125	125	54.3/-	118/28%	£303	45%	16E
1.0 EcoBoost Hybrid mHEV 155 Titanium 5dr Auto	£31,510	£29,247	£289	8.6	128	155	140	53.3/-	119/28%	£292	43%	18E
1.0 EcoBoost Hybrid mHEV 155 ST-Line 5dr Auto	£32,340	£30,016	£282	8.6	128	155	140	53.3/-	119/28%	£299	44%	18E
1.0 EcoBoost Hybrid mHEV 155 Titanium X 5dr Auto	£33,710	£31,287	£312	8.6	128	155	140	53.3/-	119/28%	£312	42%	19E
1.0 EcoBoost Hybrid mHEV 155 ST-Line X 5dr Auto	£34,540	£32,057	£310	8.6	128	155	140	53.3/-	119/28%	£320	44%	19E
1.0 EcoBoost Hybrid mHEV 155 Active X 5dr Auto	£34,540	£32,057	£304	8.6	128	155	140	53.3/-	119/28%	£320	44%	19E
2.3 EcoBoost ST 5dr	£39,105	£36,829	£464	5.8	155	280	310	35.3/-	183/37%	£468	52%	27E
PUMA Small SUV ★★★★★												
VERDICT The Puma is fun to drive, easy to live with and great value. If only it was more spacious in the back												
Doors 5 Seats 5 L 4186mm W 1805mm H 1536mm Boot 456litres												
1.0 EcoBoost Hybrid mHEV Titanium 5dr	£25,800	£24,461	£303*	9.8	119							

Ford, Genesis, Honda, Hyundai

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS												
★★★★★ Outstanding												
★★★★☆ Above average												
★★★☆☆ Average												
★★☆☆☆ Below average												
★☆☆☆☆ Poor												
Highlighted Our pick of the range												
FOR KEY SEE P124												
Premium 77kWh 5dr Auto	£52,175	£52,175	-	6.4	111	286	402	369/-	0/2%	£643	48%	-
Premium 79kWh AWD 5dr Auto	£56,175	£56,175	-	5.3	111	340	501	346/-	0/2%	£692	47%	-

MUSTANG MACH-E Electric Family SUV ★★☆☆

VERDICT A distinctive, well-equipped electric car, but ride is disappointing and handling inconsistent
Doors 5 Seats 5 L 4712mm W 1881mm H 1597mm Boot 402litres

Select 72kWh RWD 5dr Auto	£50,830	£50,830	-	5.9	111	268	387	292/-	0/2%	-	40%	37E
Premium 91kWh RWD 5dr Auto	£59,380	£51,880	£443	5.6	111	294	387	372/-	0/2%	-	40%	41E
Premium 91kWh AWD 5dr Auto	£65,405	£65,405	-	4.6	111	370	498	341/-	0/2%	-	40%	42E
GT 91kWh AWD 5dr Auto	£74,540	£67,040	£628	3.6	124	487	700	304/-	0/2%	-	41%	47E

TOURNEO CONNECT MPV ★★☆☆

VERDICT The Tourneo Connect is a very practical MPV but some rivals are better to drive
Doors 5 Seats 5 L 4515mm W 1855mm H 1817mm Boot undefinedlitres

1.5 EcoBoost Titanium 5dr	£31,449	£29,739	£456*	-	-	114	162	50.4/-	146/34%	£353	47%	11E
1.5 EcoBoost Active 5dr	£32,376	£30,614	£467*	-	-	114	162	50.4/-	149/34%	£363	48%	11E
1.5 EcoBoost Sport 5dr	£32,984	£31,189	£474*	-	-	114	162	51.4/-	149/34%	£370	48%	11E
2.0 EcoBlue Titanium 5dr	£32,299	£30,539	£475*	-	-	122	236	67.3/-	128/30%	£320	49%	12E
2.0 EcoBlue Active 5dr	£33,226	£31,415	£485*	-	-	122	236	67.3/-	130/31%	£340	50%	13E
2.0 EcoBlue Sport 5dr	£33,834	£31,990	£493*	-	-	122	236	67.3/-	130/31%	£347	50%	13E

MUSTANG FASTBACK Sports car ★★☆☆

VERDICT Exciting to drive and looks great, but not as polished as rivals
Doors 2 Seats 4 L 4784mm W 1916mm H 1381mm Boot na

5.0 V8 GT 2dr	£55,725	£55,196	£795*	5.3	155	446	398	28/-	230/37%	£653	56%	44E
5.0 V8 Dark Horse 2dr	£67,995	£67,343	£930*	5.2	163	453	398	26.9/-	241/37%	£804	56%	46E

MUSTANG CONVERTIBLE Sports car ★★☆☆

VERDICT Has plenty of power and looks great, but it's expensive to run and its handling isn't very sharp
Doors 2 Seats 4 L 4784mm W 1916mm H 1394mm Boot 332litres

5.0 V8 GT 2dr	£59,225	£58,661	£873*	5.4	155	446	398	27.4/-	234/37%	£696	55%	48E
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GENESIS Korean whatcar.com/genesis

G70 Executive saloon ★★☆☆

VERDICT Comfy and plush inside, but premium rivals are more practical and better to drive
Doors 4 Seats 5 L 4685mm W 1850mm H 1400mm Boot 330litres

2.0T [Sport] 4dr Auto	£41,555	£41,555	-	6.1	149	245	260	35.3/-	182/37%	£491	44%	39A
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G70 SHOOTING BRAKE Executive estate ★★☆☆

VERDICT Neither as good to drive, nor as economical or spacious as its rivals
Doors 5 Seats 5 L 4685mm W 1850mm H 1400mm Boot 403litres

2.0T Sport 5dr Auto	£42,955	£42,955	-	6.4	146	245	260	33.2/-	193/37%	£509	44%	39A
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G80 Large executive saloon ★★☆☆

VERDICT Big on safety tech and interior quality, but outclassed by the BMW 5 Series as an all-rounder
Doors 4 Seats 5 L 4995mm W 1925mm H 1465mm Boot 424litres

2.5T Premium Line 4dr Auto RWD	£43,100	£43,100	-	6	155	304	311	33.9/-	189/37%	£517	43%	40D
2.5T Premium Line 4dr Auto AWD	£45,655	£45,655	-	6.3	155	304	311	31.2/-	205/37%	£542	42%	43D
2.5T Sport Line 4dr Auto RWD	£48,855	£48,855	-	6	155	304	311	33.9/-	189/37%	£582	43%	43D
2.5T Sport Line 4dr Auto AWD	£50,855	£50,855	-	6.3	155	304	311	31.2/-	205/37%	£606	42%	44D
2.5T Luxury Line 4dr Auto RWD	£48,955	£48,955	-	6	155	304	311	33.9/-	189/37%	£583	42%	43D
2.5T Luxury Line 4dr Auto AWD	£50,955	£50,955	-	6.3	155	304	311	31.2/-	205/37%	£607	41%	43D

ELECTRIFIED G80 Electric large executive saloon ★★☆☆

VERDICT Great to drive and lovely to travel in, but rivals outstrip it on range
Doors 4 Seats 5 L 5005mm W 1925mm H 1470mm Boot 354litres

Luxury 87.2kWh 4dr Auto AWD	£69,905	£69,905	-	4.9	139	370	516	323/-	0/2%	-	45%	50D
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GV60 Electric SUV ★★☆☆

VERDICT Brilliant electric SUV is the best effort yet from Genesis, although bear in mind that the closely related (and still excellent) Kia EV6 is cheaper
Doors 5 Seats 5 L 4515mm W 1890mm H 1580mm Boot 432litres

Premium 77.4kWh 5dr Auto	£54,105	£54,105	-	7.8	115	229	258	321/280	0/2%	-	53%	41A
Sport 77.4kWh 5dr AWD Auto	£58,565	£58,565	-	5.5	124	318	446	292/-	0/2%	-	52%	45A
Sport Plus 77.4kWh 5dr AWD Auto	£67,705	£67,705	-	4	146	490	516	289/-	0/2%	-	51%	49A

GV70 Family SUV ★★☆☆

VERDICT Well equipped and keenly priced, but rivals are roomier and more comfortable
Doors 5 Seats 5 L 4715mm W 1910mm H 1630mm Boot 542litres

2.5T Premium 5dr Auto AWD	£42,955	£42,955	-	6.1	149	304	311	29.7/-	216/37%	£509	52%	44D
2.5T Sport 5dr Auto AWD	£45,255	£45,255	-	6.1	149	304	311	29.7/-	216/37%	£537	54%	44D
2.5T Luxury 5dr Auto AWD	£46,555	£46,555	-	6.1	149	304	311	29.7/-	216/37%	£553	52%	44D
2.2D Premium 5dr Auto AWD	£42,455	£42,455	-	7.9	133	201	325	39/-	191/37%	£503	51%	40D
2.2D Sport 5dr Auto AWD	£44,755	£44,755	-	7.9	133	201	325	39/-	191/37%	£531	53%	41D
2.2D Luxury 5dr Auto AWD	£46,055	£46,055	-	7.9	133	201	325	39/-	191/37%	£547	50%	41D

ELECTRIFIED GV70 Electric Family SUV ★★☆☆

VERDICT Blisteringly quick and great to travel in. If only it wasn't so expensive
Doors 5 Seats 5 L 4715mm W 1910mm H 1630mm Boot 542litres

Sport 77.4kWh 5dr Auto AWD	£65,105	£65,105	-	4.2	146	490	516	283/-	0/2%	-	55%	50D
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GV80 Luxury SUV ★★☆☆

VERDICT Loaded with tech and very safe, but not the smoothest riding SUV
Doors 5 Seats 5 L 4945mm W 1975mm H 1715mm Boot 735litres

2.5T Premium 5dr Auto AWD	£60,525	£60,525	-	6.9	147	304	311	26.1/-	241/37%	£718	49%	46D
2.5T Sport 5dr Auto AWD	£66,325	£66,325	-	6.9	147	304	311	26.1/-	241/37%	£790	50%	46D
2.5T Luxury 5dr Auto AWD	£66,625	£66,625	-	6.9	147	304	311	26.1/-	241/37%	£794	49%	47D
2.5T Sport 5dr Auto AWD	£70,225	£70,225	-	6.9	147	304	311	26.1/-	241/37%	£838	48%	46D

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS												
★★★★★ Outstanding												
★★★★☆ Above average												
★★★☆☆ Average												
★★☆☆☆ Below average												
★☆☆☆☆ Poor												
Highlighted Our pick of the range												
FOR KEY SEE P124												
2.5T Luxury Plus 5dr Auto AWD	£75,825	£75,825	-	6.9	147	304	311	26.1/-	241/37%	£907	46%	-

HONDA Japanese whatcar.com/honda

JAZZ Small hatchback ★★☆☆

VERDICT Easy to drive and the small car to beat for passenger and luggage space
Doors 5 Seats 5 L 4044mm W 1694mm H 1526mm Boot 298litres

1.5 i-MMD Hybrid Elegance 5dr eCVT	£26,885	£25,917	£340	9.4	108	122	187	62.8/56.8	102/25%	£222	56%	21A
1.5 i-MMD Hybrid Advance 5dr eCVT	£28,085	£27,072	£353	9.6	108	122	187	62.8/56.8	102/25%	£232	56%	22A
1.5 i-MMD Hybrid Advance Sport 5dr eCVT	£29,285	£28,227	£366	9.6	108	122	187	62.8/56.8	102/25%	£242	57%	22A
1.5 i-MMD Hybrid Crosstar Advance 5dr eCVT	£29,085	£28,035	£353	9.7	108	122	187	62.8/56.8	102/25%	£240	59%	22A

CIVIC Hybrid hatchback ★★☆☆

VERDICT Good to drive, has a big boot and comes with lots of standard kit, but it's a shame it isn't more spacious in the back
Doors 5 Seats 5 L 4551mm W 1799mm H 1408mm Boot 415litres

2.0 eHEV Elegance 5dr CVT	£35,005	£33,309	£321	7.8	111	143	137	60.1/-	108/26%	£301	53%	28E
2.0 eHEV Sport 5dr CVT	£36,505	£34,735	£340	7.9	111	143	137	56.5/-	113/27%	£326	53%	28E
2.0 eHEV Advance 5dr CVT	£39,805	£37,870	£389	8.1	111	143	137	56.5/-	114/27%	£356	51%	28E
2.0 VTEC Turbo Type R 5dr	£50,050	£50,050	£637	5.4	171	329	310	34.4/-	189/37%	£603	60%	43E

HR-V Small SUV ★★☆☆

VERDICT Efficient and well equipped, but rivals are better to drive and more practical
Doors 5 Seats 5 L 4340mm W 1790mm H 1582mm Boot 319litres

1.5 eHEV Elegance 5dr CVT	£30,705	£28,929	£229	10.6	106	131	187	52.3/-	122/29%	£294	55%	30A
1.5 eHEV Advance 5dr CVT	£33,160	£31,237	£265	10.7	106	131	187	52.3/-	122/29%	£318	53%	31A
1.5 eHEV Advance Style 5dr CVT	£36,305	£34,193	£313	10.7	106	131	187	52.3/-	122/29%	£348	51%	31A

E:NY1 Electric Small SUV ★★☆☆

VERDICT A competent electric alternative to the HR-V, but let down by a slow charging speed and indifferent driving manners
Doors 5 Seats 5 L 4387mm W 1866mm H 1584mm Boot 361litres

Elegance 69kWh 5dr Auto	£39,995	£38,431	£197	7.6	99	204	229	25.6/-	0/2%	-	52%	39E
Advance 69kWh 5dr Auto	£42,195	£40,543	£224	7.6	99	204	229	25.6/-	0/2%	-	51%	40E

ZR-V Family SUV ★★☆☆

VERDICT Family SUV is economical with tidy handling, but not as spacious as some rivals
Doors 5 Seats 5 L 4568mm W 1840mm H 1620mm Boot 380litres

2.0 eHEV Elegance 5dr CVT	£39,505	£37,585	£372	7.8	108	184	232	49.6/-	130/31%	£405	52%	35E
2.0 eHEV												

Hyundai, Ineos, Jaguar

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★★ Above average
 ★★★★★ Average
 ★★★★★ Below average
 ★★★★★ Poor
 Highlighted Our pick of the range
FOR KEY SEE P124

Premium 77 kWh 5dr AWD Auto	£50,445	£47,962	£452*	5.1	115	325	-	282/-	0/2%	-	43%	40E
Ultimate 77 kWh 5dr AWD Auto	£53,445	£50,812	£490*	5.1	115	325	-	282/-	0/2%	-	43%	40E
Namsan Edition 77 kWh 5dr AWD Auto	£57,945	£55,087	£552*	5.1	115	325	-	282/-	0/2%	-	42%	40E
N 5dr Auto	£65,000	£65,000	£859	3.4	160	650	546	257/-	0/2%	-	54%	49E

IONIQ 6 Electric large executive saloon ★★★★★

VERDICT If it were as sharp to drive as it is to look at, and if it had a bit more rear-seat space, it would earn that fifth star
Doors 4 Seats 5 L 4855mm W 1880mm H 1495mm Boot

Premium 77kWh 4dr Auto	£47,040	£44,958	£382*	7.4	115	228	258	339/-	0/2%	-	52%	36E
Ultimate 77kWh 4dr Auto	£50,540	£48,301	£423*	7.4	115	228	258	339/292	0/2%	-	51%	37E
Premium 77kWh 4dr AWD Auto	£50,540	£48,301	£422*	5.1	115	325	446	323/-	0/2%	-	51%	41E
Ultimate 77kWh 4dr AWD Auto	£54,040	£51,643	£463*	5.1	115	325	446	323/-	0/2%	-	50%	41E
First Edition 77kWh 4dr AWD Auto	£55,290	£52,837	£472*	5.1	115	325	446	323/-	0/2%	-	50%	41E

BAYON Small SUV ★★★★★

VERDICT Driving position is lower than in many rivals, but there's plenty of space in the back
Doors 5 Seats 5 L 4180mm W 1775mm H 1500mm Boot 321litres

1.0 TGD1 Advance 5dr	£22,470	£22,255	£242	11.3	111	100	127	51.4/-	125/30%	£222	44%	16E
1.0 TGD1 Premium 5dr	£23,870	£23,641	£258	11.3	111	100	127	51.4/-	126/30%	£236	44%	16E
1.0 TGD1 Ultimate 5dr	£25,270	£25,027	£276	11.3	111	100	127	50.4/-	126/30%	£250	44%	18E

KONA Small SUV ★★★★★

VERDICT Efficient, spacious and very well equipped
Doors 5 Seats 5 L 4350mm W 1825mm H na mm Boot 466litres

1.0T Advance 5dr	£26,050	£24,613	£272	11.8	112	120	127	48.7/-	131/31%	£266	54%	16E
1.0T N Line 5dr	£27,850	£26,309	£288	11.8	112	120	127	47.9/-	134/31%	£284	55%	16E
1.0T N Line S 5dr	£30,250	£28,571	£315	11.8	112	120	127	47.9/-	135/32%	£319	55%	18A
1.0T Ultimate 5dr	£30,250	£28,571	£321	11.8	112	120	127	47.9/-	133/31%	£309	53%	18A
1.6T N Line S 5dr	£32,050	£30,268	£336	8.7	130	198	195	43.5/-	147/34%	£360	54%	25A
1.6T Ultimate 5dr	£32,050	£30,268	£342	8.7	130	198	195	44.1/-	145/34%	£360	53%	25A

1.6 GDI Hybrid Advance 5dr DCT

1.6 GDI Hybrid Advance 5dr DCT	£30,385	£28,546	£309	11.2	103	141	195	60.1/-	106/26%	£261	55%	16E
1.6 GDI Hybrid N Line 5dr DCT	£32,185	£30,234	£325	11.2	103	141	195	60.1/-	106/26%	£277	56%	18A
1.6 GDI Hybrid N Line S 5dr DCT	£34,585	£32,484	£352	11.2	103	141	195	60.1/-	106/26%	£298	56%	18A
1.6 GDI Hybrid Ultimate 5dr DCT	£34,585	£32,484	£358	11.2	103	141	195	60.1/-	107/26%	£298	54%	18A

KONA ELECTRIC Electric small SUV ★★★★★

VERDICT Practical, well equipped and has an impressive range
Doors 5 Seats 5 L 4350mm W 1825mm H na mm Boot 466litres

Advance 48kWh 5dr Auto	£34,995	£33,113	£293	8.8	101	156	188	234/-	0/2%	-	51%	25A
Advance 65kWh 5dr Auto	£38,595	£36,515	£317	7.8	107	218	188	319/-	0/2%	-	52%	31D
N Line 65kWh 5dr Auto	£40,395	£38,216	£328	7.8	107	218	188	282/-	0/2%	-	53%	31D
N Line S 65kWh 5dr Auto	£43,095	£40,768	£356	7.8	107	218	188	282/-	0/2%	-	53%	32D
Ultimate 65kWh 5dr Auto	£43,095	£40,768	£363	7.8	107	218	188	282/-	0/2%	-	52%	33D

TUCSON Family SUV ★★★★★

VERDICT Hybrid version is spacious and frugal. Some family SUVs are comfier and more enjoyable to drive, though
Doors 5 Seats 5 L 4500mm W 1865mm H 1653mm Boot 620litres

1.6T Advance 5dr	£32,000	£32,000	-	9.9	120	160	195	41.5/-	150/35%	£365	50%	-
1.6T Premium 5dr	£34,500	£34,500	-	9.9	120	160	195	40.9/-	150/35%	£394	51%	-
1.6T N Line 5dr	£34,500	£34,500	-	9.9	120	160	195	40.9/-	150/35%	£394	51%	-
1.6T N Line S 5dr	£37,000	£37,000	-	9.9	120	160	195	40.4/-	150/35%	£423	53%	-
1.6T Ultimate 5dr	£37,000	£37,000	-	9.9	120	160	195	40.4/-	150/35%	£423	51%	-
1.6T 48V MHD Advance 5dr DCT	£33,580	£33,580	-	9.4	119	160	195	44.8/-	142/33%	£366	50%	-
1.6T 48V MHD Premium 5dr DCT	£36,080	£36,080	-	9.4	119	160	195	44.8/-	143/33%	£393	51%	-
1.6T 48V MHD N Line 5dr DCT	£36,080	£36,080	-	9.4	119	160	195	44.8/-	150/35%	£393	51%	-
1.6T 48V MHD N Line S 5dr DCT	£38,580	£38,580	-	9.4	119	160	195	44.1/-	143/33%	£421	53%	-
1.6T 48V MHD Ultimate 5dr DCT	£38,580	£38,580	-	9.4	119	160	195	44.1/-	143/33%	£421	52%	-
1.6T 48V MHD N Line S 5dr DCT	£40,990	£40,990	-	9.8	119	160	195	40.4/-	158/36%	£483	52%	-
1.6T 48V MHD Ultimate 5dr 4WD DCT	£40,990	£40,990	-	9.8	119	160	195	40.4/-	158/36%	£483	52%	-
1.6T Hybrid Advance 5dr Auto	£35,590	£35,590	-	8.2	116	215	195	49.6/-	127/30%	£353	52%	-
1.6T Hybrid Premium 5dr Auto	£38,090	£38,090	-	8.2	116	215	195	49.6/-	127/30%	£378	53%	-
1.6T Hybrid N Line 5dr Auto	£38,140	£38,140	-	8.2	116	215	195	48.7/-	127/30%	£378	53%	-
1.6T Hybrid N Line S 5dr Auto	£40,640	£40,640	-	8.2	116	215	195	47.9/-	127/30%	£403	55%	-
1.6T Hybrid Ultimate 5dr Auto	£40,640	£40,640	-	8.2	116	215	195	47.9/-	127/30%	£403	53%	-
1.6T Hybrid N Line S 5dr 4WD Auto	£42,230	£42,230	-	8.5	116	215	195	42.8/-	142/33%	£461	55%	-
1.6T Hybrid Ultimate 5dr 4WD Auto	£42,230	£42,230	-	8.5	116	215	195	42.8/-	142/33%	£461	52%	-

NEXO Electric luxury SUV ★★★★★

VERDICT Relaxing to drive and emissions-free, but it's very expensive and hydrogen fuelling stations are as rare as hen's teeth
Doors 5 Seats 5 L 4670mm W 1860mm H 1640mm Boot 461litres

Hydrogen fuel cell Premium SE 5dr CVT	£69,495	£69,495	-	9.5	111	163	291	414/-	0/2%	-	-	39D
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SANTA FE Family SUV ★★★★★

VERDICT Brilliant SUV has seven seats in a spacious, plush interior, plus it's quiet and smooth on the road
Doors 5 Seats 7 L 4830mm W 1900mm H 1770mm Boot 985litres

1.6 TGD1 Hybrid Premium 5dr Auto	£46,775	£46,775	-	9.6	112	215	271	-	155/36%	£553	58%	-
1.6 TGD1 Hybrid Ultimate 5dr Auto	£50,275	£50,275	-	9.6	112	215	271	-	158/36%	£595	57%	-
1.6 TGD1 Hybrid Calligraphy 5dr Auto	£52,775	£52,775	-	9.6	112	215	271	-	159/36%	£625	57%	-
1.6 TGD1 Hybrid Premium 5dr 4WD Auto	£48,830	£48,830	-	9.8	112	215	271	-	165/37%	£593	57%	-
1.6 TGD1 Hybrid Ultimate 5dr 4WD Auto	£52,330	£52,330	-	9.8	112	215	271	-	168/37%	£636	57%	-
1.6 TGD1 Hybrid Calligraphy 5dr 4WD Auto	£54,830	£54,830	-	9.8	112	215	271	-	167/37%	£667	56%	-
1.6 TGD1 Plug-in Hybrid Premium 5dr 4WD Auto	£51,885	£51,885	-	9.3	112	253	271	166/-	38/12%	£207	56%	-
1.6 TGD1 Plug-in Hybrid Ultimate 5dr 4WD Auto	£55,135	£55,135	-	9.3	112	253	271	166/-	38/12%	£220	55%	-

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★★ Above average
 ★★★★★ Average
 ★★★★★ Below average
 ★★★★★ Poor
 Highlighted Our pick of the range
FOR KEY SEE P124

1.6 TGD1 Plug-in Hybrid Calligraphy 5dr 4WD Auto	£57,635	£57,635	-	9.3	112	253	271	166/-	38/12%	£230	55%	-
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INEOS whatcar.com/ineos

GRENADIER Family SUV ★★★★★

VERDICT Near-unstoppable off road, but rivals are much more civilized on it
Doors 6 Seats 5 L 4896mm W 1930mm H 2036mm Boot 1255litres

3.0 T Trailmaster Edition 6dr Auto	£79,280	£79,280	-	8.8	160	286	332	19.6/-	325/37%	£943	51%	50U
3.0 T Fieldmaster Edition 6dr Auto	£79,280	£79,280	-	8.8	160	286	332	19.6/-	325/37%	£943	52%	50U
3.0 T 1924 6dr Auto	£82,420	£82,420	-	8.8	160	286	332	19.6/-	325/37%	£982	47%	-
3.0 TD Trailmaster Edition 6dr Auto	£79,280	£79,280	-	8.8	160	249	406	26.9/-	286/37%	£943	51%	50U
3.0 TD Fieldmaster Edition 6dr Auto	£79,280	£79,280	-	8.8	160	249	406	26.9/-	286/37%	£943	52%	50U
3.0 TD 1924 6dr Auto	£82,420	£82,420	-	8.8	160	249	406	26.9/-	286/37%	£982	50%	-

JAGUAR British whatcar.com/jaguar

XE Executive saloon ★★★★★

VERDICT Wonderful to drive and well equipped, but rivals have it licked for interior quality and practicality
Doors 4 Seats 5 L 4678mm W 1850mm H 1416mm Boot 455litres

2.0 P250 R-Dynamic HSE Black 4dr Auto	£37,655	£37,655	£429	6.7	150	250	269	35.2/-	183/37%	£450	52%	32E
2.0 P300 Sport 4dr Auto AWD	£43,585	£43,585	£501	5.9	155	300	295	31.6/-	204/37%	£517	50%	36E
2.0 D200 R-Dynamic S 4dr Auto	£33,240	£33,240	£378	7.4	146	204	317	58.1/-	127/30%	£330	51%	30E
2.0 D200 R-Dynamic SE Black 4dr Auto	£35,630	£35,630	£409	7.4	146	204	317	54.4/-	136/32%	£377	51%	

Jaguar, Jeep, KGM, Kia

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS ★★★★★ Outstanding ★★★★☆ Above average ★★★☆☆ Average ★★☆☆☆ Below average ★☆☆☆☆ Poor Highlighted Our pick of the range FOR KEY SEE P124												
5.0 P575 Supercharged V8 R 75 2dr Auto AWD	£103,195	£97,429	£887	3.7	186	575	516	27/-	239/37%	£1243	44%	50E
5.0 P575 Supercharged V8 R 75 Plus 2dr Auto AWD	£107,275	£101,274	£932	3.7	186	575	516	27/-	239/37%	£1294	43%	50E
5.0 P575 Supercharged V8 ZP Edition 2dr Auto AWD	£135,045	£135,045	-	3.7	186	575	516	27/-	239/37%	£1636	41%	50E
F-TYPE CONVERTIBLE Sports car ★★★★★ VERDICT As for the coupé version, but with added sun; tiny boot Doors 2 Seats 2 L 4470mm W 1923mm H 1307mm Boot 207litres												
2.0 P300 R-Dynamic 2dr Auto	£68,055	£64,269	£631	5.9	155	300	295	29.7/-	217/37%	£818	43%	49E
2.0 P300 R-Dynamic Plus 2dr Auto	£72,025	£68,011	£690	5.9	155	300	295	29.7/-	217/37%	£867	41%	-
5.0 P450 Supercharged V8 75 2dr Auto	£84,245	£79,568	£770	4.6	177	450	428	27.1/-	238/37%	£1009	43%	50E
5.0 P450 Supercharged V8 75 Plus 2dr Auto	£87,305	£82,452	£844	4.6	177	450	428	27.1/-	239/37%	£1047	42%	50E
5.0 P450 Supercharged V8 75 2dr Auto AWD	£89,205	£84,243	£825	4.6	177	450	428	26.7/-	242/37%	£1071	42%	50E
5.0 P450 Supercharged V8 75 Plus 2dr Auto AWD	£92,265	£87,127	£854	4.6	177	450	428	26.7/-	242/37%	£1108	41%	50E
5.0 P575 Supercharged V8 R 75 2dr Auto AWD	£108,390	£102,325	£956	3.7	186	575	516	27/-	239/37%	£1307	45%	50E
5.0 P575 Supercharged V8 R 75 Plus 2dr Auto AWD	£111,070	£104,851	£975	3.7	186	575	516	27/-	239/37%	£1340	45%	50E
5.0 P575 Supercharged V8 ZP Edition 2dr Auto AWD	£138,510	£138,510	-	3.7	186	575	516	27/-	239/37%	£1679	43%	50E
JEEP American whatcar.com/jeep AVENGER Small SUV ★★★★★ VERDICT Good value, well-equipped and has an appealing interior. Could be more spacious, though Doors 5 Seats 5 L 4084mm W 1977mm H 1534mm Boot 380litres												
1.2 Longitude 5dr	£23,859	£22,065	£205	10.6	114	100	151	50.4/-	127/30%	£236	58%	22E
1.2 Altitude 5dr	£25,559	£23,706	£223	10.6	114	100	151	50.4/-	127/30%	£253	57%	23E
1.2 Summit 5dr	£27,759	£27,759	-	10.6	114	100	151	48.7/-	131/31%	£283	57%	24E
1.2 e-Hybrid Longitude 5dr DCT	£25,499	£24,147	£250	-	-	100	151	57.6/-	111/27%	£227	57%	22E
1.2 e-Hybrid Altitude 5dr DCT	£27,199	£25,788	£268	-	-	100	151	57.6/-	111/27%	£242	57%	22E
1.2 e-Hybrid Summit 5dr DCT	£29,399	£27,911	£293	-	-	100	151	57.6/-	111/27%	£262	56%	24E
AVENGER Electric small SUV ★★★★★ VERDICT All-electric version of the Avenger has similar appeal Doors 5 Seats 5 L 4084mm W 1776mm H 1528mm Boot 341litres												
Longitude 54kWh 5dr Auto	£34,999	£34,063	£358	9	93	156	192	249/-	0/2%	£431	47%	24E
Altitude 54kWh 5dr Auto	£36,699	£35,716	£316	9	93	156	192	249/-	0/2%	£452	47%	24E
Summit 54kWh 5dr Auto	£38,899	£37,856	£356	9	93	156	192	249/163*	0/2%	£479	48%	25E
RENEGADE Small SUV ★★★★★ VERDICT Offers distinctive styling and decent practicality, but most rivals make it feel agricultural Doors 5 Seats 5 L 4236mm W 1805mm H 1667mm Boot 351litres												
1.5 e-Hybrid Altitude 5dr DCT	£30,709	£30,709	£395	9.7	119	130	177	51.4/-	125/30%	£304	40%	17E
1.5 e-Hybrid Summit 5dr DCT	£33,209	£33,209	£465	9.7	119	130	177	51.4/-	125/30%	£329	39%	17E
1.3 Turbo 4xe PHEV 240 Overland 5dr Auto	£38,199	£38,199	£536	7.1	124	240	199	156.9/-	-14%	£178	41%	26E
1.3 Turbo 4xe PHEV 240 Trailhawk Edition 5dr Auto	£39,199	£39,199	£542	7.1	124	240	199	141.2/-	-14%	£183	40%	-
COMPASS Small SUV ★★★★★ VERDICT Has impressive off-road credentials, but its poor road manners and noisy engines mean it's ultimately off the pace Doors 5 Seats 5 L 4394mm W 1874mm H 1624mm Boot 71litres												
1.5 T4 e-Torque Hybrid Altitude 5dr DCT	£34,115	£29,113	£405	10	120	130	177	50.4/-	123/29%	£327	38%	26E
1.5 T4 e-Torque Hybrid Summit 5dr DCT	£38,115	£32,323	£465	10	120	130	177	50.4/-	123/29%	£365	37%	26E
1.3 T4 GSE 4xe PHEV Altitude 5dr Auto	£40,655	£39,265	£547	7.3	124	240	199	148.7/-	39/12%	£162	39%	37E
1.3 T4 GSE 4xe PHEV Overland 5dr Auto	£41,655	£40,320	£571	7.3	124	240	199	148.7/-	45/12%	£166	39%	37E
1.3 T4 GSE 4xe PHEV Summit 5dr Auto	£44,655	£43,125	£624	7.3	124	240	199	148.7/-	38/12%	£178	38%	37E
1.3 T4 GSE 4xe PHEV Trailhawk 5dr Auto	£44,655	£43,125	£629	7.3	124	240	199	141.2/-	42/14%	£208	37%	31E
WRANGLER Small/Family SUV ★★★★★ VERDICT It's an iconic design, but it lags a long way behind rivals in just about every area Doors 2/4 Seats 4 L 4334mm (2dr) 4882mm (4dr) W 1894mm H 1821mm Boot 203litres												
2.0 GME Sahara 4dr Auto 8	£61,125	£58,956	£721	7.6	112	268	295	24.8/-	250/37%	£724	46%	41D
2.0 GME Rubicon 4dr Auto 8	£63,125	£60,897	£734	-	99	268	295	27.2/-	269/37%	£744	48%	40D
GRAND CHEROKEE Luxury SUV ★★★★★ VERDICT Plug-in hybrid flagship is let down by its handling, refinement, interior quality and steep price Doors 5 Seats 5 L 4915mm W 1968mm H 1798mm Boot no litres												
2.0 Turbo 4xe PHEV Limited 5dr Auto	£72,304	£72,304	-	6.3	131	381	470	100.9/-	61/37%	£891	52%	48E
2.0 Turbo 4xe PHEV Summit Reserve 5dr Auto	£85,804	£84,532	£1203	6.3	130	381	470	97.4/-	60/17%	-	52%	-
KGM Korean whatcar.com/kgm-motors.co.uk TIVOLI Small SUV ★★★★★ VERDICT Roomy and well equipped but so-so to drive Doors 5 Seats 5 L 4225mm W 1810mm H 1590mm Boot 423litres												
1.5 K30 5dr	£20,530	£19,709	£216	-	112	163	206	40.1/-	161/37%	£244	56%	18D
1.5 K40 5dr	£23,030	£22,103	£258	-	112	163	206	40.1/-	161/37%	£275	51%	18D
KORANDO Family SUV ★★★★★ VERDICT Combines versatility with agility and generous equipment, at an attractive price Doors 5 Seats 5 L 4450mm W 1830mm H 1620mm Boot 551litres												
1.5 K30 5dr	£25,595	£24,636	£328	10.8	117	163	207	36.9/-	175/37%	£301	39%	20A
1.5 K40 5dr	£28,595	£27,516	£363	10.8	117	163	207	36.9/-	175/37%	£338	40%	20A
KORANDO E-MOTION Electric Family SUV VERDICT We've yet to test this electric version of the Korando Doors 5 Seats 5 L 4465mm W 1870mm H 1635mm Boot 551litres												
Ultimate 61.5kWh 5dr Auto	£39,995	£39,995	-	7.6	97	204	250	21.1/-	0/2%	-	-	32D

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS ★★★★★ Outstanding ★★★★☆ Above average ★★★☆☆ Average ★★☆☆☆ Below average ★☆☆☆☆ Poor Highlighted Our pick of the range FOR KEY SEE P124												
TORRES Family SUV ★★★★★ VERDICT Spacious and practical, but has a poor ride and vague handling Doors 5 Seats 5 L 4700mm W 1890mm H 1720mm Boot 703litres												
1.5 K30 5dr Auto	£35,080	£33,764	£444	-	118	163	207	33.2/-	194/37%	£412	43%	33D
1.5 K40 5dr Auto	£38,080	£36,644	£480	-	118	163	207	33.2/-	194/37%	£449	43%	33D
1.5 K40 5dr Auto AWD	£39,995	£38,483	£504	-	118	163	207	31.1/-	207/37%	£472	43%	32D
TORRES EVX Electric family SUV ★★★★★ VERDICT Family SUV makes more sense in electric form, but still outclassed by rivals Doors 5 Seats 5 L 4715mm W 1890mm H 1725mm Boot 639litres												
K30 73kWh 5dr Auto	£44,495	£44,495	-	8.1	109	207	250	287/-	0/2%	-	40%	-
K40 73kWh 5dr Auto	£47,495	£47,495	-	8.1	109	207	250	287/-	0/2%	-	41%	-
REXTON Family SUV ★★★★★ VERDICT Worth considering if you need a muscular low car that seats seven, but too flawed to recommend otherwise Doors 5 Seats 7 L 4850mm W 1960mm H 1825mm Boot 423litres												
2.2 K30 5dr Auto	£40,585	£40,585	-	10.7	114	202	325	32.9/-	225/37%	£480	55%	37U
2.2 K40 5dr Auto	£42,585	£42,585	-	10.7	114	202	325	32.9/-	225/37%	£504	54%	38U
2.2 K50 5dr Auto	£46,370	£46,370	-	10.7	114	202	325	32.8/-	227/37%	£542	51%	39U
KIA Korean whatcar.com/kia PICANTO Small hatchback ★★★★★ VERDICT A very capable small car, with a smart interior, tidy handling and decent practicality Doors 5 Seats 4/5 L 3595mm W 1595mm H 1485mm Boot 255litres												
1.0 i11 5dr [4 seats]	£13,705	£13,387	£181*	14.1	100	66	71	60.1/-	109/26%	£117	44%	5A
1.0 i2 5dr [4 seats]	£14,455	£13,545	£172*	14.1	100	66	71	60.1/-	109/26%	£123	45%	3A
1.0 i2 5dr	£15,595	£15,595	-	15.4	90	62	-	55.4/-	111/27%	£138	48%	-
1.0 GT-Line 5dr	£16,745	£16,312	£198*	15.4	90	62	69	-	121/29%	£159	52%	5A
1.0 i3 5dr	£17,545	£17,090	£221*	15.4	90	62	69	-	121/29%	£167	49%	5A
1.2 GT-Line S 5dr	£18,445	£18,445	-	13.1	98	77	-	51.4/-	125/30%	£182	57%	-
CEED Family hatchback ★★★★★ VERDICT Tidy handling and a reassuringly long warranty appeal, but there are better all-rounders out there Doors 5 Seats 5 L 4310mm W 1800mm H 1447mm Boot 395litres												
1.5 i11 GDI ISG 138 2 5dr	£23,105	£21,668	£285*	9.5	123	138	187	50.4/-	128/30%	£228	48%	13E
1.5 i11 GDI ISG 138 GT-Line 5dr	£25,605	£24,006	£295*	9.5	123	138	187	49.6/-	129/30%	£253	52%	13E
1.5 i11 GDI ISG 138 3 5dr	£26,105	£24,473	£334*	9.5	123	138	187	49.6/-	129/30%	£258	46%	13E
1.5 i11 GDI ISG 138 GT-Line S 5dr DCT	£31,215	£29,254	£385*	9.7	123	138	187	46.3/-	138/32%	£329	49%	15E
CEED SPORTSWAGON Family estate ★★★★★ VERDICT Competitive in lots of areas but, unlike the best rival estates, it fails to be outstanding anywhere Doors 5 Seats 5 L 4600mm W 1800mm H 1465mm Boot 625litres												
1.5 i11 GDI ISG 138 2 5dr	£23,850	£22,365	£292*	9.7	123	138	187	51.4/-	126/30%	£236	48%	13E
1.5 i11 GDI ISG 138 3 5dr	£26,855	£25,178	£341*	9.7	123	138	187	51.4/-	131/31%	£274	47%	13E
1.5 i11 GDI ISG 2 5dr	£23,305	£21,858	£234*	8.6	130	158	187	51.4/-	126/30%	£230	49%	14E
1.5 i11 GDI ISG 3 5dr	£26,855	£25,178	£287*	8.6	130	158	187	51.4/-	131/31%	£274	48%	15E
PROCEED Family estate ★★★★★ VERDICT With rakish looks, the Proceed offers a touch more glamour than the regular Ceed Sportswagon estate Doors 5 Seats 5 L 4605mm W 1800mm H 1422mm Boot 594litres												
1.5 i11 GDI ISG 138 GT-Line 5dr	£26,705	£25,034	£303*	9.7	123	138	187	48.7/-	130/31%	£273	52%	13E
XCEED Family hatchback ★★★★★ VERDICT Mixes SUV looks with hatchback running costs, but it's pricey to buy Doors 5 Seats 5 L 4395mm W 1826mm H 1495mm Boot 426litres												
1.5 i11 GDI ISG 138 2 5dr	£24,340	£										

Kia, Lamborghini, Land Rover

Model details	Key info				Running costs							
<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★☆ Above average ★★★★ Average ★★★☆☆ Below average ★★☆☆☆ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>	<p>List price on the road</p>	<p>Target Price Tel: 03302 216207</p>	<p>Target PCP per month</p>	<p>0-62mph (sec)</p>	<p>Max speed (mph)</p>	<p>Power (ps)</p>	<p>Torque (lb ft)</p>	<p>Official MPG / range miles Real MPG / Real Range miles</p>	<p>CO₂ g/km / BIK tax liability</p>	<p>Monthly company car tax 40%</p>	<p>Retained value @3yrs / 36k miles</p>	<p>Insurance group</p>

NIRO EV Electric family SUV ★★★★★

VERDICT A fine, well-built and practical electric all-rounder
Doors 5 Seats 5 L 4420mm W 1825mm H 1570mm Boot 475litres

2.64kWh 5dr Auto	£36,825	£36,284	£469*	7.8	103	201	188	285/-	0/2%	-	49%	28A
2 Nav 64kWh 5dr Auto	£37,325	£35,680	£270*	7.8	103	201	188	285/-	0/2%	-	49%	28A
Horizon 64kWh 5dr Auto	£37,995	£36,692	£293*	7.8	103	201	188	285/-	0/2%	-	50%	29A
3.64kWh 5dr Auto	£39,575	£37,829	£300*	7.8	103	201	188	285/-	0/2%	-	48%	29A
4.64kWh 5dr Auto	£42,325	£40,455	£336*	7.8	103	201	188	285/253	0/2%	-	47%	29A

SPORTAGE Family SUV ★★★★★

VERDICT A very polished and practical family SUV
Doors 5 Seats 5 L 4515mm W 1865mm H 1650mm Boot 487litres

1.6T GDI 157 48V ISG 2.5dr	£29,390	£27,618	£303*	9.9	120	157	-	44.1/-	147/34%	£330	55%	-
1.6T GDI 157 48V ISG GT-Line 5dr	£31,890	£29,962	£350*	9.9	120	157	-	44.1/-	149/34%	£358	53%	-
1.6T GDI 157 48V ISG 3.5dr	£32,790	£30,899	£366*	9.9	120	157	-	44.1/-	149/34%	£369	52%	-
1.6T GDI 157 48V ISG GT-Line S 5dr DCT	£38,790	£36,431	£451*	9.4	119	157	-	44.1/-	147/34%	£436	51%	-
1.6T GDI 212 HEV GT-Line 5dr Auto	£35,485	£33,329	£326*	8.4	115	212	-	51.4/-	129/30%	£352	59%	-
1.6T GDI 212 HEV 3.5dr Auto	£36,485	£34,267	£342*	8.4	115	212	-	51.4/-	129/30%	£362	58%	-
1.6T GDI 212 HEV GT-Line S 5dr Auto	£40,690	£38,212	£401*	8.4	115	212	-	51.4/-	132/31%	£417	57%	-
1.6T GDI 212 HEV GT-Line S 5dr Auto AWD	£42,290	£39,712	£424*	8.7	115	212	-	51.4/-	146/34%	£476	56%	-
1.6T GDI 248 PHEV GT-Line 5dr Auto AWD	£40,575	£38,585	£471*	8.4	115	248	-	252/-	25/8%	£108	56%	-
1.6T GDI 248 PHEV 3.5dr Auto AWD	£41,575	£39,535	£487*	8.4	115	248	-	252/-	25/8%	£111	55%	-
1.6T GDI 248 PHEV GT-Line S 5dr Auto AWD	£45,775	£43,525	£548*	8.4	115	248	-	252/-	25/8%	£122	54%	-

EV6 Electric Family SUV ★★★★★

VERDICT A superb electric car with a long range. Just bear in mind that the lower trims offer the best value
Doors 5 Seats 5 L 4680mm W 1880mm H 1550mm Boot 491litres

Air 77.4kWh 5dr Auto	£45,275	£43,384	£333*	7.3	114	226	258	328/-	0/2%	-	48%	34A
Horizon 77.4kWh 5dr Auto	£45,995	£44,299	£414*	7.3	114	226	258	328/-	0/2%	-	49%	-
GT Line 77.4kWh 5dr Auto	£48,275	£46,256	£361*	7.3	114	226	258	328/278	0/2%	-	49%	34A
GT Line S 77.4kWh 5dr Auto	£52,775	£50,565	£419*	7.3	114	226	258	328/-	0/2%	-	48%	35A
GT Line 77.4kWh 5dr AWD Auto	£51,775	£49,608	£409*	5.2	114	321	446	314/-	0/2%	-	48%	40A
GT Line S 77.4kWh 5dr AWD Auto	£56,275	£53,916	£467*	5.2	114	321	446	314/-	0/2%	-	47%	40A
GT 77.4kWh 5dr AWD Auto	£62,675	£59,735	£528*	3.5	162	577	546	263/-	0/2%	-	47%	45A

SORENTO Family SUV ★★★★★

VERDICT Comfortable, spacious and well equipped. A fine seven-seat SUV choice, despite its premium prices
Doors 5 Seats 7 L 4810mm W 1900mm H 1695mm Boot 616litres

1.6 T-GDI HEV 2.5dr Auto	£42,985	£42,985	-	9.7	113	212	195	42.2/-	153/35%	£493	57%	-
1.6 T-GDI HEV 3.5dr Auto	£47,185	£47,185	-	9.7	113	212	195	40.4/-	158/36%	£558	57%	-
1.6 T-GDI HEV 4.5dr Auto	£51,685	£51,685	-	9.7	113	212	195	39.8/-	160/37%	£629	55%	-
1.6 T-GDI PHEV 2.5dr Auto	£47,295	£47,295	-	8.8	113	248	195	176.6/-	37/12%	£189	54%	31D
1.6 T-GDI PHEV 3.5dr Auto	£51,495	£51,495	-	8.8	113	248	195	176.6/-	37/12%	£206	54%	33D
1.6 T-GDI PHEV 4.5dr Auto	£55,995	£55,995	-	8.8	113	248	195	176.6/-	37/12%	£224	52%	34D
2.2 CRDi 2.5dr DCT	£41,995	£41,995	-	-	124	190	325	43.5/-	170/37%	£509	57%	30D
2.2 CRDi 3.5dr DCT	£46,195	£46,195	-	-	124	190	325	42.8/-	173/37%	£556	57%	31D
2.2 CRDi 4.5dr DCT	£50,695	£50,695	-	-	124	190	325	42.8/-	174/37%	£611	55%	32D

EV9 Electric SUV ★★★★★

VERDICT Very spacious for seven and has a decent range, but its ride and handling both disappoint
Doors 5 Seats 7 L 5010mm W 1980mm H 1750mm Boot 333litres

Air 99.8kWh 5dr Auto	£65,025	£65,025	£847*	9.4	114	200	-	336/-	0/2%	-	56%	45E
GT-Line 99.8kWh AWD 5dr Auto	£73,275	£73,275	£971*	5.3	124	378	-	308/-	0/2%	-	55%	50E
GT-Line S 99.8kWh AWD 5dr Auto	£76,025	£76,025	£1002*	5.3	124	378	-	308/-	0/2%	-	56%	50E

LAMBORGHINI Italian whatcar.com/lamborghini

HURACAN Sports car ★★★★★

VERDICT A theatrical masterpiece that delivers breathtaking performance. It isn't as fun through the corners as its key rivals, though
Doors 2 Seats 2 L 4520mm W 1933mm H 1165mm Boot 100litres

5.2 V10 610 2dr Auto	£170,978	£170,978	-	3.3	202	610	413	20.5/-	330/37%	£2074	67%	N
5.2 V10 640 2dr Auto AWD	£205,563	£205,563	-	2.9	202	640	443	20.6/-	332/37%	£2501	62%	N
5.2 V10 640 Tecnica 2dr Auto	£212,603	£212,603	-	3.2	202	640	417	19.5/-	328/37%	£2588	64%	N
5.2 V10 640 STO 2dr Auto	£273,317	£273,317	-	3	202	640	417	20.3/-	331/37%	£3336	62%	N

HURACAN SPYDER Sports car ★★★★★

VERDICT Provides a vivid driving experience, but it's let down by average handling and a cramped interior
Doors 2 Seats 2 L 4520mm W 1933mm H 1165mm Boot 100litres

5.2 V10 610 2dr Auto	£187,747	£187,747	-	-	202	610	413	20.3/-	335/37%	£2281	68%	N
5.2 V10 640 2dr Auto AWD	£230,250	£230,250	-	3.1	202	640	443	19.0/-	338/37%	£2805	62%	N

REVUELTO Sports car

VERDICT We have yet to test this car
Doors 2 Seats 2 L 4947mm W 2033mm H 1160mm Boot 112litres

6.5 V12 1015 PHEV 2dr DCT	£449,532	£449,532	-	2.5	218	1015	535	-	316/37%	£2085	75%	-
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URUS Luxury SUV ★★★★★

VERDICT Not the most sensible SUV choice, but the Urus blends jaw-dropping pace with comfort and enough practicality to be usable every day
Doors 5 Seats 5 L 5112mm W 2016mm H 1638mm Boot 616litres

4.0T FSI V8 S 5dr Auto	£185,651	£185,651	-	3.5	190	666	627	20.0/-	320/37%	£2255	75%	N
4.0T FSI V8 Performante 5dr Auto	£207,112	£207,112	-	3.3	190	666	627	20.0/-	320/37%	£2520	72%	N

Model details	Key info				Running costs							
<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★☆ Above average ★★★★ Average ★★★☆☆ Below average ★★☆☆☆ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>	<p>List price on the road</p>	<p>Target Price Tel: 03302 216207</p>	<p>Target PCP per month</p>	<p>0-62mph (sec)</p>	<p>Max speed (mph)</p>	<p>Power (ps)</p>	<p>Torque (lb ft)</p>	<p>Official MPG / range miles Real MPG / Real Range miles</p>	<p>CO₂ g/km / BIK tax liability</p>	<p>Monthly company car tax 40%</p>	<p>Retained value @3yrs / 36k miles</p>	<p>Insurance group</p>

LAND ROVER British whatcar.com/land-rover

DISCOVERY SPORT Family SUV ★★★★★

VERDICT For more practical and family friendly than other premium rivals, especially in seven-seat form
Doors 5 Seats 5/7 L 4597mm W 2069mm H 1727mm Boot 963litres

1.5 P270e S 5dr Auto	£50,150	£50,150	-	7.4	118	269	398	185.3/-	35/12%	£200	52%	-
1.5 P270e Dynamic SE 5dr Auto	£52,770	£52,770	-	7.4	118	269	398	178.6/-	36/12%	£211	52%	-
1.5 P270e Dynamic HSE 5dr Auto	£57,920	£57,920	-	7.4	118	269	398	175.2/-	37/12%	£231	50%	-
2.0 D165 S 5dr Auto	£43,445	£43,445	-	10.2	112	163	280	42.7/-	173/37%	£522	53%	28E
2.0 D165 Dynamic SE 5dr Auto	£46,965	£46,965	-	10.2	112	163	280	42/-	176/37%	£565	55%	30E
2.0 D200 S 5dr Auto	£44,845	£43,097	£405*	8.6	117	204	317	42.7/-	173/37%	£539	54%	32E
2.0 D200 Dynamic SE 5dr Auto	£48,365	£46,476	£430*	8.6	117	204	317	42.7/-	176/37%	£582	56%	34E
2.0 D200 Dynamic HSE 5dr Auto	£53,515	£51,420	£493*	8.6	117	204	317	41.7/-	178/37%	£646	55%	39E

DISCOVERY Luxury SUV ★★★★★

VERDICT Hugely capable and very desirable, and equally at home off road as on it
Doors 5 Seats 7 L 4956mm W 2073mm H 1888mm Boot 258litres

3.0 P360 Dynamic SE 5dr Auto	£68,975	£66,645	£651*	6.5	130	360	369	27.5/-	232/37%	£821	54%	43E
3.0 P360 Dynamic HSE 5dr Auto	£73,345	£70,862	£694*	6.5	130	360	369	27.2/-	234/37%	£875	55%	45E
3.0 D300 Metropolitan Edition 5dr Auto	£77,180	£74,538	£714*	6.8	130	300	479	34.2/-	217/37%	£931	56%	45E
3.0 P360 Metropolitan Edition 5dr Auto	£77,885	£75,243	£769*	6.5	130	360	369	27.1/-	235/37%	£931	54%	45E
3.0 D250 Dynamic HSE 5dr Auto	£69,375	£67,007	£609*	8.1	120	249	420	34.7/-	214/37%	£835	53%	43E
3.0 D300 S 5dr Auto	£60,625	£58,563	£524*	6.8	130	300	479	35.1/-	211/37%	£727	53%	42E
3.0 D300 Dynamic SE 5dr Auto	£68,070	£65,747	£592*	6.8	130	300	479	34.8/-	213/37%	£819	56%	43E
3.0 D300 Dynamic HSE 5dr Auto	£72,435	£69,959	£636*	6.8	130	300	479	34.5/-	215/37%	£872	57%	45E

DEFENDER 90 Family SUV ★★★★★

VERDICT Iconic SUV fuses amazing off-road ability with accomplished road manners
Doors 3/5 Seats 5 L 4583mm W 2008mm H 1974mm Boot 297litres

2.0 P300 SE 90 3dr Auto	£57,660	£56,140	£549*	7.1	119	300	295	26.4/-	243/37%	£682	55%	37E
2.0 P300 X-Dynamic SE 90 3dr Auto												

Land Rover, Lexus

Model details	Key info						Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★☆ Above average
 ★★★☆☆ Average
 ★★☆☆☆ Below average
 ★☆☆☆☆ Poor
Highlighted Our pick of the range
FOR KEY SEE P124

RANGE ROVER EVOQUE Small SUV ★★★★★

VERDICT It might well be the Evoque's looks that piqued your interest, but it's a fine car on objective levels, too

Doors 5 Seats 5 L 4371mm W 1904mm H 1649mm Boot 798litres	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
1.5 P160 S 5dr 2WD Auto	9.7	124	160	192	35.9/	178/37%	£524	52%	-	-
1.5 P160 Dynamic SE 5dr 2WD Auto	9.7	124	160	192	35.3/	181/37%	£556	50%	-	-
1.5 P270e S 5dr Auto	6.8	118	269	398	196.0/	33/12%	£196	49%	-	-
1.5 P270e Dynamic SE 5dr Auto	6.8	118	269	398	194.7/	33/12%	£212	48%	-	-
1.5 P270e Dynamic HSE 5dr Auto	6.8	118	269	398	192.1/	33/12%	£224	47%	-	-
1.5 P270e Autobiography 5dr Auto	6.8	118	269	398	190.9/	34/12%	£242	49%	-	-
2.0 D165 S 5dr 2WD	9.5	120	163	280	46.7/	158/36%	£473	60%	25E	-
2.0 D165 S 5dr Auto	9.2	120	163	280	44/	168/37%	£530	59%	26E	-
2.0 D165 Dynamic SE 5dr Auto	9.2	120	163	280	43.6/	170/37%	£572	56%	29E	-
2.0 D200 S 5dr Auto	7.9	120	204	317	44/	168/37%	£543	60%	29E	-
2.0 D200 Dynamic SE 5dr Auto	7.9	120	204	317	43.6/	170/37%	£594	56%	33E	-
2.0 D200 Dynamic HSE 5dr Auto	7.9	120	204	317	43.4/	171/37%	£631	56%	33E	-
2.0 D200 Autobiography 5dr Auto	7.9	120	204	317	42/	176/37%	£697	58%	34E	-

RANGE ROVER VELAR Luxury SUV ★★★★★

VERDICT A stylish, refined and seriously appealing SUV, but there are better-finished and more practical alternatives

Doors 5 Seats 5 L 4804mm W 1930mm H 1685mm Boot 632litres	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
2.0 P400e S 5dr Auto	5.1	130	404	472	160.3/	40/12%	£260	46%	43E	-
2.0 P400e Dynamic SE 5dr Auto	5.1	130	404	472	157/	41/12%	£277	49%	43E	-
2.0 P400e Dynamic HSE 5dr Auto	5.1	130	404	472	150.1/	43/12%	£291	51%	48E	-
3.0 P400 MHEV Dynamic SE 5dr Auto	5.2	130	400	406	28.9/	223/37%	£806	54%	43E	-
3.0 P400 MHEV Dynamic HSE 5dr Auto	5.2	155	400	406	28.3/	228/37%	£874	53%	47E	-
3.0 P400 MHEV Autobiography 5dr Auto	5.2	155	400	406	28.1/	229/37%	£961	53%	48E	-
2.0 D200 MHEV S 5dr Auto	7.8	130	204	317	43.7/	169/37%	£663	50%	36E	-
2.0 D200 MHEV Dynamic SE 5dr Auto	7.8	130	204	317	42.9/	173/37%	£713	53%	37E	-
2.0 D200 MHEV Dynamic HSE 5dr Auto	7.8	130	204	317	41.6/	178/37%	£780	53%	43E	-
3.0 D300 MHEV Dynamic SE 5dr Auto	6.1	130	300	479	38.4/	192/37%	£779	50%	43E	-
3.0 D300 MHEV Dynamic HSE 5dr Auto	6.1	143	300	479	37.5/	197/37%	£839	51%	47E	-
3.0 D300 MHEV Autobiography 5dr Auto	6.1	143	300	479	37.3/	198/37%	£927	51%	48E	-

RANGE ROVER SPORT Luxury SUV ★★★★★

VERDICT Big on comfort and off-road ability, if not the sportiest of SUVs

Doors 5 Seats 5 L 4946mm W 2209mm H 1820mm Boot 647litres	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
3.0 P460e SE 5dr Auto	5.3	140	460	406	415.0/	16/5%	£150	62%	50E	-
3.0 P460e Dynamic SE 5dr Auto	5.3	140	460	406	415.0/	16/5%	£155	62%	50E	-
3.0 P460e Autobiography 5dr Auto	5.3	140	460	406	412.8/	17/5%	£174	62%	50E	-
3.0 P550e Autobiography 5dr Auto	4.7	150	550	406	406.4/	17/5%	£190	59%	50E	-
3.0 D250 S 5dr Auto	7.3	128	249	443	39.9/	188/37%	£914	63%	-	-
3.0 D300 SE 5dr Auto	6.1	135	300	479	38.8/	191/37%	£1014	61%	47E	-
3.0 D300 Dynamic SE 5dr Auto	6.1	135	300	479	38.9/	191/37%	£1051	61%	48E	-
3.0 D300 Autobiography 5dr Auto	6.1	135	300	479	38.1/	195/37%	£1193	61%	50E	-
3.0 D350 Autobiography 5dr Auto	5.5	145	350	516	38.1/	194/37%	£1245	59%	50E	-

RANGE ROVER Luxury SUV ★★★★★

VERDICT An amazingly refined and capable luxury SUV, but it's extremely expensive

Doors 4 Seats 5(7 LWB) L 5052mm (5252mm LWB) W 2047mm H 1870mm Boot na	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
3.0 P400 SE 4dr Auto	5.5	150	400	406	29/	220/37%	£1304	58%	50E	-
3.0 P400 HSE 4dr Auto	5.5	150	400	406	28.6/	223/37%	£1381	57%	50E	-
3.0 P400 HSE LWB 4dr Auto	5.8	150	400	406	28/	228/37%	£1445	57%	50E	-
3.0 P400 Autobiography 4dr Auto	5.5	150	400	406	28.4/	225/37%	£1549	56%	50E	-
3.0 P400 Autobiography LWB 4dr Auto	5.6	150	400	406	28.3/	226/37%	£1581	56%	50E	-
3.0 P460e SE 4dr Auto	5.5	140	460	406	425.6/	16/5%	£193	62%	50E	-
3.0 P460e HSE 4dr Auto	5.5	140	460	406	403.4/	17/5%	£202	61%	50E	-
3.0 P460e Autobiography 4dr Auto	5.5	140	460	406	386.1/	18/5%	£225	59%	50E	-
3.0 P460e Autobiography LWB 4dr Auto	5.6	140	460	406	380.8/	18/5%	£229	59%	50E	-
3.0 P460e SV LWB 4dr Auto	5.6	140	460	406	381.5/	18/8%	£475	54%	-	-
3.0 P550e Autobiography 4dr Auto	4.8	150	550	406	372.0/	18/5%	£231	59%	50E	-
3.0 P550e SV 4dr Auto	4.8	150	550	406	372.0/	18/8%	£431	59%	50E	-
4.4 P615 V8 SV Burford Edition 4dr Auto	4.3	162	615	537	270/37%	5/35%	£5357	50%	-	-
4.4 P530 V8 Autobiography 4dr Auto	4.3	155	530	553	24.5/	261/37%	£1722	52%	50E	-
4.4 P530 V8 Autobiography LWB 4dr Auto	4.4	155	530	553	24.2/	264/37%	£1754	52%	50E	-
4.4 P615 V8 SV 4dr Auto	4.3	162	615	553	24.2/	264/37%	£2082	52%	50E	-
4.4 P615 V8 SV LWB 4dr Auto	4.4	162	615	553	24.1/	266/37%	£2333	51%	50E	-
3.0 D300 SE 4dr Auto	6.3	135	300	479	38.2/	194/37%	£1262	59%	50E	-
3.0 D300 HSE 4dr Auto	6.3	135	300	479	37.8/	196/37%	£1337	58%	50E	-
3.0 D300 Autobiography 4dr Auto	6.3	135	300	479	37.9/	198/37%	£1505	57%	50E	-
3.0 D350 SE 4dr Auto	5.7	145	350	516	38.3/	194/37%	£1300	58%	50E	-
3.0 D350 HSE 4dr Auto	5.7	145	350	516	37.9/	196/37%	£1375	57%	50E	-
3.0 D350 HSE LWB 4dr Auto	6.1	145	350	516	36.8/	201/37%	£1439	57%	50E	-
3.0 D350 Autobiography 4dr Auto	5.7	145	350	516	37.6/	197/37%	£1543	56%	50E	-
3.0 D350 Autobiography LWB 4dr Auto	5.8	145	350	516	37.1/	200/37%	£1575	56%	50E	-

Model details	Key info						Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★☆ Above average
 ★★★☆☆ Average
 ★★☆☆☆ Below average
 ★☆☆☆☆ Poor
Highlighted Our pick of the range
FOR KEY SEE P124

LEXUS Japanese whatcar.com/lexus

ES Large executive saloon ★★★★★

VERDICT Comfortable and refined, with a hybrid engine, the Lexus ES could make sense for company car drivers

Doors 4 Seats 5 L 4975mm W 1865mm H 1445mm Boot 454litres	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
300h 2.5 Premium 4dr CVT	8.9	112	218	163	53.2/	120/29%	£419	45%	35E	-
300h 2.5 Premium Plus 4dr CVT	8.9	112	218	163	53.2/	121/29%	£466	41%	39E	-
300h 2.5 Takumi 4dr CVT	8.9	112	218	163	53.2/	121/29%	£547	37%	36E	-

RC F Coupé ★★★★★

VERDICT With its old-school V8 engine, the Lexus RC offers coupé buyers something a little different

Doors 2 Seats 4 L 4700mm W 1840mm H 1395mm Boot 340litres	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
5.0 2dr Auto	4.5	168	463	384	23.9/	268/37%	£926	47%	45E	-
5.0 Track Edition 2dr Auto	4.3	168	463	384	23.9/	268/37%	£1118	49%	50E	-
5.0 Takumi Edition 2dr Auto	4.3	168	463	384	23.9/	268/37%	£1124	50%	48E	-

LS Luxury saloon ★★★★★

VERDICT Well equipped and distinctive but too flawed in key areas to recommend

Doors 4 Seats 5 L 5235mm W 1900mm H 1450mm Boot 430litres	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
500h 3.5 F-Sport 4dr CVT Auto 2WD	5.4	155	359	258	34.8/	184/37%	£1241	36%	49E	-
500h 3.5 4dr CVT Auto Premium pack 2WD	5.4	155	359	258	34.8/	184/37%	£1241	34%	50E	-
500h 3.5 4dr CVT Auto Premium pack	5.5	155	359	258	34.4/	186/37%	£1274	34%	49E	-
500h 3.5 Takumi 4dr CVT Auto	5.5	155	359	258	29.7/	215/37%	£1467	36%	50E	-

LBX Small SUV ★★★★★

VERDICT The least expensive Lexus is superb. Not only is it beautifully built, plush inside and very well equipped, but it's also brilliantly efficient

Doors 5 Seats 5 L 4190mm W 1825mm H 1550mm Boot 402litres	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
1.5 Urban 5dr E-CVT	9.2	106	136	136	62.7/	102/25%	£248	57%	23E	-
1.5 Original Edition 5dr E-CVT	9.2	106	136	136	61.4/	104/25%	£331	52%	25E	-
1.5 Premium 5dr E-CVT	9.2	106	136	136	62.7/	102/25%	£269	56%	23E	-
1.5 Premium Plus 5dr E-CVT	9.2	106	136	136	61.4/	103/25%	£286	54%	24E	-

Lexus, Lotus, Maserati, Maxus, Mazda

Model details	Key info				Running costs							
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group	
RZ Electric luxury SUV ★★★★★												
VERDICT Brand's first bespoke EV is big on comfort if not huge on range Doors 5 Seats 5 L 4805mm W 1895mm H 1635mm Boot na												
450e 230kW Direct4 Urban 71.4 kWh 5dr Auto	£55,595	£55,595	-	5.3	99	313	321	273/-	0/2%	£685	49%	-
450e 230kW Direct4 71.4 kWh 5dr Auto	£59,995	£57,039	£489	5.3	99	313	321	271/-	0/2%	£739	47%	44E
450e 230kW Direct4 Takumi 71.4 kWh 5dr Auto	£67,995	£64,639	£518	5.3	99	313	321	251/159*	0/2%	£838	48%	45E
RX Luxury SUV ★★★★★												
VERDICT Comfortable and well equipped, but it's not as good to drive as many of its rivals Doors 5 Seats 5 L 4890mm W 1920mm H 1695mm Boot 612litres												
350h 2.5 5dr E-CVT	£62,140	£59,090	£726	7.9	124	250	247	44.8/-	143/33%	£680	50%	42E
350h 2.5 F-Sport Design 5dr E-CVT	£69,140	£65,740	£805	7.9	124	250	247	44.8/-	143/33%	£757	50%	43E
350h 2.5 Takumi 5dr E-CVT	£76,640	£72,865	£905	7.9	124	250	247	44.8/-	143/33%	£840	48%	43E
500h 2.4 Direct4 F-Sport 5dr Auto	£77,250	£72,733	£841	6.2	130	371	476	35.3/-	182/37%	£939	50%	46E
450h+ 2.5 5dr E-CVT	£67,100	£63,292	£559	6.5	112	309	422	256.8/-	25/8%	£179	51%	44E
450h+ 2.5 F-Sport Design 5dr E-CVT	£74,100	£69,890	£622	6.5	112	309	422	256.8/-	25/8%	£197	51%	45E
450h+ 2.5 Takumi 5dr E-CVT	£81,600	£76,959	£706	6.5	112	309	422	256.8/-	25/8%	£217	49%	45E
LC Sports car ★★★★★												
VERDICT The Lexus LC is a flawed yet desirable GT car with a surprisingly soulful edge. The V8 version is a lot of fun Doors 2 Seats 4 L 4770mm W 1920mm H 1345mm Boot 172litres												
500h 3.5 Sport+ 2dr Auto	£111,115	£111,115	£1645*	5	155	359	257	34.8/-	184/37%	£1356	44%	49E
500 5.0 2dr Auto	£99,110	£99,110	£1392*	4.7	168	464	391	24.3/-	262/37%	£1188	48%	48E
500 5.0 Sport 2dr Auto	£105,560	£105,560	£1513*	4.7	168	464	391	24.3/-	262/37%	£1267	47%	49E
500 5.0 Sport+ 2dr Auto	£111,210	£111,210	£1578*	4.7	168	464	391	24.3/-	262/37%	£1337	47%	49E
LC CONVERTIBLE Convertible ★★★★★												
VERDICT The Porsche 911 is a sharper drive, but the LC sounds fantastic and is beautiful inside Doors 2 Seats 4 L 4770mm W 1920mm H 1345mm Boot 172litres												
500 5.0 Sport+ 2dr Auto	£116,935	£116,935	-	4.6	168	464	391	24.1/-	275/37%	£1408	48%	50E
500 5.0 Ultimate Edition 2dr Auto	£122,150	£122,150	-	4.6	168	464	391	24.1/-	275/37%	£1472	47%	50E
LM Luxury MPV ★★★★★												
VERDICT Cossetting rear seats, but nothing like as smooth as a regular luxury saloon Doors 5 Seats 7 L 5130mm W 1890mm H na mm Boot 110litres												
350h 2.5 5dr E-CVT 2WD	£90,030	£90,030	-	9.1	118	250	176	-/-	152/35%	£1042	50%	-
350h 2.5 5dr E-CVT	£93,030	£93,030	-	9.1	118	250	176	-/-	152/35%	£1077	50%	-
350h 2.5 Takumi 5dr E-CVT	£113,030	£113,030	-	9.1	118	250	176	-/-	152/35%	£1310	50%	-
LOTUS British whatcar.com/lotus												
EMEVA Electric luxury saloon												
VERDICT We have yet to drive this car Doors 4 Seats 5 L 5139mm W 2005mm H 1459mm Boot 509litres												
102kWh 4dr Auto	£96,255	£96,255	-	4.15	155	611	523	360/-	0/2%	-	-	-
S 102kWh 4dr Auto	£108,755	£108,755	-	4.15	155	611	523	310/-	0/2%	-	-	-
R 102kWh 4dr Auto	£131,255	£131,255	-	2.78	159	917	726	270/-	0/2%	-	-	-
ELETRE Electric SUV ★★★★★												
VERDICT Blisteringly fast, but this powerhouse is more about express cruising than having fun on a twisty road Doors 5 Seats 5 L 5103mm W 2019mm H 1636mm Boot 688litres												
112kWh 5dr Auto	£90,805	£90,805	-	4.5	160	612	-	373/-	0/2%	-	63%	-
S 112kWh 5dr Auto	£105,805	£105,805	-	4.5	160	612	-	373/-	0/2%	-	63%	-
R 112kWh 5dr Auto	£121,305	£121,305	-	2.9	165	918	-	304/-	0/2%	-	63%	-
EMIRA Sports car ★★★★★												
VERDICT A fabulously agile and comfortable car in need of a more inspiring engine Doors 2 Seats 2 L 4413mm W 1895mm H 1226mm Boot 359litres												
2.0 First Edition 2dr DCT	£84,300	£84,300	-	4.3	171	360	317	-/-	208/37%	£1019	52%	N
3.5 V6 First Edition 2dr	£89,895	£89,895	-	4.2	180	400	310	-/-	258/37%	£1074	51%	N
MASERATI Italian whatcar.com/maserati												
GHIBLI Large executive saloon ★★★★★												
VERDICT Looks swanky but is off the pace in most other areas Doors 4 Seats 5 L 4971mm W 1945mm H 1461mm Boot 500litres												
Hybrid GT 4dr Auto	£76,030	£76,030	-	5.7	158	330	332	34.9/-	183/37%	£917	35%	N
Hybrid GT Ultima 4dr Auto	£90,685	£90,685	-	5.7	158	330	332	32.8/-	193/37%	£1097	30%	N
V6 430 Modena 4dr Auto	£96,285	£96,285	-	4.9	178	430	428	26.4/-	242/37%	£1158	31%	N
V8 Trofeo 4dr Auto	£121,885	£121,885	-	4.3	203	580	538	23/-	279/37%	£1469	34%	N
V8 334 Ultima 4dr Auto	£159,765	£159,765	-	-	207	580	538	22.2/-	286/37%	£1936	29%	N
QUATTROPORTE Luxury saloon ★★★★★												
VERDICT Has a smooth engine that propels it impressively quickly, but rear passenger space is poor for a saloon of this size Doors 4 Seats 5 L 5262mm W 1948mm H 1481mm Boot 530litres												
V6 Modena S 4dr Auto	£113,970	£113,970	-	5	179	430	427	26.2/-	244/37%	£1378	33%	N
V8 Trofeo 4dr Auto	£142,745	£142,745	-	4.5	203	580	538	23/-	277/37%	£1728	33%	N
GRECALE Sports SUV ★★★★★												
VERDICT Comfy, quiet cruiser suffers in comparison with its Porsche Macan rival when it comes to driver appeal Doors 5 Seats 5 L 4846mm W 1948mm H 1670mm Boot 535litres												
MHEV GT 5dr Auto	£64,055	£64,055	-	5.6	149	300	332	32.1/-	198/37%	£769	48%	N
MHEV 330 Modena 5dr Auto	£71,010	£71,010	-	5.3	149	300	332	32.1/-	199/37%	£855	50%	N
V6 Trofeo 5dr Auto	£102,600	£102,600	-	3.8	177	530	457	30.3/-	254/37%	£1236	53%	N

Model details	Key info				Running costs							
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group	
GRECALE FOLGORE Electric sports SUV ★★★★★												
VERDICT Fast and stylish inside, but neither agile nor comfy enough to trouble the class best Doors 5 Seats 5 L 4846mm W 1948mm H 1670mm Boot 535litres												
Folgore 105kWh 5dr Auto	£109,905	£109,905	-	4.1	137	557	605	310/-	0/2%	-	-	-
LEVANTE Luxury SUV ★★★★★												
VERDICT Spacious and well equipped, but the driving experience doesn't live up to the badge's promise Doors 5 Seats 5 L 5005mm W 1981mm H 1695mm Boot 580litres												
Hybrid GT Ultima 5dr Auto	£92,365	£92,365	-	6	152	330	332	28.8/-	221/37%	£1118	31%	N
V6 430 Modena Ultima 5dr Auto	£114,880	£114,880	-	5.2	164	430	428	23.3/-	273/37%	£1382	32%	N
V8 Ultima Nero Ribelle 5dr Auto	£160,765	£160,765	-	4.1	188	580	538	19.6/-	327/37%	£1948	34%	-
V8 Ultima Blu Royale 5dr Auto	£169,765	£169,765	-	4.1	188	580	538	19.6/-	327/37%	£2059	33%	-
GRANTURISMO Sports car ★★★★★												
VERDICT Agile, comfy and very fast. It should sound better and be nicer inside, though Doors 2 Seats 4 L 4959mm W 1957mm H 1353mm Boot 310litres												
3.0 V6 Modena 2dr Auto	£133,120	£133,120	-	3.9	188	490	443	27.9/-	226/37%	£1612	54%	-
3.0 V6 Trofeo 2dr Auto	£163,590	£163,590	-	3.5	199	550	479	27.9/-	227/37%	£1988	50%	-
GRANTURISMO FOLGORE Electric sports car ★★★★★												
VERDICT Quick, but you're much better off with the petrol version if you want driving pleasure Doors 2 Seats 4 L 4959mm W 1957mm H 1353mm Boot 310litres												
Folgore 92kWh 2dr Auto	£179,950	£179,950	-	2.7	202	761	996	28.0/-	0/2%	-	52%	-
Folgore Primaserie Rame 92kWh 2dr Auto	£227,420	£227,420	-	2.7	202	761	996	28.0/-	0/2%	-	-	-
Folgore Primaserie Blu 92kWh 2dr Auto	£237,500	£237,500	-	2.7	202	761	996	28.0/-	0/2%	-	-	-
GRANCABRIO Convertible sports car												
VERDICT We have yet to drive this car Doors 2 Seats 4 L 4966mm W 1957mm H 1365mm Boot 172litres												
3.0 V6 Trofeo 2dr Auto	£169,585	£169,585	-	3.6	196	550	479	27.1/-	236/37%	£2062	57%	-
GRANCABRIO FOLGORE Electric convertible Sports car												
VERDICT We have yet to drive this car Doors 2 Seats 4 L 4966mm W 1957mm H 1365mm Boot 172litres												
92kWh 2dr Auto	£185,610	£185,610	-	2.8	180	760	996	-/-	279/2%	£2289	-	-
MC20 Sports car												
VERDICT We have yet to test this car Doors 2 Seats 2 L 4669mm W 1965mm H 1224mm Boot 150litres												
V6 2dr Auto	£225,010	£225,010	-	2.9	202	630	538	24.6/-	261/37%	£2741	-	N
MC20 CIELO Sports car												
VERDICT We have yet to test this open-top version of the MC 20 Doors 2 Seats 2 L 4669mm W 1965mm H 1217mm Boot 150litres												
V6 2dr Auto	£250,010	£250,010	-	3	199	630	538	24.1/-	265/37%	£3049	-	N
MAXUS Chinese whatcar.com/maxus												
MIFA 7 MPV												
VERDICT We have yet to test this car Doors 5 Seats 7 L 4907mm W 1885mm H 1756mm Boot 280litres												
Elite 77kWh 5dr Auto	£48,829	£48,829	-	11.2	241	258	-	255/-	0/2%	£602	41%	-
Luxury 77kWh 5dr Auto	£50,635	£50,635	-	11.2	241	258	-	255/-	0/2%	£624	41%	-
Premium 90kWh 5dr Auto	£54,835	£54,835	-	11.2	241	258	-	298/-	0/2%	£676	41%	-
MIFA 9 Electric MPV												
VERDICT We have yet to test this car Doors 5 Seats 7 L 5270mm W 2000mm H 1840mm Boot na litres												
Elite 90kWh 5dr Auto	£65,141	£65,141	-	-	112	241	258	273/-	0/2%	-	41%	-
Luxury 90kWh 5dr Auto	£70,668	£70,668	-	-	112	241	258	270/-	0/2%	-	41%	-
Premium 90kWh 5dr Auto	£77,537	£77,537	-	-	112	241	258	267/-	0/2%	-	41%	-
MAZDA Japanese whatcar.com/mazda												
2 Small hatchback ★★★★★												
VERDICT Not without merit, but there are vastly better all-rounders Doors 5 Seats 5 L 4070mm W 1695mm H 1515mm Boot 280litres												
1.5 Skyactiv G 75 Centre-Line 5dr	£18,625	£17,752	£217	11.3	106	75	105	58.9/-	109/26%	£159	50%	16E
1.5 e-Skyactiv G MHEV Homura 5dr	£19,835	£18,905	£224	9.8	114	90	111	60.1/-	107/26%	£170	52%	18A
1.5 e-Skyactiv G MHEV Exclusive-Line 5dr	£20,375	£19,419	£238	9.8	114	90	111	60.1/-	107/26%	£174	49%	18A
1.5 e-Skyactiv G MHEV Homura Aka 5dr	£21,375	£20,372	£240	9.8	114	90	111	60.1/-	107/26%	£183	52%	18A
1.5 e-Skyactiv G MHEV 115 Homura Aka 5dr	£23,845	£22,725	£283	9.1	124	115	111	56.5/61.9	113/27%	£212	48%	21A
2 HYBRID Small Hatchback ★★★★★												
VERDICT Very efficient and comfy, but the Toyota Tais it's based on offers better value and a longer warranty Doors 5 Seats 5 L 3940mm W 1745mm H 1500mm Boot 286litres												
1.5i Hybrid Centre Line 5dr CVT	£24,135	£22,698	£195	9.7								

Mazda, McLaren, Mercedes-Benz

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★★ Above average
 ★★★★★ Average
 ★★★★★ Below average
 ★★★★★ Poor
Highlighted Our pick of the range
FOR KEY SEE P124

3 SALOON Executive saloon ★★★★★
VERDICT Combines performance with low running costs, thanks to its innovative Skyactiv-X engine
Doors 2 Seats 5 L 4460mm W 1795mm H 1440mm Boot 44litres

2.0 e-Skyactiv X MHEV (186) Exclusive-Line 4dr	£29,245	£27,651	£310	8.1	134	186	177	56.5/-	117/28%	£270	44%	23E
2.0 e-Skyactiv X MHEV (186) Takumi 4dr	£31,645	£29,919	£341	8.1	134	186	177	56.5/-	117/28%	£293	44%	24E

CX-30 Small SUV ★★★★★
VERDICT A plush-feeling SUV with a luxurious interior and a good amount of driver space, but it's a bit cramped in the back
Doors 5 Seats 5 L 4395mm W 1795mm H 1540mm Boot 43litres

2.5 e-Skyactiv G MHEV Prime-Line 5dr	£25,415	£25,415	-	9.7	121	140	176	-/-	135/32%	£268	47%	-
2.5 e-Skyactiv G MHEV Centre-Line 5dr	£27,015	£27,015	-	9.7	121	140	176	-/-	135/32%	£285	46%	-
2.5 e-Skyactiv G MHEV Homura 5dr	£27,615	£27,615	-	9.7	121	140	176	-/-	135/32%	£291	46%	-
2.5 e-Skyactiv X MHEV Exclusive-Line 5dr	£28,715	£28,715	-	9.7	121	140	176	-/-	135/32%	£303	47%	-
2.5 e-Skyactiv X MHEV Takumi 5dr	£31,115	£31,115	-	9.7	121	140	176	-/-	135/32%	£328	46%	-
2.0 e-Skyactiv X MHEV Centre-Line 5dr	£28,865	£27,007	£270	8.3	127	186	177	49.6/-	129/30%	£286	47%	20E
2.0 e-Skyactiv X MHEV Homura 5dr [Sunroof]	£29,965	£29,965	-	8.3	127	186	177	49.6/-	129/30%	£297	47%	-
2.0 e-Skyactiv X MHEV Exclusive-Line 5dr	£31,165	£29,157	£299	8.3	127	186	177	49.6/-	129/30%	£309	46%	20E
2.0 e-Skyactiv X MHEV Takumi 5dr	£33,565	£31,401	£331	8.3	127	186	177	49.6/-	129/30%	£333	45%	21E
2.0 e-Skyactiv X MHEV Takumi 5dr AWD	£35,815	£33,508	£362	8.8	127	186	177	-/-	139/32%	£379	45%	21E

MX-30 Electric small SUV ★★★★★
VERDICT Smart interior and good to drive, but short on performance and practicality.
Doors 5 Seats 5 L 4395mm W 1795mm H 1555mm Boot 36litres

Prime Line 35.5kWh 5dr Auto	£27,995	£26,808	£174	9.7	87	145	200	124/-	0/2%	-	33%	19E
Exclusive Line 35.5kWh 5dr Auto	£29,995	£28,723	£190	9.7	87	145	200	124/-	0/2%	-	33%	19E
Makoto 35.5kWh 5dr Auto	£32,395	£31,021	£216	9.7	87	145	200	124/-	0/2%	-	33%	19E

MX-30 R-EV Plug-in hybrid small SUV ★★★★★
VERDICT Rotary engine range-extender version of the MX-30 makes much more sense - it's one of the cheapest plug-in hybrids you can buy
Doors 5 Seats 5 L 4395mm W 1795mm H 1555mm Boot 36litres

R-EV Prime Line 5dr Auto	£31,495	£30,080	£226	9.1	87	170	192	282.5/-	21/8%	-	50%	22E
R-EV Exclusive Line 5dr Auto	£33,495	£31,990	£252	9.1	87	170	192	282.5/-	21/8%	-	48%	22E
R-EV Makoto 5dr Auto	£35,895	£34,282	£288	9.1	87	170	192	282.5/-	21/8%	-	48%	23E

CX-5 Family SUV ★★★★★
VERDICT Smart and practical inside, well equipped and great to drive
Doors 5 Seats 5 L 4550mm W 1840mm H 1675mm Boot 50litres

2.0 e-Skyactiv G MHEV Centre-Line 5dr	£31,045	£29,124	£323	10.7	125	165	157	43.5/-	146/34%	£348	47%	17E
2.0 e-Skyactiv G MHEV Newground 5dr	£32,045	£30,062	£330	10.7	125	165	157	43.5/-	146/34%	£360	48%	17E
2.0 e-Skyactiv G MHEV Exclusive-Line 5dr	£34,145	£32,030	£353	10.7	125	165	157	43.5/-	146/34%	£383	48%	18E
2.0 e-Skyactiv G MHEV Homura 5dr	£36,145	£33,905	£373	10.7	125	165	157	43.5/-	146/34%	£406	49%	18E
2.0 e-Skyactiv G MHEV Takumi 5dr	£36,545	£34,280	£379	10.7	125	165	157	43.5/-	146/34%	£411	49%	19E
2.5 e-Skyactiv G MHEV Takumi 5dr Auto AWD	£41,130	£38,628	£419	9.5	121	194	194	37.2/-	171/37%	£494	50%	21E
2.2d [184] Exclusive-Line 5dr	£36,345	£34,093	£391	9.2	129	184	328	50.4/-	147/34%	£408	46%	26E
2.2d [184] Takumi 5dr AWD	£40,735	£38,233	£439	9.3	129	184	328	44.8/-	165/37%	£494	47%	26E

CX-60 Family SUV ★★★★★
VERDICT Well priced, fun to drive and plush inside, but some rivals are comfier and cheaper, while the best premium SUVs are better all-rounders.
Doors 5 Seats 5 L 4745mm W 1890mm H 1675mm Boot 57litres

2.5 PHEV Exclusive-Line 5dr Auto	£45,420	£42,244	£415	5.8	124	327	369	201.8/-	32/12%	£181	46%	38A
2.5 PHEV Homura 5dr Auto	£48,170	£44,802	£446	5.8	124	327	369	201.8/-	32/12%	£192	46%	39A
2.5 PHEV Takumi 5dr Auto	£49,520	£46,057	£464	5.8	124	327	369	201.8/-	32/12%	£198	46%	39A
3.3d 200 Exclusive-Line 5dr Auto	£45,370	£42,104	£423	8.4	132	200	332	-/-	131/31%	£465	47%	33A
3.3d 254 Exclusive-Line 5dr Auto AWD	£47,970	£44,516	£455	7.4	136	254	406	52.3/-	139/32%	£508	47%	38A
3.3d 254 Homura 5dr Auto AWD	£50,720	£47,066	£485	7.4	136	254	406	52.3/-	139/32%	£538	47%	38A
3.3d 254 Takumi 5dr Auto AWD	£54,970	£51,008	£547	7.4	136	254	406	52.3/-	139/32%	£583	46%	39A

CX-80 Family SUV ★★★★★
VERDICT We have yet to drive this car
Doors 5 Seats 7 L 4995mm W 1890mm H 1710mm Boot 56litres

2.5 PHEV Exclusive-Line 5dr Auto AWD	£48,920	£48,920	-	-	-	327	369	176.6/-	35/12%	£195	49%	37A
2.5 PHEV Homura 5dr Auto AWD	£52,070	£52,070	-	-	-	327	369	176.6/-	35/12%	£208	49%	38A
2.5 PHEV Takumi 5dr Auto AWD	£53,020	£53,020	-	-	-	327	369	176.6/-	35/12%	£212	49%	38A
2.5 PHEV Takumi Plus 5dr Auto AWD	£55,670	£55,670	-	-	-	327	369	176.6/-	35/12%	£222	48%	39A
3.3d Exclusive-Line 5dr Auto AWD	£51,455	£51,455	-	-	-	254	406	49.6/-	148/34%	£579	50%	37A
3.3d Homura 5dr Auto AWD	£54,605	£54,605	-	-	-	254	406	49.6/-	148/34%	£615	50%	38A
3.3d Takumi 5dr Auto AWD	£55,555	£55,555	-	-	-	254	406	49.6/-	148/34%	£626	50%	38A
3.3d Takumi Plus 5dr Auto AWD	£58,005	£58,005	-	-	-	254	406	49.6/-	148/34%	£649	49%	39A

MX-5 Convertible Sports car ★★★★★
VERDICT A terrific two-seat convertible that's great to drive and doesn't cost a fortune to buy or own
Doors 2 Seats 2 L 3915mm W 1735mm H 1225mm Boot 13litres

1.5 Prime-Line 2dr	£28,000	£26,477	£320	8.3	127	132	112	44.8/-	142/33%	£305	33%	27E
1.5 Exclusive-Line 2dr	£30,000	£28,367	£346	8.3	127	132	112	44.8/-	142/33%	£327	34%	27E
2.0 Exclusive-Line 2dr	£32,400	£30,657	£353	6.5	136	184	151	41.5/45.1	153/35%	£370	39%	33A
2.0 Homura 2dr	£34,800	£32,925	£388	6.5	136	184	151	41.5/45.1	153/35%	£398	38%	33A

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★★ Above average
 ★★★★★ Average
 ★★★★★ Below average
 ★★★★★ Poor
Highlighted Our pick of the range
FOR KEY SEE P124

MX-5 RF Sports car ★★★★★
VERDICT Just as fun to drive as the regular soft-top MX-5, but the step up in refinement isn't enough to justify its extra cost
Doors 2 Seats 2 L 3915mm W 1735mm H 1230mm Boot 12litres

1.5 Prime-Line 2dr	£29,900	£28,273	£339	8.7	126	132	112	44.8/-	142/33%	£325	37%	24E
1.5 Exclusive-Line 2dr	£31,900	£30,163	£358	8.7	126	132	112	44.8/-	142/33%	£347	38%	25E
2.0 Exclusive-Line 2dr	£34,300	£32,452	£385	6.8	137	184	151	41.5/-	153/35%	£392	39%	32A
2.0 Homura 2dr	£37,000	£35,004	£428	6.8	137	184	151	41.5/-	153/35%	£424	37%	32A

McLAREN British whatcar.com/mclaren
GTS Sports car
VERDICT We have yet to test this car
Doors 2 Seats 2 L 4683mm W 2045mm H 1213mm Boot no litres

V8 2dr SSG Auto	£182,060	£182,060	-	3.2	203	635	465	-/-	270/37%	£2211	46%	N
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ARTURA Sports car ★★★★★
VERDICT Extremely capable, but the Ferrari 296 GTB packs more of an emotional punch
Doors 2 Seats 2 L 4539mm W 1976mm H 1193mm Boot 160litres

V6 PHEV 2dr DCT	£190,715	£190,715	-	3	205	680	432	61.5/-	129/30%	£889	59%	N
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750 Sports car
VERDICT We have yet to test this car
Doors 2 Seats 2 L 4569mm W n mm H 1196mm Boot 150litres

V8 2dr SSG Auto	£247,420	£247,420	-	2.8	206	750	590	23.2/-	276/37%	£3019	-	-
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750 Convertible sports car
VERDICT We have yet to test this convertible version of the 750
Doors 2 Seats 2 L 4569mm W Nmm H 1196mm Boot 150litres

V8 2dr SSG Auto	£271,820	£271,820	-	2.8	206	750	590	23.2/-	276/37%	£3320	-	-
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765LT COUPÉ Sports car
VERDICT We have yet to test this car
Doors 2 Seats 2 L 4600mm W 2054mm H 1159mm Boot na

V8 2dr SSG Auto	£282,660	£282,660	-	2.8	205	765	590	23.0/-	280/37%	£3453	67%	N
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765LT Sports car
VERDICT We have yet to test this convertible version of the 765LT
Doors 2 Seats 2 L 4600mm W 2054mm H 1159mm Boot na

V8 2dr SSG Auto	£313,160	£313,160	-	2.8	205	765	590	23.0/-	280/37%	£3830	62%	N
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MERCEDES-BENZ German whatcar.com/mercedes-benz
A-CLASS Family hatchback ★★★★★
VERDICT Classy, safe, good to drive and packed with technology
Doors 5 Seats 5 L 4419mm W 1796mm H 1440mm Boot 35litres

A180 Sport Edition 5dr Auto	£30,720	£30,720	-	9.2	134	136	170	47.1/-	135/32%	£324	47%	19E
A180 Sport Executive 5dr Auto	£31,920	£28,420	£292	9.2	134	136	170	47.1/-	135/32%	£337	45%	19E
A180 AMG Line Executive 5dr Auto	£34,020	£30,520	£293	9.2	134	136	170	47.1/-	137/32%	£360	45%	20E
A180 AMG Line Premium 5dr Auto	£35,420	£31,920	£303	9.2	134	136	170	47.1/-	137/32%	£374	46%	21E
A180 AMG Line Premium Plus 5dr Auto	£39,070	£35,570	£348	9.2	134	136	170	47.1/-	144/33%	£426	43%	21E
A200 Sport Executive 5dr Auto	£33,470	£29,970	£289	8.2	140	163	199	47.1/-	135/32%	£354	46%	23E
A200 AMG Line Executive 5dr Auto	£35,570	£32,070	£314									

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
A200d AMG Line Premium Plus 4dr Auto	£42,510	£39,510	£444	8.4	141	150	236	53.3/138	32/22	£450	45%	25E
AMG A35 4Matic Executive 4dr Auto	£46,145	£43,645	£456	4.8	155	306	295	34.0/189	37/35	£556	47%	35E
AMG A35 4Matic Premium 4dr Auto	£47,745	£45,245	£477	4.8	155	306	295	33.6/189	37/35	£575	48%	35E
AMG A35 4Matic Premium Plus 4dr Auto	£51,420	£48,920	£519	4.8	155	306	295	33.6/191	37/35	£614	47%	35E

B-CLASS MPV ★★★★★

VERDICT Plush, comfortable, relatively refined and really practical
Doors 5 Seats 5 L 4419mm W 1796mm H 1562mm Boot 455litres

Model	List Price	Target Price	Target PCP	0-62mph	Max Speed	Power	Torque	MPG/Range	CO ₂	Company Car Tax	Retained Value	Insurance Group
B200 Sport Executive 5dr Auto	£35,140	£33,640	£436	8.4	139	163	199	45.6/140	33/22	£383	37%	22E
B200 AMG Line Executive 5dr Auto	£37,440	£35,940	£422	8.4	139	163	199	44.8/142	33/22	£408	43%	23E
B200 AMG Line Premium 5dr Auto	£38,840	£37,340	£439	8.4	139	163	199	44.8/142	33/22	£424	42%	23E
B200 AMG Line Premium Plus 5dr Auto	£42,490	£40,990	£482	8.4	139	163	199	42.8/150	35/24	£492	40%	24E
B200d Sport Executive 5dr Auto	£36,250	£34,750	£415	8.5	136	150	236	55.4/135	32/22	£383	38%	22E
B200d AMG Line Executive 5dr Auto	£38,550	£37,050	£446	8.5	136	150	236	54.3/137	32/22	£408	43%	23E
B200d AMG Line Premium 5dr Auto	£39,950	£38,450	£458	8.5	136	150	236	54.3/137	32/22	£423	43%	23E
B200d AMG Line Premium Plus 5dr Auto	£43,600	£42,100	£506	8.5	136	150	236	51.4/145	34/24	£490	41%	24E

CLA Executive saloon coupé ★★★★★

VERDICT With tidy handling and a largely comfortable ride, the CLA is a classy alternative to the traditional executive saloons
Doors 4 Seats 5 L 4688mm W 1830mm H 1444mm Boot 460litres

Model	List Price	Target Price	Target PCP	0-62mph	Max Speed	Power	Torque	MPG/Range	CO ₂	Company Car Tax	Retained Value	Insurance Group
CLA 180 Sport Edition 4dr Tip Auto	£32,550	£32,550	£427	9.4	134	136	170	47.1/135	32/22	£344	56%	22E
CLA 180 Sport Executive 4dr Tip Auto	£34,550	£31,050	£315	9.4	134	136	170	47.1/137	32/22	£365	55%	23E
CLA 180 AMG Line Executive 4dr Tip Auto	£37,720	£34,220	£356	9.4	134	136	170	46.3/137	32/22	£399	52%	23E
CLA 180 AMG Line Premium 4dr Tip Auto	£39,740	£36,240	£375	9.4	134	136	170	44.8/143	33/22	£434	52%	24E
CLA 180 AMG Line Premium Plus 4dr Tip Auto	£43,290	£39,790	£441	9.4	134	136	170	44.1/143	33/22	£473	50%	24E
CLA 200 Sport Executive 4dr Tip Auto	£36,050	£32,550	£330	8.4	142	163	199	47.1/137	32/22	£381	54%	26E
CLA 200 AMG Line Executive 4dr Tip Auto	£39,220	£35,720	£370	8.4	142	163	199	46.3/138	32/22	£415	51%	26E
CLA 200 AMG Line Premium 4dr Tip Auto	£41,240	£37,740	£390	8.4	142	163	199	44.8/143	33/22	£450	51%	27E
CLA 200 AMG Line Premium Plus 4dr Tip Auto	£44,790	£41,290	£455	8.4	142	163	199	44.1/145	34/24	£504	49%	27E
CLA 250e AMG Line Executive 4dr Tip Auto	£45,360	£41,860	£467	7.6	142	218	332	313.9/20.8	20/8%	£121	45%	34E
CLA 250e AMG Line Premium 4dr Tip Auto	£47,380	£43,880	£469	7.6	142	218	332	256.8/24.8	24/8%	£126	45%	35E
CLA 250e AMG Line Premium Plus 4dr Tip Auto	£50,930	£47,430	£534	7.6	142	218	332	256.8/24.8	24/8%	£136	44%	35E
CLA 220d Sport Executive 4dr Tip Auto	£39,280	£35,780	£386	7.3	152	190	295	55.4/132	31/31	£403	49%	30E
CLA 220d AMG Line Executive 4dr Tip Auto	£42,450	£38,950	£430	7.3	152	190	295	55.4/133	31/31	£438	47%	31E
CLA 220d AMG Line Premium 4dr Tip Auto	£44,470	£40,970	£450	7.3	152	190	295	53.3/139	32/22	£471	46%	32E
CLA 220d AMG Line Premium Plus 4dr Tip Auto	£48,020	£44,520	£481	7.3	152	190	295	52.3/141	33/22	£528	46%	32E
AMG CLA 35 Premium 4Matic 4dr Tip Auto	£49,615	£47,115	£467	4.9	155	306	295	33.6/190	37/35	£595	46%	37E
AMG CLA 35 Premium Plus 4Matic 4dr Tip Auto	£54,230	£51,730	£525	4.9	155	306	295	33.2/192	37/35	£648	48%	38E
AMG CLA 45 S 4Matic+ Plus 4dr Tip Auto	£68,260	£65,760	£751	4.1	168	421	369	31.4/204	37/35	£821	53%	41E

CLA SHOOTING BRAKE Executive estate ★★★★★

VERDICT There are more practical estates, but the CLA's attractive interior, strong engines and decent driving experience hold plenty of appeal
Doors 5 Seats 5 L 4688mm W 1830mm H 1447mm Boot 505litres

Model	List Price	Target Price	Target PCP	0-62mph	Max Speed	Power	Torque	MPG/Range	CO ₂	Company Car Tax	Retained Value	Insurance Group
CLA 180 Sport Executive 5dr Tip Auto	£35,550	£32,050	£320	9.6	134	136	170	45.6/140	33/22	£388	52%	23E
CLA 180 AMG Line Executive 5dr Tip Auto	£38,720	£35,220	£372	9.6	134	136	170	45.6/140	33/22	£422	50%	23E
CLA 180 AMG Line Premium 5dr Tip Auto	£40,740	£37,240	£398	9.6	134	136	170	43.6/146	34/24	£458	49%	24E
CLA 180 AMG Line Premium Plus 5dr Tip Auto	£44,290	£40,790	£448	9.6	134	136	170	45.6/147	34/24	£498	48%	25E
CLA 200 Sport Executive 5dr Tip Auto	£37,050	£33,550	£345	8.6	140	163	199	45.6/140	33/22	£404	51%	26E
CLA 200 AMG Line Executive 5dr Tip Auto	£40,220	£36,720	£396	8.6	140	163	199	45.6/140	33/22	£439	49%	26E
CLA 200 AMG Line Premium 5dr Tip Auto	£42,240	£38,740	£422	8.6	140	163	199	43.5/146	34/24	£475	48%	27E
CLA 200 AMG Line Premium Plus 5dr Tip Auto	£45,790	£42,290	£472	8.6	140	163	199	45.5/148	34/24	£515	47%	28E
CLA 250e AMG Line Executive 5dr Tip Auto	£46,360	£42,860	£470	7.7	140	218	332	313.9/21.8	21/8%	£123	45%	34E
CLA 250e AMG Line Premium 5dr Tip Auto	£48,380	£44,880	£470	7.7	140	218	332	256.8/25.8	25/8%	£129	45%	35E
CLA 250e AMG Line Premium Plus 5dr Tip Auto	£51,930	£48,430	£507	7.7	140	218	332	256.8/24.8	24/8%	£138	44%	35E
CLA 220d Sport Executive 5dr Tip Auto	£40,280	£36,780	£406	7.4	147	190	295	55.4/136	32/22	£426	49%	30E
CLA 220d AMG Line Executive 5dr Tip Auto	£43,450	£39,950	£449	7.4	147	190	295	55.4/137	32/22	£460	47%	31E
CLA 220d AMG Line Premium 5dr Tip Auto	£45,470	£41,970	£499	7.4	147	190	295	53.3/143	33/22	£497	47%	31E
CLA 220d AMG Line Premium Plus 5dr Tip Auto	£49,020	£45,520	£530	7.4	147	190	295	52.3/144	33/22	£536	46%	32E
AMG CLA 35 Premium 4Matic 5dr Tip Auto	£51,170	£47,670	£461	4.9	155	306	295	33.6/194	37/35	£610	49%	38E
AMG CLA 35 Premium Plus 4Matic 5dr Tip Auto	£55,230	£51,730	£518	4.9	155	306	295	33.2/195	37/35	£660	48%	38E
AMG CLA 45 S 4Matic+ Plus 5dr Tip Auto	£69,260	£66,760	£905	4.1	168	421	369	31.4/207	37/35	£933	53%	42E

C-CLASS Executive saloon ★★★★★

VERDICT Looks swish and the diesel engines are super-efficient. There are roomier and more comfortable rivals, though
Doors 4 Seats 5 L 4751mm W 1820mm H 1437mm Boot 455litres

Model	List Price	Target Price	Target PCP	0-62mph	Max Speed	Power	Torque	MPG/Range	CO ₂	Company Car Tax	Retained Value	Insurance Group
C200 AMG Line 4dr 9G-Tronic	£45,180	£43,180	£413	7.3	153	204	221	44.1/145	34/24	£508	49%	33E
C200 AMG Line Premium 4dr 9G-Tronic	£48,590	£46,590	£459	7.3	153	204	221	42.8/151	35/24	£558	48%	36E
C200 AMG Line Premium Plus 4dr 9G-Tronic	£52,590	£50,590	£499	7.3	153	204	221	42.2/152	35/24	£605	45%	37E
C300 AMG Line Premium 4dr 9G-Tronic	£51,590	£49,590	£490	6	155	258	295	41.5/156	36/24	£573	46%	39E
C300 AMG Line Premium Plus 4dr 9G-Tronic	£55,590	£53,590	£531	6	155	258	295	40.9/156	36/24	£658	45%	39E
C300e AMG Line 4dr 9G-Tronic	£52,025	£50,025	£501	6.1	152	313	406	565.0/12.8	12/8%	£137	47%	43E
C300e AMG Line Premium 4dr 9G-Tronic	£55,025	£53,025	£556	6.1	152	313	406	565.0/12.8	12/8%	£149	47%	43E
C300e AMG Line Premium Plus 4dr 9G-Tronic	£59,025	£57,025	£617	6.1	152	313	406	565.0/12.8	12/8%	£157	45%	45E
C220d [197] AMG Line 4dr 9G-Tronic	£46,570	£44,570	£421	7.3	152	197	325	62.8/119	28/28	£432	49%	35E
C220d [197] AMG Line Premium 4dr 9G-Tronic	£49,570	£47,570	£460	7.3	152	197	325	58.8/125	30/30	£493	48%	38E
C220d [197] AMG Line Premium Plus 4dr 9G-Tronic	£53,570	£51,570	£500	7.3	152	197	325	58.9/126	30/30	£533	46%	38E
C300d AMG Line Premium 4dr 9G-Tronic	£53,340	£51,340	£509	5.7	155	265	406	53.3/138	32/22	£566	47%	41E
C300d AMG Line Premium Plus 4dr 9G-Tronic	£57,340	£55,340	£566	5.7	155	265	406	53.3/139	32/22	£608	45%	41E
C43 4Matic Premium 4dr 9G-Tronic	£67,340	£65,340	£613	4.6	155	408	369	31.7/202	37/35	£810	48%	44E
C43 4Matic Premium Plus 4dr 9G-Tronic	£71,340	£69,340	£657	4.6	155	408	369	31.7/202	37/35	£859	46%	44E

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
C63 S e 4Matic+ Night Ed Premium + 4dr MCT	£98,190	£96,190	£1309	3.4	174	680	402	40.9/156	36/24	£455	51%	50E
C63 S e 4Matic+ Carbon Edition 4dr MCT	£103,190	£101,190	-	3.4	174	680	402	40.9/156	36/24	£478	51%	49E

C-CLASS ESTATE Executive estate ★★★★★

VERDICT Well equipped and very practical, but it's not as good to drive as its rivals and could be better built inside
Doors 5 Seats 5 L 4751mm W 1820mm H 1437mm Boot 490litres

Model	List Price	Target Price	Target PCP	0-62mph	Max Speed	Power	Torque	MPG/Range	CO ₂	Company Car Tax	Retained Value	Insurance Group
C200 AMG Line 5dr 9G-Tronic	£46,740	£43,240	£521	7.5	149	204	221	42.8/150	35/24	£542	49%	34E
C200 AMG Line Premium 5dr 9G-Tronic	£50,150	£46,650	£576	7.5	149	204						

Mercedes-Benz

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
E450d 4Matic AMG Line Premium Plus 4dr 9G-Tronic	£86,325	£86,325	-	4.8	155	367	553	44.8/ -	160/37%	£1056	41%	50E
E300de AMG Line Advanced 5dr 9G-Tronic	£71,610	£71,610	-	6.4	146	313	516	706.3/ -	11/8%	£191	49%	50E
E300de Exclusive Premium 4dr 9G-Tronic	£71,610	£71,610	-	6.4	146	313	516	565/ -	12/8%	£191	49%	50E
E300de AMG Line Premium Plus 4dr 9G-Tronic	£78,610	£78,610	-	6.4	146	313	516	565/ -	12/8%	£209	45%	50E
E300de Urban Edition 4dr 9G-Tronic	£66,610	£66,610	-	6.4	146	313	516	706.3/ -	11/8%	£177	48%	49E
E53 4Matic+ Premium 4dr TCT	£90,860	£90,860	-	3.8	155	449	413	313.9/ -	21/8%	£242	42%	50E

E-CLASS ESTATE Large executive estate ★★★★★

VERDICT ...As above, but with extra practicality

Doors 5 Seats 5 L 4949mm W 1880mm 1469 mm Boot 615litres

E200 AMG Line 5dr 9G-Tronic	£57,930	£57,930	£780	7.8	144	204	236	42.2/ -	153/35%	£668	48%	41E
E200 AMG Line Advanced 5dr 9G-Tronic	£61,175	£61,175	£824	7.8	144	204	236	41.5/ -	155/36%	£726	48%	43E
E200 AMG Line Premium 5dr 9G-Tronic	£64,055	£64,055	£863	7.8	144	204	236	41.5/ -	155/36%	£760	47%	43E
E200 AMG Line Premium Plus 5dr 9G-Tronic	£69,740	£69,740	£971	7.8	144	204	236	40.9/ -	158/36%	£829	45%	44E
E200 Exclusive Edition 5dr 9G-Tronic	£69,740	£69,740	£971	7.8	144	204	236	39.2/ -	163/37%	£852	45%	44E
E300de Urban Edition 5dr 9G-Tronic	£66,860	£66,860	-	6.5	141	313	406	470.8/ -	14/8%	£178	47%	48E
E300de AMG Line Premium 5dr 9G-Tronic	£71,860	£71,860	-	6.5	141	313	406	470.8/ -	14/8%	£191	47%	50E
E300de Exclusive Premium 5dr 9G-Tronic	£71,860	£71,860	-	6.5	141	313	406	470.8/ -	14/8%	£191	47%	50E
E300de AMG Line Premium Plus 5dr 9G-Tronic	£78,860	£78,860	£1153	6.5	141	313	406	470.8/ -	14/8%	£210	44%	50E
E220d AMG Line 5dr 9G-Tronic	£59,220	£59,220	£827	7.9	143	197	325	55.5/ -	132/31%	£609	46%	41E
E220d AMG Line Advanced 5dr 9G-Tronic	£62,465	£62,465	£852	7.9	143	197	325	55.4/ -	133/31%	£642	45%	43E
E220d AMG Line Premium 5dr 9G-Tronic	£65,345	£65,345	£891	7.9	143	197	325	55.4/ -	134/31%	£672	45%	44E
E220d AMG Line Premium Plus 5dr 9G-Tronic	£71,035	£71,035	£969	7.9	143	197	325	54.3/ -	136/32%	£755	43%	44E
E220d Exclusive Edition 5dr 9G-Tronic	£71,035	£71,035	£969	7.9	143	197	325	52.3/ -	141/33%	£778	43%	44E
E300de Urban Edition 5dr 9G-Tronic	£68,860	£68,860	-	6.6	140	313	516	565/ -	12/8%	£183	48%	49E
E300de AMG Line Premium 5dr 9G-Tronic	£73,860	£73,860	-	6.6	140	313	516	565/ -	13/8%	£197	49%	50E
E300de Exclusive Premium 5dr 9G-Tronic	£73,860	£73,860	-	6.6	140	313	516	565/ -	13/8%	£197	49%	50E
E300de AMG Line Premium Plus 5dr 9G-Tronic	£80,860	£80,860	-	6.6	140	313	516	565/ -	13/8%	£215	45%	50E
E450d 4M AMG Line Premium 5dr 9G-Tronic [Pan Roof]	£81,530	£81,530	-	5	155	367	553	44.8/ -	164/37%	£997	43%	50E
E450d 4Matic Exclusive Premium 5dr 9G-Tronic	£81,530	£81,530	-	5	155	367	553	44.8/ -	165/37%	£997	43%	50E
E450d 4Matic AMG Line Premium Plus 5dr 9G-Tronic	£88,530	£88,530	-	5	155	367	553	44.8/ -	166/37%	£1083	40%	50E
E450d 4Matic Exclusive Premium Plus 5dr 9G-Tronic	£88,945	£88,945	-	5	155	367	553	43.5/ -	171/37%	£1083	40%	50E
E53 4Matic+ Premium 5dr TCT	£93,110	£93,110	-	3.9	155	449	413	282.5/ -	23/8%	£248	42%	50E
E53 4Matic+ Edition 1 5dr TCT	£118,110	£118,110	-	3.9	155	449	413	282.5/ -	23/8%	£315	37%	50E

EQE Electric large executive saloon ★★★★★

VERDICT Quiet, smooth and has a great range, but the rear seats are uncomfortable and it's very expensive

Doors 4 Seats 5 L 4946mm W 1961mm H 1510mm Boot na

EQE 350+ Sport Edition 96kWh 4dr Auto	£68,360	£68,360	-	6.5	130	292	-	429/ -	0/2%	£842	44%	50E
EQE 350+ AMG Line Edition 96kWh 4dr Auto	£72,610	£72,610	-	6.5	130	292	-	429/ -	0/2%	£895	42%	50E
EQE 350+ AMG Line Nt Ed Prem 96kWh 4dr Auto	£78,610	£78,610	-	6.5	130	292	-	425/ -	0/2%	£969	42%	-
EQE 350+ AMG Line Nt Ed Prem+ 96kWh 4dr Auto	£84,610	£84,610	-	6.5	130	292	-	383/ -	0/2%	£1043	41%	-
EQE 500 4M AMG Line Edition 91kWh 4dr Auto	£80,610	£80,610	-	4.7	130	408	-	385/ -	0/2%	£994	42%	50E
EQE 500 4M AMG Line Nt Ed Prem 91kWh 4dr At	£86,610	£86,610	-	4.7	130	408	-	382/ -	0/2%	£1068	42%	-
EQE500 4M AMG Line Nt Ed Prem+ 91kWh 4dr At	£92,610	£92,610	-	4.7	130	408	-	342/ -	0/2%	£1142	42%	-
AMG E53 4Matic+ Night Ed 91kWh 4dr Auto [20"]	£105,860	£105,860	-	3.5	137	625	-	306/ -	0/2%	£1205	43%	50E
AMG E53 4Matic+ Night Ed Premium+ 91kWh 4dr Auto	£115,860	£115,860	-	3.5	137	625	-	306/ -	0/2%	£1428	41%	50E

AMG GT 4DR COUPÉ Luxury saloon ★★★★★

VERDICT Bankers fast and fun to drive, yet relatively practical. However, the Porsche Panamera is more refined and AMG's own E63 is cheaper

Doors 4 Seats 4/5 L 5054mm W 1953mm H 1442mm Boot 461litres

GT 63 S 4Matic+ Premium plus 4dr [5 seat] Auto	£156,555	£156,555	-	3.2	196	639	664	21.6/ -	298/37%	£1896	48%	50E
GT 63 E Performance 4dr Auto	£179,410	£179,410	-	2.9	196	843	664	32.5/ -	1/14%	£829	52%	50E

S-CLASS Luxury saloon ★★★★★

VERDICT One of the best luxury cars around. It's supremely comfortable and offers all the performance, space and gadgets you could want

Doors 4 Seats 5 L 5125mm W 1899mm H 1493mm Boot 510litres

S500 449 4Matic AMG Line Premium 4dr 9G-Tronic	£105,490	£102,990	£1361	4.7	155	449	413	33.2/ -	194/37%	£1280	53%	50E
S500L 449 4Matic AMG Line Premium 4dr 9G-Tronic	£109,550	£107,050	£1417	4.7	155	449	413	32.8/ -	196/37%	£1330	53%	50E
S500L 449 4Matic AMG Line Prem Plus 4dr 9G-Tronic	£116,345	£113,845	£1521	4.7	155	449	413	31.7/ -	202/37%	£1414	52%	50E
S500L 449 4Matic AMG Line Prem+ Exec 4dr 9G-Tronic	£120,905	£118,405	£1589	4.7	155	449	413	31.7/ -	203/37%	£1470	51%	50E
S580e 4Matic L AMG Line Premium 4dr 9G-Tronic	£118,460	£118,460	-	4.9	155	510	553	353.1/ -	19/8%	£316	51%	50E
S580e 4Matic L AMG Line Premium Plus 4dr 9G-Tronic	£123,425	£123,425	-	4.9	155	510	553	353.1/ -	19/8%	£329	50%	50E
S580e 4Matic L AMG Line Prem+ Exec 4dr 9G-Tronic	£127,990	£127,990	-	4.9	155	510	553	313.9/ -	19/8%	£341	50%	50E
S350d 313 AMG Line Premium 4dr 9G-Tronic	£93,955	£91,455	£1188	5.6	155	313	479	45.6/ -	164/37%	£1150	54%	50E
S350d L 313 AMG Line Premium 4dr 9G-Tronic	£98,015	£95,515	£1244	5.6	155	313	479	44.8/ -	166/37%	£1200	54%	50E
S350d L 313 AMG Line Premium Plus 4dr 9G-Tronic	£105,225	£102,725	£1366	5.6	155	313	479	42.8/ -	172/37%	£1284	52%	50E
S350d L 313 AMG Line Prem+ Executive 4dr 9G-Tronic	£109,785	£107,285	£1433	5.6	155	313	479	42.8/ -	173/37%	£1340	52%	50E
S450d L 4Matic AMG Line Premium 4dr 9G-Tronic	£102,995	£100,495	£1287	5	155	367	553	43.5/ -	171/37%	£1256	56%	50E
S450d L 4Matic AMG Line Premium Plus 4dr 9G-Tronic	£109,790	£107,290	£1416	5	155	367	553	42.2/ -	177/37%	£1340	54%	50E
S450d L 4Matic AMG Line Prem+ Exec 4dr 9G-Tronic	£114,355	£111,855	£1468	5	155	367	553	41.5/ -	178/37%	£1396	54%	50E
AMG S63 4Matic AMG E Performance Touring 4dr	£188,820	£188,820	£2523	3.3	155	612	664	61.4/ -	104/25%	£1572	50%	50E
AMG S63 4Matic AMG E Performance Night Edition 4dr	£188,820	£188,820	£2523	3.3	155	612	664	61.4/ -	104/25%	£1572	50%	50E
Maybach S580 4Matic 4dr 9G-Tronic	£175,730	£175,730	£2677	4.8	155	503	516	24.6/ -	242/37%	£2139	48%	50E

EQS Electric luxury saloon ★★★★★

VERDICT Effortless performance and an outstanding range. It's a shame the ride isn't as plush as the S-Class's, though

Doors 4 Seats 5 L 5216mm W 1926mm H 1512mm Boot 611litres

EQS 350 AMG Line Premium 96kWh 4dr Auto	£99,835	£99,835	-	6.7	130	292	417	409/ -	0/2%	£1231	39%	50E
EQS 350 AMG Line Premium+ 96kWh 4dr Auto	£106,835	£106,835	-	6.7	130	292	417	406/ -	0/2%	£1317	39%	50E
EQS 350 Business Class 96kWh 4dr Auto	£106,835	£106,835	-	6.7	130	292	417	379/ -	0/2%	£1317	39%	50E

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
EQS 450+ AMG Line Premium 118kWh 4dr Auto	£112,610	£112,610	-	6.2	130	360	419	481/ -	0/2%	£1388	38%	50E
EQS 450+ AMG Line Premium+ 118kWh 4dr Auto	£119,610	£119,610	-	6.2	130	360	419	479/ -	0/2%	£1475	39%	50E
EQS 450+ Business Class 118kWh 4dr Auto	£119,610	£119,610	-	6.2	130	360	419	446/ -	0/2%	£1475	39%	50E
AMG EQS 53 4MATIC+ Touring 108kWh 4dr Auto	£161,860	£155,360	£1363	3.8	137	658	701	341/ -	0/2%	£1996	38%	50E
AMG EQS 53 4MATIC+ Night Ed 108kWh 4dr Auto	£161,860	£155,360	£1363	3.8	137	658	701	378/ -	0/2%	£1996	38%	50E

GLA Family SUV ★★★★★

VERDICT Far more rounded than its predecessor, delivering a sharper drive, improved comfort and refinement and a plusher, more practical interior

Doors 5 Seats 5 L 4410mm W 1834mm H 1611mm Boot 495litres

GLA 200 Sport Executive 5dr Auto	£37,625	£35,625	£242	8.9	130	163	199	42.2/ -	152/35%	£431	57%	25E
GLA 200 AMG Line Executive 5dr Auto	£41,105	£39,105	£479	8.9	130	163	199	41.5/ -	154/35%	£472	54%	26E
GLA 200 AMG Line Premium 5dr Auto	£42,715	£40,715	£496	8.9	130	163	199	41.5/ -	155/36%	£504	53%	26E
GLA 200 AMG Line Premium Plus 5dr Auto	£46,075	£44,075	£55									

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124												
GLC 220d 4Matic AMG Line Prem 5dr 9G-Tronic	£57,895	£54,395	£602	8	136	197	325	52.3/-	141/33%	£633	50%	41E
GLC 220d 4Matic AMG Line Premium + 5dr 9G-Tronic	£62,895	£59,395	£666	8	136	197	325	52.3/-	143/33%	£688	47%	41E
GLC 300d 4Matic AMG Line Prem 5dr 9G-Tronic	£61,395	£57,895	£656	6.3	151	269	406	49.6/-	150/35%	£713	49%	44E
GLC 300d 4Matic AMG Line Premium + 5dr 9G-Tronic	£66,805	£63,305	£720	6.3	151	269	406	48.7/-	152/35%	£771	46%	44E
GLC 300d 4Matic AMG Line Premium + 5dr 9G-Tronic	£70,610	£67,110	£791	6.4	135	333	553	706.3/-	11/5%	£118	50%	50E
GLC 300d 4Matic Urban Edition 5dr 9G-Tronic	£61,110	£57,610	£658	6.4	135	333	553	706.3/-	10/5%	£102	53%	48E
GLC 300d 4Matic AMG Line 5dr 9G-Tronic	£65,610	£62,110	£733	6.4	135	333	553	706.3/-	11/5%	£109	50%	49E
GLC 300d 4Matic AMG Line Premium + 5dr 9G-Tronic	£75,610	£72,110	£863	6.4	135	333	553	706.3/-	11/5%	£138	48%	50E
AMG GLC 43 4Matic Premium 5dr MCT	£72,500	£69,000	£772	4.8	155	421	369	28.5/-	224/37%	£873	49%	45E
AMG GLC 63 S 4Matic+ e Performance Premium 5dr	£109,030	£104,030	£1095	3.5	171	680	752	37.7/-	170/37%	£1336	53%	50E
GLC COUPÉ Family SUV ★★★★★ VERDICT It's not the keenest-handling SUV, but the GLC Coupé offers decent interior space and quality, stout performance and generous equipment Doors 5 Seats 5 L 4731mm W 1890mm H 1600mm Boot 500litres												
GLC 300 4Matic AMG Line 5dr 9G-Tronic	£61,030	£58,530	£633	6.3	153	258	295	37.7/-	170/37%	£744	52%	43E
GLC 300 4Matic AMG Line Prem [Pan] 5dr 9G-Tronic	£66,445	£66,445	-	6.3	153	258	295	37.7/-	171/37%	£805	51%	-
GLC 300 4Matic AMG Line Premium Plus 5dr 9G-Tronic	£71,445	£68,945	£788	6.3	153	258	295	37.2/-	172/37%	£867	49%	44E
GLC 300e 4Matic Urban Edition 5dr 9G-Tronic	£65,360	£65,360	£856	6.7	137	313	406	470.8/-	13/5%	£109	52%	47E
GLC 300e 4Matic AMG Line 5dr 9G-Tronic	£69,860	£69,860	£944	6.7	137	313	406	470.8/-	13/5%	£116	49%	47E
GLC 300e 4Matic AMG Line Premium [Pan] 5dr 9G-Tronic	£74,860	£74,860	-	6.7	137	313	406	470.8/-	13/5%	£125	49%	-
GLC 300e 4Matic AMG Line Premium Plus 5dr 9G-Tronic	£79,860	£79,860	£1105	6.7	137	313	406	470.8/-	13/5%	£133	47%	49E
GLC 220d 4Matic AMG Line 5dr 9G-Tronic	£59,395	£56,895	£628	8.1	140	197	325	53.3/-	139/32%	£630	52%	41E
GLC 220d 4Matic AMG Line Premium [Pan] 5dr 9G-Tronic	£64,395	£64,395	-	8.1	140	197	325	53.3/-	140/33%	£705	52%	-
GLC 220d 4Matic AMG Line Premium Plus 5dr 9G-Tronic	£69,395	£66,895	£776	8.1	140	197	325	52.3/-	141/33%	£760	49%	42E
GLC 300d 4Matic AMG Line Premium [Pan] 5dr 9G-Tronic	£67,895	£67,895	-	6.4	155	269	406	49.6/-	149/34%	£766	51%	-
GLC 300d 4Matic AMG Line Premium Plus 5dr 9G-Tronic	£72,895	£70,395	£825	6.4	155	269	406	49.6/-	150/35%	£847	48%	45E
GLC 43 4Matic Premium [Pan roof] 5dr MCT	£75,190	£75,190	-	4.8	155	421	369	27.2/-	238/37%	£988	52%	-
GLC 63 S 4Matic+ Night Edition Premium Plus 5dr MCT	£100,340	£96,840	£1164	3.8	174	510	516	-	290/37%	£1203	47%	47E
GLE Luxury SUV ★★★★★ VERDICT Some rivals are more practical and better to drive, but it has a dazzling interior, and on air suspension, is a comfortable cruiser Doors 5 Seats 5/7 L 4924mm W 1947mm H 1772mm Boot 630litres												
GLE 400e 4Matic Urban Edition 5dr 9G-Tronic	£79,360	£79,360	-	6.1	130	381	479	313.9/-	-	-	58%	50E
GLE 400e 4Matic AMG Line Premium 5dr 9G-Tronic	£84,360	£84,360	£1107	6.1	130	381	479	313.9/-	-	-	55%	50E
GLE 400e 4Matic AMG Line Premium + 5dr 9G-Tronic	£89,360	£89,360	£1199	6.1	130	381	479	256.8/-	-	-	53%	50E
GLE 450 4Matic Urban Edition 5dr 9G-Tronic	£80,010	£80,010	-	5.6	155	381	369	29.1/-	220/37%	£966	46%	47E
GLE 450 4Matic AMG Line Premium 5dr 9G-Tronic [7 S]	£85,700	£85,700	£854	5.6	155	381	369	28.3/-	228/37%	£1027	45%	47E
GLE 450 4Matic AMG Line Premium + 5dr 9G-Tron [7 S]	£90,700	£85,200	£932	5.6	155	381	369	26.7/-	242/37%	£1089	43%	47E
GLE 300d 4Matic Urban Edition 5dr 9G-Tronic	£75,455	£75,455	-	6.9	143	269	406	41.5/-	179/37%	£916	47%	45E
GLE 300d 4Matic AMG Line Premium 5dr 9G-Tronic [7 S]	£80,455	£74,955	£754	6.9	143	269	406	39.8/-	186/37%	£978	46%	45E
GLE 300d 4Matic AMG Line Premium + 5dr 9G-Tron [7 S]	£86,010	£80,510	£843	6.9	143	269	406	37.2/-	199/37%	£1040	44%	46E
GLE 350d 4Matic Urban Edition 5dr 9G-Tronic	£77,360	£77,360	-	6.9	130	333	553	403.6/-	-	-	49%	50E
GLE 350d 4Matic AMG Line Premium 5dr 9G-Tronic	£82,360	£82,360	-	6.9	130	333	553	403.6/-	-	-	47%	50E
GLE 350d 4Matic AMG Line Premium + 5dr 9G-Tron	£87,360	£87,360	-	6.9	130	333	553	313.9/-	-	-	46%	50E
GLE 450d 4Matic Urban Edition 5dr 9G-Tronic	£79,010	£79,010	-	5.6	155	367	553	37.2/-	199/37%	£953	48%	48E
GLE 450d 4Matic AMG Line Premium 5dr 9G-Tronic [7 S]	£84,010	£78,510	£791	5.6	155	367	553	35.8/-	206/37%	£1015	47%	48E
GLE 450d 4Matic AMG Line Premium + 5dr 9G-Tron [7 S]	£89,010	£83,510	£869	5.6	155	367	553	33.6/-	219/37%	£1077	45%	48E
AMG GLE 53 4Matic+ Premium 5dr TCT	£94,200	£94,200	£1287	5	155	435	413	26.7/-	241/37%	£1132	48%	48E
AMG GLE 63 S 4Matic+ Night Edition Premium + 5dr TCT	£143,605	£137,105	£1675	3.9	174	612	627	22.2/-	288/37%	£1737	48%	50E
GLE COUPÉ Luxury SUV ★★★★★ VERDICT Gutsy engines and a comfortable ride, but its price and practicality let it down Doors 5 Seats 5 L 4946mm W 2014mm H 1716mm Boot 655litres												
GLE 400e 4Matic Urban Edition 5dr 9G-Tronic	£81,360	£81,360	-	6.1	130	381	479	313.9/-	-	-	61%	50E
GLE 400e 4Matic AMG Line Premium 5dr 9G-Tronic	£86,360	£86,360	-	6.1	130	381	479	313.9/-	-	-	58%	50E
GLE 400e 4Matic AMG Line Premium + 5dr 9G-Tronic	£91,360	£90,360	£1036	6.1	130	381	479	256.8/-	-	-	56%	50E
GLE 350d 4Matic Urban Edition 5dr 9G-Tronic	£79,360	£79,360	-	6.9	130	333	553	470.8/-	-	-	54%	50E
GLE 350d 4Matic AMG Line Premium 5dr 9G-Tronic	£84,360	£84,360	-	6.9	130	333	553	403.6/-	-	-	52%	50E
GLE 350d 4Matic AMG Line Premium + 5dr 9G-Tronic	£89,360	£89,360	-	6.9	130	333	553	353.1/-	-	-	50%	50E
GLE 450d 4Matic Urban Edition 5dr 9G-Tronic	£81,010	£81,010	-	5.6	155	367	553	37.7/-	196/37%	£978	53%	48E
GLE 450d 4Matic AMG Line Premium 5dr 9G-Tronic	£86,010	£86,010	-	5.6	155	367	553	37.7/-	196/37%	£1040	51%	48E
GLE 450d 4Matic AMG Line Premium + 5dr 9G-Tronic	£91,010	£87,510	£974	5.6	155	367	553	34.9/-	213/37%	£1101	49%	49E
EQE SUV Electric family SUV ★★★★★ VERDICT Very relaxed to travel in for long distances, although its interior looks nicer than it is to touch Doors 5 Seats 5 L 4863mm W 2141mm H 1685mm Boot 520litres												
EQE 350 4Matic AMG Line 89kWh 5dr	£90,560	£86,560	£421	6.6	130	292	564	334/-	0/2%	-	54%	50E
EQE 350 4Matic AMG Line Premium 89kWh 5dr	£99,260	£95,260	£518	6.6	130	292	564	302/-	0/2%	-	52%	50E
EQE 350 4Matic AMG Line Premium + 89kWh 5dr	£112,260	£108,260	£650	6.6	130	292	564	302/-	0/2%	-	50%	50E
EQE 350 4Matic Business Class 89kWh 5dr	£112,260	£108,260	£650	6.6	130	292	564	302/-	0/2%	-	50%	50E
EQE 500 4Matic AMG Line Prem 91kWh 5dr	£108,760	£104,760	£600	4.9	130	408	633	324/-	0/2%	-	51%	50E
EQE 500 4Matic AMG Line Premium + 91kWh 5dr	£121,760	£117,760	£732	4.9	130	408	633	303/-	0/2%	-	49%	50E
EQE 500 4Matic Business Class 91kWh 5dr	£121,760	£117,760	£732	4.9	130	408	633	303/-	0/2%	-	49%	50E
AMG EQS 4Matic+ Touring 91kWh 5dr	£133,860	£133,860	-	3.7	149	625	701	303/-	0/2%	-	54%	50E
GLS Luxury SUV ★★★★★ VERDICT Luxurious and well equipped, but the best rivals are more practical and comfortable Doors 5 Seats 7 L 5213mm W 2030mm H 1782mm Boot 470litres												
GLS 450 4Matic AMG Line Premium + 5dr 9G-Tronic	£110,190	£106,190	£1355	6.1	155	381	369	26.7/-	241/37%	£1330	50%	50E
GLS 450 4Matic Business Class 5dr 9G-Tronic	£120,190	£116,190	£1498	6.1	155	381	369	26.2/-	246/37%	£1453	49%	50E
Maybach GLS 600 4Matic 5dr 9G-Tronic	£177,595	£177,595	£2591	4.9	155	557	568	20.5/-	313/37%	£2156	53%	50E

Model details	Key info					Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124												
Maybach GLS 600 4Matic Night Series 5dr 9G-Tronic	£203,595	£203,595	-	4.9	155	557	568	20.5/-	313/37%	£2477	47%	50E
Maybach GLS 600 4Matic First Class 5dr 9G-Tronic	£181,895	£181,895	£2647	4.9	155	557	568	20.3/-	315/37%	£2209	53%	50E
Maybach GLS 600 4M 1st Class Night Srs 5dr 9G-Tron	£207,895	£207,895	-	4.9	155	557	568	20.3/-	316/37%	£2530	47%	50E
GLS 450d 4Matic AMG Line Premium + 5dr 9G-Tronic	£108,190	£104,190	£1327	6.1	155	367	553	32.5/-	230/37%	£1305	47%	50E
GLS 450d 4Matic Business Class 5dr 9G-Tronic	£118,190	£114,190	£1458	6.1	155	367	553	32.1/-	232/37%	£1428	46%	50E
AMG GLS 63 4Matic+ Night Edition Executive 5dr	£153,595	£153,595	-	4.2	174	612	627	21.1/-	303/37%	£1860	51%	50E
EQS SUV Electric luxury SUV ★★★★★ VERDICT Fiddly infotainment and disappointing interior quality tarnish Mercedes' flagship electric SUV Doors 5 Seats 7 L 5125mm W 1959mm H 1718mm Boot 645litres												
EQS 450 4M AMG Line Premium+ 118kWh 5dr Auto	£129,470	£129,470	-	6.1	130	360	590	401/-	0/2%	£1596	51%	50E
EQS 450 4M Business Class 118kWh 5dr Auto	£143,795	£143,795	-	6.1	130	360	590	400/-	0/2%	£1773	51%	50E
EQS 580 4M AMG Line Premium+ 118												

MG, Mini, Nissan

Model details	Key info						Running costs						
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	£22,070	£20,428	£235	11.2	112	111	118	42.7/	149/34%	£247	53%	15E	

ZS EV Electric small SUV ★★★★★
 VERDICT Rivals may be better to drive and have longer ranges, but none is anywhere near as affordable as the ZS EV
 Doors 5 Seats 5 L 4323mm W 1809mm H 1620mm Boot 44litres

SE EV 51kWh 5dr Auto	SE EV 51kWh 5dr Auto	Trophy EV 51kWh 5dr Auto	SE EV Long Range 73kWh 5dr Auto	Trophy EV Long Range 73kWh 5dr Auto
£30,495	£27,840	£32,995	£32,995	£35,495
£30,202	£301	£30,202	£285	£32,565
8.2	108	8.2	108	8.4
176	207	176	207	156
198/	198/	273/256	273/	273/
0/2%	0/2%	0/2%	0/2%	0/2%
£375	£375	£406	£406	£437
37%	27A	36%	28A	38%
27A	28A	28A	28A	28A

HS Family SUV ★★★★★
 VERDICT Has a coarse engine and laggy infotainment, but a classy interior and excellent value for money make amends for that
 Doors 5 Seats 5 L 4655mm W 1880mm H 1664mm Boot 46litres

1.5 T-GDI SE 5dr	1.5 T-GDI Trophy 5dr	1.5 T-GDI PHEV SE 5dr Auto	1.5 T-GDI PHEV Trophy 5dr Auto
£24,995	£24,995	£27,495	£31,495
-	-	-	-
9.4	118	9.4	118
170	203	170	203
38.2/	168/37%	38.2/	168/37%
£299	£330	£330	£330
53%	54%	54%	56%

CYBERSTER Electric sports car ★★★★★
 VERDICT The MG Cyberster electric sports car is fast and well equipped but not as agile as petrol rivals
 Doors 2 Seats 2 L 4535mm W 1913mm H 1329mm Boot 24litres

Trophy Single Motor 77 kWh 2dr Auto	GT Dual Motor 77 kWh 2dr AWD Auto
£54,971	£54,971
-	-
5	121
340	350
316/	276/
0/2%	0/2%
£677	£739
53%	53%

MINI British [whatcar.com/mini](#)
COOPER 3DR Small Hatchback ★★★★★
 VERDICT Stylish inside, nippy and manoeuvrable, but not very practical and rather firm-riding, with a fair bit of wind and road noise
 Doors 3 Seats 4 L 3876mm W 1756mm H 1432mm Boot 21litres

1.5 C Classic 3dr Auto	1.5 C Exclusive 3dr Auto	1.5 C Sport 3dr Auto	2.0 S Classic 3dr Auto	2.0 S Exclusive 3dr Auto	2.0 S Sport 3dr Auto
£23,150	£22,704	£26,650	£27,550	£29,750	£31,050
£23,150	£22,704	£26,650	£27,550	£29,750	£31,050
7.7	140	7.7	140	6.6	6.6
156	170	156	170	204	204
47.9/	133/31%	47.9/	133/31%	45.6/	140/33%
£236	£236	£272	£299	£324	£338
64%	21E	61%	21E	59%	58%
21E	21E	21E	24E	25E	25E

COOPER 5DR Small Hatchback
 VERDICT We have yet to test this car
 Doors 5 Seats 5 L 4036mm W 1744mm H 1464mm Boot 27litres

1.5 C Classic 5dr Auto	1.5 C Exclusive 5dr Auto	1.5 C Sport 5dr Auto	2.0 S Classic 5dr Auto	2.0 S Exclusive 5dr Auto	2.0 S Sport 5dr Auto
£23,150	£24,050	£26,650	£27,550	£29,750	£31,050
-	-	-	-	-	-
8	140	8	140	6.8	6.8
156	170	156	170	204	204
47.1/	136/32%	47.1/	136/32%	44.8/	142/33%
£253	£277	£290	£309	£334	£348
-	-	-	-	-	-

COOPER Electric small hatchback ★★★★★
 VERDICT The same limitations as its petrol-powered sister, but the electric Cooper is more fun to drive
 Doors 3 Seats 4 L 3876 mm W 1756mm H 1460mm Boot 21litres

E Classic 41kWh 3dr Auto	E Exclusive 41kWh 3dr Auto	E Sport 41kWh 3dr Auto	SE Classic 54kWh 3dr Auto	SE Exclusive 54kWh 3dr Auto	SE Sport 54kWh 3dr Auto
£30,000	£29,412	£33,500	£34,500	£36,700	£38,000
£292	£321	£342	£330	£352	£368
7.3	99	7.3	99	6.7	6.7
184	214	184	214	243	243
188.9/	185.8/	185.2/	249.2/	244.8/	244.2/
0/2%	0/2%	0/2%	0/2%	0/2%	0/2%
£369	£396	£412	£425	£452	£468
55%	54%	53%	54%	53%	53%
20E	20E	21E	26E	26E	26E

ACEMAN Electric small SUV
 VERDICT We have yet to test this car
 Doors 5 Seats 5 L 4079mm W 1754mm H 1514mm Boot 30litres

E Classic 43kWh 5dr Auto	E Exclusive 43kWh 5dr Auto	E Sport 43kWh 5dr Auto	SE Classic 54kWh 5dr Auto	SE Exclusive 54kWh 5dr Auto	SE Sport 54kWh 5dr Auto
£31,800	£31,488	£35,300	£36,300	£38,500	£39,800
£323	£352	£370	£373	£402	£420
7.9	99	7.9	99	7.1	7.1
184	214	184	214	243	243
192/	190.8/	192/	251/	248.5/	244.8/
0/2%	0/2%	0/2%	0/2%	0/2%	0/2%
£392	£419	£435	£447	£474	£490
56%	55%	54%	55%	54%	53%

COUNTRYMAN Family SUV ★★★★★
 VERDICT Bigger than the previous version, Mini's SUV is more spacious and better to drive than before, if not as classy inside
 Doors 5 Seats 5 L 4444 mm W 2063 mm H 1661 mm Boot 45litres

1.5 C Classic 5dr Auto	1.5 C Exclusive 5dr Auto	1.5 C Sport 5dr Auto	2.0 S Classic ALL4 5dr Auto	2.0 S Exclusive ALL4 5dr Auto	2.0 S Sport ALL4 5dr Auto	2.0 John Cooper Works ALL4 5dr Auto
£29,340	£28,200	£31,840	£33,740	£37,650	£38,850	£41,575
£318	£347	£364	£378	£425	£442	£468
8.3	131	8.3	131	7.1	7.1	5.4
170	207	170	207	266	266	295
47.9/	133/31%	47.9/	133/31%	42.8/	148/34%	36.2/
£300	£326	£338	£390	£418	£432	£499
59%	21E	56%	21E	25E	26E	30E

ELECTRIC COUNTRYMAN Electric family SUV ★★★★★
 VERDICT Electric version of the Countryman has similar virtues, but lags behind key rivals on range
 Doors 5 Seats 5 L 4444 mm W 2063 mm H 1661 mm Boot 46litres

E Classic 66kWh 5dr Auto	E Exclusive 66kWh 5dr Auto	E Sport 66kWh 5dr Auto	SE Classic ALL4 66kWh 5dr Auto	SE Exclusive ALL4 66kWh 5dr Auto
£42,080	£41,250	£44,580	£45,780	£47,180
£535	£560	£577	£596	£620
8.6	105	8.6	105	5.6
204	184	204	184	311
286.5/	281.5/	276.5/	266.6/	262.8/
0/2%	0/2%	0/2%	0/2%	0/2%
£518	£549	£564	£581	£612
50%	49%	49%	51%	50%
23E	24E	24E	31E	31E

Model details	Key info						Running costs						
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	£50,880	£49,874	£637	5.6	111	313	364	258.5/	0/2%	£627	50%	32E	

NISSAN Japanese [whatcar.com/nissan](#)
LEAF Electric family hatchback ★★★★★
 VERDICT Reasonable to drive, well equipped and easy to live with. The longer-range e+ is too expensive to recommend, though.
 Doors 5 Seats 5 L 4490mm W 1788mm H 1530mm Boot 43litres

Shiro 39kWh 5dr Auto	Acenta 39kWh 5dr Auto	N-Connecta 39kWh 5dr Auto	Tekna 39kWh 5dr Auto
£28,495	£24,727	£28,995	£31,995
£24,727	£175	£25,816	£27,763
7.9	90	7.9	90
150	236	150	236
168/	168/	168/	168/
0/2%	0/2%	0/2%	0/2%
£351	£357	£375	£394
30%	25%	27%	29%
25E	24E	24E	24E

JUKE Small SUV ★★★★★
 VERDICT Smart inside and well equipped, but has a choppy ride and rivals beat it for efficiency
 Doors 5 Seats 5 L 4210mm W 1800mm H 1593mm Boot 42litres

1.0 DIG-T Acenta Premium 5dr	1.0 DIG-T N-Connecta 5dr	1.0 DIG-T Tekna 5dr	1.0 DIG-T Tekna+ 5dr	1.0 DIG-T N-Sport 5dr	1.6 Hybrid Acenta Premium 5dr Auto	1.6 Hybrid N-Connecta 5dr Auto	1.6 Hybrid Tekna 5dr Auto	1.6 Hybrid Tekna+ 5dr Auto	1.6 Hybrid N-Sport 5dr Auto
£23,500	£21,149	£25,500	£27,000	£28,400	£27,095	£29,095	£30,595	£31,995	£31,995
£218	£218	£242	£255	£271	£246	£266	£285	£301	£303
10.7	112	10.7	112	10.7	10.1	10.3	10.1	10.1	10.1
114	148	114	148	114	143	143	143	143	143
48.7/	133/31%	48.7/	133/31%	47.9/	58.9/	58.5/	58.2/	58.8/	58.8/
£239	£260	£276	£290	£290	£233	£250	£273	£275	£275
45%	44%	45%	45%	45%	50%	50%	50%	49%	49%

QASHQAI Family SUV ★★★★★
 VERDICT A strong all-rounder, but could be more fun to drive
 Doors 5 Seats 5 L 4425mm W 1840mm H 1725mm Boot 50litres

1.3 DIG-T MH Visia 5dr	1.3 DIG-T MH Acenta Premium 5dr	1.3 DIG-T MH N-Connecta 5dr	1.3 DIG-T MH Tekna 5dr	1.3 DIG-T MH 158 Acenta Premium 5dr	1.3 DIG-T MH 158 N-Connecta 5dr	1.3 DIG-T MH 158 Tekna 5dr	1.3 DIG-T MH 158 Tekna+ 5dr	1.3 DIG-T MH 158 N-Connecta 5dr 4WD Xtronic	1.3 DIG-T MH 158 Tekna 5dr 4WD Xtronic	1.3 DIG-T MH 158 Tekna+ 5dr 4WD Xtronic	1.5 E-Power Acenta Premium 5dr Auto	1.5 E-Power N-Connecta 5dr Auto	1.5 E-Power Kuro Edition 5dr Auto	1.5 E-Power Tekna 5dr Auto	1.5 E-Power Tekna+ 5dr Auto	
£27,120	£27,120	£29,720	£31,890	£34,430	£30,440	£32,610	£35,150	£37,940	£35,975	£38,815	£41,655	£34,020	£36,190	£37,295	£39,210	£42,050
£334	£334	£324	£324	£284	£284	£294	£325	£325	£329	£322	£357	£282	£291	£316	£351	
10.2	122	10.2	122	10.2	10.2	9.5	9.5	9.5	9.5	9.5	9.9	7.9	7.9	7.9	7.9	
140	177	140	177	140	140	140	140	140	140	140	184	184	184	184	184	
44.8/	143/33%	44.8/	143/33%	44.1/	44.1/	44.1/	43.5/	41.2/	40.9/	40.2/	54.3/	54.3/	54.3/	53.3/	53.3/	
£295	£324	£324	£324	£332	£332	£335	£427	£423	£458	£492	£315	£335	£346	£364	£390	
49%	47%	47%	47%	48%	48%	47%	46%	47%	47%	46%	52%	52%	52%	51%	49%	
11E	12E	12E	12E	17E	17E	18E	18E	15E	16E	16E	24E	25E	26E	26E	26E	

ARIYA Electric family SUV ★★★★★
 VERDICT Well equipped and easy to drive, but the ride is choppy and rivals can go farther on a charge
 Doors 5 Seats 5 L 4595mm W 1850mm H 1660mm Boot 46litres

Engage 63kWh 5dr Auto	Advance 63kWh 5dr Auto	Evolve 63kWh 5dr Auto	Engage 87kWh 5dr Auto	Evolve 87kWh 5dr Auto	Advance 87kWh 5dr Auto	Evolve 87kWh 5dr e-4ORCE Auto	Advance 87kWh 5dr e-4ORCE Auto	Evolve+ 87kWh 5dr e-4ORCE Auto	Engage 63kWh 5dr Auto
£39,645	£36,228	£47,140	£44,645	£52,140	£48,145	£54,840	£50,845	£59,025	£40,540
£36,228	£315	£43,123	£39,855	£46,713	£43,057	£49,183	£45,528	£53,013	£37,051
7.5	100	7.5	7.6	7.6	7.6	5.7	5.7	5.1	7.5
217	221	217	242	242	242	306	306	394	217
251/	250/	247/	330/	322/269*	329/	314/	319/	310/	250/
0/2%	0/2%	0/2%	0/2%	0/2%	0/2%	0/2%	0/2%	0/2%	0/2%
£488	£531	£581	£550	£642	£593	£676	£626	£727	£499
45%	44%	44%	47%	46%	46%	47%	47%	47%	45%
31A	30A	31A	33A	34A	34A	41A	41A	42A	31A

X-TRAIL Family SUV ★★★★★
 VERDICT Comfy and well equipped, but not especially efficient nor a lot of fun to drive
 Doors 5 Seats 5

Model details	Key info				Running costs																				
<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>	<p>List price on the road</p>	<p>Target Price Tel: 03302 216207</p>	<p>Target PCP per month</p>	<p>0-62mph (sec)</p>	<p>Max speed (mph)</p>	<p>Power (ps)</p>	<p>Torque (lb ft)</p>	<p>Official MPG / range miles Real MPG / Real Range miles</p>	<p>CO₂ g/km / BIK tax liability</p>	<p>Monthly company car tax 40%</p>	<p>Retained value @3yrs / 36k miles</p>	<p>Insurance group</p>													

OMODA whatcar.com/omoda

5 Family SUV ★★☆☆☆

VERDICT No match for its Kia Sportage and Nissan Qashqai rivals. A shame, because it's smart inside and well equipped

Doors 5 Seats 5 L 4400mm W 1830mm H 1588mm Boot 380litres

1.6 TGD Comfort 5dr 7DCT	£25,235	£25,235	-	7.9	128	187	203	37.7/-	169/37%	£302	50%	-
1.6 TGD Noble 5dr 7DCT	£27,235	£27,235	-	7.9	128	187	203	37.7/-	169/37%	£324	49%	-

5 ELECTRIC electric family SUV

VERDICT We have yet to drive this car

Doors 5 Seats 5 L 4400mm W 1830mm H 1588mm Boot 380litres

Comfort 61kWh 5dr Auto	£33,055	£33,055	-	7.2	107	204	251	257/-	0/2%	-	44%	-
Noble 61kWh 5dr Auto	£34,555	£34,555	-	7.2	107	204	251	257/-	0/2%	-	44%	-

ORA whatcar.com/gwm-ora

03 Electric small hatchback ★★☆☆☆

VERDICT A long warranty and excellent safety credentials, but many rivals offer better value and more appealing to drive and travel in

Doors 5 Seats 5 L 4235mm W 1825mm H 1603mm Boot 228litres

Pure+ 48kWh 5dr Auto	£31,995	£31,995	-	8.3	99	171	184	193/-	0/2%	-	50%	27E
Pro+ 63kWh 5dr Auto	£34,995	£34,995	-	8.2	99	171	184	260/-	0/2%	-	51%	30A

PEUGEOT whatcar.com/peugeot

208 Small hatchback ★★★★★

VERDICT Majors on comfort, quiet cruising manners and a stylish interior

Doors 5 Seats 5 L 4055mm W 1745mm H 1430mm Boot 311litres

1.2 PureTech Active 5dr	£20,410	£17,900	£195	13.2	102	75	87	55.2/-	114/27%	£181	48%	15E
1.2 PureTech 100 Active 5dr	£21,510	£18,942	£210	10.1	117	101	151	58.2/-	109/26%	£184	47%	21E
1.2 PureTech 100 Allure 5dr	£23,160	£20,256	£220	10.1	117	101	151	58.2/-	109/26%	£198	48%	21E
1.2 PureTech 100 GT 5dr	£25,360	£22,090	£237	10.1	117	101	151	58.2/-	109/26%	£217	48%	21E
1.2 Hybrid 100 Active 5dr e-DSC6	£23,310	£20,646	£224	9.8	118	101	151	65.9/-	96/24%	£185	48%	22E
1.2 Hybrid 100 Allure 5dr e-DSC6	£24,960	£21,959	£233	9.8	118	101	151	65.9/-	96/24%	£198	49%	22E
1.2 Hybrid 100 GT 5dr e-DSC6	£27,160	£23,794	£251	9.8	118	101	151	65.9/-	96/24%	£215	49%	22E
1.2 Hybrid 136 GT 5dr e-DSC6	£28,360	£24,931	£267	8.1	127	136	170	65/-	97/24%	£225	48%	28E

E-208 Electric small hatchback ★★★★★

VERDICT Looks the part, has a great interior and is decent to drive. The best all-round small electric car there is

Doors 5 Seats 5 L 4055mm W 1745mm H 1430mm Boot 311litres

Active 50kWh 5dr Auto	£31,200	£31,200	-	8.1	93	136	192	225/-	0/2%	£384	29%	31E
E-Shyle 50kWh 5dr Auto	£32,650	£27,224	£258	8.1	93	136	192	224/-	0/2%	£402	30%	31E
Allure 50kWh 5dr Auto	£32,850	£26,915	£243	8.1	93	136	192	224/-	0/2%	£404	30%	31E
GT 50kWh 5dr Auto	£35,050	£28,016	£240	8.1	93	136	192	218/-	0/2%	£432	31%	31E
Active 51kWh 5dr Auto	£32,000	£26,603	£257	8.2	93	156	192	254/-	0/2%	£394	30%	31E
Allure 51kWh 5dr Auto	£33,650	£27,679	£243	8.2	93	156	192	254/-	0/2%	£414	31%	31E
GT 51kWh 5dr Auto	£35,850	£28,780	£242	8.2	93	156	192	248/-	0/2%	£441	32%	31E

308 Family hatchback ★★☆☆☆

VERDICT Comfy, with low running costs (especially the plug-in hybrids), but could be more spacious

Doors 5 Seats 5 L 4635mm W 1850mm H 1411mm Boot 411litres

1.2 PureTech Active 5dr EAT8	£28,240	£24,722	£306	9.7	130	131	170	51.9/-	123/29%	£270	44%	18E
1.2 PureTech Allure 5dr EAT8	£29,770	£26,053	£314	9.7	130	131	170	51.9/-	123/29%	£285	45%	19E
1.2 PureTech GT 5dr EAT8	£32,495	£28,431	£337	9.7	130	131	170	51.9/-	123/29%	£311	46%	20E
1.2 Hybrid 136 Active 5dr e-DSC6	£29,040	£25,413	£321	9.3	130	136	170	62.6/-	102/25%	£240	43%	-
1.2 Hybrid 136 Allure 5dr e-DSC6	£30,570	£26,744	£329	9.3	130	136	170	62.6/-	102/25%	£253	44%	-
1.2 Hybrid 136 GT 5dr e-DSC6	£33,245	£29,075	£352	9.3	130	136	170	62.6/-	102/25%	£275	45%	-
1.6 Hybrid Allure 5dr e-EAT8	£37,960	£33,150	£428	7.6	140	180	266	59.6/-	26/12%	£152	40%	26E
1.6 Hybrid GT 5dr e-EAT8	£40,770	£35,594	£452	7.6	140	180	266	59.6/-	26/12%	£163	41%	28E
1.6 Hybrid 225 GT 5dr e-EAT8	£42,170	£36,812	£469	7.5	146	225	266	59.6/-	26/12%	£168	41%	29E
1.5 BlueHDI Active 5dr EAT8	£29,640	£25,940	£327	10.6	129	131	221	59.6/-	124/29%	£284	44%	20E
1.5 BlueHDI Allure 5dr EAT8	£31,170	£27,271	£335	10.6	129	131	221	59.6/-	124/29%	£299	44%	19E
1.5 BlueHDI GT 5dr EAT8	£33,845	£29,605	£357	10.6	129	131	221	59.6/-	124/29%	£324	45%	21E

E-308 Electric family hatchback ★★☆☆☆

VERDICT Comfy and very smart inside, but struggles to justify its lofty price tag

Doors 5 Seats 5 L 4365mm W 1850mm H 1465mm Boot 561litres

Allure 54kWh 5dr Auto	£40,050	£35,877	£320	9.8	106	156	199	250/-	0/2%	£493	40%	24E
GT 54kWh 5dr Auto	£42,120	£37,385	£317	9.8	106	156	199	250/-	0/2%	£519	41%	25E

308 SW Family estate ★★☆☆☆

VERDICT Well-equipped and quite plush inside, but beaten by rivals for refinement, driver appeal and rear-seat space

Doors 5 Seats 5 L 4635mm W 1850mm H 1475mm Boot 608litres

1.2 PureTech Active 5dr EAT8	£29,440	£25,766	£318	9.9	130	131	170	51.9/-	123/29%	£282	45%	19E
1.2 PureTech Allure 5dr EAT8	£31,020	£27,147	£327	9.9	130	131	170	51.9/-	123/29%	£297	45%	19E
1.2 PureTech GT 5dr EAT8	£33,650	£29,436	£348	9.9	130	131	170	51.9/-	123/29%	£322	46%	20E
1.2 Hybrid 136 Active 5dr e-DSC6	£30,240	£26,457	£334	9.3	130	136	170	62.6/-	102/25%	£250	44%	-
1.2 Hybrid 136 Allure 5dr e-DSC6	£31,815	£27,831	£342	9.3	130	136	170	62.6/-	102/25%	£263	44%	-
1.2 Hybrid 136 GT 5dr e-DSC6	£34,445	£30,119	£364	9.3	130	136	170	62.6/-	102/25%	£285	45%	-
1.6 Hybrid Allure 5dr e-EAT8	£39,160	£34,194	£440	7.7	140	180	266	59.6/-	26/12%	£156	40%	28E
1.6 Hybrid GT 5dr e-EAT8	£41,970	£36,638	£465	7.7	140	180	266	59.6/-	26/12%	£168	41%	29E
1.6 Hybrid 225 GT 5dr e-EAT8	£43,370	£37,856	£483	7.6	146	225	266	59.6/-	26/12%	£173	41%	30E
1.5 BlueHDI Active 5dr EAT8	£30,840	£26,984	£339	10.9	129	131	221	59.6/-	124/29%	£295	44%	-
1.5 BlueHDI Allure 5dr EAT8	£32,420	£28,365	£349	10.9	129	131	221	59.6/-	124/29%	£310	45%	19E
1.5 BlueHDI GT 5dr EAT8	£35,050	£30,654	£371	10.9	129	131	221	59.6/-	124/29%	£336	45%	20E

Model details	Key info				Running costs																				
<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>	<p>List price on the road</p>	<p>Target Price Tel: 03302 216207</p>	<p>Target PCP per month</p>	<p>0-62mph (sec)</p>	<p>Max speed (mph)</p>	<p>Power (ps)</p>	<p>Torque (lb ft)</p>	<p>Official MPG / range miles Real MPG / Real Range miles</p>	<p>CO₂ g/km / BIK tax liability</p>	<p>Monthly company car tax 40%</p>	<p>Retained value @3yrs / 36k miles</p>	<p>Insurance group</p>													

E-308 SW Electric family estate ★★☆☆☆

VERDICT Has the same virtues as its combustion-powered sister, but looks rather pricey in electric form

Doors 5 Seats 5 L 4635mm W 1850mm H 1475mm Boot 548litres

Allure 54kWh 5dr Auto	£41,250	£37,444	£309	9.8	105	156	199	250/-	0/2%	-	44%	24E
GT 54kWh 5dr Auto	£43,450	£38,973	£305	9.8	105	156	199	250/-	0/2%	-	45%	25E

408 Executive hatchback ★★★★★

VERDICT Pleasant inside and spacious in the back if you're not too tall. Not as comfy as the similar Citroën C5 X, though

Doors 5 Seats 5 L 4687mm W 1859mm H 1478mm Boot 471litres

1.2 PureTech Allure 5dr EAT8	£31,970	£28,606	£342	10.4	130	131	170	48.1/-	133/31%	£327	48%	19E
1.2 PureTech GT 5dr EAT8	£34,710	£31,202	£366	10.4	130	131	170	48.1/-	133/31%	£355	49%	21E
1.2 Hybrid 136 Allure 5dr e-DSC6	£32,585	£29,185	£352	10.2	131	136	170	58.8/-	108/26%	£280	47%	20E
1.2 Hybrid 136 GT 5dr e-DSC6	£35,505	£31,952	£380	10.2	131	136	170	58.8/-	108/26%	£305	48%	21E
1.6 Hybrid 225 GT 5dr e-EAT8	£44,720	£40,672	£509	7.8	145	225	266	214.7/-	31/8%	£179	45%	31E
1.6 Hybrid Allure 5dr e-EAT8	£40,450	£36,627	£465	8.1	140	180	266	214.7/-	31/8%	£162	44%	28E
1.6 Hybrid GT 5dr e-EAT8	£43,320	£39,346	£492	8.1	140	180	266	211.3/-	31/12%	£173	46%	29E

508 FASTBACK Executive hatchback ★★☆☆☆

VERDICT Makes plenty of sense as a company car and scores well for safety, but rivals are more practical and better to drive

Doors 5 Seats 5 L 4750mm W 1859mm H 1403mm Boot 487litres

1.2 PureTech Allure 5dr EAT8	£34,185	£29,077	£418	10	132	131	170	50.0/-	128/30%	£339	38%	25E
1.2 PureTech GT 5dr EAT8	£36,835	£31,315	£436	10	132	131	170	50.0/-	128/30%	£365	40%	26E
1.6 Hybrid 225 GT 5dr e-EAT8	£46,440	£39,845	£591	7.9	149	225	266	193.6/-	37/8%	-	35%	36E
1.6 Hybrid 225 Allure 5dr e-EAT8	£43,790	£37,579	£573	7.9	149	225	266	193.6/-	37/8%	-	33%	36E
1.6 Hybrid 360 Sport Engineered 5dr e-EAT8	£53,975	£46,287	£692	5.2	155	355	384	158.5/-	45/12%	£216	38%	41E
1.5 BlueHDI Allure 5dr EAT8	£36,135	£30,724	£466	10	129	131	221	58.7/-	126/30%	£358	38%	26E
1.5 BlueHDI GT 5dr EAT8	£38,785	£32										

Peugeot, Polestar, Porsche

Model details	Key info					Running costs						
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	£48,550	£48,550	-	9.7	105	213	253	311/-	0/2%	£598	52%	-
	£52,350	£52,350	-	9.7	105	213	253	310/-	0/2%	£645	52%	-
	£26,245	£24,043	£274	13.4	107	102	184	54.8/-	135/32%	£276	49%	11E
	£28,360	£26,996	-	10.8	114	131	221	51.8/-	143/33%	£308	48%	15E

E-5008 Family SUV ★★★★★
VERDICT Electric version of the 5008 offers a decent range and is the cheapest seven-seat electric SUV
 Doors 5 Seats 7 L 4791mm W 1895mm H 1694mm Boot 348litres

Allure 73kWh 5dr Auto	£48,550	£48,550	-	9.7	105	213	253	311/-	0/2%	£598	52%	-
GT 73kWh 5dr Auto	£52,350	£52,350	-	9.7	105	213	253	310/-	0/2%	£645	52%	-

RIFTER MPV ★★★★★
VERDICT It may not have the class of more mainstream MPVs, but the Rifter offers unmatched space and practicality, and is surprisingly good to drive
 Doors 5 Seats 5 L 4403mm W 1848mm H 1878mm Boot 775litres

1.5 BlueHDi 100 Allure 5dr	£26,245	£24,043	£274	13.4	107	102	184	54.8/-	135/32%	£276	49%	11E
1.5 BlueHDi 130 Allure 5dr EAT8	£28,360	£26,996	-	10.8	114	131	221	51.8/-	143/33%	£308	48%	15E
1.5 BlueHDi 130 GT 5dr EAT8	£30,445	£30,445	-	10.8	114	131	221	51.8/-	143/33%	£327	48%	15E

E-RIFTER ELECTRIC MPV ★★★★★
VERDICT Brilliantly practical, with lots of safety kit, but rivals are more aggressively priced
 Doors 5 Seats 5 L 4403mm W 1848mm H 1878mm Boot 775litres

Allure 50kWh 4dr Auto	£32,081	£30,751	£196	-	81	136	192	171/-	0/2%	-	51%	20E
GT 50kWh 5dr Auto	£34,875	£33,427	£214	-	81	136	192	171/-	0/2%	-	50%	20E
GT Long 50kWh 5dr Auto	£35,775	£34,289	£223	-	81	136	192	171/-	0/2%	-	50%	20E

TRAVELLER MPV ★★☆☆☆
VERDICT Very spacious but handling and interior quality are likely to disappoint those used to a regular MPV
 Doors 5 Seats 7 L 4956mm W 1920mm H 1890mm Boot na

2.0 BlueHDi 180 Business Standard 5dr EAT8	£36,970	£36,970	-	12.9	115	177	295	41/-	181/37%	£442	58%	-
2.0 BlueHDi 180 Business VIP Standard 5dr EAT8	£43,420	£35,316	£534	12.9	115	177	295	41/-	181/37%	£521	59%	27E
2.0 BlueHDi 180 Business VIP Long 5dr EAT8	£44,260	£35,999	£542	12.9	115	177	295	41/-	181/37%	£532	58%	29A

E-TRAVELLER Electric MPV ★★☆☆☆
VERDICT Worth a look if you need to carry seven on short urban trips, but its near-identical Citroën and Vauxhall sisters are better value
 Doors 5 Seats 5-9 L 4959mm W 1920mm H 1890mm Boot na

Active Standard 75kWh 5dr Auto	£48,995	£46,713	£211	14.3	81	136	192	217/-	0/2%	-	49%	-
Active Long 75kWh 5dr Auto	£49,895	£47,570	£220	14.3	81	136	192	217/-	0/2%	-	49%	-
Allure Standard 75kWh 5dr Auto	£54,230	£51,699	£220	14.3	81	136	192	217/-	0/2%	-	51%	-
Allure Long 75kWh 5dr Auto	£55,130	£52,557	£229	14.3	81	136	192	217/-	0/2%	-	51%	-

POLESTAR Swedish whatcar.com/make/polestar
2 Electric executive hatchback ★★★★★
VERDICT Thrillingly quick, with an exquisite interior and a good range, but Tesla's Model 3 is better to drive and more practical
 Doors 5 Seats 5 L 4607mm W 1859mm H 1478mm Boot 405litres

Standard Range Single motor 5dr Auto	£44,950	£43,950	£438	6.4	127	272	361	322/-	0/2%	-	40%	40E
Long Range Single motor 5dr Auto	£48,950	£47,950	£473	6.1	127	299	361	406/-	0/2%	-	41%	41E
Long Range Dual motor 5dr 4WD Auto	£52,950	£51,950	£519	4.6	127	421	546	367/-	0/2%	-	40%	44E
BST Edition 230 78kWh LR DM 5dr 4WD Auto	£73,900	£73,900	-	4.4	128	476	502	287/-	0/2%	-	36%	46E

3 Electric SUV ★★★★★
VERDICT Great to drive and comfy to travel in. Would score even higher if it was that bit more special inside
 Doors 5 Seats 5 L 4900mm W 1968mm H 1627mm Boot 484litres

111kWh Long Range Single Motor 5dr Auto	£69,900	£69,900	-	7.8	112	299	361	403/-	0/2%	£861	56%	-
111kWh Long Range SM Plus Pilot 5dr Auto	£77,200	£77,200	-	7.8	112	299	361	403/-	0/2%	£951	55%	-
111kWh Long Range Dual Motor 5dr Auto	£75,900	£75,900	£819	5	130	489	620	392/-	0/2%	£935	55%	-
111kWh Long Range DM Plus Pilot 5dr Auto	£83,200	£83,200	£910	5	130	489	620	392/-	0/2%	£1025	54%	50P
111kWh Long Range Dual Motor Performance 5dr	£81,500	£81,500	£902	4.7	130	517	671	348/-	0/2%	£1004	54%	-
111kWh LR DM Plus Pilot performance 5dr Auto	£88,800	£88,800	£993	4.7	130	517	671	348/-	0/2%	£1095	53%	50P

4 Electric coupé SUV
VERDICT Spacious, plush and good to drive, but we wish it had a rear windscreen
 Doors 5 Seats 5 L 4839mm W 2008mm H 1544mm Boot 526litres

100kWh Long Range Single Motor Plus 5dr Auto	£59,990	£59,990	£698	7.1	124	272	253	372/-	0/2%	-	58%	-
100kWh Long Range Dual Motor Plus 5dr Auto	£66,990	£66,990	£787	3.8	124	544	506	347/-	0/2%	-	57%	-

PORSCHE German whatcar.com/porsche
PANAMERA luxury hatchback ★★★★★
VERDICT The Mercedes-AMG GT 4dr Coupé is more likely to make you smile, but the Panamera is far more comfortable
 Doors 5 Seats 4 L 5049mm W 1937mm H 1423mm Boot 50litres

2.9 V6 4 5dr PDK	£80,495	£80,495	-	5.3	163	330	332	26.6/-	241/37%	£963	49%	50E
2.9 V6 4 E-Hybrid 5dr PDK	£88,955	£88,955	-	4.4	174	462	516	134.5/-	-	-	52%	50E
2.9 V6 4 Platinum Edition 5dr PDK	£90,495	£90,495	-	5.3	163	330	332	26.6/-	247/37%	£1087	49%	50E
2.9 V6 4 Platinum Edition E-Hybrid 5dr PDK	£97,775	£97,775	-	4.4	174	462	516	134.5/-	51/37%	£1205	52%	50E
2.9 V6 4S 5dr PDK	£101,395	£101,395	-	4.3	180	440	406	26.4/-	242/37%	£1221	49%	50E
2.9 V6 4S E-Hybrid 5dr PDK	£107,875	£107,875	-	3.7	182	560	553	117.7/-	53/37%	£1330	52%	50E
4.0 V8 GTS 5dr PDK	£115,700	£115,700	-	3.9	181	480	457	23/-	280/37%	£1392	51%	50E
4.0 V8 Turbo S 5dr PDK	£147,400	£147,400	-	3.1	196	630	605	21.7/-	295/37%	£1783	47%	50E
4.0 V8 Turbo S E-Hybrid 5dr PDK	£149,175	£149,175	-	3.2	196	700	642	97.4/-	65/37%	£1839	45%	50E

PANAMERA SPORT TURISMO Luxury estate ★★★★★
VERDICT A more practical and prettier version of the regular Panamera. If you're after ultimate badge appeal and effortless performance, look no further
 Doors 5 Seats 4 L 5049mm W 1937mm H 1423mm Boot 48litres

2.9 V6 5dr PDK	£84,205	£84,205	-	5.3	169	353	369	29.1/-	219/37%	£1018	50%	50E
2.9 V6 4 5dr PDK	£87,895	£87,895	-	5	168	353	369	27.7/-	230/37%	£1055	50%	50E
2.9 V6 4 E-Hybrid 5dr PDK	£91,055	£91,055	-	4.1	174	470	479	134.5/-	33/37%	-	55%	50E
2.9 V6 4S E-Hybrid 5dr PDK	£102,155	£102,155	-	3.7	180	544	553	117.7/-	53/37%	-	59%	50E
4.0 V8 Turbo E-Hybrid 5dr PDK	£145,455	£145,455	-	3.2	196	680	686	97.4/-	65/37%	-	49%	50E

911 Sports car ★★★★★
VERDICT A thrilling sports car and one of the few that you can live with every day
 Doors 2 Seats 4 L 4519mm W 1852mm H 1298mm Boot 132litres

Carrera 2dr PDK	£99,395	£99,395	-	4.2	182	385	332	27.4/-	233/37%	£1196	63%	50E
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Model details	Key info					Running costs						
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	£86,555	£86,555	-	4.8	143	408	302	367/-	0/2%	£1067	36%	47E
	£95,955	£95,955	-	3.7	155	462	513	346/-	0/2%	£1183	39%	50E
	£91,009	£91,009	-	4.8	143	435	310	421/-	0/2%	£1122	36%	48E
	£100,251	£100,251	-	3.7	155	517	524	399/-	0/2%	£1236	39%	50E

TAYCAN Electric luxury saloon ★★★★★
VERDICT Sets the benchmark for electric car handling and interior quality. A brilliant piece of engineering, if only for the privileged few who can afford it
 Doors 4 Seats 4 L 4963mm W 1966mm H 1378mm Boot 407litres

89kWh 4dr RWD Auto	£86,555	£86,555	-	4.8	143	408	302	367/-	0/2%	£1067	36%	47E
4S 89kWh 4dr Auto	£95,955	£95,955	-	3.7	155	462	513	346/-	0/2%	£1183	39%	50E
105kWh 4dr RWD Auto	£91,009	£91,009	-	4.8	143	435	310	421/-	0/2%	£1122	36%	48E
4S 105kWh 4dr Auto	£100,251	£100,251	-	3.7	155	517	524	399/-	0/2%	£1236	39%	50E
Turbo 105kWh 4dr Auto	£134,155	£134,155	-	2.7	162	707	693	391/-	0/2%	£1654	38%	50E
Turbo S 105kWh 4dr Auto	£161,455	£161,455	-	2.4	162	775	819	391/-	0/2%	£1991	36%	50E
Turbo GT 105kWh 4dr Auto	£186,355	£186,355	-	2.3	180	789	988	344/-	0/2%	£2298	39%	50E

TAYCAN CROSS TURISMO Electric luxury estate ★★★★★
VERDICT Does everything the excellent regular Taycan does, and is more spacious and practical to boot
 Doors 4 Seats 5 L 4963mm W 1966mm H 1405mm Boot 446litres

89kWh 5dr RWD Auto	£87,355	£87,355	-	4.8	143	408	302	351/-	0/2%	£1077	37%	48E
4S 89kWh 5dr Auto	£96,755	£96,755	-	3.7	155	462	513	332/-	0/2%	£1193	40%	50E
105kWh 5dr RWD Auto	£91,809	£91,809	-	4.8	143	435	310	404/-	0/2%	£1132	36%	48E
4S 105kWh 5dr Auto	£100,455	£100,455	-	3.8	149	462	513	383/-	0/2%	£1238	38%	50E
Turbo 105kWh 5dr Auto	£134,855	£134,855	-	2.7	162	707	693	377/-	0/2%	£1663	39%	50E
Turbo S 105kWh 5dr Auto	£162,155	£162,155	-	2.4	162	775	819	375/-	0/2%	£1999	36%	50E

TAYCAN CROSS TURISMO Electric luxury estate ★★★★★
VERDICT Adds all-terrain style to Sport Turismo
 Doors 4 Seats 5 L 4974mm W 1966mm H 1409mm Boot 446litres

4S 105kWh 5dr Auto	£101,051	£101,051	-	3.7	155	517	524	-	0/2%	£1246	40%	50E
Turbo 105kWh 5dr Auto	£135,255	£135,255	-	2.8	155	707	693	-	0/2%	£1667	39%	50E
Turbo S 105kWh 5dr Auto	£162,555	£162,555	-	2.5	155	775	819	-	0/2%	£2004	36%	50E

MACAN Sports SUV ★★★★★
VERDICT Has all the pace and handling you'd want from a sporty SUV, but there are roomier options
 Doors 5 Seats 5 L 4696mm W 1923mm H 1624mm Boot 488litres

5dr PDK	£57,295	£57,295	-	6.4	144	265	295	28/-	228/37%	£677	56%	41E
T 5dr PDK	£62,295	£62,295	-	6.2	144	265	295	28/-	229/37%	£739	57%	44E
S 5dr PDK	£63,895	£63,895	-	4.8	161	380	384	25.4/-	251/37%	£759	53%	45E
GTS 5dr PDK	£75,795	£75,795	-	4.3	169							

Porsche, Renault, Rolls-Royce, Seat

Model details	Key info				Running costs							
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	Carrera GTS 2dr	£124,275	£124,275	-	4.1	193	480	420	272/-	236/37%	£1505	60%
Carrera 4 GTS 2dr PDK	£130,275	£130,275	-	3.3	192	480	420	26.2/-	245/37%	£1579	60%	50E
Carrera GTS i-Hybrid 2dr PDK	£141,485	£141,485	-	3	194	541	450	26.9/-	239/37%	£1716	54%	N
Targa 4 GTS 2dr	£140,275	£140,275	-	4.3	191	480	420	26.2/-	245/37%	£1702	60%	50E
Targa GTS i-Hybrid 2dr PDK	£151,485	£151,485	-	3.1	194	541	450	26.2/-	244/37%	£1839	54%	N
GT3 2dr Touring Pack	£149,200	£149,200	-	3.9	199	510	347	21.9/-	292/37%	£1806	80%	50E
911 CABRIOLET Sports car ★★★★★												
VERDICT A searingly fast soft-top with top-class handling that feels luxurious inside. You'll want to drive it every day												
Doors 2 Seats 4 L 4519mm W 1852mm H 1297mm Boot 132litres												
Carrera 2dr	£109,275	£109,275	-	4.4	181	385	332	27.2/-	236/37%	£1320	64%	50E
Carrera 4 2dr	£115,275	£115,275	-	4.4	180	385	332	26.9/-	238/37%	£1394	64%	50E
Carrera 4 GTS 2dr	£140,275	£140,275	-	4.3	191	480	420	26.2/-	244/37%	£1702	60%	50E
Carrera GTS i-Hybrid 2dr PDK	£134,985	£134,985	-	3	194	541	450	26.9/-	239/37%	£1635	55%	N
RENAULT French whatcar.com/renault												
CLIO Small hatchback ★★★★★												
VERDICT Sharply priced and packed with kit, as well as riding and handling well												
Doors 5 Seats 5 L 4050mm W 1798mm H 1440mm Boot 318litres												
1.0 Tce 90 Evolution 5dr	£18,095	£16,212	£183	12.2	112	90	118	54.3/-	118/28%	£166	47%	10E
1.0 Tce 90 Techno 5dr	£19,695	£17,636	£199	12.2	112	90	118	54.3/-	119/28%	£181	47%	11E
1.0 Tce 90 Esprit Alpine 5dr	£21,295	£19,060	£212	12.2	112	90	118	54.3/-	120/29%	£203	48%	11E
1.6 E-TECH full hybrid 145 Evolution 5dr Auto	£21,595	£20,045	£208	9.3	112	143	106	67.3/-	96/24%	£171	50%	15E
1.6 E-TECH full hybrid 145 Techno 5dr Auto	£23,195	£21,525	£236	9.3	112	143	106	67.3/-	97/24%	£184	49%	15E
1.6 E-TECH full hybrid 145 Esprit Alpine 5dr Auto	£24,795	£23,005	£256	9.3	112	143	106	67.3/-	97/24%	£197	48%	15E
MEGANE E-TECH Electric family car ★★★★★												
VERDICT A small electric car that combines range, comfort and tech												
Doors 5 Seats 5 L 4200mm W 1860mm H 1505mm Boot 440litres												
EV60 Evolution Comfort Range 60kWh 5dr Auto	£33,995	£29,259	£282	7.5	99	217	221	280/-	0/2%	£419	40%	24E
EV60 Techno Comfort Range 60kWh 5dr Auto	£35,995	£30,974	£297	7.5	99	217	221	280/-	0/2%	£443	42%	-
EV60 Iconic Comfort Range 60kWh 5dr Auto	£37,995	£32,689	£320	7.5	99	217	221	280/-	0/2%	£468	42%	-
CAPTUR Small SUV ★★★★★												
VERDICT A big step on from the original Captur, but not as roomy or good to drive as its best rivals												
Doors 5 Seats 5 L 4239mm W 1797mm H 1584mm Boot 422litres												
1.0 TCE 90 Evolution 5dr	£21,095	£21,095	-	14.0	104	91	118	48.7/-	135/32%	£222	52%	11E
1.0 TCE 90 Techno 5dr	£22,795	£22,795	-	14.0	104	91	118	48.7/-	134/31%	£232	50%	11E
1.6 E-Tech Full Hybrid 145 Evolution 5dr Auto	£24,595	£24,595	-	10.6	106	143	110	60.1/-	106/26%	£211	53%	16E
1.6 E-Tech Full Hybrid 145 Techno 5dr Auto	£26,295	£26,295	-	10.6	106	143	110	60.1/-	105/26%	£226	52%	16E
1.6 E-Tech Full Hybrid 145 Esprit Alpine 5dr Auto	£27,995	£27,995	-	10.6	106	143	110	60.1/-	107/26%	£241	50%	16P
SYMBIOZ Family SUV ★★★★★												
VERDICT Comfy, spacious and very keenly priced. Could be better to drive, though												
Doors 5 Seats 5 L 4413mm W 1797mm H 1575mm Boot 434litres												
1.6 E-Tech FHEV 145 Techno 5dr Auto	£29,295	£29,295	-	10.6	106	143	110	60.1/-	105/26%	£252	55%	16E
1.6 E-Tech FHEV 145 Techno Esprit Alpine 5dr Auto	£31,295	£31,295	-	10.6	106	143	110	60.1/-	107/26%	£269	55%	17E
1.6 E-Tech FHEV 145 Iconic Esprit Alpine 5dr Auto	£33,295	£33,295	-	10.6	106	143	110	60.1/-	107/26%	£286	54%	17E
AUSTRAL Family SUV ★★★★★												
VERDICT Kadjar replacement is beaten by its rivals in most regards												
Doors 5 Seats 5 L 4510mm W 1843mm H 1621mm Boot 487litres												
E-Tech Full Hybrid Techno 5dr Auto	£34,695	£31,742	£294	8.4	108	200	151	60.1/-	104/25%	£287	53%	21E
E-Tech FHEV Techno Esprit Alpine 5dr Auto	£36,695	£33,567	£309	8.4	108	200	151	60.1/-	105/26%	£316	53%	22E
E-Tech FHEV Iconic Esprit Alpine 5dr Auto	£38,695	£35,392	£321	8.4	108	200	151	60.1/-	105/26%	£333	52%	23E
E-Tech FHEV Iconic Esprit Alpine 5dr Auto 4C	£39,195	£35,848	£327	8.4	108	200	151	60.1/-	105/26%	£338	52%	23E
ARKANA Coupé SUV ★★★★★												
VERDICT An affordable and practical but not particularly quick coupé SUV with low running costs and a decent boot												
Doors 5 Seats 5 L 4568mm W 1821mm H 1576mm Boot 531litres												
1.6 E-Tech FHEV 145 Evolution 5dr Auto	£27,395	£25,280	£265	10.8	107	142	109	60.1/-	105/26%	£235	48%	15E
1.6 E-Tech FHEV 145 Techno 5dr Auto	£29,395	£27,120	£280	10.8	107	142	109	60.1/-	107/26%	£253	48%	16E
1.6 E-Tech FHEV 145 Esprit Alpine 5dr Auto	£31,695	£29,235	£296	10.8	107	142	109	60.1/-	110/27%	£283	48%	17E
SCENIC E-TECH Electric family SUV ★★★★★												
VERDICT Practical and comfy, with a great maximum range												
Doors 5 Seats 5 L 4470mm W 1864mm H 1571mm Boot 545litres												
Techno 60kWh Comfort Range 5dr Auto	£37,495	£37,495	-	8.6	93	170	207	260/-	0/2%	£462	53%	28E
Techno 87kWh Long Range 5dr Auto	£40,995	£37,776	£316	7.9	106	217	221	379/-	0/2%	£505	56%	32E
Esprit Alpine 87kWh Long Range 5dr Auto	£43,495	£40,076	£340	7.9	106	217	221	372/-	0/2%	£536	55%	32E
Iconic 87kWh Long Range 5dr Auto	£45,495	£41,916	£364	7.9	106	217	221	369/-	0/2%	£560	54%	32E
RAFALE Family SUV ★★★★★												
VERDICT Practical and full of tech. Pricey, though, and its ride and handling disappoint												
Doors 5 Seats 5 L 4710mm W 1866mm H 1613mm Boot 535litres												
E-Tech Full Hybrid Techno 5dr Auto	£38,195	£36,426	£362	8.6	111	200	151	60.1/-	105/26%	£329	54%	29E
E-Tech FHEV Techno Esprit Alpine 5dr Auto 4C	£42,195	£40,236	£412	8.6	111	200	151	60.1/-	106/26%	£364	51%	30E
E-Tech FHEV Iconic Esprit Alpine 5dr Auto 4C	£44,695	£42,617	£438	8.6	111	200	151	60.1/-	107/26%	£385	51%	30E

Model details	Key info				Running costs							
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
	Carrera GTS 2dr	£124,275	£124,275	-	4.1	193	480	420	27.2/-	236/37%	£1505	60%
Carrera 4 GTS 2dr PDK	£130,275	£130,275	-	3.3	192	480	420	26.2/-	245/37%	£1579	60%	50E
Carrera GTS i-Hybrid 2dr PDK	£141,485	£141,485	-	3	194	541	450	26.9/-	239/37%	£1716	54%	N
Targa 4 GTS 2dr	£140,275	£140,275	-	4.3	191	480	420	26.2/-	245/37%	£1702	60%	50E
Targa GTS i-Hybrid 2dr PDK	£151,485	£151,485	-	3.1	194	541	450	26.2/-	244/37%	£1839	54%	N
GT3 2dr Touring Pack	£149,200	£149,200	-	3.9	199	510	347	21.9/-	292/37%	£1806	80%	50E
ROLLS-ROYCE British whatcar.com/rolls-royce												
GHOST Luxury saloon ★★★★★												
VERDICT Unbelievably luxurious and comfortable, with monstrous and a truly exquisite interior.												
Doors 4 Seats 5 L 5545mm W 2148mm H 1571mm Boot 464litres												
4dr Auto	£280,800	£280,800	-	4.6	155	571	627	18.6/-	347/37%	£3429	58%	N
4dr Auto EWB	£313,200	£313,200	-	4.6	155	571	627	18.5/-	348/37%	£3828	57%	N
Black Badge 4dr Auto	£325,800	£325,800	-	4.5	-	600	664	17.9/-	359/37%	£3984	56%	N
CULLINAN Luxury SUV ★★★★★												
VERDICT Its ride isn't perfect, but in most respects the Cullinan is the ultimate luxury SUV that it was designed to be, with a price to match												
Doors 5 Seats 5 L 5341mm W 2000mm H 1835mm Boot na												
5dr Auto	£315,600	£315,600	-	5.2	155	571	627	18.1/-	355/37%	£3858	57%	N
Black Badge 5dr Auto	£359,400	£359,400	-	5.1	155	600	664	17.3/-	370/37%	£4398	55%	N
WRAITH Coupé ★★★★★												
VERDICT The Rolls-Royce Wraith may not be perfect, but it's a hugely desirable ownership proposition for the privileged few who can afford it												
Doors 2 Seats 4 L 5285mm W 1947mm H 1507mm Boot 470litres												
2dr Auto	£282,600	£282,600	-	4.6	155	624	605	18.5/-	357/37%	£3451	51%	N
Black Badge 2dr Auto	£324,600	£324,600	-	4.5	155	624	642	18.1/-	365/37%	£3969	52%	N
SPECTRE COUPE												
VERDICT We have yet to test this luxurious electric conveyance												
Doors 2 Seats 4 L 4575mm W 1996mm H 1573mm Boot 380litres												
120kWh 2dr Auto	£332,055	£332,055	-	4.5	155	577	664	323/-	0/2%	-	-	-
SEAT Spanish whatcar.com/seat												
IBIZA Small hatchback ★★★★★												
VERDICT A great small car to drive, but a firm ride in some models, and pronounced road noise weaken its case												
Doors 5 Seats 5 L 4059mm W 1780mm H 1444mm Boot 355litres												
1.0 TSI 95 SE 5dr	£19,725	£18,148	£206	11	116	95	129	55.4/-	117/28%	£182	46%	11E
1.0 TSI 95 SE Technology 5dr	£20,795	£19,173	£219	11	116	95	129	55.4/-	117/28%	£192	46%	11E
1.0 TSI 95 FR 5dr	£22,105	£20,427	£224	11	116	95	129	52.3/-	123/29%	£211	50%	12E
1.0 TSI 95 FR Sport 5dr	£23,020	£21,303	£224	11	116	95	129	52.3/-	124/29%	£220	53%	12E
1.0 TSI 95 Xcellence 5dr	£22,320	£20,633	£211	11	116	95	129	51.4/-	124/29%	£213	55%	12E
1.0 TSI 95 Xcellence Lux 5dr	£23,570	£21,830	£230	11	116	95	129	51.4/-	124/29%	£225	54%	12E
1.0 TSI Anniversary Limited Edition 5dr	£23,975	£22,218	£233	11	116	95	129	51.4/-	125/30%	£237	53%	12E
1.0 TSI 115 FR 5dr	£22,520	£20,825	£229	9.7	123	115	148	51.4/-	124/29%	£215	50%	15E
1.0 TSI 115 Xcellence 5dr	£22,575	£20,877	£213	9.7	123	115	148	51.4/-	125/30%	£223	56%	15E
1.0 TSI 115 FR Sport 5dr	£23,435	£21,701	£227	9.7	123	115	148	51.4/-	124/29%	£224	54%	16E
1.0 TSI 115 Xcellence Lux 5dr	£23,825	£22,074	£232	9.7	123	115	148	51.4/-	125/30%	£236	54%	16E
1.0 TSI 115 Anniversary Limited Edition 5dr	£24,390	£22,615	£235	9.7	123	115	148	50.4/-	126/30%	£241	54%	15E
LEON Family hatchback ★★★★★												
VERDICT A fantastic all-rounder												
Doors 5 Seats 5 L 4368mm W 1800mm H 1456mm Boot 380litres												
1.0 TSI EVO SE 5dr	£23,905	£21,269	£233	10.9	122							

Seat, Skoda, Smart

Model details	Key info	Running costs
<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★☆ Above average ★★★★ Average ★★★☆☆ Below average ★★☆☆☆ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>	<p>List price on the road</p> <p>Target Price Tel: 03302 216207</p> <p>Target PCP per month</p> <p>0-62mph (sec)</p> <p>Max speed (mph)</p> <p>Power (ps)</p> <p>Torque (lb ft)</p> <p>Official MPG / range miles Real MPG / Real Range miles</p> <p>CO₂ g/km / BIK tax liability</p> <p>Monthly company car tax 40%</p> <p>Retained value @3yrs / 36k miles</p> <p>Insurance group</p>	

ATECA Small SUV ★★★★★

VERDICT One of the most rounded new cars on sale, the Ateca should be near the top of your family SUV shortlist
Doors 5 Seats 5 L 4363mm W 1841mm H 1601mm Boot 51litres

1.0 TSI 115 SE 5dr	£28,400	£28,400	-	11	114	115	148	47.1/	137/32%	£299	38%	-
1.0 TSI 115 SE Technology 5dr	£29,275	£29,275	-	11	114	115	148	44.8/	144/33%	£318	38%	-
1.5 TSI EVO SE 5dr	£30,325	£26,725	£305	9	126	150	184	45.6/	141/33%	£330	39%	18E
1.5 TSI EVO SE Technology 5dr	£31,200	£27,574	£314	9	126	150	184	43.5/	148/34%	£350	40%	18E
1.5 TSI EVO FR 5dr	£32,195	£28,539	£314	9	126	150	184	43.5/	148/34%	£361	42%	18E
1.5 TSI EVO FR Sport 5dr	£34,740	£31,020	£355	9	126	150	184	42.8/	151/35%	£397	40%	19E
1.5 TSI EVO Xperience 5dr	£32,480	£28,815	£317	9	126	150	184	43.5/	149/34%	£364	42%	18E
1.5 TSI EVO Xperience Lux 5dr	£35,765	£32,014	£372	9	126	150	184	42.8/	151/35%	£409	39%	19E

TARRACO Family SUV ★★★★★

VERDICT Has plenty to recommend it, including an enjoyable drive and generous spec, but it isn't as practical as the very best SUVs
Doors 5 Seats 7 L 4735mm W 1839mm H 1674mm Boot 70litres

1.5 EcoTSI SE 5dr	£33,415	£29,770	£360	9	124	150	184	42.2/	152/35%	£382	49%	19E
1.5 EcoTSI SE Technology 5dr	£34,950	£31,251	£384	9	124	150	184	41.5/	153/35%	£400	49%	19E
1.5 EcoTSI Xperience 5dr DSG	£38,015	£34,209	£420	9	124	150	184	38.7/	165/37%	£460	50%	21E
1.5 EcoTSI Xperience Lux 5dr DSG	£39,965	£36,091	£450	9	124	150	184	39.2/	162/37%	£484	48%	21E
1.5 EcoTSI FR 5dr DSG	£38,980	£35,140	£436	9	124	150	184	39.8/	161/37%	£472	48%	21E
1.5 EcoTSI FR Sport 5dr DSG	£40,930	£37,022	£466	9	124	150	184	39.2/	162/37%	£496	48%	22E
2.0 TDI SE 5dr	£35,215	£31,493	£379	10	123	150	251	52.3/	142/33%	£384	48%	20E
2.0 TDI SE Technology 5dr	£36,750	£32,975	£403	10	123	150	251	51.4/	144/33%	£401	47%	20E
2.0 TDI FR 5dr DSG	£40,240	£36,342	£443	9	122	150	266	50.4/	146/34%	£453	47%	21E
2.0 TDI FR Sport 5dr DSG	£42,190	£38,224	£473	9	122	150	266	50.4/	147/34%	£475	47%	21E
2.0 TDI Xperience 5dr DSG	£39,270	£35,406	£427	9	122	150	266	49.6/	150/35%	£455	49%	21E
2.0 TDI Xperience Lux 5dr DSG	£41,220	£37,288	£457	9	122	150	266	50.4/	147/34%	£464	48%	21E

SKODA Czech whatcar.com/skoda

FABIA Small hatchback ★★★★★

VERDICT Fantastic value, comfortable and roomy. Not the plushiest small car, though
Doors 5 Seats 5 L 4108mm W 1780mm H 1459mm Boot 38litres

1.0 MPI 80 SE Comfort 5dr	£19,730	£18,599	£199	15	7	108	80	69	53.9/	119/28%	£182	46%	4E
1.0 MPI 80 Colour Edition 5dr	£20,530	£19,351	£203	15	7	108	80	69	54.3/	118/28%	£189	47%	4E
1.0 TSI SE Comfort 5dr	£20,280	£19,116	£204	10	7	118	95	129	55.8/	115/28%	£187	46%	11E
1.0 TSI Colour Edition 5dr	£21,080	£19,868	£208	10	7	118	95	129	56.2/	114/27%	£187	47%	11E
1.0 TSI 116 SE Comfort 5dr	£20,780	£19,586	£210	9	3	125	116	148	55.6/	115/28%	£191	48%	15E
1.0 TSI 116 SE L 5dr	£22,465	£21,170	£227	9	3	125	116	148	56/	114/27%	£200	48%	15E
1.0 TSI 116 Colour Edition 5dr	£21,580	£20,338	£213	9	3	125	116	148	56.1/	114/27%	£192	48%	15E
1.0 TSI 116 Monte Carlo 5dr	£22,965	£21,640	£222	9	3	125	116	148	54.6/	117/28%	£212	48%	15E
1.5 TSI 150 Colour Edition 5dr DSG	£24,295	£22,890	£250	8	137	150	184	52.1/	122/29%	£232	45%	20E	
1.5 TSI 150 SE L 5dr DSG	£25,130	£23,675	£263	8	137	150	184	51.1/	122/29%	£240	45%	20E	
1.5 TSI 150 Monte Carlo 5dr DSG	£25,630	£24,145	£257	8	137	150	184	50.9/	125/30%	£254	46%	20E	

SCALA Family hatchback ★★★★★

VERDICT Represents fantastic value for money if you're looking for a comfortable, well-equipped family hatchback with plenty of space
Doors 5 Seats 5 L 4362mm W 1793mm H 1471mm Boot 46litres

1.0 TSI 95 SE 5dr	£22,105	£20,597	£231	10	8	119	95	129	55.4/	115/28%	£204	44%	12E
1.0 TSI 95 SE L 5dr	£23,905	£22,312	£248	10	8	119	95	129	53.5/	119/28%	£221	46%	13E
1.0 TSI 116 SE 5dr	£23,080	£21,526	£246	9	5	126	116	148	54.8/	117/28%	£213	43%	15E
1.0 TSI 116 SE L 5dr	£24,880	£23,240	£263	9	5	126	116	148	52.9/	121/29%	£238	46%	16E
1.0 TSI 116 Monte Carlo 5dr	£27,805	£26,026	£308	9	5	126	116	148	52.5/	121/29%	£266	43%	17E
1.5 TSI SE 5dr	£24,380	£22,764	£263	8	2	137	150	184	52.3/	122/29%	£233	43%	20E
1.5 TSI SE L 5dr	£26,180	£24,478	£280	8	2	137	150	184	50.7/	126/30%	£259	45%	21E
1.5 TSI Monte Carlo 5dr	£29,105	£27,265	£325	8	2	137	150	184	50.4/	127/30%	£288	43%	21E

OCTAVIA Family hatchback ★★★★★

VERDICT Plush inside, with a huge boot and frugal engines, this classy family car is let down only by a fiddly touchscreen and unremarkable handling
Doors 5 Seats 5 L 4689mm W 1829mm H 1470mm Boot 60litres

1.5 TSI SE Technology 5dr	£26,775	£26,775	-	10.4	126	116	162	54.3/	118/28%	£247	45%	-
1.5 TSI 150 SE L 5dr	£31,250	£31,250	-	8.5	142	150	184	53.3/	121/29%	£299	44%	-
1.5 TSI 150 Sportline 5dr	£32,255	£32,255	-	8.5	142	150	184	51.4/	125/30%	£320	44%	-
1.5 TSI 150 First Edition 5dr	£32,975	£32,975	-	8.5	142	150	184	52.7/	122/29%	£316	42%	-
2.0 TDI 150 SE Technology 5dr DSG	£31,720	£31,720	-	8.5	141	150	266	63.4/	117/28%	£293	48%	-
2.0 TDI 150 SE L 5dr DSG	£34,770	£34,770	-	8.5	141	150	266	62.8/	118/28%	£322	46%	-
2.0 TDI 150 First Edition 5dr DSG	£36,495	£36,495	-	8.5	141	150	266	62.3/	119/28%	£338	45%	-

OCTAVIA ESTATE Family estate ★★★★★

VERDICT Has the same virtues as the Octavia Hatch, and even greater practicality
Doors 5 Seats 5 L 4689mm W 1829mm H 1468mm Boot 64litres

1.5 TSI SE Technology 5dr	£27,755	£27,755	-	10.5	126	116	162	52.9/	121/29%	£266	46%	-
1.5 TSI 150 SE L 5dr	£32,480	£32,480	-	8.6	140	150	184	51.7/	124/29%	£311	44%	-
1.5 TSI 150 Sportline 5dr	£33,285	£33,285	-	8.6	140	150	184	50.5/	127/30%	£330	45%	-
1.5 TSI 150 First Edition 5dr	£34,280	£34,280	-	8.6	140	150	184	51.2/	126/30%	£340	43%	-
2.0 TDI 150 SE Technology 5dr DSG	£32,700	£32,700	-	8.6	139	150	266	62.1/	119/28%	£303	48%	-
2.0 TDI 150 SE L 5dr DSG	£36,000	£36,000	-	8.6	139	150	266	61.5/	121/29%	£345	46%	-
2.0 TDI 150 First Edition 5dr DSG	£37,800	£37,800	-	8.6	139	150	266	60.9/	122/29%	£363	45%	-

SMART German whatcar.com/smart

#1 Small SUV ★★★★★

VERDICT A cramped boot and occasionally choppy ride is all that really tarnishes this small SUV
Doors 5 Seats 5 L 4270mm W 1822mm H 1636mm Boot 32litres

Pro 49kWh 5dr Auto	£31,950	£31,950	£315	6.7	112	272	253	193/	0/2%	-	52%	-
Pro + 66kWh 5dr Auto	£35,950	£35,950	£360	6.7	112	272	253	260/	0/2%	-	52%	31E
Premium 66kWh 5dr Auto	£38,950	£38,950	£392	6.7	112	272	253	273/245	0/2%	-	51%	32E

Model details	Key info	Running costs
<p>OUR STAR RATINGS</p> <p>★★★★★ Outstanding ★★★★☆ Above average ★★★★ Average ★★★☆☆ Below average ★★☆☆☆ Poor</p> <p>Highlighted Our pick of the range</p> <p>FOR KEY SEE P124</p>	<p>List price on the road</p> <p>Target Price Tel: 03302 216207</p> <p>Target PCP per month</p> <p>0-62mph (sec)</p> <p>Max speed (mph)</p> <p>Power (ps)</p> <p>Torque (lb ft)</p> <p>Official MPG / range miles Real MPG / Real Range miles</p> <p>CO₂ g/km / BIK tax liability</p> <p>Monthly company car tax 40%</p> <p>Retained value @3yrs / 36k miles</p> <p>Insurance group</p>	

SUPERB Executive hatchback ★★★★★

VERDICT Comfortable, incredibly spacious and practical, and very attractively priced. Not tops on interior quality, though
Doors 5 Seats 5 L 4912mm W 1849mm H 1481mm Boot 645litres

1.5 TSI e-TEC SE Technology 5dr DSG	£34,875	£32,515	£357	9.2	139	150	184	54.1/	119/28%	£323	50%	23E
1.5 TSI e-TEC SE L 5dr DSG	£38,230	£35,736	£402	9.2	139	150	184	52.1/	124/29%	£367	49%	24E
2.0 TSI Laurin + Klement 4X4 5dr DSG	£46,345	£46,345	-	5.6	155	265	295	36.3/	177/37%	£558	48%	34E
2.0 TDI SE Technology 5dr DSG	£35,390	£33,010	£351	9.2	139	150	266	57.9/	128/30%	£351	51%	24E
2.0 TDI SE L 5dr DSG	£38,405	£35,906	£389	9.2	139	150	266	56/	133/31%	£393	51%	25E
2.0 TDI 193 SE L 4X4 5dr DSG	£42,020	£39,393	£446	7.5	147	193	295	48.3/	153/35%	£482	48%	31E
2.0 TDI 193 Laurin + Klement 4X4 5dr DSG	£45,740	£42,964	£484	7.5	147	193	295	47.8/	155/36%	£540	49%	31E

SUPERB ESTATE Executive estate ★★★★★

VERDICT Comfortable, well priced and incredibly spacious, but its Volkswagen Passat sister beats it for interior quality
Doors 5 Seats 5 L 4902mm W 1849mm H 1482mm Boot 690litres

1.5 TSI e-TEC SE Technology 5dr DSG	£36,175	£33,763	£366	9.3	137	150	184	52.8/	122/29%	£347	51%	23E
1.5 TSI e-TEC SE L 5dr DSG	£39,530	£36,984	£411	9.3	137	150	184	51/	126/30%	£393	50%	24E
1.5 TSI IV SE Technology DSG 5dr	£41,465	£38,833	£457	8.1	136	204	184	783.4/	8/5%	£69	54%	30E
1.5 TSI IV SE L DSG 5dr	£44,820	£42,054	£502	8.1	136	204	184	751/	9/5%	£75	53%	30E
1.5 TSI IV Laurin + Klement DSG 5dr	£48,540	£45,625	£540	8.1	136	204	184	735.7/	9/5%	£81	54%	30E
2.0 TSI Laurin + Klement 4X4 5dr DSG	£47,645	£44,809	£509	5.7	155	265	295	35.7/	180/37%	£574	49%	35E
2.0 TDI SE Technology 5dr DSG	£36,690	£34,258	£359	9.3	137	150	266	56.9/	130/31%	£376	52%	24E
2.0 TDI SE L 5dr DSG	£39,705	£37,154	£398	9.3	137	150	266	55.1/	135/32%	£420	51%	25E
2.0 TDI 193 SE L 4X4 5dr DSG	£43,320	£40,641	£455	7.6	142	193	295	47.7/	155/36%	£511	49%	30E
2.0 TDI 193 Laurin + Klement 4X4 5dr DSG	£47,040	£44,212	£493	7.6	142	193	295	47.1/	157/36%	£556	49%	30E

KAMIQ Small SUV ★★★★★

VERDICT A practical, comfortable package that's easy to live with. Feels more like a small hatchback than an SUV, though
Doors 5 Seats 5 L 4241mm W 1793mm H 1531mm Boot 40litres

1.0 TSI 95 SE 5dr	£24,040	£22,672	£220	11	113	95	129	51.8/	123/29%	£230	42%	12E
1.0 TSI SE 5dr	£24,970	£23,										

Smart, Subaru, Suzuki, Tesla, Toyota

Model details	Key info				Running costs							
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124												
Launch Edition 66kWh 5dr Auto	£39,450	£39,450	£395	6.7	112	272	253	273/-	0/2%	-	51%	32E
Brabus 66kWh 5dr Auto	£43,450	£43,450	£437	3.9	112	428	401	248/-	0/2%	-	51%	38E
#3 Coupé SUV ★★★★★												
VERDICT Just as capable as its less curvaceous sister, the #1 Doors 5 Seats 5 L 4400mm W 1844mm H 1556mm Boot 370litres												
Pro 49kWh 5dr Auto	£32,950	£32,950	-	5.8	112	272	253	202/-	0/2%	-	54%	-
Pro + 66kWh 5dr Auto	£36,950	£36,950	-	5.8	112	272	253	270/-	0/2%	-	54%	-
Premium 66kWh 5dr Auto	£39,950	£39,950	-	5.8	112	272	253	283/-	0/2%	-	53%	-
25th Anniversary Edition 66kWh 5dr Auto	£40,950	£40,950	-	5.8	112	272	253	283/-	0/2%	-	53%	-
Brabus 66kWh 5dr Auto	£45,450	£45,450	-	3.7	112	428	401	258/-	0/2%	-	51%	-
SUBARU Japanese whatcar.com/subaru												
OUTBACK Executive estate ★★★★★												
VERDICT Roomy and well equipped, but it's not good enough in others areas to challenge the class best Doors 5 Seats 5 L 4820mm W 1840mm H 1605mm Boot 559litres												
2.5i Limited 5dr Lineartronic	£36,995	£35,868	£357	12.0	169	186	186	33.0/-	193/37%	£436	56%	27E
2.5i Field 5dr Lineartronic	£41,095	£39,834	£421	10.2	120	169	186	33.0/-	193/37%	£486	52%	29A
2.5i Touring 5dr Lineartronic	£42,595	£41,286	£437	10.2	120	169	186	33.0/-	193/37%	£504	52%	30A
2.5i Touring X 5dr Lineartronic	£43,720	£43,720	-	10.2	120	169	186	33/-	193/37%	£518	51%	27E
CROSSTREK Family SUV ★★★★★												
VERDICT Great off road, but suffers from a firm ride and most rivals are more practical Doors 5 Seats 5 L 4495mm W 1800mm H 1600mm Boot 315litres												
2.0i e-Boxer Limited 5dr Lineartronic	£34,345	£33,530	£334	-	123	136	-	36.8/-	174/37%	£410	50%	-
2.0i e-Boxer Touring 5dr Lineartronic	£36,345	£35,480	£356	-	123	136	-	36.8/-	174/37%	£434	49%	-
FORESTER Family SUV ★★★★★												
VERDICT A capable off-roader, but most rivals are roomier, cheaper and more fuel-efficient Doors 5 Seats 5 L 4625mm W 1815mm H 1795mm Boot 520litres												
2.0i e-Boxer XE 5dr Lineartronic	£37,995	£36,817	£370	11.8	117	150	145	34.7/-	185/37%	£455	50%	23E
2.0i e-Boxer Sport 5dr Lineartronic	£40,185	£38,936	£397	11.8	117	150	145	34.7/-	185/37%	£481	49%	23E
2.0i e-Boxer XE Premium 5dr Lineartronic	£41,095	£39,914	£413	11.8	117	150	145	34.7/-	185/37%	£492	48%	23E
SOLTERRA Electric family SUV ★★★★★												
VERDICT A good electric SUV, but let down by not sharing the near-identical Toyota B24X's long warranty and cheaper two-wheel drive option Doors 5 Seats 5 L 4690mm W 1860mm H 1650mm Boot 452litres												
Limited 71.4kWh 5dr Auto AWD	£52,495	£51,329	£475	6.9	100	218	248	289/-	0/2%	-	54%	46E
Touring 71.4kWh 5dr Auto AWD	£55,495	£54,261	£503	6.9	100	218	248	289/-	0/2%	-	54%	47E
SUZUKI Japanese whatcar.com/suzuki												
SWIFT Small hatchback ★★★★★												
VERDICT Tidy handling, economical and well equipped. If only it was quieter and comfier Doors 5 Seats 5 L 3860mm W 1735mm H 1495mm Boot 258litres												
1.2 Mild Hybrid Motion 5dr	£18,699	£18,699	£198	12.5	103	82	83	64.2/-	99/24%	£148	57%	27D
1.2 Mild Hybrid Ultra 5dr	£19,799	£19,799	£218	12.5	103	82	83	64.2/-	99/24%	£157	54%	27D
1.2 Mild Hybrid Ultra ALLGRIP 5dr	£21,024	£21,024	£237	13.6	99	82	83	57.6/-	110/27%	£187	53%	25D
SWACE Family estate ★★★★★												
VERDICT Essentially a rebadged Toyota Corolla Touring Sports, but with a shorter warranty Doors 5 Seats 5 L 4655mm W 1790mm H 1460mm Boot 596litres												
1.8 Hybrid Motion 5dr CVT	£29,599	£29,021	£324	9.4	112	140	105	64.2/-	103/25%	£245	46%	17E
1.8 Hybrid Ultra 5dr CVT	£31,399	£30,785	£351	9.4	112	140	105	64.2/-	103/25%	£260	46%	18E
IGNIS Small SUV ★★★★★												
VERDICT A dinky SUV that's well priced and neatly packaged. Only its stodgy handling and so-so interior quality let it down Doors 5 Seats 5 L 3700mm W 1660mm H 1605mm Boot 267litres												
1.2 Dualjet 12V Hybrid SZ-T 5dr	£17,949	£17,475	£224	12.7	103	83	79	56.9/59.9	112/27%	£159	47%	21D
1.2 Dualjet 12V Hybrid SZ5 5dr	£18,949	£18,448	£231	12.7	103	83	79	56.9/59.9	112/27%	£168	54%	16D
1.2 Dualjet 12V Hybrid SZ5 ALLGRIP 5dr	£19,949	£19,420	£251	12.8	103	83	79	52.4/-	121/29%	£190	55%	15D
VITARA Small SUV ★★★★★												
VERDICT There are more sophisticated small SUVs, but the Suzuki Vitara is one of the most spacious and is great value for money Doors 5 Seats 5 L 4175mm W 1775mm H 1610mm Boot 375litres												
1.4 Boosterjet 48V Hybrid SZ-T 5dr	£25,449	£21,708	£276	9.5	118	129	173	53.2/-	120/29%	£243	42%	22A
1.4 Boosterjet 48V Hybrid SZ5 5dr	£27,449	£23,648	£299	9.5	118	129	173	53.2/-	120/29%	£263	44%	22A
1.4 Boosterjet 48V Hybrid SZ5 ALLGRIP 5dr	£29,249	£25,395	£325	10.2	118	129	173	47.8/-	132/31%	£299	43%	23A
1.5 Hybrid SZ-T 5dr AGS	£27,199	£23,405	£279	12.7	111	115	102	54.3/-	119/28%	£251	47%	18A
1.5 Hybrid SZ5 5dr AGS	£29,199	£25,345	£301	12.7	111	115	102	53.2/-	119/28%	£270	49%	18A
1.5 Hybrid SZ5 ALLGRIP 5dr AGS	£30,999	£27,091	£327	13.5	111	115	102	48.7/-	130/31%	£318	48%	16E
S-CROSS Small SUV ★★★★★												
VERDICT Practical, well-equipped and keenly priced, but rather uninspiring inside Doors 5 Seats 5 L 4300mm W 1785mm H 1585mm Boot 430litres												
1.4 Boosterjet 48V Hybrid Motion 5dr	£26,699	£25,920	£274	9.5	121	129	173	53.2/-	120/29%	£256	41%	22A
1.4 Boosterjet 48V Hybrid Ultra 5dr	£29,699	£28,830	£320	9.5	121	129	173	53.2/-	120/29%	£285	42%	23A
1.4 Boosterjet 48V Hybrid Ultra ALLGRIP 5dr	£31,499	£30,578	£342	10.2	121	129	173	47.8/-	133/31%	£322	42%	22A
1.5 Hybrid Motion 5dr AGS	£28,449	£27,756	£267	12.7	108	115	102	54.3/-	118/28%	£263	51%	16E
1.5 Hybrid Ultra 5dr AGS	£31,449	£30,528	£295	12.7	108	115	102	53.2/-	118/28%	£291	51%	16E
1.5 Hybrid Ultra ALLGRIP 5dr AGS	£33,249	£32,438	£336	13.5	108	115	102	48.7/-	132/31%	£340	50%	16E
ACROSS Family SUV ★★★★★												
VERDICT A great company car, with a long electric-only range and punchy performance, but too expensive to make sense for private buyers Doors 5 Seats 5 L 4635mm W 1855mm H 1690mm Boot 490litres												
2.5 PHEV E-Four 5dr CVT	£49,529	£48,549	£649	6	112	302	167	282.4/-	22/8%	£132	44%	40E

Model details	Key info				Running costs							
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range miles	CO ₂ g/km / BIK tax liability	Monthly company car tax	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124												
TESLA American whatcar.com/tesla												
MODEL 3 Electric executive saloon ★★★★★												
VERDICT Updated version of the popular electric exec is right at the top of its class Doors 4 Seats 5 L 4720mm W 1850mm H 1441mm Boot 594litres												
RWD 4dr Auto	£39,990	£39,990	£550	6.1	125	245	-	319/-	0/2%	-	55%	-
Long Range AWD 4dr Auto	£49,990	£49,990	£722	4.4	125	351	299	391/324	0/2%	-	48%	-
MODEL Y Electric SUV ★★★★★												
VERDICT Stands out for performance, range and charging Doors 5 Seats 5 L 4751mm W 1921mm H 1624mm Boot na												
RWD 5dr Auto	£44,990	£44,990	£419	6.6	135	347	-	283/-	0/2%	-	63%	46D
Long Range AWD 5dr Auto	£52,990	£52,990	£494	4.8	135	384	-	315/304	0/2%	-	59%	48D
Performance AWD 5dr Auto	£59,990	£59,990	£559	3.5	155	426	-	315/-	0/2%	-	56%	50D
TOYOTA Japanese whatcar.com/toyota												
AYGO Small hatchback ★★★★★												
VERDICT Rivals are usefully roomier, more practical and better to drive Doors 5 Seats 4 L 3465mm W 1615mm H 1460mm Boot 168litres												
1.0 VVT-i X-Trend TSS 5dr	£15,095	£14,530	-	13.8	99	72	69	57.6/-	112/27%	£134	52%	6A
1.0 VVT-i X-Play TSS 5dr	£13,930	£13,412	-	13.8	99	72	69	57.6/-	111/27%	£123	50%	6A
1.0 VVT-i X-Clusiv TSS 5dr	£16,280	£15,668	-	13.8	99	72	69	57.6/-	112/27%	£144	53%	6A
YARIS Small hatchback ★★★★★												
VERDICT Better to drive than before, while remaining economical, but it's a shame its neat handling comes at the expense of ride quality Doors 5 Seats 5 L 3940mm W 1745mm H 1500mm Boot 286litres												
1.5 Hybrid Icon 5dr CVT	£22,640	£21,013	£211	9.7	109	116	89	68.9/59.9	92/23%	£172	51%	13E
1.5 Hybrid Design 5dr CVT	£23,545	£21,850	£214	9.7	109	116	89	68.9/59.9	91/23%	£179	51%	14E
1.5 Hybrid Excel 5dr CVT	£26,710	£24,778	£258	9.7	109	116	89	65.7/-	97/24%	£212	48%	14E
1.5 Hybrid 130 GR Sport 5dr CVT	£28,815	£26,725	£294	9.2	109	130	89	67.3/-	96/24%	£229	47%	-
1.5 Hybrid 130 Premiere Edition 5dr CVT	£28,935	£26,836	£288	9.2	109	130	89	67.3/-	96/24%	£230	48%	-
GR YARIS Hot hatchback ★★★★★												

Toyota, Vauxhall, Volkswagen

Model details	Key info				Running costs							
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★★ Above average
 ★★★★★ Average
 ★★★★★ Below average
 ★★★★★ Poor
Highlighted Our pick of the range
FOR KEY SEE P124

C-HR Small SUV ★★★★★
VERDICT There are more practical small SUVs, but this one's comfy and very economical, plus it has an excellent reliability record
Doors 5 Seats 5 L 4362mm W 1833mm H 1564mm Boot 447 litres

1.5 Hybrid 130 Premiere Edition 5dr CVT	£32,500	£30,293	£343	10.7	106	130	89	58.9/	109/26%	£280	51%	14E
1.5 Hybrid 130 Premiere Edition AWD 5dr CVT	£34,885	£32,512	£380	11.3	106	130	89	55.4/	115/28%	£323	49%	14E

RAV4 Family SUV ★★★★★
VERDICT Low CO2 emissions and relatively roomy, but rivals are quieter and more comfortable
Doors 5 Seats 5 L 4600mm W 1855mm H 1685mm Boot 580litres

2.5 VVT-i Hybrid Design 5dr CVT	£39,855	£37,649	£534	8.4	112	218	163	49.6/49	125/30%	£396	46%	26E
2.5 VVT-i Hybrid Excel 5dr CVT	£42,870	£40,462	£565	8.4	112	218	163	49.6/49	125/30%	£426	47%	26E
2.5 VVT-i Hybrid GR Sport 5dr CVT	£46,815	£44,183	£619	8.1	112	222	163	48.2/	127/30%	£465	49%	32A
2.5 PHEV Design 5dr CVT	£44,175	£42,222	£416	6	112	306	167	282.5/	22/8%	£118	47%	36E
2.5 PHEV GR Sport 5dr CVT	£48,990	£46,821	£467	6	112	306	167	282.5/	22/8%	£130	51%	37E

BZ4X Electric family SUV ★★★★★
VERDICT A comfy and spacious electric SUV. Some rivals can be charged more quickly, though
Doors 5 Seats 5 L 4690mm W 1860mm H 1600mm Boot 452 litres

Pure 71.4kWh 5dr Auto	£42,860	£40,125	£392	7.5	99	204	196	318/	0/2%	£528	42%	35E
Motion 71.4kWh 5dr Auto	£45,210	£42,322	£392	7.5	99	204	196	313/	0/2%	£557	44%	36E
Vision 71.4kWh 5dr Auto	£48,810	£45,688	£441	7.5	99	204	196	278/	0/2%	£601	43%	36E
Motion 71.4kWh 5dr Auto AWD	£52,110	£52,110	-	6.9	99	218	248	286/	0/2%	£642	39%	40E
Vision 71.4kWh 5dr Auto AWD	£54,010	£54,010	-	6.9	99	218	248	260/	0/2%	£665	40%	38E

LAND CRUISER Luxury SUV
VERDICT We have yet to test this car
Doors 5 Seats 7 L 4925mm W 1980mm H 1935mm Boot na

2.8 D-4D 204 Invinible 5dr Auto 7 Seats	£74,995	£74,995	-	-	109	204	369	26.4/	276/37%	£890	58%	-
2.8 D-4D 204 First Edition 5dr Auto 7 Seats	£79,995	£79,995	-	-	109	204	369	26.7/	276/37%	£952	54%	-

GR SUPRA Sports car ★★★★★
VERDICT Outgunned by the Alpine A110 and Porsche 718 Cayman as a sports car, but – thanks to decent practicality – you can drive it daily
Doors 3 Seats 2 L 4378mm W Nmm H 1292mm Boot 387litres

2.0 Pro 3dr Auto	£50,545	£48,703	£597	5.2	155	254	295	39.8/	161/37%	£615	56%	34E
3.0 Pro 3dr Auto	£58,580	£56,452	£726	4.6	155	335	369	32.1/	183/37%	£709	53%	37E

VAUXHALL British whatcar.com/vauxhall

CORSA Small hatchback ★★★★★
VERDICT Not particularly versatile and rivals are more interesting inside, as well as being more fun. It's well equipped and easy to drive, though
Doors 5 Seats 5 L 4060mm W 1765mm H 1433mm Boot 309litres

1.2 Turbo Yes 5dr	£18,505	£18,505	-	9.9	120	100	151	54.3/	117/28%	£170	48%	-
1.2 Design 5dr	£19,635	£16,774	£219	13.2	108	75	87	52.3/	121/29%	£187	41%	12E
1.2 GS 5dr	£22,015	£18,786	£241	13.2	108	75	87	52.3/	121/29%	£210	42%	12E
1.2 Turbo Design 5dr	£20,535	£17,534	£230	9.9	120	100	151	54.3/	117/28%	£189	42%	20D
1.2 Turbo GS 5dr	£22,915	£19,546	£252	9.9	120	100	151	54.3/	117/28%	£211	43%	19E
1.2 Turbo Ultimate 5dr	£25,695	£21,895	£259	9.9	120	100	151	54.3/	117/28%	£237	45%	19E
1.2 Turbo 130 GS 5dr Auto	£25,615	£21,828	£283	8.7	130	130	170	49.6/	127/30%	£253	43%	23E
1.2 Turbo 130 Ultimate 5dr Auto	£28,395	£24,177	£289	8.7	130	130	170	49.6/	127/30%	£281	45%	23E
1.2 Turbo Hybrid 136 GS 5dr e-DC16	£26,250	£22,358	£295	8.6	133	136	170	60.1/	106/26%	£225	42%	25E
1.2 Turbo Hybrid 136 Ultimate 5dr e-DC16	£29,030	£24,708	£302	8.6	133	136	170	60.1/	106/26%	£250	44%	26E

CORSA ELECTRIC Electric small hatchback ★★★★★
VERDICT Some rivals have a longer range, but the Corsa electric is a great small electric car choice
Doors 5 Seats 5 L 4060mm W 1765mm H 1433mm Boot 309litres

Yes 50kWh 5dr Auto	£26,895	£26,895	-	8.2	93	136	151	221/	0/2%	-	34%	-
Design 50kWh 5dr Auto	£32,445	£26,695	£316	8.2	93	136	151	222/	0/2%	-	27%	28D
GS 50kWh 5dr Auto	£34,080	£28,355	£327	8.2	93	136	151	222/	0/2%	-	29%	26E
GS 51kWh 5dr Auto	£35,475	£29,694	£341	8.2	93	156	192	246/	0/2%	-	30%	28E
Ultimate 51kWh 5dr Auto	£38,585	£31,230	£332	8.2	93	156	192	246/	0/2%	-	32%	27E

ASTRA Family hatchback ★★★★★
VERDICT Comfy, with tidy handling and decent performance. Cheapest trim levels make the most sense
Doors 5 Seats 5 L 4374mm W 1860mm H 1441mm Boot 367litres

1.2 Turbo Design 5dr	£26,970	£23,787	£312	10.5	124	110	151	52.3/	123/29%	£258	45%	16E
1.2 Turbo 130 GS 5dr Auto	£31,365	£26,904	£337	9.7	130	130	170	50.4/	125/30%	£311	45%	19E
1.2 Turbo 130 Ultimate 5dr	£32,980	£27,651	£342	9.7	130	130	170	52.3/	123/29%	£316	44%	20E
1.2 Turbo 130 Design 5dr	£27,570	£24,352	£315	9.7	130	130	170	52.3/	123/29%	£264	45%	17E
1.2 Turbo 130 GS 5dr	£29,865	£25,490	£317	9.7	130	130	170	52.3/	123/29%	£286	45%	19E
1.6 Plug-in Hybrid GS 5dr Auto	£37,935	£32,759	£429	7.7	140	180	265	235/	28/8%	£101	44%	26E
1.6 Plug-in Hybrid Ultimate 5dr Auto	£41,050	£34,945	£456	7.7	140	180	265	217/	29/8%	£109	43%	28E
1.6 Plug-in Hybrid GSe 5dr Auto	£41,800	£41,800	-	7.5	146	225	265	235/	30/12%	£167	47%	31E

Model details	Key info				Running costs							
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles Real MPG / Real Range	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group

OUR STAR RATINGS
 ★★★★★ Outstanding
 ★★★★★ Above average
 ★★★★★ Average
 ★★★★★ Below average
 ★★★★★ Poor
Highlighted Our pick of the range
FOR KEY SEE P124

ASTRA ELECTRIC Electric Family hatchback ★★★★★
VERDICT Comfy and well equipped, but too pricey to recommend over stronger rivals
Doors 5 Seats 5 L 4374mm W 1860mm H 1441mm Boot 352litres

Design 54kWh 5dr Auto	£37,795	£33,705	£364	9.2	105	156	199	260/	0/2%	-	44%	26E
GS 54kWh 5dr Auto	£40,145	£35,683	£383	9.2	105	156	199	259/	0/2%	-	44%	26E
Ultimate 54kWh 5dr Auto	£43,260	£37,496	£395	9.2	105	156	199	257/	0/2%	-	44%	26E

ASTRA SPORTS TOURER Family estate ★★★★★
VERDICT Competent and practical, but doesn't lift itself above rivals
Doors 5 Seats 5 L 4642mm W 1860mm H 1480mm Boot 517litres

1.2 Turbo Design 5dr	£29,170	£25,860	£344	10.8	124	110	151	51.4/	125/30%	£289	43%	16E
1.2 Turbo 130 Design 5dr	£29,770	£26,426	£351	10	130	130	170	50.4/	126/30%	£295	43%	18E
1.2 Turbo 130 GS 5dr	£32,065	£27,564	£353	10	130	130	170	50.4/	126/30%	£318	43%	18E
1.2 Turbo 130 Ultimate 5dr	£35,430	£29,963	£384	10	130	130	170	50.4/	126/30%	£351	42%	20E
1.6 Plug-in Hybrid GS 5dr Auto	£40,135	£34,832	£449	7.7	140	180	265	217/	30/12%	£160	43%	27E
1.6 Plug-in Hybrid Ultimate 5dr Auto	£43,450	£37,207	£479	7.7	140	180	265	217/	30/12%	£174	42%	29E
1.6 Plug-in Hybrid GSe 5dr Auto	£44,000	£44,000	-	7.5	146	225	265	217/	30/12%	£176	46%	31E

ASTRA ELECTRIC SPORTS TOURER Electric Family Estate ★★★★★
VERDICT Comfy and well equipped, but too pricey to recommend over stronger rivals
Doors 5 Seats 5 L 4374mm W 1860mm H 1441mm Boot 352litres

Design 54kWh 5dr Auto	£39,995	£35,801	£396	9.2	105	156	199	256/	0/2%	-	43%	26E
GS 54kWh 5dr Auto	£42,345	£37,779	£416	9.2	105	156	199	256/	0/2%	-	43%	26E
Ultimate 54kWh 5dr Auto	£45,460	£39,591	£427	9.2	105	156	199	256/	0/2%	-	43%	27E

CROSSLAND Small SUV ★★★★★
VERDICT Big boot and well equipped, but disappointing to drive and depreciates heavily
Doors 5 Seats 5 L 4212mm W 1765mm H 1605mm Boot 410litres

1.2 Turbo Ultimate 5dr	£28,205	£24,056	£351	10.5	116	110	151	48.7/	131/31%	£288	37%	16E
1.2 Turbo [130] Ultimate 5dr Auto	£30,345	£26,089	£381	9.9	123	130	170	44.8/	141/33%	£330	37%	19E

MOKKA Small SUV ★★★★★
VERDICT Well equipped and economical, but outshone by rivals at the price
Doors 5 Seats 5 L 4151mm W 1791mm H 1531mm Boot 350litres

1.2 Turbo 100 Griffin 5dr	£21,555	£21,555	-	10.6	116	100	151	49.6/	128/30%	£213	47%	14E
1.2 Turbo Griffin 5dr Auto	£24,405	£24,405	-	9.2	124	130	170	46.3/	137/32%	£257	47%	20D
1.2 Turbo 100 GS 5dr	£27,045	£22,491	£281	10.6	116	100	151	49.6/	128/30%	£268	40%	15E
1.2 Turbo 136 Griffin 5dr	£22,755	£22,755	-	9.1	125	130	170	50.4/	127/30%	£225	47%	21D
1.2 Turbo 136 GS 5dr	£28,245	£23,634	£297	9.1	125	136	170	50.4/	127/30%	£280	40%	19E
1.2 Turbo 136 Ultimate 5dr	£31,465	£26,001	£326	9.1	125	136	170	49.6/	128/30%	£312	39%	20E

MOKKA ELECTRIC Electric small SUV ★★★★★
VERDICT Comfy, quiet and well-equipped, but not the most spacious, nor with the longest range for the money
Doors 5 Seats 5 L 4151mm W 1791mm H 1531mm Boot 350litres

Griffin 50kWh 5dr Auto	£29,495	£29,495	-	9.2	93	136	192	201/	0/2%	-	36%	-
GS 50kWh 5dr Auto	£38,735	£28,835	£303	9.2	93	136	192	201/	0/2%	-	29%	21E
Ultimate 50kWh 5dr Auto	£41,045	£30,587	£316	9.2	93	136	192	201/	0/2%	-	30%	22E
GS 54kWh 5dr Auto	£39,735	£29,395	£300	9	93	156	192	252/	0/2%	-	30%	

Table with 4 main columns: Model details, Key info, Running costs, and OUR STAR RATINGS. Includes sub-sections for GOLF Family hatchback and GOLF ESTATE Family estate.

Table listing Volkswagen Golf models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen Golf Estate models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen ID 3 Electric family hatchback models with columns for price, range, and other specifications.

Table listing Volkswagen Passat Executive estate models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen Arteon Executive hatchback models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen Arteon Shooting Brake Executive estate models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen ID 7 Electric executive car models with columns for price, range, and other specifications.

Table with 4 main columns: Model details, Key info, Running costs, and OUR STAR RATINGS. Includes sub-sections for T-CROSS Small SUV and TAIGOU Coupé SUV.

Table listing Volkswagen T-Cross models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen Taigo models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen T-Roc models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen T-Roc Cabriolet Convertible models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen Tiguan Family SUV models with columns for price, MPG, CO2, and other specifications.

Table listing Volkswagen ID 4 Electric Family SUV models with columns for price, range, and other specifications.

Volkswagen, Volvo

Model details	Key info						Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124													
4MOTION Match Pro 77kWh 5dr Auto	£46,080	£46,080	£501*	6.6	112	286	326/	0/2%	5568	40%	-	-	-
4MOTION GTX 77kWh 5dr Auto	£54,205	£54,205	£630*	5.4	112	340	501	322/-	5668	39%	39E	-	
ID 5 Electric coupé SUV ★★★★★ VERDICT A pricier coupé version of the ID.4 for those who wish that model was a bit sleeker Doors 5 Seats 5 L 4599mm W 1852mm H 1615mm Boot 549 litres													
Match Pro 77kWh 5dr Auto	£45,860	£45,860	£419*	6.7	112	286	402	344/-	0/2%	5565	44%	35E	-
Style Pro 77kWh 5dr Auto	£51,280	£51,280	£571*	6.7	112	286	402	341/281	0/2%	5632	39%	36E	-
4MOTION GTX 79kWh 5dr Auto	£55,705	£55,705	-	5.4	112	340	501	329/-	0/2%	5686	45%	41E	-
TIGUAN ALLSPACE Family SUV ★★★★★ VERDICT All the positive traits of the five-seat Tiguan but adds a bigger boot and two extra seats. It's expensive, though Doors 5 Seats 7 L 4701mm W 1839mm H 1674mm Boot 700 litres													
1.5 TSI Life 5dr	£36,955	£34,831	£397	10.3	125	150	184	42.2/-	151/35%	£423	53%	19E	-
1.5 TSI Elegance 5dr DSG	£42,060	£39,630	£451	9.6	124	150	184	38.7/-	165/37%	£510	51%	22E	-
1.5 TSI R-Line 5dr DSG	£42,575	£40,114	£446	9.6	124	150	184	39.2/-	162/37%	£516	51%	22E	-
2.0 TSI 4Motion Elegance 5dr DSG	£46,220	£43,599	£517	7.7	132	190	236	32.8/-	195/37%	£549	49%	28E	-
2.0 TSI 4Motion R-Line 5dr DSG	£46,735	£44,083	£512	7.7	132	190	236	33.6/-	191/37%	£555	49%	28E	-
2.0 TSI 245 4Motion R-Line 5dr DSG	£49,410	£46,597	£553	6.2	142	245	273	31.7/-	201/37%	£588	48%	32E	-
2.0 TDI Life 5dr DSG	£40,715	£38,341	£435	9.8	123	150	266	49.6/-	149/34%	£458	49%	21E	-
2.0 TDI Elegance 5dr DSG	£44,605	£42,022	£466	9.8	123	150	266	47.1/-	157/36%	£526	47%	23E	-
2.0 TDI R-Line 5dr DSG	£45,120	£42,506	£476	9.8	123	150	266	47.9/-	155/36%	£533	47%	22E	-
2.0 TDI 193 4Motion R-Line 5dr DSG	£48,885	£48,885	-	-	-	193	-	40.4/-	175/37%	£589	46%	-	-
TOUAREG Luxury SUV ★★★★★ VERDICT Worth looking at if you want a luxury SUV with loads of space, but much less polished all round than an Audi Q7 Doors 5 Seats 5 L 4878mm W 1984mm H 1702mm Boot 810 litres													
3.0 V6 TSI 4Motion Black Edition 5dr Tip Auto	£72,530	£68,545	£725	6.1	155	340	332	27.2/-	251/37%	£865	45%	45E	-
3.0 TSI eHybrid 4Motion Elegance 5dr Tip Auto	£69,150	£65,226	£684	5.9	155	381	332	127.5/-	51/12%	£276	45%	47E	-
3.0 V6 TDI 4Motion Black Edition 5dr Tip Auto	£68,065	£64,297	£627	7.7	138	231	369	34.4/-	215/37%	£818	46%	43E	-
3.0 V6 TDI 4Motion 286 Black Edition 5dr Tip Auto	£70,745	£66,823	£663	6.4	147	286	443	35.3/-	215/37%	£851	46%	45E	-
R 3.0 V6 TSI eHybrid 4Motion 5dr Tip Auto	£80,710	£76,121	£773	-	155	462	332	122.8/-	53/15%	£323	52%	49E	-
TOURAN MPV ★★★★★ VERDICT Roomy, practical, well built and good to drive Doors 5 Seats 7 L 4527mm W 1829mm H 1659mm Boot 137 litres													
1.5 TSI EVO SE Family 5dr	£37,420	£35,334	£455	8.9	130	150	184	44.1/-	146/34%	£420	46%	19E	-
1.5 TSI EVO SEL 5dr	£38,060	£35,938	£465	8.9	130	150	184	44.8/-	144/33%	£415	47%	19E	-
1.5 TSI EVO Match 5dr	£38,515	£38,515	-	8.9	130	150	184	44.1/-	145/34%	£433	46%	21E	-
1.5 TSI EVO R-Line 5dr	£39,540	£37,356	£489	8.9	130	150	184	42.8/-	151/35%	£453	47%	19E	-
MULTIVAN MPV ★★★★★ VERDICT A sophisticated large MPV that's good to drive Doors 5 Seats 7 L 4973mm (LWB 5193mm) W 1941mm H 1907mm Boot 469 litres													
2.0 TSI Style 5dr DSG	£63,121	£60,097	£656	9	124	204	236	31.4/30.4	203/37%	£757	58%	36E	-
2.0 TSI Style 5dr LWB DSG	£64,561	£61,465	£676	9	124	204	236	31.4/-	204/37%	£775	57%	37E	-
2.0 TDI Life 5dr DSG	£48,375	£46,040	£478	11.6	118	150	266	43.5/-	170/37%	£588	62%	26E	-
2.0 TDI Life 5dr LWB DSG	£50,230	£47,823	£509	11.6	118	150	266	42.8/-	171/37%	£605	60%	26E	-
2.0 TDI Style 5dr DSG	£59,650	£56,772	£610	11.6	118	150	266	43.5/-	172/37%	£722	58%	28E	-
2.0 TDI Style 5dr LWB DSG	£61,090	£58,140	£630	11.6	118	150	266	42.8/-	173/37%	£739	57%	28E	-
ID BUZZ MPV ★★★★★ VERDICT Our 2023 Car of the Year is a charming, pleasant to drive and hugely practical alternative to a premium electric SUV Doors 5 Seats 5 L 4712mm (4982mm LWB) W 2211mm H 1927mm Boot 1121 litres													
Life Pro 79kWh 5dr Auto	£59,035	£59,035	-	7.6	99	286	413	283/-	0/2%	5727	56%	-	-
Style Pro 79kWh 5dr Auto	£63,835	£63,835	-	7.6	99	286	413	277/-	0/2%	5787	57%	-	-
Life Pro 86kWh 5dr LWB Auto	£59,545	£59,545	-	7.9	99	286	413	291/-	0/2%	5734	58%	-	-
Style Pro 86kWh 5dr LWB Auto	£64,345	£64,345	-	7.9	99	286	413	286/-	0/2%	5793	59%	-	-
CALIFORNIA Camper ★★★★★ VERDICT Pleasant enough to drive and is full of useful features, but there are undoubtedly cheaper camping options out there Doors 5 Seats 4 L 4904mm W 2040mm H 1990mm Boot na													
2.0 TDI Beach Tour 5dr DSG	£62,479	£62,479	-	14.3	113	150	251	35.8/-	206/37%	£750	65%	26E	-
2.0 TDI Beach Camper 4dr DSG	£62,767	£62,767	-	14.3	113	150	251	35.8/-	206/37%	£753	64%	26E	-
2.0 TDI Surf 4dr DSG	£70,729	£70,729	-	14.3	113	150	251	35.3/-	209/37%	£851	61%	32E	-
2.0 TDI Ocean 4dr DSG	£75,547	£75,547	-	14.3	113	150	251	35.3/-	210/37%	£911	63%	29E	-
2.0 TDI Ocean 204 4dr DSG	£78,787	£78,787	-	11.9	126	204	332	34.9/-	213/37%	£951	63%	38E	-
2.0 TDI Ocean 204 4dr 4MOTION DSG	£82,513	£82,513	-	11.3	123	204	332	32.8/-	225/37%	£997	61%	36D	-
VOLVO Swedish whatcar.com/volvo EX30 Electric Small SUV ★★★★★ VERDICT Comfortable, spacious, good to drive and remarkably well priced Doors 5 Seats 5 L 4233mm W 1940mm H 1555mm Boot 400 litres													
Single Motor Plus 51kWh 5dr Auto	£35,150	£34,399	£360	5.7	112	272	253	209.4/-	0/2%	£433	50%	36E	-
Single Motor Extended Range Plus 69kWh 5dr Auto	£39,850	£39,100	£408	5.3	112	272	253	295.8/-	0/2%	£491	51%	38E	-
Single Motor Extended Range Ultra 69kWh 5dr Auto	£43,350	£42,350	£441	5.3	112	272	253	294.5/-	0/2%	£534	52%	38E	-
Twin Motor Performance Plus 69kWh 5dr Auto	£42,350	£41,600	£413	3.6	112	428	401	279.6/-	0/2%	£522	55%	40E	-
Twin Motor Performance Ultra 69kWh 5dr Auto	£45,850	£44,847	£446	3.6	112	428	401	279.6/-	0/2%	£565	55%	41E	-
XC40 Family SUV ★★★★★ VERDICT Blends generous passenger space and a very practical boot, with a quality interior and a top-notch safety rating Doors 5 Seats 5 L 4425mm W 1910mm H 1658mm Boot 452 litres													
2.0 B3P Core 5dr Auto	£36,720	£35,665	£349	8.6	112	163	195	42.7/-	150/35%	£420	47%	23E	-
2.0 B3P Plus Dark 5dr Auto	£39,810	£38,263	£369	8.6	112	163	195	42.7/-	150/35%	£461	50%	24E	-

Model details	Key info						Running costs						
	List price on the road	Target Price Tel: 03302 216207	Target PCP per month	0-62mph (sec)	Max speed (mph)	Power (ps)	Torque (lb ft)	Official MPG / range miles	Real MPG / Real Range miles	CO2 g/km / BIK tax liability	Monthly company car tax 40%	Retained value @3yrs / 36k miles	Insurance group
OUR STAR RATINGS ★★★★★ Outstanding ★★★★★ Above average ★★★★★ Average ★★★★★ Below average ★★★★★ Poor Highlighted Our pick of the range FOR KEY SEE P124													
2.0 B3P Ultimate Dark 5dr Auto	£44,480	£42,333	£409	8.6	112	163	195	42.1/-	152/35%	£510	52%	24E	-
2.0 B3P Ultra Bright 5dr Auto	£45,220	£43,036	£421	8.6	112	163	195	42.7/-	150/35%	£519	52%	-	-
2.0 B4P Plus Dark 5dr Auto	£40,960	£39,367	£378	7.6	112	197	221	42.7/-	150/35%	£474	51%	26E	-
2.0 B4P Ultimate Dark 5dr Auto	£45,555	£43,354	£417	7.6	112	197	221	42.1/-	152/35%	£523	53%	27E	-
2.0 B4P Ultra Bright 5dr Auto	£46,370	£44,128	£431	7.6	112	197	221	42.7/-	150/35%	£533	52%	-	-
T4 Recharge PHEV Plus Dark 5dr Auto	£44,455	£44,455	-	8.5	112	211	181	134.5/-	47/14%	£207	44%	26E	-
T5 Recharge PHEV Ultimate Dark 5dr Auto	£51,605	£51,605	-	7.3	112	262	195	134.5/-	49/14%	£241	46%	30E	-
XC40 Electric family SUV ★★★★★ VERDICT The XC40 Recharge is now called the EX40, it's practical and classy inside, but let down by a choppy ride. Doors 5 Seats 5 L 4440mm W 1938mm H 1596mm Boot 536 litres													
Single Motor Core 69kWh 5dr Auto	£45,955	£44,602	£474	7.3	112	238	309	296/-	0/2%	-	43%	-	-
Single Motor Plus 69kWh 5dr Auto	£52,555	£50,487	£570	7.3	112	238	309	296/-	0/2%	-	42%	-	-
Extended Range Core 78kWh 5dr Auto	£47,705	£46,300	£503	7.3	112	252	309	343/-	0/2%	-	42%	-	-
Extended Range Plus 78kWh 5dr Auto	£54,305	£52,167	£599	7.3	112	252	309	343/-	0/2%	-	41%	-	-
Extended Range Ultra 78kWh 5dr Auto	£58,355	£55,480	£636	7.3	112	252	309	343/-	0/2%	-	43%	-	-
Twin Motor Plus 82kWh 5dr AWD Auto	£57,805	£55,527	£645	4.8	112	408	494	323/-	0/2%	-	41%	-	-
Twin Motor Ultra 82kWh 5dr AWD Auto	£61,855	£58,805	£682	4.8	112	408	494	323/-	0/2%	-	43%	-	-
EC40 Electric coupé SUV ★★★★★ VERDICT The EC40 – formerly the Volvo C40 Recharge – is a quick and refined coupé electric SUV, but less practical than the EX40 Doors 5 Seats 5 L 4440mm W 1938mm H 1596mm Boot 413 litres													
Plus 69kWh 5dr Auto	£52,555	£50,487	£569	7.3	112	238	310	299/-	0/2%	-	41%	37E	-
Extended Range Plus 78kWh 5dr Auto	£54,305	£52,167	£591	7.3	112	252	310	345/-	0/2%	-	41%	37E	-
Twin Plus 82kWh 5dr AWD Auto	£57,805	£55,527	£626	4.7	112	408	494	340/-	0/2%	-	42%	42E	-
Extended Range Ultra 78kWh 5dr Auto	£58,355	£55,480	£639	7.3	112	252	310	341/-	0/2%	-	41%	38E	-
Twin Ultra 82kWh 5dr AWD Auto	£61,855	£58,805	£674	4.7	112	408	494	335/-	0/2%	-	43%	42E	-
XC60 Family SUV ★★★★★ VERDICT Not the best SUV, but, being classy inside, roomy and well equipped, it's still a strong choice Doors 5 Seats 5 L 4688mm W 1999mm H 1658mm Boot 483 litres													
2.0 B5P Core 5dr AWD Geartronic	£47,615	£41,614											

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Audi A4

2015-2024

The final generation of Audi's BMW 3-Series rival was well worth waiting for



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ANOTHER ONE BITES THE DUST



Fiat Panda 2017-2024

In a nutshell

This small car looked cute, but it was mediocre to drive and rather wearing to travel in. A truly abysmal Euro NCAP crash test result made it one to avoid.



Chris Haining

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PINK FLOYD HAD a few early chart successes, with Arnold Layne reaching No 20 in the UK in 1967 and See Emily Play hitting No 6 – singles that remain favourites among Floyd fans. Only in 1973, though, did the album *The Dark Side Of The Moon* catapult the band to global fame.

The A4 was Audi's *Dark Side*. Volkswagen's premium sister brand had already built a following with the 80 and 100 of the 1970s and 1980s, and its fearsome rally-bred Quattro captured the imagination of many an '80s schoolkid. But 1994's A4 was the first Audi to see real international sales success.

As with its 80 predecessor, the A4 rivalled the BMW 3 Series. Helped, no doubt, by its chiselled looks, together with motorsport credibility (it dominated the British Touring Car Championship in 1996, its debut year in the series), the A4 was at the top of many a company car driver's shopping list.

It took until 2016, though, for the A4 to win our Car of the Year title, and it won with some style, seeing off that year's terrific new Mazda MX-5 and Skoda Superb. "It brings new standards of refinement, interior quality and technology to the compact executive class," we said.

When we pitted the A4 against the 3 Series of the time, with both cars in 2.0-litre diesel-engined form, the Audi's quietness, smoother

engine and impeccably finished interior – with switches that felt "almost aviation-grade in quality" – gave it the win.

And although we gave the BMW the nod as a driver's car ("The rear-wheel-drive 3 Series is more fun on a twisting B-road, thanks to its more playful handling"), we also said that the front-wheel-drive A4's steering was just as precise, and it beat the BMW for brake feel. The A4 has certainly never been a chore to drive.

Now usurped by the hatchback A5 (Audi is reassigning even-numbered model names to its fully electric cars), the A4 is no longer in production, but dealers still have examples

of the saloon and Avant estate in stock. And while newer rivals have pushed the A4 out of our executive car top 10, it's still well worth a look, especially given that hefty discounts can be secured.

The A4 is a great used buy, too, especially in SE or later Technik or Sport trim, which have a much comfier ride than you get with the firm suspension of S line trim.

Our latest reliability survey suggests that the A4 isn't quite as reliable as the previous-generation 3 Series, but faults tend to be minor and relatively quick to fix.



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