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NEW RENAULT 4

REVEALED Retro-styled SUV sets sights on MINI



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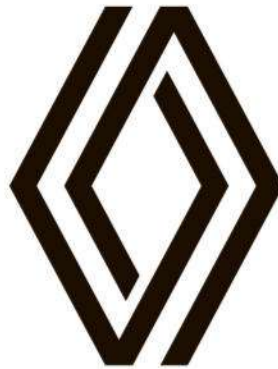


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AUTO EXPRESS

NEWSWEEK

- Revealed: Renault 4** **8**
Paris motor show launch for retro EV
- Volkswagen Tayron** **12**
Seven-seater targets Skoda Kodiaq
- Citroen C4/C4 X makeover** **14**
Hybrid and EV options from now on
- Alpine A390.β** **16**
Radical electric concept unveiled
- MINI JCW Electric** **18**
Up to 254bhp and 62mph in 5.9secs
- Budget 2024** **20**
What we want from the Chancellor

FEATURES

- Electric Moke** **34**
A very modern take on a classic

NEW CARS

- Volkswagen Golf R** **24**
Updated flagship on road and track
- Alfa Romeo Junior** **28**
Baby SUV tested on UK roads
- Lexus RZ 300e** **30**
Less is more for new edition of EV
- LEVC L380** **32**
Luxury new electric MPV glides in

ROAD TESTS

- Model Y vs iX1** **38**
Tesla and BMW family EVs square off
- Our cars: Genesis GV60** **52**
Smartening up our act with new SUV
- Our cars: Polestar 2** **54**
Two writers compare Polestar pair

PRODUCTS

- Hot kit** **59**
Toyota-approved ARB accessories
- New on the shelves** **60**
Garmin Dash Cam Mini 3
- Wash-waxes tested** **61**
Three quick-to-apply treatments
- Outdoor covers** **62**
Protect your car from the elements

BUYING CARS

- Column** **65**
Why a low mileage isn't everything
- Driver Power** **66**
Owners' verdict on Suzuki Vitara
- Buyer's guide** **68**
All-round winner: Skoda Octavia
- Best executive cars** **70**
Our test team's favourites

CONTENTS

8 **RENAULT 4**
We speak to chief designer about all-new compact SUV



12 **VOLKSWAGEN TAYRON**
Wraps are off brand's latest seven-seat SUV



14 **CITROEN C4X**
New look and cabin upgrades for hatch and saloon



24 **VW GOLFR**
Range-topping edition of new Golf hatchback put through its paces



38 **ROAD TEST**
New Tesla Model Y Long Range RWD vs BMW iX1



ALFA ROMEO JUNIOR ELETTRICA
Iconic brand's first-ever electric vehicle offers a sporty alternative to rival small SUVs

REGULARS

RUTHERFORD 82
Renault puts in extra effort for the Paris motor show. Plus, what are Hyundai and Toyota up to?

NEW CAR PRICES 74
All the details you need to know before you head to the showroom

SUBSCRIPTIONS 56
How to get Auto Express delivered direct to your door and save money





THIS WEEK

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AUTO EXPRESS ROAD TESTS

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



AFTER the Labour party conference in September, I wrote about the disappointment of drivers having been completely neglected in the transport secretary's speech. Let's hope it won't be a case of being careful what you wish for when the finance department has its say at the end of this month, in the Autumn Budget.

That's why Auto Express has written to Chancellor Rachel Reeves (see page 20) on behalf of the UK's population of frustrated and beleaguered drivers, demanding action in key areas that are causing pain for people whose cars are an essential part of their daily lives.

The cost of living crisis may be easing in some areas, but there's little evidence of it when you look at the spending involved in running a car. Our research has shown that 78 per cent of households who rely daily on their cars and vans are frustrated and angry over hikes to the cost of motoring.

Latest figures reveal that over half a million drivers have needed roadside assistance after hitting a pothole so far this year. This is a hugely embarrassing failure in basic road maintenance and duty of care to drivers, who expect roads to be safe enough to use without fear of a journey-ending incident.

And then there's the apparent decriminalisation of car crime and the abysmal 2 per cent of charges being brought following car thefts. Drivers shouldn't have to accept this as 'something that just happens'.

All the noises since the election about the state of the country's finances might be building towards a painful budget, but we're urging the Chancellor not to make the mistake of seeing drivers as an easy way to start filling the black hole. Talk of ending what has become a long-term pause on fuel duty, for example, would be a great way to drive a coach and horses (which might be cheaper to run than a car at this rate) straight through an election promise not to raise taxes for working people.

Targeting drivers – for most of whom a car is an essential part of daily life – would have the potential for short-term gain at the expense of any trust in this Government's ability to do the right thing on behalf of the people it's supposed to be working for.

“WE’RE URGING THE CHANCELLOR NOT TO MAKE THE MISTAKE OF SEEING DRIVERS AS AN EASY WAY TO START FILLING THE BLACK HOLE IN THE NATION’S FINANCES FOR THIS BUDGET”



PAUL BARKER

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EDITOR'S VIEW



New All-Electric Explorer[®]

Where will you take it?



Book your
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Model shown is an All-Electric Explorer Premium RWD. Fuel economy mpg (L/100km): Not applicable. CO₂ emissions while driving: 0g/km with optional 21" alloy wheels. Targeted Electric Range: 272-354 Miles.

Vehicle shown is a pre-production model and final specifications may vary. Figures shown are for comparability purposes. Only compare fuel consumption, CO₂ and electric range figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles, route profile, vehicle load and lithium-ion battery age and condition.



Ford

BRING ON
TOMORROW

AUTO EXPRESS

FIRST FOR NEWS



12 UNVEILED VW TAYRON

Seven-seat SUV targets Kia Niro



14 REVEALED CITROËN C4 & C4 X

Hatch and saloon get makeover



16 UNCOVERED ALPINE A390

New direction for sporty brand

OFFICIAL N

REVEALED Following in the footsteps of the hotly anticipated Renault 5, the 4 adds a dose of practicality and some SUV style



Richard Ingram

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REX WHILE the all-new Renault 5 has been busy living the last few months in the spotlight, its more sensible sister car – the electric R4 compact SUV – has been waiting in the wings, ready to capitalise on the brand's retro renaissance.

Inspired by the R4 of the sixties, as well as the 4EVER Trophy concept that was exhibited in 2022, the car you see here – and of which we were treated to a hands-on unveiling last week with chief designer Giles Vidal – has now been revealed in full at this week's Paris Motor Show.

Going up against big-name rivals such as the Peugeot E-2008 and Vauxhall Mokka, as well the reigning Auto Express Car of the Year, the Citroën e-C3, the Renault 4 will dive head-first into the strongly contested B-segment electric-SUV market. It'll soon face tough competition from the hotly anticipated MINI Aceman, Ford Puma Gen-E and Kia EV3, too.

Despite sharing its AmpR Small platform with the 5, the 4.14-metre Renault 4 is 220mm longer than its sibling, with 80mm of that in the longer wheelbase. The 4 is roughly as wide as the 5, but fractionally taller; the newer model's 420-litre boot (1,400 litres with the seats down) and more spacious rear bench mean it's undoubtedly the more practical of Renault's electric newcomers.

With plenty of aesthetic nods to the original model – which sold more than eight million units globally during its 33-year production run between 1961 and 1994 – the French brand has modernised the 4 for the electric era. "The [R4] has to be cool and interesting for what it is," Vidal told



us. "We had to stay true to the mission of the Renault 4".

Yet despite the new 4's inherent functionality and nostalgic appeal, Renault's design projects director Paula Fabregat-Andreu explained that the model had to "seduce a new generation" not familiar with the original car. As such, the nose has been "modernised" with a set of recognisable rounded headlights with integrated DRLs, plus the "world's first" one-piece illuminated grille.

Proportionally, the 4 mimics the form of its predecessor with its flat front end, upright stance and sloping tailgate that opens low to preserve the ease of access. A broad shoulder line, small, elongated tail-lights and a roof spoiler complete the car's look.

Inside, at least up front, the 4 will feel familiar to anyone who's sat in the new Renault 5. The tech offering comprises a pair of digital displays, with the main 10-inch screen powered by the manufacturer's Google-based infotainment system. This set-up supports Apple CarPlay and Android Auto, as well as a number of third-party apps, and can be updated over the air. Beneath the main display sits a pair of vents, plus a row of easy-to-



DETAILS

Two digital displays (top) dominate the 4's dashboard; chief designer Giles Vidal (above, left) talks to our man about the new Renault 4

EW RENAULT 4

PARIS
SHOW

“THE FRENCH BRAND HAS MODERNISED THE 4 FOR THE ELECTRIC ERA”



CABIN

Up front, the 4 will seem familiar to those who've sat in the 5. It has plenty of soft-touch materials to give an upmarket feel



One-piece illuminated grille is a “world first”, according to the manufacturer

access shortcut buttons to operate the climate control system.

Perceived quality is, by and large, excellent. As with the 5, the 4 gets plenty of soft fabrics but durable materials on the seats, doors and dashboard, which means you’ll need to go intentionally searching to find anything particularly harsh or abrasive – despite Vidal claiming his team’s brief was to make the car “life proof”.

The model we sat in had a back-lit panel with the Renault 4 logo in it, as well as a baguette holder that clips to the centre console, first seen in the 5 earlier this year. This is a car designed to celebrate its French history and heritage in no uncertain terms.

Cabin storage is a bit of a mixed bag, though, with a shallow tray and a couple of USB-C ports just below the electronic parking brake, plus a deeper section running along the centre console, which can be filled with 3D-printed dividers or themed covers. A small lidded cubby between the front seats is big enough for your phone or wallet, but little else.

Move into the back and you’ll find enough space for a six-foot-tall adult to just about sit behind a similarly sized driver – albeit with their legs raised slightly due to the high floor. That floor is flat, however, so you’ll be able to get three people back there

for short trips – two of whom will be able to charge their devices, thanks to another pair of USB ports. Quality isn’t noticeably poorer in the rear, but the doors close with a bit less of a thunk.

Because the Renault 4 shares its platform with the 5, it’s no surprise that the tech buried within is identical. Despite the slightly longer wheelbase, the pseudo-SUV will be offered with the same 40kWh (Urban) and 52kWh (Comfort) batteries – the latter of which has a predicted official range of “up to 249 miles” – slightly down on the 5’s 252-mile maximum. The 4’s smaller, more affordable battery set-up has a range “greater than 186 miles”, according to the manufacturer.

The ‘Comfort’ version also gets a more powerful motor, with the base car’s 118bhp/225Nm front-drive layout upgraded to a single 148bhp/245Nm motor that covers 0-62mph in less than 8.5 seconds.

It also gets faster charging; 80kW in the ‘Urban’ model plays 100kW in the ‘Comfort’ car. The big-battery 5 can go from 15-80 per cent in around 30 minutes and Renault has confirmed the 4 can complete this benchmark in the same time. The small SUV also supports vehicle-to-load (V2L) and vehicle-to-grid (V2G) charging.

In addition, Renault claims the 4 will feature “no fewer than 26 driving



aids”, as well as the My Safety switch found on several of the maker’s other models. This lets drivers personalise the safety systems and program them through a single button.

Renault has also confirmed that the 4 will be the first of its models to feature one-pedal driving. This setting maximises the car’s regenerative braking – one of three modes accessed via the steering-wheel paddles – and can bring the 4 to a complete stop. Whether this feature will be added to the R5 via an OTA update remains to be seen.

Prices for the newcomer haven’t been announced, but we’ve been told the car will sit “between the R5 and Renault Megane” – suggesting a starting figure of around £26,000, possibly a little more.

Three trims will be offered – Evolution, Techno and Iconic – with only the first of those missing out on the recognisable illuminated grille. Base cars will come with 18-inch steel wheels with aerodynamic covers, while Techno and Iconic versions

feature their own unique diamond-cut alloy wheel designs.

Renault claims a total of 670 colour, trim and wheel combinations, with seven base colours, plus varying degrees of two-tone paintwork available, including a black roof and bonnet on some variants.

An electrically folding canvas roof (dubbed ‘Plein Sud’, or ‘Due South’) can also be specified; its lightweight construction is said to add little to no weight and therefore has a negligible effect on range. Cars with this miss out on the chunky roofbars, however.

In conclusion, Renault CEO Fabrice Cambolive said: “This latest model rounds out an already broad range, with Megane, Scenic and the all-new Renault 5 E-Tech electric. But we were missing a compact car with real space. Now we have it with this versatile, functional, modular model; a car able to satisfy a wide variety of everyday needs.”

The R4 will be built alongside the 5 in Maubeuge, northern France. The maker says 75 per cent of its suppliers sit within a 200-mile radius of the ElectriCity complex. Production starts in March next year, with UK order books expected to open soon after. The first customer cars should arrive in the summer.

“THE NEW RENAULT 4 IS A CAR THAT’S DESIGNED TO CELEBRATE ITS FRENCH HISTORY AND HERITAGE IN NO UNCERTAIN TERMS”



INTERIOR

The cabin has a premium feel and the 10-inch central infotainment touchscreen (below) runs Renault's Google-based software



INFORMATION

Digital driver's screen can display sat-nav mapping, along with important driving data such as speed and remaining range before a recharge is necessary



OPEN AIR

Optional electric fabric roof is a nod to the original 4, but ordering it means you don't get roof rails



Seven-seat VW Tayron



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THE gloves have been taken off in Volkswagen's push for market share with a new, family-focused SUV. The company's Tayron shares lots of elements with the latest Tiguan, but offers a larger body, seating for seven, and more high-end technology. It's even bigger than the closely related Skoda Kodiaq, which will no doubt create something of a family feud in a segment that the Czech brand is used to having to itself. At 4,770mm long, the new Tayron is just over 40mm longer than its seven-seat predecessor, the Tiguan Allspace. The newcomer has a completely unique body and design to create more distinction between it and the smaller Tiguan.

The overall look is familiar, though, with sharp LED lighting front and rear, plus the option of R-Line or more sophisticated Elegance trim levels, both of which feature wheel sizes of up to 20 inches. It doesn't, however, get too close in size to the top-spec Touareg, which operates more as a halo model for the brand at the high end of the SUV market.

Inside, there's seating for up to seven people, plus a spacious luggage area. This is as large as 885 litres in the five-seat model, or 850 litres for the seven-seater with the rearmost bench folded away. In full seven-seat mode, the boot capacity is still rated at 345 litres. All of these numbers are up on the Skoda Kodiaq, which has between 725 and 640 litres of space, or 340 litres with all three rows up.

The VW's second row can slide in a 60:40 split, and features a one-touch sliding function for access to the pair of seats in the third row. It also has adjustable backrests and Isofix child-seat points on the two outer chairs.

The Tayron features a unique dashboard that has a curved wing feature under the black-panel front that is familiar from other VW models. This is joined by an array of interfaces,

OFFICIAL Family-focused SUV offers loads of space and tech, and has Skoda

including a 15-inch touchscreen, a digital driver's display and a solitary knob on the centre console that can be customised to control everything from the audio system's volume, to the interior lighting and drive modes.

Wireless Android Auto and Apple CarPlay connectivity are standard, and depending on UK specifications, the native system will come with ChatGPT integration built into the voice-command functions.

Powering the Tayron is a range of updated powertrains that you will recognise from the Tiguan, as well as the Kodiaq and new Cupra Terramar. They include a 148bhp 1.5-litre mild-hybrid petrol option at the lower end, plus two pure-petrol 2.0-litre models with 204bhp and 262bhp. There's also a pair of 2.0-litre diesel options, with 148bhp or 190bhp, all of which are connected to a seven-speed dual-clutch transmission.

However, the biggest sellers in the UK are expected to be the brace of plug-in hybrid options that have either 200bhp or 268bhp. In both cases, the system pairs a 1.5-litre four-cylinder petrol engine and a six-speed dual-clutch gearbox with a hybrid module that comprises an electric motor and 19.7kWh battery pack. Final efficiency figures are yet to be confirmed by Volkswagen, but this system allows up to 62 miles of range from a single charge in the smaller Tiguan.

Both 2.0-litre petrol and the high-powered diesel versions are offered with 4Motion all-wheel drive, but otherwise all Tayron models are front-wheel drive. Being based on the VW Group's heavily updated MQB-EVO platform, the new car also offers optional dual-valve adaptive dampers, plus the next generation of VW's progressive steering and XDS virtual limited-slip differential tech.

Final specifications for UK versions have yet to be confirmed, but the new Tayron will be joining the VW range in March 2025, with prices set to be above both the standard Tiguan and Kodiaq, indicating a starting cost in the high £30,000s.



"THE BIGGEST SELLERS IN THE UK ARE EXPECTED TO BE THE TWO PLUG-IN HYBRIDS"

n takes fight to Kodiahq

a stablemate firmly in its sights



"THE NEWCOMER HAS A COMPLETELY UNIQUE BODY AND DESIGN TO CREATE MORE DISTINCTION BETWEEN IT AND THE SMALLER TIGUAN"

ROOMY

Tayron offers plenty of space for up to seven people and comes with a wide range of powertrain options to suit most tastes



New-look C4 and C4 X



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THE Citroen C4 hatchback and C4 X saloon have received bold makeovers to reflect the firm's latest brand identity that was introduced by the new C3 and the e-C3, Auto Express's Car of the Year for 2024.

Both models get the same complex front-end treatment, which features the fresh 16cm-tall Citroen chevron badge, a new LED daytime running light signature, and lighting seen on the Oli concept in 2022.

The front bumper now has less black plastic, a new grille pattern and faux skid-plate section, while the side cladding has been tweaked to make the cars look longer. The chrome finish has been axed, but the C3's customisable 'colour clips' are fitted to the front and sides. Eclipse Blue and Manhattan Green paint options have also been introduced.

The C4's tail-lights are mounted lower than on the outgoing model and light stripes are now integrated into the black bar, which features 'Citroen' lettering. The C4 X has the same rear design as before.

Inside, the C4 and C4 X have new seven-inch digital dials plus a 10-inch touchscreen running Citroen's latest infotainment software. There's also wireless Android Auto and Apple CarPlay. The redesigned 'Advanced Comfort' seats have an extra 15mm of foam and a denser centre section.

Up to 20 driver-assistance systems are available, ranging from blind-spot monitoring to 'Highway Driver Assist', which combines adaptive cruise control and lane-departure warning for Level 2 semi-autonomous driving.

The updated Citroen C4 and C4 X will arrive early next year with hybrid or pure-electric power; pure-petrol engines have been removed from the cars' line-ups as part of this facelift.

Hybrid models have a turbocharged 1.2-litre three-cylinder petrol engine. For the Hybrid 100 set-up only used by the entry-level C4, it produces

Pure-petrol options axed as hatchback and saloon get C3-inspired makeover



The interior gets new 10-inch touchscreen as well as seven-inch digital dials

99bhp and 205Nm of torque. But in the Hybrid 136 form that's offered in the C4 and C4 X, the unit delivers 134bhp and 230Nm of torque.

All hybrids have a six-speed dual-clutch automatic transmission that has an electric motor built-in. This provides an extra 28bhp and 55Nm of torque, and allows the cars to be driven for very short distances on electric power alone.

The e-motor also helps fire up the combustion engine when it's needed, and charges the hybrid system's 48V battery when slowing down. The

small battery is located under the front seat, preserving passenger space and luggage capacity.

There are two battery/motor options for the e-C4 and e-C4 X. The entry-level cars get a 50kWh battery and 134bhp e-motor offering up to 223 miles of range, while the larger 54kWh powerpack and 154bhp e-motor combination is good for up to 260 miles on a single charge.

The maximum charging speed for both EV versions is still 100kW, and a 20 to 80 per cent top-up should take less than 30 minutes.

CITROEN C4

Hatch gets a fresh look at the front and back, including new lights and prominent Citroen branding



"THE LARGER 54KWH BATTERY AND E-MOTOR ARE GOOD FOR U



to be hybrid or EV only

PARIS SHOW



BATTERY AND 154BHP UP TO 260 MILES"



NEW C4 X

Saloon version gets the same front-end treatment as the C4, but retains the pre-facelifted C4 X's rear design. It does get the cabin upgrades, though



The production car will come with a choice of EV, hybrid and petrol power

C5 Aircross Concept previews 2025 launch

HERE'S our best look yet at the next-generation C5 Aircross, because Citroën has premiered a concept that showcases a "vision of its future C-segment SUV".

The new C5 Aircross will be the first Citroën to sit on parent firm Stellantis' new STLA Medium architecture, and we won't have to wait long to see the production version – Citroën says the concept "heralds a model scheduled for 2025".

Although the STLA Medium platform can cater to seven-seat SUVs, as we have seen with the Peugeot 5008, the C5 Aircross will only have seating for five, rivalling its Peugeot 3008 and Vauxhall Grandland siblings, along with the Ford Kuga, Kia Sportage and Hyundai Tucson.

The C5 Aircross Concept is bigger than the first-generation car, with a height of 1,600mm and

a length of 4,650mm – some 150mm longer than the current model.

The front end is similar to that seen on the new C3 Aircross, incorporating Citroën's latest design language, which was initially showcased in 2022. The brand's new badge features, standing out against a strip of black that connects the new headlight signature. The rear lights also utilise the three-point light signature that is becoming a staple of the company's current line-up.

Citroën says the C5 Aircross Concept will be a "multi-powered vehicle", which means we can expect internal-combustion, hybrid and pure-electric power.

The production model is due in the middle of next year, with a price tag to rival its Stellantis siblings. Expect the hybrid to cost from around £35,000 and the EV to start at around £40,000.



STYLING

The rear three-point lights help to direct airflow around the body

Revised Citroën Ami turns the cuteness up to 11

CITROËN hasn't forgotten the smallest member of its range either, with the Ami being given a mid-life refresh that makes the tiny two-seater more adorable than ever.

The electric quadricycle's front end has been made much simpler and gives the model even more recognisable 'facial features'.

The round headlights have now been moved higher so they better resemble eyes, helped by new black surrounds which add definition. Meanwhile, the angled surface that connects them is supposed to resemble a smile, and sitting in pride of place in the centre is the revamped, retro-inspired Citroën chevron logo.

The front bumper is flatter and has the Ami name embossed in it. The wheelarches also appear to be more pronounced, while 'slots' on the front wings are a subtle homage to the 2CV. As before, the rear uses exactly the same body panel as the front.

The Ami comes in a 'Night Sepia' finish, with three colour packs – red, white and green – available to add graphics, new checkerboard wheel covers and a dashboard insert.

There haven't been any technical changes, so every Ami still features a minuscule 5.5kWh battery that offers a range of up to 46 miles, while the 8bhp electric motor allows for a top speed of 28mph. Charging is done through a plug hidden in the door.



Ami gets a new face and body colour

Alpine A390_β concept points to triple-motor SUV for 2025



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REX RENAULT'S sporty sub-brand is readying itself to take things up a notch, previewing its next move with the Alpine A390_β concept.

The company is calling its four-door, Porsche Macan-sized coupé-SUV a "Sports Fastback" and says the exterior is "85 per cent true" to the production car due next year.

Bosses claim the car is a natural next step for the brand, suggesting the A390 will draw in new customers looking for "distinction and driving pleasure" in a market previously unoccupied by the French firm.

This is no lukewarm family crossover, however. While just a concept for now, the A390_β has three electric motors, plus active torque vectoring to shuffle the power exactly where it's needed. Sovany Ang, VP for Alpine product performance, said the new car will "drive like an [Alpine] A110", suggesting the brand's driver focus will continue into the electric era.

Even ignoring the SUV shape, the A390_β pushes Alpine in a totally new design direction, ditching the A110's dual-light clusters in favour of a slim, full-width lightbar and an illuminated logo. There's plenty of intricate detailing on the nose, with a set of deep vents to the side and a protruding front splitter. Alpine's design director Antony Villain described the fastback as a "racing car in a tuxedo".

There's a set of huge wheels (22-inch at the front, 23-inch to the rear) with an illuminated blue centre cap said to highlight the aforementioned active torque vectoring system. Regrettably, Villain confirmed they are unlikely to make production.

Many of the car's aero flourishes are functional, however. The 'micro-perforated' grille channels air around

OFFICIAL Electric coupé-SUV will drive like an A110, says Alpine boss

CONCEPT

Only 15 per cent of the Alpine's exterior will change for production, although the interior is largely fantasy



"THE A390_β PUSHES ALPINE IN A TOTALLY NEW DESIGN DIRECTION"

the front of the A390, while side scoops accelerate flow to the rear. The rear lightbar can extend by up to 80mm, a little like a McLaren W1's, although here it works with the diffuser to reduce drag.

The car's coupé-like shape is emphasised by the extensive glass house, which wraps around the C-pillar to emphasise a feeling of space inside. Small, light-up Tricolore flags leave you in little doubt of this car's heritage; Alpine has already confirmed the A390 will be built in the firm's existing factory in Dieppe.

When asked about possible rivals, Ang mentioned cars like the BMW iX2 and Porsche Macan – suggesting the Alpine could get up to 600bhp in its most potent form and a real-world range in excess of 300 miles.



Cost to fix potholes said to be £16bn

UK set to break record for pothole damage to cars

ALMOST half a million cars have broken down after hitting a pothole in the first nine months of 2024, it's been reported, highlighting the UK's worsening pothole crisis.

The AA's Pothole Index shows that between January and September 2024, it dealt with 479,656 incidents in which a vehicle was damaged or broke down after encountering a pothole. This is roughly 10,000 more than during the same period in 2023, suggesting that 2024 could go on to surpass last year's total of 631,852 callouts – itself a five-year high.

After weeks of heavy rain and flooding, the experts at the AA say potholes are being disguised as they fill with water, leading to tyre, wheel, steering and suspension damage. Even more vulnerable are cyclists, with the AA claiming as many as 118 have been killed over the past four years due to potholes.

This news follows publication of the Asphalt Industry Alliance's annual ALARM report earlier this year, which estimated the cost to fix the UK's pothole problem could be as high as £16.43billion.

Road maintenance is one of the many issues motorists hope will be addressed by Chancellor Rachel Reeves in the upcoming Autumn Budget (see page 20).

"POTHOLES DAMAGE TYRES, WHEELS, STEERING AND SUSPENSION"



STYLING

Lower roofline and sleeker rear end distinguish Sportback from regular SUV



Audi grows Q6 range with new Sportback



Jordan Katsianis

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AUDI has revealed a Sportback bodystyle for its new Q6 e-tron, giving it a sleeker, more dynamic look than the more upright SUV.

Key changes over the regular SUV are the 37mm lower roofline and a sloping rear end. As well as offering a different look, this also optimises the car's aerodynamics, helping to increase range.

The front and rear-end design is largely identical to the SUV's, and the Sportback will offer the same four powertrains. The line-up kicks

off with a single-motor variant with 248bhp and a claimed range of 338 miles, above which sits the Performance model. This has a larger battery, more power (302bhp) and a range of 407 miles – the longest of any Q6 e-tron.

Top-spec dual-motor Q6 and SQ6 models produce 383bhp and 482bhp, respectively, with ranges of 395 and 377 miles. Plus Audi has plans for a wide-body RS Q6 e-tron, which will be available in both SUV and Sportback forms.

Audi's latest interior tech is also featured in the Q6, including a vast dual-screen dashboard. Comprising an 11.9-inch driver's display and a 14.5-inch touchscreen, this new interface incorporates all of the

main functions. There's also a 10.9-inch passenger screen on higher-spec models, plus an augmented-reality head-up display showing driver aids, nav and road signs.

Key functions, like the mirrors, lights, seat controls and door locks still have dedicated switches. And while the climate-control functions are integrated into the main screen, they live on a dedicated bar at its base for quick access.

The Sportback line-up starts at £62,475 for the single-motor Sport, rising to £65,475 for the S Line, and £70,475 for the Edition 1. The Performance starts at £65,975, while the quattro Sport kicks off at £71,475. The range-topping SQ6 (in Edition 1 guise only) costs £92,450.



"AS WELL AS GIVING A NEW LOOK, THE CHANGES HELP TO INCREASE RANGE"

MINI unveils hot John C

OFFICIAL Hot JCW versions of the new Cooper and Aceman will be priced from £38,420



PARIS SHOW



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REX THE MINI Cooper has always seemed like a natural car to transform from urban runaround to hot hatchback, and ever since BMW electrified it we've wondered what a beefed-up MINI EV might be like. Now our wait is over, thanks to the new MINI John Cooper Works Electric.

Based on the Chinese-built electric MINI Cooper, it features a hefty power increase over the standard car, with 254bhp available for short bursts via an 'Electric Boost' function.

It has a regular output of 227bhp, which is 27bhp more than the Cooper S hatchback. Peak torque is 340Nm, and it hits 62mph in 5.9 seconds, making it a solid 2.5 seconds faster than the standard Cooper S Electric.

There is just one, front-mounted motor, and although the level of performance is equivalent to that of petrol-powered JCW MINIs over the years, it is some way short of what's on offer from more muscular hot-hatch EVs such as the MG4 XPower.

As with the Cooper S, the JCW Electric features a 54kWh battery pack, with up to 95kW DC fast charging; it can be topped up from 10 to 80 per cent in around 30 minutes.

The John Cooper Works Electric features a unique chassis set-up, with



DETAILS
JCW Electric gets bespoke dash trim and 18-inch alloys with performance tyres

"AN ELECTRIC BOOST FUNCTION UPS POWER TO 254BHP FOR SHORT BURSTS. IT COVERS THE 0-62MPH SPRINT IN 5.9 SECONDS"

bespoke spring and damper rates. The standard 18-inch wheels are also new. These elements have done little to affect the range, though, which sits at 251 miles – pretty much the same as the standard Cooper SE.

Other than the wheels, the exterior design mirrors the Sport-bodied Cooper, with red highlights, dark trim elements and an aggressive front end. The rear spoiler is larger and incorporates twin air-foils.

Inside, the upscale upholstered dash features a unique pattern, with more bespoke trim for the seats, doors and even the fabric strap on the steering wheel.

The new John Cooper Works Electric will be available to order



in the coming weeks, with first cars due in April next year. Pricing starts at £38,420, making it only a few hundred pounds more expensive than the standard Cooper SE plus Sport pack.

Meanwhile, similar changes have been made to the car's SUV sibling; the MINI John Cooper Works Aceman will also be available from £40,220.

Cooper Works Electric



STYLING
Slimmer headlights
and flatter grille

Fresh look and hybrid tech for 2 Series Gran Coupé

NEW THE updated 2 Series Gran Coupé has been revealed by BMW in 220 and hot M235 guise, and is set to go on sale next year.

While it sits on the same platform as before, extensive design changes, fresh interior technology and a new mild-hybrid powertrain are sufficient for BMW to call this a whole new generation of 2 Series Gran Coupé.

The new F74 generation replaces the outgoing F44, and will take on the likes of the Mercedes CLA saloon.

Pricing for the 2 Series Gran Coupé is yet to include on-the-road costs, but the entry-level 220 M Sport at £33,800 is a little more expensive than the outgoing car (which cost £33,165). The only other option will be the M235 xDrive, which costs £42,850 – a £1,200 price drop on its predecessor.

As with the 1 Series, the design of the new 2 Series Gran Coupé is so different to that of the old car that Euro NCAP will

need to re-test it. The front end mirrors the new 1 Series with a wider, flatter grille shape and thinner headlights, plus a wide air intake beneath. At the back, there are new lights influenced by those on the latest X2 and 1 Series.

Unlike the 1 Series, which is offered in base Sport guise, the 2 Series Gran Coupé trim starts with the M Sport package, which brings 18-inch wheels, gloss black exterior accents, an M Sport bodykit and a rear spoiler.

Inside, the cabin is very similar to the new 1 Series'. There is a new layout, featuring a 10.7-inch touchscreen, a 10.25-inch driver's display, a new steering wheel with physical buttons embedded, and a new centre console.

BMW's new 1.5-litre mild-hybrid, three-cylinder petrol powertrain produces 168bhp, while the M235's turbocharged four-cylinder petrol engine has 296bhp for a 0-62mph time of around five seconds.



INTERIOR
Sports seats have an optional massage function, while the infotainment is based on the new OS9 system from BMW



Prices of BYD's coupé-SUV are likely to be close to £50k

BYD Sealion 7 all-electric coupé-SUV set for the UK

BYD has added the Sealion 7 to its European model range. Taking on the likes of the Peugeot E-3008 and Skoda Enyaq Coupé, the coupé-SUV goes on sale later this month.

A dual-motor version comes with 523bhp for a 0-62mph time of 4.5 seconds. Batteries are yet to be confirmed for Europe, but two sizes have been available in other markets: 71.8kWh and 80.6kWh. Under the more lenient CLTC testing scheme in China, the smaller battery is good for 341 miles.

An overall length of 4,830mm makes the Sealion 7 10mm longer than a BYD Seal. The new car's angular front features BYD's 'X face' with floating LED headlights, while the interior will be similar to what's on offer in the upcoming facelifted Seal, with a 15.6-inch touchscreen dominating the dash.

Long Range Model 3 and Robotaxi launched by Tesla

TESLA has unveiled the Model 3 Long Range Rear-Wheel Drive. On sale now ahead of November deliveries, it has an official range of 436 miles from a single charge.

At £44,990, it sits between the entry-level £39,990 Rear-Wheel Drive and the £49,990 Long Range All-Wheel Drive.

The firm has also revealed its latest creation – the long-awaited Robotaxi. Tesla claims the compact two-door two-seater will feature full self-driving capability and is set to arrive in 2027. Lacking even a steering wheel inside,



the Robotaxi is described by Tesla as "premium, point-to-point electric transport". During the launch, the firm's CEO Elon Musk said, "we expect it to be around \$30,000 [about £23,000]."



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WITH the Government's first major budget two weeks away, we've written to Chancellor Rachel Reeves on behalf of Auto Express readers and drivers everywhere, demanding that key motoring priorities are addressed in future spending plans. We've also pointed out the likelihood of Labour being punished in future polls if the Government attempts to excuse hikes in fuel duty or Vehicle Excise Duty (VED/road tax) by citing unpopular and unrealistic green targets, or justifies rises as levers pushing drivers towards EVs.

Instead, the Chancellor should be looking to increase the £40,000 threshold for the £410 'expensive car' road tax supplement, which threatens to significantly impact the cost of motoring for new and used EV car buyers from April 2025.

Auto Express readers shared their views in a recent survey, when we asked about their budget priorities.

Readers told us their three biggest priorities for the Government to address are pothole repairs and new road projects, high fuel prices, and car crime and roads policing – these are immediate, tangible concerns that should be dominating the Government's agenda in respect of motorists. Environmental goals, such as moving toward net zero emissions, remain a lower priority for drivers in the context of budgetary concerns.

When asked whether they'd support an increase in fuel duty to pay for certain Government priorities, 50 per cent of readers told us they couldn't support any rise, while 39 per cent said they'd support extra cash



OPEN LETTER DEMANDS AHEAD OF

DON'T HAMMER WORKING PEOPLE THROUGH MOTORING TAX HIKES, LABOUR WARNED AHEAD OF 2024 AUTUMN BUDGET STATEMENT

being raised if it was targeted at pothole repairs, but only 24 per cent believed a rise would be justified by extra spending on the NHS or schools, and just 17 per cent think a rise in fuel duty to support the EV transition would be acceptable.

As a result of our findings, we've told the Chancellor that while price increases in the broader economy have fallen back, and petrol and diesel prices have eased from recent record highs, this is not the moment to tighten the screws on drivers who are still reeling from the cost of living crisis and struggling to make ends meet.

With much of the country relying on petrol and diesel cars for essential daily functions such as travelling to work, getting the kids to school, shopping for the family and accessing healthcare, any decision to impose rises in fuel duty would mean Labour's pre-election promise not to raise taxes on working people will be seen to have been broken.

Instead of reverting to the last Labour administration's view of drivers

as a cash cow and reinventing the 'fuel price escalator' that increased fuel duty to 6 per cent ahead of inflation annually under Tony Blair's Labour government in 1997, we've told the Chancellor it's time for the Government to respond to drivers' priorities. That means making significant investment in roads infrastructure and effective police action against car crime.

Auto Express recently reported shocking statistics that criminals are charged in fewer than two per cent of the rapidly increasing number of car thefts. We've demanded that the Chancellor takes steps to fund an appropriate increase in the police response, against a backdrop of 130,000 cars being stolen in 12 months to March 2024 – almost double the number of car thefts recorded in 2014. The lack of government interest has already resulted in the scenario of one car company – Jaguar Land Rover – forking out to pay for policing at the UK's ports in an effort to try to stem the tide. As it stands, a third of drivers believe car theft has been "effectively decriminalised", making the limited police response in this area a key law and order issue.

We've also impressed on the Chancellor the drivers' view that the pothole plague blighting the nation's road network cannot be allowed to fester unaddressed any longer. Staggering numbers of cars are now being damaged as a result of ineffectual road maintenance, with

the AA's data alone showing it dealt with nearly half a million call-outs to stranded vehicles in the first nine months of this year. Worse, it's believed that as many of 118 cyclists have died on the roads over the past four years as a direct result of potholes. Transport Secretary Louise Haigh (then shadow) promised £8.3bn of scrapped HS2 funding would be targeted to fixing a million potholes annually in her pre-election campaigning, and the Chancellor must now fulfil Labour's promise to keep faith with the electorate.

Drivers know the Labour party replaced the Conservative government at the last general election on a manifesto that promised not to raise taxes on working people, but ministers have spent the ensuing months spreading doom and gloom about what they say is the unexpectedly poor state of the economy they have inherited.

With the Chancellor highlighting a £22bn 'black hole' she claims to have uncovered since taking on the role, expectations are rife that the negative messaging is a precursor to a raid on people's pockets in the budget scheduled for 30 October.

Coupled to this are concerns that the anti-car lobby, active en masse at the recent Labour party conference under the Sustainable Transport Alliance banner, has the ear of ministers who may be looking to justify tax rises for drivers under the cover of a Government tailpipe emissions agenda.

"A THIRD OF DRIVERS BELIEVE CAR THEFT HAS BEEN 'EFFECTIVELY DECRIMINALISED', MAKING THE LIMITED POLICE RESPONSE IN THIS AREA A KEY LAW AND ORDER ISSUE"



SETS OUT YOUR MOTORING OF THE BUDGET

BIG DAY
Drivers are anxiously waiting to see what Rachel Reeves has lined up for them in her Autumn Budget on 30 October



1. POTHOLES AND ROADS



2. HIGH FUEL PRICES



3. CAR CRIME AND POLICING



YOU SAID

In our survey, readers said their biggest priorities for the Government are pothole repairs, fuel prices, and car crime and roads policing

LEXUS RZ: THE 24-HOUR TEST

Part two of our day with the new Lexus RZ highlights more impressive features that make living with the luxury EV a breeze.



Last week we reported on how our busy morning with the Lexus RZ panned out. A congested city drive was taken care of in typically relaxing fashion, while an airport run to collect friends and a trip to the beach put the spotlight on the RZ's interior space and reassuring active safety systems. Now, with the open road beckoning, it's time to discover what the rest of the day has in store.

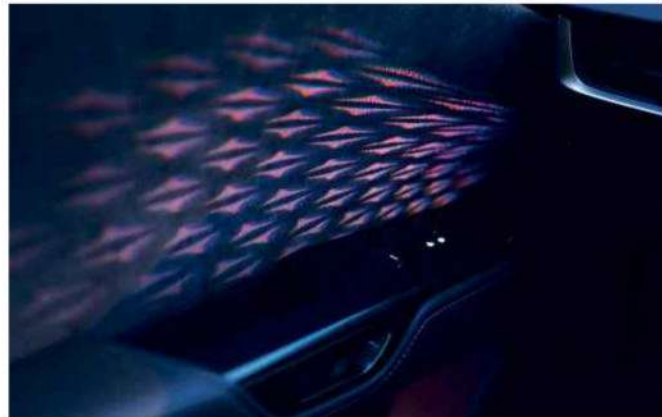
1:30pm: The rest of the drive down to the coast is uneventful, and the hushed ambience of the RZ's cabin means that any conversation from the front to back seats is easy. No one needs to shout. The RZ features' Lexus' Nanoe X technology that works to maintain air quality, even in polluted environments outside the car, helping us to reach our destination relaxed and refreshed after a long drive.

1:45pm: We arrive at our pre-booked lunch venue. As is so often the way now, the restaurant has a couple of electric charge points in its car park and I hook the RZ up to the fast charger. When connected to a 150kW supply the RZ can replenish its battery completely in just 30 minutes**, but with plenty of charge still available I'm just taking advantage of a quick and convenient top up over lunch — it's so easy.

3:00pm: It's time to hit the beach. I use the Lexus Link app on my phone again, this time to keep the interior cool for when we return — we've parked in direct sunlight, after all. It's handy that the panoramic roof*** is dimmable too, shielding the interior from the harshest of the sun's rays.

6:45pm: It's been a long day, particularly for my friends who've flown in today, and we all just want to get home. With armfuls of beach towels, drinks, snacks and inflatables, I'm thankful for the RZ's powered tailgate with kick function - one flash of my foot under the rear bumper and the hatch opens without requiring any use of my hands. Everyone's phones are running low on battery, but with a wireless charging pad and five USB ports there's no





jostling to see who can charge their device first. All loaded up we're soon underway, and such is the serene progress and smooth ride of the RZ that my friends are soon dozing peacefully in the back.

7:15pm: It can be hard after a busy day to stay alert on a long journey home, particularly when you're the only one awake in the car. We've all felt the pressure in that situation at one time or another. Thankfully, the new RZ features Lexus Safety System +, which not only helps detect hazards and warns of them in advance, it can steer, brake and even accelerate the RZ to help the driver avoid any potential collisions. Even just having the support of keeping the RZ central in its lane is a boon when you're in this situation. I don't feel like I'm on my own.

10:15pm: We finally arrive home. What a day! After we've unloaded our cases and other paraphernalia from the RZ I finish by plugging it into my wall charger, in the knowledge that come tomorrow morning it'll have a full battery once again and be ready for another day of motoring.

The new Lexus RZ has fitted perfectly into my life, offering luxury, versatility and stunning design in equal measure. Now it's your turn. **Contact Lexus on/at [lexus.co.uk](https://www.lexus.co.uk) to book your 24-hour test drive today**, and see what a day with the new Lexus RZ has in store for you.

*Subject to status and availability. T&Cs apply. See Lexus UK website for details.
 **Indicative charge time, for comparison purposes. Actual charging times may vary depending on various factors, including the selected vehicle (and battery option, if available), the age, type, condition and temperature of the charging unit and the battery, the starting charge, the power supply to and usage of the charger and the environmental conditions at the point of use. Charge times will be longer in colder weather and if battery temperature activates safeguarding technology. 150kW+ chargers are available in mainland Great Britain primarily on major arterial routes – see Zap Map <https://www.zap-map.com/live/> for details. They are not yet available in Northern Ireland and availability is limited in Scotland, Wales and in rural areas.
 ***Only available on selected grades and packs
 Official (WLTP) Lexus RZ 450e fuel consumption figures in mpg (l/100km): combined N/A. Combined CO2 0g/km. Electric range 251-271 miles based on a full charge.
 ^Figures are provided for comparability purposes: only compare fuel consumption, CO2 and electric range figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend on a number of factors including selected grade and transmission, the accessories fitted (post registration), driving style, weather conditions, speed and vehicle load.

FIRST FOR DRIVES



28 ALFA ROMEO JUNIOR

Entry edition of baby SUV



30 LEXUS RZ 300E

More affordable version of EV



32 LEVC L380

Luxury electric MPV glides in



**Steve
Walker**

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REX IF the Volkswagen Golf is the do-it-all family hatchback, the R is the do-it all Golf. No other model in the range has the same breadth of abilities, although that's reflected in the price. At £42,745 for the hatch, and another £1,400 for the Estate, this all-wheel-drive super-hatch mixes with a host of highly talented high-performance rivals.

In VW's line-up, the R sits above the front-drive Golf GTI (261bhp) and its hardcore Clubsport (296bhp) offshoot, offering extra power (328bhp) courtesy of a more highly strung version of the familiar 2.0-litre, four-cylinder turbocharged engine.

VW Group sister brand Cupra offers hot versions of the Leon, including the Leon 333, which has the same engine and 4x4 drivetrain as the R, but only as an estate. Audi's S3 also has similar running gear to the Cupra, and only costs £2,500 more.

The Golf R benefits from the Mk8.5 facelift that covered the whole Golf range earlier this year. You can spot the new model by its sharper matrix-LED headlights, illuminated VW badge and extended lower bumper with enlarged air intakes. It's an imposing front end, but the extensive use of shiny black plastic does look a little low rent.

At the rear, fresh light clusters appear and the same piano black plastic is used more sparingly on the chunky splitter with quad exhaust pipes. VW also introduced a fresh set of beautiful, but optional, 19-inch forged alloys with the Mk8.5 facelift. Called Warmenau, these multi-spoke rims are 20 per cent lighter than comparable items so they help improve handling, too.

There's only one trim level as such, but VW is offering a Black Edition with darkened exterior badges, black exhaust tips and black brake calipers behind black 19-inch Estoril alloy wheels.

This version also has the R Performance Package, which is a £1,915 option on other Golf Rs. It gets you a higher top speed of 168mph, an enlarged roof spoiler, a GPS-based lap timer and a G-meter. There are also two additional driving modes: Drift for sideways shenanigans on track, and Special, which is optimised for the Nürburgring.

Underneath, the Golf R gets quite the set-up. The 4Motion all-wheel drive system features torque vectoring on the rear axle, meaning it can send up to 100 per cent of the drive to the outside rear wheel in corners. This is paired with the XDS virtual differential on the front axle.

Then there's the DCC (Dynamic Chassis Control) system and the Intelligent Vehicle Dynamics Manager working in the background to optimise damping, power distribution, steering and various other parameters within the R's five main driving modes – Comfort, Eco, Sport, Race and Individual.

Sure enough, on the road, the assortment of driving modes has a major say in the way the R



Volkswagen

SETTINGS

Drivers have at least five modes to choose from, and they make a real difference to the way the R behaves



ESSENTIALS

Volkswagen Golf R

Price: £42,745 **On sale:** Now

Engine: 2.0-litre four-cylinder, turbo petrol

Power/torque: 328bhp/420Nm

Transmission: Seven-speed automatic, all-wheel drive

0-62/top speed: 4.6 seconds/155mph

Economy/CO2: 33.2mpg/184g/km

Size (L/W/H): 4,296/1,789/1,454mm



“The engineers aimed to deliver more precision and engagement, and they have largely succeeded”



wagen Golf R



FIRST DRIVE Performance flagship of recently revised hatchback range is put through its paces

behaves. In the Comfort setting the ride is firm but well damped, so that the smooth German roads of our test route didn't upset the car's composure. As you move up through Sport to Race, things get a lot more jiggly and the much firmer end of the 15-step scale available in Individual mode is best left for track work. On UK roads, we suspect most owners will keep the car locked in the softer settings.

VW's engineers aimed to deliver greater precision and driver engagement with the Mk8.5 updates and they have largely been successful. The steering is light enough to make town driving simple, but it gains weight as you up the speed, and according to the drive mode selected. There's a tonne of grip, too, and no issues using the power

to blast out of bends, while the Golf R feels alive and communicative in those fast corners.

Despite this enhanced feeling of agility, it's still brutally quick from point to point, and supremely easy to drive fast. With 328bhp and 420Nm of torque, it'll pick up its heels at a prod of the throttle almost regardless of the gear and engine speed.

If you work the gearbox hard, the optional (£3,315) Akrapovic exhaust pops and burbles away, partially making up for the less than sonorous engine note. The 0-62mph sprint takes 4.6 seconds, while the top speed is limited to either 155mph, or 168mph with the R-Performance Pack.

On the WLTP combined cycle, the R returns a fair 33mpg. That's some 7mpg down on the GTI, ▶



INTERIOR

Latest R receives same Mk8.5 improvements as other Golfs, with better tech and ergonomics, but it retains the same steering wheel as Mk8 model



but competitive with a BMW M135 xDrive or Mercedes-AMG A35, despite having more power.

The interior is very similar to what you'll find in other Golfs. The main things that mark the R out are the sports seats with their big side bolsters, and special graphics on the screens. The carbon-fibre trim piece running across the dash on our test car is a £790 option, and lower down there are hard plastics. Overall, the R struggles to feel quite as special inside as some of its rivals.

Being the flagship model, the Golf R gets the larger 12.9-inch touchscreen that's an option on many lesser Golfs. More importantly, it runs the latest, heavily updated VW infotainment software. The system is noticeably quicker to respond and has more key functions on permanent display, including the climate controls. VW's philosophy of keeping physical buttons to a minimum still holds, but this is certainly a significant improvement over the set-up in the pre-facelift Mk8 Golf.

In front of the driver is a second 10.25-inch Digital Cockpit Pro instrument cluster, a slick visual interface with more bespoke Golf R graphics. If you choose the optional R-Performance Pack, this is home to that lap timer and G-meter – of interest to those who want to take advantage of the R's considerable talents as a circuit car.

The driving position in the Golf R is first class, with plenty of adjustment in the seat for taller drivers to stretch their legs – as long as there's nobody sitting behind – and a steering wheel with lots of reach adjustment. That wheel has large paddle shifters behind it for the seven-

STYLING

Among updated features on Golf R are illuminated badge, new lights and extended lower bumper



speed DSG gearbox – more prominent than those you get in Golf GTI models.

The GTIs do have an advantage here though, because while they got new steering wheels with physical buttons as part of the facelift, the Golf R's wheel retained the touch-sensitive buttons that are so easy to inadvertently press while driving. It was deemed too expensive to re-engineer the Golf R's wheel because it has a special 'R' shortcut button to the driving modes and is unique as a result.

Those big seats can eat into rear legroom too, to the point that sitting behind a tall driver would be difficult even for smaller adults. The likes of the Ford Focus ST and Honda Civic Type R fare better here. You also only get 341 litres of boot space – 33 litres down on the front-wheel-drive Golfs.

EQUIPMENT

Kit is in line with R's flagship status, including three-zone climate control and Harman Kardon audio

REX VERDICT ★★★★★

THE R sits at the pinnacle of the Volkswagen Golf range and lords it over lesser hatchbacks with a level of performance that very few cars can match at this price. The latest edition has upped its game in terms of driver enjoyment as well, with the configuration available in the driving modes meaning it can be adjusted to suit a range of scenarios on road and track. The Mk8.5 Golf package isn't perfect, but the R pushes it to a highly impressive extreme.



GYEON
GAME
CHANGERS



WAX
HYDROPHOBIC & EXTREMELY
EASY TO USE WAX

2020 ↘

**INNOVATIVE
BY ALL MEANS,
EXTREMELY
DURABLE**

Brilliantly easy to use,
repellent like a coating
and chemical resistant.
On top - coming in a stick,
like no other wax.
The modern interpretation
of a classic product.



PREVENTS
UV DAMAGE



SELF-CLEANING
PROPERTIES



GUARDS AGAINST
THE ELEMENTS



All GYEON world's
first formulations
unveiled at >



GYEON®



Alfa Romeo Junior Elettrica

FIRST UK DRIVE Brand's first EV provides a tempting sporty alternative to Stellantis siblings and rival compact crossovers



Alastair Crooks

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AEX ALFA Romeo's first all-electric car, the Junior, marks a significant step for the Italian marque. The small electric crossover has plenty of rivals, not least from fellow Stellantis offerings including the Vauxhall Mokka Electric, Fiat 600e, Peugeot E-2008 and Jeep Avenger EV.

The brand says the entry-level model in its line-up should appeal to buyers of the old Giulietta and MiTo supermini. The Junior is available to order now, but there's an 'Ibrida' version coming in mid-2025 as well, using the 136bhp mild-hybrid set-up found in a swathe of Stellantis products.

Despite the Alfa Romeo badge, the Junior EV is keenly priced. It starts from £33,895 in Elettrica form, rising to £35,695 for the Speciale. Beyond this is the flagship 276bhp Veloce that costs from £42,295, has a top speed of 124mph and will sprint from 0-62mph in 5.9 seconds.

The Junior will be available with a choice of three trim packs. The 'Technology Pack' brings matrix-LED headlights, a wireless smartphone charger, a powered tailgate with gesture control, and sat-nav, while the 'Premium Pack' gets an uprated interior finish plus electric adjustment and a massaging function on the driver's seat. The 'Sport Pack' delivers exterior styling tweaks, plus some glorious Sabelt sports seats and Alcantara upholstery.

The Elettrica Speciale we're driving is considered to be the 'launch edition'. It mixes key elements from the three packs, with red paint and 18-inch alloy wheels, plus a unique upholstery finish, a leather-covered steering wheel and keyless entry and start.

All versions have the same 10.25-inch touchscreen with Apple CarPlay and Android Auto, plus a 10.25-inch driver display. A heat pump, a Mode 3 charging cable and an 11kW on-board charger are standard.

Power comes from a 154bhp electric motor on the front axle and a 54kWh battery. The 0-62mph dash

ESSENTIALS

Alfa Romeo Junior Elettrica Speciale

Price: £35,695 **On sale:** Now

Powertrain: 54kWh battery, 1x e-motor

Power/torque: 154bhp/260Nm

Transmission: Single-speed automatic, front-wheel drive

0-62/top speed: 9.0 seconds/93mph

Range: 255 miles

Max charging: 100kW (20-100% in 30 minutes)

Size (L/W/H): 4,173/1,781/1,535mm



INTERIOR Low-slung sports seats, small steering wheel, dark colour scheme and red highlights give the cabin a suitably racy feel

takes nine seconds and the e-motor continues to be responsive all the way up to higher speeds.

Alfa claims the Junior is the best car in its class to drive, despite it using the same e-CMP2 platform as many other Stellantis EVs. To back up those claims, the marque has been extremely thorough in its development of the Junior's chassis, reworking the suspension, brakes and overall driving dynamics.

While the drive is genuinely engaging, there's a little harshness in the suspension compared with its siblings. It's most noticeable in town, although the car skips over larger potholes and bumps at speed,

while still having a surprisingly taut chassis. The steering is quick, body roll is very well controlled, and the brakes have a nice enough feel, too.

The Junior Elettrica offers up to 255 miles of range and thanks to that standard-fit heat pump, this figure should be pretty realistic all year round. The more powerful Veloce has a 208-mile range.

The Junior's standard on-board charger will top up the car from zero to 100 per cent in five hours, 45 minutes. And as part of the buying package, Alfa will also throw in a £1,000 wallbox from Ohme with an Octopus smart tariff for those customers who require a charger at home. A 100kW fast-charging capability can replenish the battery from 20 to 100 per cent in 30 minutes.

Inside, the small steering wheel and low-slung driving position indicate the Junior's sporty personality, and cabin quality is pretty good, with everything feeling well built. There is some scratchy plastic on the doors and dotted elsewhere around the cabin, but all the frequently used areas appear sturdy and premium enough for the segment.

The two 10.25-inch screens work perfectly, too. Alfa's latest infotainment system is responsive, easy to understand and looks classy. But the central touchscreen is set a little low in the dash, with Alfa prioritising a selection of shortcut buttons above it. The driver's display has a clear readout, although there's not much scope for personalisation.

The Junior sits lower than the Hyundai Kona Electric and Kia EV3, but taller than the Peugeot E-2008 and Jeep Avenger EV, despite its sporty aspirations. You get plenty of headroom front and back as a result, while rear legroom is decent.

Overall visibility is pretty good, with a low bonnet and window line. The A-pillars are a little thick, though, especially with the in-built speaker sticking out. A wide rear pillar isn't too helpful either.

With a 400-litre boot capacity, it's about average for its class. The Peugeot E-2008 offers 434 litres, while the Jeep Avenger EV can only muster 355 litres, but the Hyundai Kona Electric (466 litres) offers more. The capacity rises to 1,265 litres with the 40:60-split rear bench folded. There's a bit of a lip to the boot and while the opening is nice and square, it's not the widest. An automated electric bootlid is standard on the Speciale version.

Cabin storage isn't especially generous in the Junior, with a very small opening under the centre console and some shallow door bins.



“Alfa claims the Junior is the best car in its class to drive, despite it using the same e-CMP2 platform as many other Stellantis EVs”



ON THE ROAD

The Junior Elettrica is genuinely engaging to drive and the performance is sufficient to attract those looking for a small EV that's lots of fun

AEK VERDICT ★★★★★

ALFA Romeo has injected a degree of flair into the e-CMP2 platform, resulting in an engaging small EV. The electric powertrain might not appeal to diehard Alfa fans, but the Junior's steering, road-holding and playful nature will. With its competitive range, useful practicality and an interesting design, the car is a tempting choice in a crowded market.

Pete Gibson



ON THE ROAD The 300e's 18-inch alloys improve the RZ's ride quality



Alastair Crooks

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REX ALTHOUGH the Toyota bZ4X and Subaru Solterra are decent competitors in the all-electric family SUV sector, we've been underwhelmed by them so far. Back in 2023, Lexus weighed in with the RZ – which uses the same EV-dedicated e-TNGA platform as the Toyota and Subaru – but in 450e guise it fell flat. Now we're trying the RZ 300e edition.

The initial impressions are good. While the RZ 450e delivers a range of 272 miles (252 miles when fitted with bigger alloys), the 300e can cover up to 297 miles on a charge. However, the extra range doesn't come from a bigger battery, because the 300e uses the same 71.4kWh pack as the 450e. Instead, the new version uses a single electric motor for front-wheel drive, compared with the all-wheel-drive, dual-motor 450e.

Inevitably, that slows the RZ's acceleration, because with just one 201bhp electric motor, the 300e takes eight seconds to sprint from 0–62mph; the 450e will do it in just 5.3 seconds. Although the instant torque of the electric motor gives the RZ 300e some initial punch, this fades pretty quickly and you soon understand that straightline speed isn't what the RZ is about.

The 18-inch alloy wheels in our lower-spec Premium car not only improve range by 31 miles over the 20-inch rims on the Premium Plus model,

TECH Surround-view cameras make low-speed navigation easier. The 300e has just one electric motor, which helps to boost range to 297 miles

but they also contribute to excellent ride quality. The RZ glides over bumps and potholes, and its road manners are refreshing in the face of a tide of electric family SUVs that often inappropriately prioritise chassis stiffness and sportiness. Neither the bZ4X nor the Solterra can give you the same levels of refinement as the Lexus, which is supremely quiet at cruising speeds.

That's not to say the RZ falls apart at the sight of a corner, though. The new 'by-wire' steering might be light and lacking in ultimate feedback, but body roll is controlled. The Lexus is noticeably front-driven in the bends, but it doesn't scabble for grip, even in the wet, thanks to wide tyres.

The RZ's interior feels very well put together and has all the high-quality materials you'd expect in the premium-SUV class, although it's lacking the eye-catching, tech-laden pizzazz of the new Audi Q6 e-tron. There's plenty of adjustment in the driver's seat and you can set it surprisingly low, considering the rather sedate, non-sporty driving experience. Visibility is pretty decent all around, but the door mirrors are absolutely gigantic, so we'd be curious to see how far the RZ's 0.26 drag coefficient could be reduced if it was fitted with cameras instead.

Lexus has finely honed the art of comfortable, cossetting seats, and this shows in the eight-way electronically adjustable heated chairs in the RZ. Rear-seat passengers won't be wanting for legroom (despite there being no space under the front seats for feet), while a fixed panoramic glass

"Neither the bZ4X nor the Solterra give you the same levels of refinement as the RZ"



Lexus

FIRST DRIVE More affordable ve EV proves that less can be more,





DRIVING

The body is well controlled in bends, although the light steering means the Lexus isn't a car for keen drivers



RZ 300e

version of Lexus's premium thanks to some key tweaks



INTERIOR

Physical switches for the climate control sit proud of the hi-res 14-inch touchscreen, and there are lots of buttons on the steering wheel

roof is standard. This helps give the cabin a bright and airy feel, and with top-spec Takumi trim it's heat-resistant and dimmable.

Lexus has designed the cockpit with its 'Tazuna concept', which should allow the driver to access the most important controls easily. We found the screen itself offered a superb resolution, with little to no lag from our inputs. That said, the driver's instrument cluster looked confusing and dated, plus our model's display was a little blurred.

Those hoping for extra boot space because there's no rear electric motor, may be a little disappointed, however. Although the 300e's 522-litre capacity is better than in a Nissan Ariya or BMW iX3, it's the same as the 450e's.

Beneath the moveable boot floor you can store the cable for the 11kW on-board charger, which will top up the RZ from zero to 80 per cent in six-and-a-half hours. A maximum charging speed of 150kW is pretty standard these days, and at that rate you'll take 30 minutes to recover the same amount of energy. While our test involved some driving around a pretty wet Loch Lomond, we saw 3.5mi/kWh, compared with the 4.2mi/kWh quoted by Lexus.

ESSENTIALS

Lexus RZ 300e Premium

Price: £52,295	On sale: Now
Powertrain: 71.4kWh battery, 1x e-motor	
Power/torque: 201bhp/266Nm	
Transmission: Single-speed automatic, front-wheel drive	
0-62/top speed: 8.0 seconds/99mph	
Range: 297 miles	
Max charging: 150kW (0-80% in 30min)	
Size (L/W/H): 4,910/1,895/1,635mm	

AEX VERDICT ★★★★★

THE RZ 300e makes much more sense with the added efficiency that comes from the single motor, even if its range still isn't up there with its rivals'. Interior quality and design are still excellent, and for some, the RZ will be worth a look based on the cabin quality alone. Combine that with a driving experience that sensibly targets comfort, plus loads of rear passenger and boot space, and the RZ looks like an appealing package.

LEVC L380

FIRST DRIVE Luxury eight-seat electric MPV glides in with a sumptuous, versatile interior, air suspension and a long range

REX Mark Rainford

MPVs have very much fallen out of favour in Europe but, for the rich and the famous, premium people-movers like the Mercedes V-Class and Lexus LM remain very much in vogue.

Now LEVC, manufacturer of the iconic TX/TX5 London taxi, is looking to muscle in on the MPV action with its L380, an electric MPV.

It's a big car. So big, in fact, that it's available to order in China with eight seats (UK cars are due in around 18 months). That in itself wouldn't be so surprising but for the fact that those chairs are spread across four rows in a body that's still a few centimetres shorter than a V-Class.

Indeed, such is the practicality of the L380, it comes with not one but two rows of fully reclining captain's chairs, with passengers in the second and third rows both able to lie back, complete with a leg rest, without any compromises. There are also near-two-metre-long rails in the floor that allow all the seats to be spread out, or pushed together for greater storage space.

When specified as an eight-seater, the fourth-row seats can fold into the floor electronically, or rotate 90 degrees to enable a so-called 'fishing mode', allowing you to dangle your legs out of the back and catch your lunch in comfort.

These qualities mean the L380 is just as adept at bussing a large family around as it is shuttling the wealthy to their private jets.

Comfort is at the core of the L380's repertoire. It sits on a modified version of Geely's SEA platform (called SOA), which has proven itself particularly capable under cars such as the Polestar 4 and not yet UK-relevant Zeekr 001.

The L380 has single-chamber air suspension with continuous damping control, which makes for a sumptuous ride on nearly all surfaces. It may be a little akin to a waterbed at times, but it should make a decent fist of the UK's potholed streets.

That same air suspension allows the ride height to be adjusted for different purposes, including for loading suitcases or heavy items into the back. The L380 will swallow plenty, with 1,100 litres of space behind the third row and more if you slide the seats forward, which can be done via a switch in the boot.

The car also comes with super-light steering – very much a trait of Chinese cars – as well as automatic parking and Level 2 ADAS functionality for things like automatic cruise control, lane-keep assist and indicator-activated overtakes. The

rear-view mirror also has a camera function, in case you're finding it hard to see past a busload of heads and luggage.

As well as copious levels of head, shoulder, knee and foot room, save for the driver's seat where the front wheelarch limits the space for resting your left foot (possibly not a problem on right-hand-drive versions), there's a bunch of comfort-oriented features and plenty of premium materials to hand.

To begin with, all versions come with soft leather on the seats, doors and dashboard, suede roof lining and up to 10 layers of cushioning on each seat, as well as heating and ventilation on the front three rows. For the driver and second-row passengers, there's a massage function, which on higher-spec models can be specified via screens embedded in the second-row armrests.

The same passengers can also make use of a leather-clad tray table with a groove for tablets, 15-inch screens for watching TV and movies on the go, a 7.2-litre fridge unit that can cool down to -6C and warm to 50C, and an electric sunblind for the



ESSENTIALS LEVC L380

Price: £75,000 (est) **On sale:** 2026

Powertrain: 140kWh battery, 2x e-motors

Power/torque: 536bhp/686Nm

Transmission: Single-speed automatic, four-wheel drive

0-62/top speed: 5.5 seconds/105mph

Range: 497+ miles (Chinese cycle)

Max charging: 260kW (10-80% time TBC)

Size (L/W/H): 5,316/1,998/1,940mm



INTERIOR

L380 has up to four rows of leather-covered seats, some of which are heated and cooled, and offer a massage function. There's also a fridge and large screens





“The L380 sits on a modified version of Geely’s SEA platform, which has proven itself capable on the Polestar 4”



enormous 2.12m-squared panoramic glass roof. That sunroof, as well as the windscreen and all three side windows, is dual-layered, which makes the L380 a very pleasant place to while away the miles. If it’s too hushed for you, each variant comes equipped with an impressive 14-speaker Yamaha sound system as standard.

For the driver, there’s a large head-up display that features both a blind-spot camera feed when indicating, as well as a 300-metre night-vision camera that helps highlight hazards.

The L380 also impresses on performance and range, particularly when stacked up against the Mercedes EQV. Drive comes from either a single, rear-mounted 200kW (268bhp) motor producing

343Nm of torque, or a dual-motor set-up that doubles your numbers for all-wheel-drive stability and a 0-62mph sprint of 5.5 seconds, obliterating the EQV’s 12.1-second time.

The LEVC’s range is also considerably better than the Mercedes’, with 101kWh, 116kWh, or 140kWh-battery variants offering 354, 419, and 497-plus miles respectively (on the somewhat optimistic Chinese test cycle), comfortably beating the EQV’s 219-mile range – even when marking those Asian numbers down by 25 per cent for real-world range.

Charging speeds are equally pleasing, with DC fast charging as high as 260kW, which means you can add over 200 miles of range in 15 minutes.

PRACTICALITY

The second and third rows are captain’s chairs that slide on rails, while the fourth row folds into the floor to boost cargo-carrying ability

AEX VERDICT ★★★★★☆

THE LEVC L380 enters a marketplace that’s due a significant talent upgrade, and the newcomer doesn’t so much move the needle as replace it completely. It’s supremely comfortable, very generously equipped, and has huge amounts of space. If it’s priced right when it comes to the UK, it’s likely to dominate the luxury-MPV segment.

IT'S NO MINI. IT'S AN ELECTRIC MOKE

We drive the retro-inspired EV hailed as an antidote to the world we live in



Tom Jervis

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REX WHAT is a car? Forget about today's tech-laden computers on wheels and instead rewind the clock to the dawn of motoring. This was when the car was nothing more than a bare-bones yet expensive luxury item that doubled as a means for travelling short distances and displaying your personal wealth. With this in mind, let us introduce you to the new Electric Moke.

But we need to get a handful of things out of the way first. The Electric Moke is not a 'restomod'; it's an all-new vehicle that's been built in Britain, aiming to recapture the spirit of the sixties original.

Second, this isn't a 'Mini Moke' at all, but an 'Electric Moke'. BMW holds the rights to the Mini brand, which it acquired from Rover Group back in 1996. The Moke nameplate, on the other hand, was bought by Chinese manufacturer Chery – the conglomerate behind the likes of EV brands Omoda and Jaecoo – which has been building new petrol-powered versions under the name of Moke International since 2013. The brand went 100 per cent electric in 2022 and gained M1 Small Series approval in 2023, allowing the Electric Moke to be driven on the motorway in Europe.

Finally, and perhaps most importantly, unlike most reviews, we're going to reveal our verdict up front: unless you're a multi-millionaire, we don't recommend you buy the Electric Moke. At just shy of £36,000, it's little more than a toolshed on wheels for the same price as an electric family car. But it's a charming toolshed, nonetheless.

As you can see, the design of the Moke has changed very little over the years, yet fundamental changes have been made to meet modern roads, safety regulations and... portion sizes.

The new car is roughly 10 per cent larger than the original, although unless both cars were side-by-side, you probably wouldn't notice. Easier to spot are the LED headlights and a more comprehensive rollover hoop. There's also the large fake grille,



REIMAGINING

The Electric Moke is slightly larger than the original and has LED headlights, a fake grille, new suspension and disc brakes





THE MINI MOKE STORY

ARRIVING on the scene back in 1964, the Mini Moke was born out of the British Motor Corporation's failure to produce a cheap and lightweight off-road vehicle for the British army that could be dropped into battle via a parachute.

The work of original Mini designer, Alex Issigonis, the 'Buckboard', as it was originally called, was discounted for its low ground clearance and lack of power, which compromised its off-road capabilities.

Adopting not only half of its name but also its running gear from the aforementioned Austin Mini, the Mini Moke was instead sold as a civilian vehicle on and off until 1993 in various markets, gaining cult status as the wheels of choice for the likes of the Beach Boys, the Beatles, Brigitte Bardot and even James Bond in the film *Live and Let Die*, as well as several others.

MOKE

DRIVING

Once you've got used to the brake pedal's travel, the Moke is huge fun, as long as you don't mind wind blast at higher speeds

which looks pretty convincing from a distance, albeit a tad chintzy up close.

Peel away the Electric Moke's steel and aluminium bodywork and that's where you'll find the greatest changes; the EV gets a more modern and sophisticated suspension set-up, as well as proper disc brakes at the front. The most significant addition is the fully electric powertrain; the Electric Moke gets a 10.8kWh battery pack, which the firm says will return an average of 54 miles on a charge – not enough for a cross-country trip, but ideal for popping to the local artisanal vegan coffee shop.

The Electric Moke has roughly 50 per cent more power than the original, with 44bhp being sent to the rear wheels. This extra oomph is necessary, though, because at around 800kg, the EV is quite a bit portlier than the original. Moke International quotes a relatively zippy 0-30mph time of 4.5 seconds, because the car is limited to 50mph.

Contort yourself over the huge sidepods to step inside and you'll find the Moke's driving position hasn't evolved much over six decades, either. I'm not exactly a giant, at five feet ten, but even I struggled to get comfortable. The team at Moke International say they're planning to install a longer set of seat rails in the future, but the awkward steering wheel angle of old models remains, with its upright positioning and lack of power steering akin to using the turntable on a funfair teacup ride.

Out on the road is where the Electric Moke's inherent juxtapositions between old and new are most stark; you don't expect a car that feels this

old to have such a level of get-up-and-go. That's not to mention the brake pedal's travel, which feels archaically long, yet when it finally bites, gives you an astonishing level of stopping power.

The Moke is pretty refined at higher speeds, too; it gets up to its 50mph maximum with no fuss and the suspension, while firm, isn't unsettled too easily. That said, the lack of doors or wind deflectors may give a wonderful open-air feeling, but also means your hair will quickly make you look like you belong in a seventies glam rock band. In a car once driven by the world's most famous spy, ironically I have never felt more conspicuous.

We pull over to have a chat with Moke International's chief operating officer, Robin Kennedy, and plug in the car; with a three-pin plug, the Electric Moke can be charged from zero to 80 per cent in just two hours.

Kennedy describes the Moke as an "antidote to the crazy world we live in", explaining that while the car itself is just a bit of fun, the firm itself is serious about its commitment to the environment. He tells

ROBIN KENNEDY COO, Moke International

"WE DON'T WANT TO GREENWASH. WE'RE EXPLORING THE USE OF SUSTAINABLE MATERIALS"

us how he and Moke International's team of 15 envisage building cars out of sustainable materials such as sugar cane and potentially powering the car's tiny battery via solar panels.

"We don't want to greenwash," he said. "We don't have a fully sustainable car yet, but we're exploring the usage of 'friendly' materials."

For the time being, things remain on a pretty small scale; from its factory in Northamptonshire, Moke International currently produces 500 cars per year, with a goal to increase this number to 5,000. A partnership with the Blue Marine Foundation charity in 2022 led to two Electric Mokes being auctioned off at \$250,000 (£191k) apiece – one of which was bought by Prince Albert II of Monaco.

Yet while even regular versions of the Electric Moke are pretty expensive, Moke International has a plan for what it describes as "democratising" access to the iconic Moke brand. Partnerships with various hotels across the world enable admittedly well-off holidaymakers to experience the Moke for themselves for as little as £150 per day. Of the cars Moke International sells, some 80 per cent currently go into private ownership, with the push towards the rental market intended to push up the fleet market share.

For lack of a better phrase, the Electric Moke is a fantastically flawed hoot, and although the Surrey Hills on a cloudy weekday weren't its intended stomping ground, we wouldn't say no to an all-expenses-paid trip out to the Caribbean or Key West to experience the EV Moke lifestyle for real.

NEW FORD KUGA: LOADED WITH DOING POWER



Ford

BRING ON
TOMORROW



Discover the perfect work-life balance with the New Ford Kuga plug-in hybrid SUV

When it comes to your next business car decision, affordability and reliability are key. But you'll also need whatever wheels you decide on to be practical, full of the latest technology and be flexible enough for all the family. Say hello to the New Ford Kuga plug-in hybrid SUV: with bold styling, next-level connectivity and a more versatile interior, plus the company car tax-saving advantages and fuel efficiency on offer via its PHEV powertrain, the New Kuga provides you with the perfect stepping stone to an all-electric future.

Good business sense

While there are currently many reasons and incentives to purchase a new EV, not every customer is in a position to jump straight from petrol or diesel power to a fully electric vehicle. With this in mind, Ford has designed the Kuga plug-in hybrid SUV to offer you the best of both worlds; electric power to cover most, if not all, of your day-to-day journeys, with the reassurance of a petrol engine to tackle longer road trips when you need to.

If you're not quite ready to commit to an all-electric car, then the Kuga PHEV makes complete sense, giving you the flexibility you need for your individual lifestyle while still providing zero emissions at the tailpipe when driving in EV mode.

And, don't forget - it's good for business and your bank balance, too. Why? Well, the Benefit-in-Kind (BiK) tax you pay on a company car is linked to the levels of CO₂ it produces: the lower the emissions, the less tax you incur. Opting for the Kuga plug-in hybrid means you'll be in a company car tax band of 8-12 per cent (depending on which series chosen), versus a figure that's more likely to be around 25 to 30 per cent for a regular petrol model.

Admittedly, if you were to go for an EV, then the BiK rate would be lower still - at two per cent - but you then wouldn't have the backup and easy adaptability of the plug-in hybrid powertrain, while the tax reduction for a PHEV compared with a combustion-engined model is still hugely significant. You might say it's a win-win.

With an extensive network of trusted dealers, there's even more support from Ford to help secure your New Kuga PHEV model. Plus, if you decide to opt out of your company car programme then Ford Lease Personal Contract Hire[^] may be an alternative solution for you - it's a leasing plan where you pay monthly rentals and return the vehicle at the end of the agreement.

Family flexibility

The Ford Kuga plug-in hybrid has real family pedigree; Europe's best-selling PHEV in 2021 and 2022, the updated model has been improved further across the areas that really matter to buyers. With an all-electric range of up to 42 miles* from its 14.4kWh battery, and

CO₂ emissions of just 21g/km,** the Kuga is even more qualified to take on the role of a capable and efficient family SUV.

A powerful and stylish new look sets the tone of what to expect inside the cabin, with a 13.2-inch touchscreen - running Ford's latest SYNC 4 infotainment system - taking centre stage. Advanced connectivity features include Apple CarPlay and Android Auto, a 5G modem and over-the-air updates that can remotely upgrade your vehicle's performance, comfort and capability - bringing more convenience to your busy life.

The reimaged interior includes clever touches that really make a difference to taking the stress out of day-to-day family motoring; sliding rear seats allow you to prioritise either extra legroom or more luggage space, while familiar and equally practical tech such as Ford's Quickclear heated front screen, mean you won't be kept waiting on chilly morning starts.

When you factor in the new Kuga's increased towing capacity of up to 2,100kg,*** along with active safety systems such as Lane-Keeping Aid with a Lane-Departure Warning, and Pre-Collision Assist with Autonomous Emergency Braking, you can feel reassured that you're buying into an impressive overall package that delivers where it counts.

All that's left to do is decide on which equipment specification suits your needs best; will it be the sporty Kuga ST-Line or the extra luxury features that come with the ST-Line X? Alternatively, the more rugged style of the Active version, with its raised ride height, off-road-inspired exterior trim and additional 'Trail' drive mode might appeal to your more adventurous side.

Whatever you decide, you'll find the Ford Kuga plug-in hybrid is simply loaded with more.

Discover New Ford Kuga at ford.co.uk/cars/new-kuga

*WLTP (Combined) test results shown for New Kuga PHEV ST-Line Active. Based on full charge and intended for comparisons between vehicles. Real world drive range may vary.

**For Plug-In Hybrid (PHEV) models (21-23g/km). Figures obtained via WLTP testing procedures, using a combination of battery power and fuel.

***Max. towing capacity figure relates to the Kuga AWD Hybrid and Plug-in Hybrid models. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

[^]Ford Lease is provided by ALD Automotive Ltd t/a Ford Lease BS16 7LB authorised and regulated by the Financial Conduct Authority register no. 308101.

LONG DRIVE

Tesla has given its Model Y Long Range family SUV an extra 90 miles of range. Can BMW's best rival keep up?



VISION



ESSENTIALS

Tesla Model Y Long Range RWD

Price: £46,990

Powertrain: 1x e-motor,
92kWh battery, 342bhp

0-62mph: 5.7 seconds

Test efficiency: 3.7 miles/kWh

Official range: 373 miles

Annual VED: £0

**BMW iX1
eDrive20 Sport**

Price: £46,205

Powertrain: 1x e-motor,
66.4kWh battery, 201bhp

0-62mph: 8.2 seconds

Test efficiency: 3.7 miles/kWh

Official range: 293 miles

Annual VED: £0

Pete Gibson

MODEL Y vs iX1

Modern family transport has never been more compelling

REX IF any one brand can be credited for transforming the EV landscape, it's hard to look beyond Tesla. The Model Y is the company's most successful model to date, and with 1.2 million sold in 2023, it was the world's biggest-selling car last year. While the UK market isn't quite its strongest, it still ranked fifth in the charts here last year, and remains in the top 10 so far in 2024.

But with so many competitors flooding the market, standing still will mean falling back, which is why Tesla has introduced an

HEAD TO HEAD

ON THE ROAD

PERFORMANCE has never been in short supply in the Model Y, and even though that's not the priority for the Long Range RWD, it's still class-leading in this area; its 0-60mph time of 5.7 seconds is a clear 2.9 seconds faster than the BMW takes to get to 62mph. However, the iX1 handles and steers more sweetly than the Tesla, as well as delivering better refinement and a superior ride (although it's still too firm for our liking).



TECH HIGHLIGHTS

THE key upgrade to the Model Y here is that the existing Rear-Wheel Drive model has become a Long Range. For a £2,000 price bump, this means that it gains the larger battery fitted to the dual-motor models, but is even more efficient. The BMW instead uses a more modestly sized battery to improve its efficiency, and with 201bhp at its disposal in the base form here, the iX1 is 141bhp shy of this Model Y.



CONTENDERS

Tesla Model Y

ON the outside, a new 74-plate registration is pretty much the only thing that separates this new Long Range RWD model from its predecessor, but that's because the key changes come under the skin.

The most important statistic to note here is the range; while a distance of 283 miles (WLTP) was the best that drivers of the old car could hope for, the new Model Y now lifts this figure by 90 miles to an impressive 373 miles, which ranks up there among the class leaders.

PRICE AND RUNNING

GIVEN the range and performance on offer, it's hard not to conclude that the Tesla offers better value for money. The entry-level version of the iX1 starts from roughly £800 less than the Tesla, yet the BMW's 293-mile WLTP range in base Sport spec is 80 miles short of its rival. At 3.7mi/kWh, the BMW's test efficiency was the same as the Model Y's, which matched it while offering much stronger performance.



RANGE

The Tesla's official range of 373 miles is considerably more than the BMW's, and the Model Y has faster charging speeds

BMW iX1

THE iX1 launched into an area of the market where Audi, Mercedes and Volvo had competent, but still flawed, options, leaving a large opportunity for BMW to draw premium buyers into a more complete package. At the time, the iX1 was the best of the bunch.

Since then, a less expensive and more efficient powertrain has been made available, which dropped the price of the entry-level eDrive20 to £46,205 – a near match for a base Tesla Model Y.

**PRACTICALITY**

EXCELLENT packaging means that the Model Y offers best-in-class passenger and boot space – it really is huge inside. Soft seats make it a very comfortable place to sit, regardless of whether you're in the front or the back. The BMW is a physically smaller car – it's a full 251mm shorter than the Tesla – so both boot and interior space aren't quite as generous. However, there's still plenty of room inside for families.

**SAFETY**

BOTH cars achieved excellent five-star ratings when assessed by Euro NCAP in 2022. The BMW's Child Occupant Score was marginally higher than the Tesla's, but the Model Y performed better in the Vulnerable Road Users, Adult Occupant and Safety Assist categories. Indeed, in the case of the second and third of those categories, the Model Y beat the BMW and every other car that was assessed that year.

**OWNERSHIP**

TESLA'S Superchargers form the most convenient charging network in the country by far. Simply plug in, take as much electricity as you need and the total amount comes out of your account via Direct Debit at the end of the month. The iX1 can make the most of a wide range of contactless charging networks (including Tesla's), but at 130kW, it can't match the Model Y's 250kW peak charging speed.



REX IT'S not hard to see why the Model Y is such a roaring success worldwide. It's a car which has become a standard-setting family car; not only does it put a huge tick in the safety and practicality boxes, but it also manages to offer a level of badge appeal that, for a surprisingly modest price, makes for quite an irresistible combination for many.

There are flaws to be uncovered here, but regular improvements – including to a powertrain range that has always led the class – means that few alternatives can return the degree of all-round appeal that's on show.

ENGINES & PERFORMANCE 4.6/5★

LET'S not beat about the bush: when it comes to electric vehicles in this segment, nothing in this class is capable of matching the all-round mix of performance and efficiency of the Model Y.

The pick of the range is the base Long Range Rear-Wheel Drive, which not only offers the best range of the three powertrain choices at 373 miles, but is still able to achieve a 0-60mph time of just 5.7 seconds. The power delivery is linear and predictable, too; while some EVs dump all of their torque to the front wheels instantly, causing clumsy wheelspin, the Model Y instead brings it in gradually, causing a surge of acceleration that's not unlike driving a very powerful petrol-powered car and moving away from standstill in second gear.

For those with slightly less patience, there's the Long Range All-Wheel Drive model, which cuts the 0-60mph time down to 4.8 seconds, while the hottest Performance version slashes that number to just 3.5 seconds, and benefits from a range of chassis and brake upgrades to keep everything in check.

DRIVING 4.0/5★

THE Model Y isn't a car for keen drivers – its steering feels too artificial and its chassis lacks sophistication for those tempted to take a spirited drive down a twisty B-road. That also translates into an unsettled ride, which is a little disappointing.

AROUND TOWN At low speeds the Model Y provides a mix of excellence and some more frustrating elements. On the plus side, the braking and motor regeneration are brilliantly calibrated, which means you can bring the Tesla to a limo-like smooth stop with very little effort. However, if you don't like one-pedal driving, this isn't the car for you, because there are no other options here.

Another slight problem when driving in town is that the turning circle, at over 12 metres, is a little underwhelming for a car of this size.

A & B-ROADS That steering presents more of an issue at higher speeds, too. It's incredibly quick and responsive, which makes the Model Y agile through the corners to a point, but the weighting and feedback are poor, feeling more like the cheap Mario Kart-imitating racing game playable through the car's touchscreen than it does a physical steering rack.

It's also not helped by the heavy brake regeneration, which means that when entering a corner, it's tricky to balance the car through a turn. Most drivers will rarely use the actual brakes, but for those occasions when they are needed, a little more firmness to the pedal would make things feel rather more reassuring.

In reality, the chassis isn't that well resolved on the Long Range models; while later cars ride a little softer than earlier Model Ys' brutally harsh set-ups, there's still some fidgeting that never goes away. The Performance, which gets a unique suspension set-up, feels much more sophisticated, delivering both better body control and a more compliant ride.

MOTORWAY That fidgeting continues at speed, where the Model Y also begins to transmit plenty of road noise through its fat tyres. It's among the more noisy cars in this class to drive at high speed as a result. We're holding out for the revised model, because if its upgrades mirror those applied to the smaller Model 3, they should introduce more soundproofing materials, which delivered a noticeable improvement in refinement for its sibling.

MPC & RUNNING COSTS 4.7/5★

IN our time aboard the latest Model Y Long Range Rear-Wheel Drive, we averaged 3.7 miles per kilowatt hour. This figure was achieved in cool conditions and with no concessions to EV driving, so in warmer months and with a lighter foot, it could certainly be improved upon. In other words, Tesla's claim of 4.0mi/kWh should be achievable. Cold-weather efficiency shouldn't take too drastic a hit, however, because a heat pump is fitted as standard.

EV RANGE/ BATTERY/CHARGING Based on our efficiency figure, the Model Y would be capable of 340 miles on a single charge – farther than most people would drive before stopping. When the time comes to recharge, all models, including the latest Long Range Rear-Wheel Drive, are now capable of replenishing their battery at up to 250kW, which means a 0-80 per cent top-up should take around 25 minutes.



TESLA

Improved range and efficiency a



MODEL TESTED:

Tesla Model Y Long Range RWD

PROS

- Superb powertrains
- Huge range
- Spacious cabin

CONS

- Chassis lacks sophistication
- Over-reliance on touchscreen
- Artificial steering feel

TESTER'S NOTES

TESLA has yet to overhaul its smallest SUV in the same way that it has done with the mechanically similar Model 3 saloon. While there's a lot to enjoy about the Model Y – especially with the new, more efficient powertrain – it won't be too long before things improve a little further. We expect



Alex Ingram
Chief reviewer

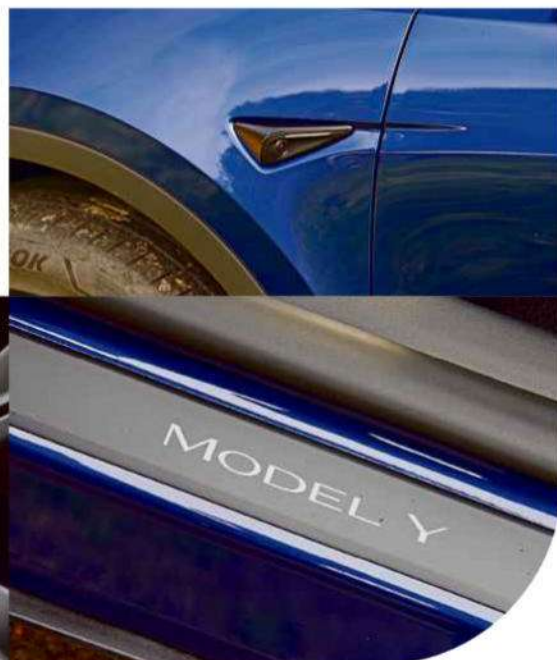
the Model Y's facelift to mirror that of its smaller range mate – not only when it comes to the design tweaks, but with refinement upgrades such as acoustic glass and extra sound-deadening materials, plus revised suspension bushings.

MODEL Y

add even more appeal to huge seller

DRIVING

The Model Y's power delivery and brake regeneration are well engineered for driving in town, but steering and ride quality flaws are evident at higher speeds



"NOTHING ELSE IN THIS CLASS IS CAPABLE OF DELIVERING THE ALL-ROUND MIX OF PERFORMANCE AND EFFICIENCY"

TAX Being a full EV, the Model Y is currently not subject to any VED charges. Likewise, its Benefit in Kind banding places it in the lowest two per cent bracket for the 2024/25 tax year, so running costs are minimal here, too.

INSURANCE The one exception to the Tesla's low running costs comes in its insurance. Even the base model gets a lofty group 45 rating, so it'll be very important to shop around to find the most competitive figures.

DEPRECIATION If you plan to hold onto your Model Y for some time – or even make the most of competitive finance deals – then above-average residuals certainly help its cause. That desirability is reflected in the fact that after three years or 36,000 miles, it is predicted to maintain between 49 and 55 per cent of its original value (the stronger number applies to this Long Range Rear-Wheel Drive model). That compares strongly with other premium EVs such as the Audi Q4 e-tron – expected to retain just 38-43 per cent of its asking price over the same period – while the Renault Scenic line-up maintains a respectable 52-54 per cent.

INTERIOR & TECHNOLOGY 4.2/5★

THERE'S a modern cabin to be found here, but in some cases the minimalism comes at the expense of sound ergonomics.

DESIGN Sink into some soft, comfortable seats, and the Model Y presents the driver with a minimalist dashboard. Only a large touchscreen breaks up the vast span of wood-effect trim that crosses the dashboard and runs into the door panels, while air is vented through a subtle gap just above it.

QUALITY Build quality has long been a bone of contention for Teslas we've tested, with early models suffering from sharp plastic trim pieces inside and uneven panel gaps on the outside. Our latest Model Y test cars show that things have certainly improved; while we wouldn't rate the level of finish as highly as what you'd find on a BMW or Peugeot – the latter now the standard setter among mainstream brands – it appeared to be fine.

TECH AND INFOTAINMENT Tesla considers itself a tech company as much as a car brand, and in many areas this is clear to see – for better and for worse. There are no dials ahead of the small-diameter steering wheel; instead everything is controlled through the vast touchscreen to the side.

Some of this is quite neatly worked out, with controls that most people will only adjust a handful of times, such as the steering wheel

and side mirrors tweaked by the neat thumbwheels on the steering wheel spokes.

Others are just a bit irritating. Headlights and wipers should always be easily accessible, and while a quick prod on the end of the indicator stalk makes the wipers move and brings up an on-screen sub menu to adjust the speed, playing with the lights on the display is far more of a faff than it would be with a simple switch.

The glovebox is only accessible through the screen, too, so if your passenger wants to open it on the move, then they will have to dive into a sub-menu, taking the screen away from the navigation page the driver was likely using.

PRACTICALITY 4.5/5★

TESLA has managed to maximise the packaging benefits that come with small electric motors and a flat battery pack beneath the floor, which means the Model Y is hugely spacious inside.

FRONT SPACE The dashboard line is fairly low, which means that the view ahead is very good. This is in contrast to the tiny back window, so what goes on behind the driver is much more of a mystery. Fortunately a range of cameras make parking in tight spots a fairly stress-free process.

REAR SPACE A completely flat floor makes the back seat area feel very roomy – even with three people sitting on the bench. While the smaller Model 3 suffers from a high floor relative to the seat base, there are no such issues here; that means taller occupants will still feel comfortable. Plenty of foot room beneath the front seats helps, too.

BOOT SPACE Tesla only quotes a boot volume that extends to the roof rather than the window-line figure that most other brands use, so the very generous-looking 854-litre volume needs to be taken with a pinch of salt.

However, the space on offer is still enormous compared with most rivals, and the neat, square load area and relatively low boot lip are very well thought out. Better still, there's another smaller storage space under the bonnet, which means that it's possible to keep the dirty charging cables separate from the rest of the luggage.

RELIABILITY & SAFETY 4.5/5★

TESLA performed brilliantly in our annual Driver Power customer satisfaction surveys, and that was backed up with a second-place finish overall for the brand in 2024.

It is worth noting, however, that despite this score, 37.9 per cent of owners experienced a fault of some sort within the first year; out



FIT AND FINISH

Tesla has a bit of a reputation for poor quality, but it has improved standards considerably





REAR SEATS

Three adults will be happy in the back; there's plenty of head and legroom, and space for feet under the front seats



TESTER'S NOTES

TESLA has always been a brand that likes to entertain its owners with gimmicks, and the Model Y's 'Toybox' menu is the place to go for entertainment of gradually decreasing levels of maturity. From a cosy fireplace mode on the touchscreen, to an external boombox mode which plays your music to the outside world – or even a mode that simulates flatulence – there's enough to make the typical Supercharger stop just fly by. Whether it passes in a fit of giggles or toe-curling cringing will be down to the individual.



Alex Ingram
Chief reviewer



PRACTICALITY

A well shaped, sizeable boot with a low lip makes loading easy, while the rear seat backs are split 40:20:40. A wipe-clean storage well beneath the bonnet means the charging cables can be kept away from the boot

"THE MODEL Y'S INTERIOR BENEFITS FROM THE SMALL ELECTRIC MOTORS AND A FLAT BATTERY PACK



of the 32 brands in the rankings, only Jaguar and Land Rover threw up more issues.

WARRANTY 4.4/5★

TESLA offers buyers a four-year warranty with four years of breakdown cover. The latter is a very generous package, while the former ranks Tesla ahead of the premium German brands, if not the likes of Hyundai, Kia or MG, which respectively offer five, seven and seven years of manufacturer cover.

SERVICING 4.9/5★

THE minimal running costs elsewhere also apply to servicing. Recommended maintenance consists of a biennial cabin filter change and brake fluid check, plus a suggested tyre rotation every 6,250 miles. Otherwise, there are zero service costs.

REX AS it stands, the iX1 is the smallest EV offering in BMW's range. That doesn't mean it has much in common with the i3 that was previously the most compact model offered. While that was an innovative, smartly designed small car, the iX1 instead takes aim at the popular compact SUV crowd.

That means it's up against not only the likes of the Tesla Model Y, Audi Q4 e-tron and Volvo EX40, but also similarly sized, more mainstream alternatives such as the Skoda Enyaq and Peugeot E-3008. There's the mechanically similar, but more stylised, MINI Countryman, to contend with, too.

ENGINES & PERFORMANCE 4.3/5★

A LOT of EVs on the market offer far more performance than the average family buyer really needs. BMW gives the option of two powertrains in the iX1, and for the overwhelming majority, it'll be the base eDrive20 that offers the necessary mix of performance and range.

It uses a single front-mounted motor that produces 201bhp and 250Nm of torque, which is good for a 0-62mph time of 8.2 seconds. Above that sits the twin-motor, four-wheel-drive xDrive30. Output climbs to 309bhp and 494Nm, which is enough to slash three seconds from the eDrive20's 0-62mph time. Both models use the same 66.4kWh (net) battery pack, which is smaller than the class average.

DRIVING 4.3/5★

WHILE it's not a driver's car in the true BMW sense, the iX1 still out-handles the overwhelming majority of the competition. There is a catch, though: comfort takes a hit.

AROUND TOWN When choosing an iX1, it's well worth considering just how much you want to chase the style you get with the M Sport's large wheels and sports suspension, because it results in a very hard ride. It's bordering on the sort of firmness that buyers would expect from a hot hatchback, so it can start to feel a little wearing in a family car while you're just trying to take a relaxed daily commute.

Go for the xLine trim or the lower Sport (only available with the eDrive20 powertrain) and the standard suspension setting and smaller wheel sizes help to take the edge off. Even so, if you value comfort, then the Audi Q4 e-tron is still a much better option.

A & B-ROADS The flipside of this is that the BMW handles more sharply than most of the alternatives in this segment. This is all relative, though; as a heavy, electric SUV, it's still not going to set pulses racing in the way

that some of BMW's other products can. Even its larger offerings, like the iX, manage to deliver decent handling with class-leading comfort – something the iX1 can't achieve.

The steering is very precise and offers a little feedback to the driver – even if, more often than not, that is just to let the driver know that the front tyres are reaching the limits of their grip.

Regardless of whether you go for the single or twin-motor model, the power delivery is very smooth, providing a sharp throttle response without overwhelming the traction of the front tyres. A 'Boost' paddle to the left of the steering wheel gives you maximum power for 10 seconds, but in the eDrive20 we noticed little to no difference between pulling the paddle and simply pushing the accelerator pedal as far as it'll go.

MOTORWAY Motor refinement and wind noise are fairly well contained at higher speeds, which means that road noise is the most conspicuous sound you hear. It's not unnecessarily harsh, though, more of a distant bassy rumble; it's only marginally louder than the likes of the Q4 and is quieter than the Mercedes EQA and – more relevant here – the Tesla Model Y.

MPC & RUNNING COSTS 4.3/5★

WE have run an iX1 on our long-term fleet and over a wide mix of urban motorways, A-roads and town driving, it averaged 3.7 miles per kilowatt hour.

Charging at the current UK electricity price cap of 22.4p per kilowatt hour, that would mean 10,000 miles of charging would come to £604. Those who are able to charge via a cheaper energy tariff can pay even less, while those who regularly top up at expensive public rapid charging points could pay significantly more.

EV RANGE/ BATTERY/CHARGING With a net capacity of 66.4kWh, the iX1's battery is a little smaller than most of its key rivals. Based on our test efficiency, that means that the iX1 is capable of 246 miles between charges, which is a little low compared with the class standard, but still plenty for all but the longest road trips.

When it comes to topping up the battery in a hurry, a maximum charge rate of 130kW is a fair bit slower than rivals such as the Tesla Model Y (at 250kW), too.

TAX The zero-emission powertrains mean that the iX1 isn't subject to Vehicle Excise Duty charges, while its two per cent rating for Benefit-in-Kind costs makes it a cheap option for company car drivers, too – higher-rate



BMW iX1

Strong all-rounder has premium



MODEL TESTED:

BMW iX1 eDrive20 Sport

PROS

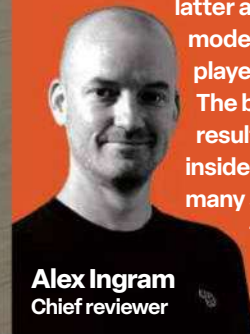
Keen handling
Class-leading infotainment
Strong powertrains

CONS

Substandard range
Firm ride
Charging speeds

TESTER'S NOTES

MANY of BMW's latest creations have divided opinion when it comes to looks, but the brand has played things slightly more safely with the iX1. Large grille aside, the general shape is sharply styled yet chunky enough to appeal to the SUV crowd. Wheel sizes range between 17 and 20 inches – the latter a £1,530 option on M Sport models. Tesla, however, has played things even safer. The bubble-shaped roofline results in lots of space inside, but there aren't many signature details that set the Model Y out as a Tesla.



Alex Ingram
Chief reviewer

IX1

and mainstream SUVs in its sights

DRIVING

Stick to Sport trim, with its small wheels and standard suspension, and the ride is fine, although Audi does it better. But the iX1 is still one of the best SUVs to drive



"BMW GIVES THE OPTION OF TWO POWERTRAINS, AND THE BASE EDRIIVE20 WILL SUIT THE MAJORITY OF BUYERS"



income tax payers can expect deductions of just £369 this year, increasing to £554 in the 2025/26 financial year.

INSURANCE Groups start from 29 for the entry-level iX1 eDrive20 Sport and climb to 38 for the xDrive30 M Sport, which is considerably lower than the Model Y's rating.

DEPRECIATION Residual values aren't really a BMW iX1 strong point, but some rivals fare worse than others. After three years or 36,000 miles, the iX1 that will be the most resistant to depreciation will be the base eDrive20 Sport, which will cling onto 45 per cent of its original price. The xDrive30 M Sport loses more money, maintaining an estimated 41 per cent of its value over the same period.

The Audi Q4 e-tron and Volvo EX40 depreciate more, but the Tesla Model Y holds onto its value better.

INTERIOR & TECHNOLOGY 4.5/5★

IN terms of design, ergonomics and build quality, the iX1's cabin ranks very close to the top of the family EV class.

DESIGN BMW's interior designers have been on top form in recent years, and the iX1 is yet another hit for the brand. It offers a modern, clean interior design without completely sacrificing physical switchgear and controls. It's a shame that the iDrive click wheel, still used on larger BMWs, is not present here, but for the most part the cabin controls are simple and intuitive to use.

There are other little touches that are well thought out; the wireless smartphone charging pad is near vertical on the dash to not take up too much space, and a small hinged bar secures the phone so it doesn't move around while driving.

QUALITY The firm's interior quality still leads the way almost universally across the board, and the iX1 feels more sturdy than its rivals in this segment, too. The materials are top notch and what little switchgear there is all feels solid and expensive.

TECH AND INFOTAINMENT A pair of displays curve gently across the top of the dash, and both have a superbly sharp resolution. The colours change subtly among the driving modes, but we find that the angular layouts for the road speed and charge levels look a little fussy compared to the beautifully clear and simple analogue BMW dials of the past.

PRACTICALITY 4.3/5★

WHILE it isn't quite class leading for overall space, the iX1 is still more than roomy enough

for most people's needs. It misses out on a few features present in the Tesla, though.

FRONT SPACE The front seats and steering wheel come with plenty of adjustment, although as with most other BMWs, the wheel rim is a little thicker than in most rivals, which makes it feel slightly less precise than in most other competitors.

Storage is fairly impressive here, too, with large trays located beneath the floating centre console, and a couple of cup-holders mounted farther forward.

Our one small gripe is that the central armrest storage area is hinged away from the driver, as if it were designed for left-hand-drive markets and no one bothered to change it for right-hand-drive cars. BMW isn't unique in doing this, however.

REAR SPACE In terms of headroom and elbow room, the iX1 is as spacious as anything else in the segment, and the adjustable backrest can recline into a more relaxed position for longer trips.

The BMW lags ever so slightly behind the competition when it comes to kneeroom, where it's not quite at SUV levels, and there is less space to stretch out than you'll find in the back of a 3 Series. The floor has only a minimal hump in the centre, so there's still plenty of foot room even if three people are sitting in the back. The base of the centre seat is soft, but the backrest, which doubles as a fold-out armrest, is a little firm.

Installing a child seat is straightforward, because the Isofix mounts are easy to reach behind hinged plastic clips. The rear door bins are huge, too – ideal for drinks bottles and mobile devices – so it's great for storage.

BOOT SPACE At 490 litres (measured up to the window line), the iX1's boot is a generous size, if not quite class-leading. Fold the back seats down, and the volume grows to 1,495 litres.

Unlike the Tesla Model Y, there's no separate storage under the bonnet for items such as cables or soft bags.

RELIABILITY & SAFETY 4.0/5★

THE petrol-powered X1 bagged a five-star rating when it was tested by Euro NCAP back in 2022, and the safety body confirmed this score applied to the all-electric iX1 when it was assessed separately in 2023. An impressive score of 92 per cent in the Safety Assist category was its strongest rating.

A 14th-place finish out of 32 brands left BMW mid-table in the 2024 Auto Express Driver Power satisfaction survey, but that was comfortably good enough for it to beat



STORAGE

There's a clever phone pad, plus a bin under the centre console, but the hinged lid is an annoyance





REAR SEATS

In general, there's a good deal of space on offer, with reclining seats, although tall adults may find kneeroom a bit restrictive



TESTER'S NOTES

THE iX1's brakes offer reassuring feel and a smooth transition between the motor regeneration and the mechanical system kicking in. There are three choices of regen to choose from, but they're a little fiddly to adjust because they're chosen via the infotainment system, as opposed to the more intuitive paddles that some rivals employ. There's also an adaptive regen system, which uses navigation and traffic data to decide how much regen to use, but like all systems of this type, it's inconsistent and unpredictable.



Alex Ingram
Chief reviewer



PRACTICALITY

The iX1 is well designed for family life, with a decent boot that can be extended to 1,4965 litres by folding the rear seats. There's no separate storage for the cables, though, so they'll have to take up room in the back

"IT'S NOT QUITE CLASS LEADING FOR OVERALL SPACE BUT THE iX1 IS STILL MORE THAN ROOMY ENOUGH"



Mercedes (25th) and Audi (27th). BMW owners said they particularly loved the powertrains, chassis and infotainment tech.

WARRANTY 4.0/5★

BMW offers a three-year, unlimited-mileage warranty on all of its range, including the iX1, which is par for the course. Three years of breakdown cover is also provided.

SERVICING 4.2/5★

SERVICE intervals are set at every two years, which keeps costs down relative to the equivalent petrol-powered X1 models. This works out as £512 over the first three years for the iX1. That's still more than the advertised £0 for the Model Y, although inevitably you will have to pay a Tesla dealer to have the aforementioned filter changed.

PRICES AND SPECS

	TESLA MODEL Y	BMW iX1
Our choice	Long Range RWD	eDrive20 Sport
Price from/price of our choice	£46,990/£46,990	£46,205/£46,205
Powertrain	1x e-motor	1x e-motor
Power/torque	342bhp/N/A	201bhp/250Nm
Transmission	Single-speed/rwd	Single-speed/fwd
0-62mph/top speed	5.7 secs/135mph	8.2 secs/116mph
Battery capacity	92kWh	66.4kWh
Efficiency (WLTP)/range	3.7mi/kWh/373 miles	3.7mi/kWh/293 miles
Charging	250kW (0-80% 25 mins)	130kW (10-80% in 29 mins)
CO₂ emissions	0g/km	0g/km

DIMENSIONS

Length/wheelbase	4,751/2,890mm	4,500/2,692mm
Width/height	1,921/1,624mm	1,642/1,845mm
Rear kneeroom	680-989mm	548-793mm
Rear headroom/elbow room	948/1,455mm	962/1,449mm
Boot space (seats up/down)	854*/2,041 litres	490/1,495 litres
Boot length/width	1,091/945mm	985/1,005mm
Boot lip height	600mm	695mm
Kerbweight/towing weight	1,979/1,600kg	1,940/750kg
Turning circle	12.1 metres	11.9 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£24,721/52.6%	£21,167/45.8%
Depreciation	£22,269	£25,038
Insurance group/quote/VED	45/£1,749/£0	21/£1,111/£0
Three-year service cost	£0	£512
Annual tax liability std./higher rate	£188/£375	£185/£369
Annual fuel cost (10k miles)	£700	£1,832
Basic warranty (miles)/recovery	4 yrs (50,000)/4 yrs	3 yrs (unlimited)/3 yrs
Driver Power manufacturer position	2nd	14th
NCAP Adult/child/ped./assist/stars	97/87/682/98/5 (2022)	86/89/76/92/5 (2022)

EQUIPMENT

Metallic paint/wheel size	£1,300/19 inches	£700/18 inches
Parking sensors/camera	F&R/360-degree	F&R/yes
Spare wheel/Isofix points	Repair kit/two	Repair kit/three
Keyless entry & go/powerd tailgate	Yes/yes	£1,680/yes
Leather/heated seats	Faux/yes	No/yes
Screen size/digital dashboard	15.0 inches/yes	10.3 inches/yes
Climate control/panoramic sunroof	Yes/yes	Yes/£1,100
USBs/wireless charging	Four/yes	Four/£1,680
Wireless CarPlay/Android Auto	No/no	Yes/yes
Blind-spot warning/head-up display	Yes/no	£540/yes
Adaptive cruise/steering assist	Yes/yes	£720

*Volume to roof

WHAT WE WOULD CHOOSE

TESLA We'd stick with the standard 19-inch wheels, because the 20-inch alloys cost £2,100 and cut 22 miles of range. White is the only no-cost paint; our car's blue costs £1,300 (as does black), while red and silver options are £2,600.

BMW There are eight exterior paint finishes and a range of interior upholstery options, allowing greater scope for personalisation in the iX1. Most paints cost a modest £595 – although Frozen Grey is still a pricey £2,100 extra.

INFOTAINMENT



Tesla Model Y 4.4/5★

15-INCH TOUCHSCREEN

KEY FEATURE: OVER-THE-AIR UPDATES

WHEN it comes to loading times, screen responsiveness and graphics, the Model Y has one of the very best infotainment systems of any new car. The navigation system is rapid and can automatically plot a route based on any charges that are needed along the way; it'll even tell you how many minutes a stop will require and add that to the total journey time. However, some functions, such as the headlights, shouldn't be confined to a touchscreen; they should be easily accessible via a physical switch.



BMW iX1 4.5/5★

IDRIVE OS9

KEY FEATURE: WIRELESS APPLE CARPLAY

AT 10.25 inches, the iX1's main screen isn't as large as the Tesla's, but a second 10.7-inch display ahead of the driver caters for functions that are crammed onto the Model Y's single screen, so they feel a little more spaced out and the on-screen buttons are often larger. The resolution is at least as sharp as its rival's display, too, and although it's a shame that the climate controls are on-screen only, the arrangement isn't as fiddly as many other rivals' set-ups.

“SOME DRIVING FUNCTIONS, SUCH AS THE HEADLIGHTS, SHOULDN'T BE CONFINED TO THE TESLA'S TOUCHSCREEN”



BMW iX1 BEST FOR: PREMIUM FEEL

TESLA has come a long way with its build quality, but it still can't match the sense of quality or occasion you get from the posher iX1.

TESLA MODEL Y BEST FOR: LONG TRIPS

SET aside its slightly less refined cabin, and the Model Y's space, performance and brilliant range make it a great choice for motorway journeys.

RESULTS

WINNER ★★★★★

Tesla Model Y Long Range RWD

THE Model Y has been jostling for position at the top of its class ever since it was launched, and during the intervening years it has matured into a stronger product. The revised entry-level powertrain has only reinforced its stronghold; the new pick of the line-up mixes a huge real-world range with brilliant performance and impressive efficiency.

If we're being picky, there's not a huge amount here for keen drivers to appreciate, but if you're after a spacious, safe and frugal family car, the Model Y is hard to beat.



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RUNNER-UP ★★★★★

BMW iX1 eDrive20 Sport

IF you're happy to sacrifice a bit of interior space for a car that takes up less room on the road or your driveway, then the BMW is still a fantastic alternative to the Tesla. In terms of tech and efficiency, it's a match for its rival, while it's also significantly better to drive – even if it isn't as fast in a straight line.

We'd appreciate it even more if the iX1 had a compliant ride, and some buyers might hope for a slightly better range if this is to be their first or only family car, but it's another hit for BMW, regardless.



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Andy Pringle

Andy.Pringle@autoexpress.co.uk

REX YOU don't need to be eagle-eyed to notice that there's something very different about my appearance in the photos on these pages. Gone is my usual uniform of jeans and black T-shirt, replaced by something altogether smarter.

The reason is my latest car from the Auto Express fleet, a Genesis GV60. I'll be running it for the next six months and it's certainly a step up the automotive social ladder for me. Hence, I'm taking some pride in it, dressing accordingly and keeping the badge gleaming.

In fact, that badge has already been the cause of much confusion, because friends and neighbours keep complimenting me on my new Bentley. I can understand their confusion, and I imagine it's not lost on the Genesis design team that their badge bears more than a passing resemblance to the renowned British luxury brand's.

Still, those designers clearly deserve a pat on the back, because no one has ever accused me of sticking a fake badge on something undeserving. In other words, to the untrained eye, this all-electric Korean SUV looks like a proper Bentley. It clearly appeals to our neighbour's cat, too, given that he has taken to sunning himself on the rear spoiler.

Perhaps most importantly, the GV60 is also going down well with me and my family. I'm only a few weeks into the loan, but the high quality is what has impressed me most so far. Although Genesis is a brand owned by the Hyundai Group, the interior could easily pass for something from a prestige German brand. And that's despite the fact that this is the entry-level version of the car.

Open the door – neatly, the flush exterior handles pop out when the driver walks up to the car with the key in their pocket – and the first thing you notice is the bright upholstery. It's artificial leather, but it does a very decent job of impersonating the real thing.

I'm also delighted to report that the grey/white colour scheme is bearing up well in the



FIRST REPORT

GENESIS GV60

Premium electric SUV joins the fleet for six months



UPMARKET

Genesis badge has been causing some confusion for the uninitiated, although the neighbour's cat doesn't seem to care either way



MODEL TESTED:

Genesis GV60 Premium

On fleet since:	August 2024
Price new:	£53,300
Powertrain:	77.4kWh battery, single e-motor, 226bhp
CO ₂ /BiK:	0g/km/2%
Options:	Saville Silver exterior (£740), Innovation pack (£2,810), Bang & Olufsen audio (£990), Sunroof (£1,120), Vehicle-to-load pack (£880), Auto-dimming door mirror (£80), Copper caliper colour (£280)
Insurance:	Group: 40 Quote: £999
Mileage/efficiency:	865 miles/3.9 miles/kWh
Any problems?	None so far

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

PROS

Tech is plentiful, and easy to use
Great car for motorway cruises
Comfortable seats
Loads of room inside

CONS

Large turning circle isn't ideal
It's not the Bentley people think it is
Lack of rear wiper limits view in rain
Ride is too firm around town

"ALTHOUGH GENESIS IS PART OF HYUNDAI, THE INTERIOR COULD EASILY PASS FOR ONE MADE BY A PRESTIGE GERMAN BRAND



face of occasional assaults from my 10-year-old daughter, who loves nothing more than a football match followed by a pack of Mini Cheddars on the way home. The GV60's Saville Silver paintwork (a £740 option) is also coping well with muddy football club car parks and the generally awful weather lately.

Equally impressive is the on-board tech, which is very user-friendly; the main display is a touchscreen, but it can also be operated via a clickwheel on the centre console. Plus there are several easily used controls on the steering wheel, along with a few buttons that I can programme as shortcuts.

The positive news continues when I look at more practical elements of the car. Firstly, it

has more space than our three-person family really needs – not that I'm complaining, especially with seats as comfortable as these. And secondly, the GV60 is proving a very comfortable companion on my regular trips to visit family on the Sussex coast. That 160-mile round trip isn't even close to troubling the official range of 300+ miles, and average efficiency of 3.9 miles/kWh seems good.

However, there are a couple of negatives. The ride around town is a little too firm and the relatively large turning circle makes the car harder to manoeuvre than I'd like.

Overall, though, life with the Genesis is good and I'm looking forward to smartening my act up even further in the coming months.

DETAILS

Scroll wheel in front of pop-up gear selector controls central touchscreen. The 432-litre boot is smaller than the Hyundai Ionic 5's

VERDICT ★★★★★

THESE are still early days for me and the Genesis, but I'm certainly enjoying the step up in class from my previous two electric cars, a Volkswagen ID.3 and a BYD Dolphin. The kit, quality and comfortable seats are what have impressed me initially, and I'm relishing getting to grips with more of its many features as we head into winter.

THIRD REPORT

POLESTAR 2

Two of our contributors compare their pair of Polestars

POLES APART?

Steve and Chris swap notes on their cars. They both love how the Polestars drive, but not some materials inside



MEET AND GREET

Whereas Chris (far right) can charge at home, Steve is at the mercy of public chargepoints



Chris Rosamond

Chris.Rosamond@autoexpress.co.uk

REX I'M not one to claim that swanning about in a high-performance EV weighing two tonnes is in any way saving the planet, but thanks to my new Pod Point Solo 3S wallbox and cheap-rate night-time electricity, I'm saving myself plenty of cash.

It's fair to say my Polestar 2 Long Range Single Motor (LRSM) doesn't encourage use of more sustainable options, particularly when a trip to the shops costs less than the plastic shopping bag I'd inevitably forget to take out of the car boot if I chose to hop on the bike.

Thanks to a chunky 82kWh battery, I can confidently get from one side of the M25 to

the other and home again – a 200-mile round trip I make frequently – on a single charge without a hint of range anxiety, and all for around a fiver. Happy days!

Fellow Auto Express contributor Steve Sutcliffe is a flat-dweller with no home charging options for the thirstier twin-motor Polestar he's coincidentally driving, and finds my carefree approach to burning kilowatts galling. We met up recently to compare notes, and I was struck by his tendency to optimise settings like the one-pedal driving mode and climate control for efficiency, whereas I blithely focus on comfort.

Off-peak electrons at 8.5p/kWh are still the most compelling argument for EVs, along with the ease of sticking a plug in every few days on the drive instead of going to the petrol station. Thanks to the Polestar's impressive maximum range (330 or so miles the way

I drive it), I've only had to interact with the public charging system four or five times in the couple of months I've had it, and three of those have been mildly inconvenient, thanks to two charger faults and one queue-jumper. Not encouraging, it must be said.

The car itself has performed faultlessly, and is very nice indeed to drive, with a compelling mix of turbine-like overtaking performance and a well controlled ride that belies reports I've seen complaining it's too hard. Plus the interior is comfortable and extremely refined, albeit a touch dreary to look at.

Steve shares my low opinion of the weird microfibre-style panel coverings that act like a cheese-grater – every touch of hand or knee leaves an unpleasant residue of visible skin cells, which is doubly unpleasant when it's someone else's. We both also think it's daft that Polestar hasn't fitted a rear wiper.



Pete Gibson

STEVE'S MODEL: Polestar 2 LRDM Performance Pack

Price as tested: £67,850

Mileage: 8,049 Efficiency: 3.22 miles/kWh

Options: Performance Pack (£5,000), Pilot Pack (£2,000), Plus Pack (£4,000)

STEVE'S VERDICT:

CARDS on the table, I'm smitten by my Polestar 2 LRDM with Performance Pack – with big brakes, 40-way adjustable dampers and the pokiest powertrain available.

It has an 82kW battery and two electric motors, giving the equivalent of 469bhp and 740Nm, with a 0-62mph time of four seconds dead. And I'm smitten by it despite being entirely at the mercy of the public charging network, which I reckon means it costs me broadly the same to run day-to-day as an ICE car that does 30-35mpg.

My average energy use after 3,000 miles is 3.2 miles per kWh and that has included all sorts of journeys, at all sorts of speeds. The range is between 200-240 miles, depending where and how hard I drive it.

What I'm most blown away by is how focused the car is to drive; how incredibly well damped it is; how precisely it steers and stops; plus how well made it is. It feels like a car engineered by serious enthusiasts – for serious enthusiasts – to a point where I think I might prefer it over any other EV I've driven, and quite a few non-EVs too.

In many ways, it's massively better to drive than it needs to be – and that's a rare quality nowadays. So although Polestar's future is looking a tad shaky, Polestar 2 – the car – is an absolute peach. I sincerely hope the company sticks around for the long run, so its engineers can continue making cars as good – no, as great – as this.

"FLAT-DWELLER SUTCLIFFE HAS NO HOME CHARGING AND FINDS MY CAREFREE APPROACH TO KILOWATTS CALLING

REX VERDICT ★★★★★

THE Polestar is certainly engaging to drive, proving smooth, refined and fast, plus it's extremely well put together. It's not the most practical family car, with a small boot and a cramped interior, but as swift 'exec-style' transport, it ticks a lot of boxes.

MODEL TESTED:

Polestar 2 LRSM

On fleet since: May 2024

Price new: £48,950

Powertrain: 1x e-motor, 295bhp, 82kWh battery

CO2/BiK: 0g/km/2%

Options: Thunder metallic paint (£900), Pilot Pack (£2,000), Plus Pack (£4,000)

Insurance*: Group: 25 Quote: £1,900

Mileage: 7,467

Efficiency: 3.8 miles/kWh

Any problems? None so far

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

PROS

Smooth, refined performance
Excellent seats and driving position
Impressively useful range

CONS

Cramped in the back
Poor rear visibility
Unpleasant trim texture

OUR CARS

FLEETWATCH



PEUGEOT E-2008

MY Peugeot threw up an unexpected warning recently, suggesting it required a service after less than four months and 4,500 miles. I was a little surprised, but to be safe, I called a contact at Peugeot HQ. It turns out my car had mistakenly been placed on an "arduous" service schedule during its pre-delivery inspection (PDI). I was told not to worry, and that a quick home reset would fix the issue. Normal service should soon be resumed.

RICHARD INGRAM



CITROEN C5 AIRCROSS

THE C5 is very well specced, and its Pulsar alloy wheels are among the nicest standard features. My one small complaint is that their design allows you to see through to the disc brakes, and I've noticed on the rear wheels you can spot surface corrosion on some of the metal around the wheel mounts. It's only cosmetic and I'm sure the right spray could remove it, but it makes the car look oddly older than it actually is.

PETE GIBSON

REPORT INDEX

BMW iX1	Issues 1,837, 1,847
Citroen C5 Aircross	Issues 1,842, 1,850
Fiat 600e	Issues 1,840, 1,846
Genesis GV60	New arrival
MINI Countryman	Issues 1,840, 1,845, 1,852
Peugeot E-2008	Issues 1,841, 1,848
Polestar 2	Issues 1,839, 1,844
Renault Scenic	New arrival
Smart #1	New arrival
Suzuki Swift	Issue 1,852
Tesla Model 3	Issue 1,851
Vauxhall Corsa	Issues 1,832, 1,843
VW ID. Buzz	Issues 1,823, 1,831, 1,844, 1,851

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HOW 'N' TELL

TESTS

Our 2024 Performance Car of the Year, Hyundai's Ioniq 5 N EV, takes on the revamped Alfa Romeo Giulia Quadrifoglio



ESSENTIALS

Hyundai Ioniq 5 N

Price: £65,000
Powertrain: 2x e-motors, 84kWh battery, 641bhp
0-62mph: 3.4 seconds
Efficiency (WLTP): 2.9 miles/kWh
Official range: 278 miles
Annual VED: £0

Alfa Romeo Giulia Quadrifoglio

Price: £78,195
Powertrain: 2.9-litre V6 twin-turbocharged petrol, 510bhp
0-62mph: 3.9 seconds
Efficiency (WLTP): 28.0mpg
Official range: 357 miles
Annual VED: £600

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11 September 2024 39

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A24 ACE	£1500	A26 BEL	£1300	A26 DAV	£1300
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T9 ADT	£1100	BEV 7Y	£3900	4296 DD	£1800
D21 ADY	£1200	G19 BEV	£1600	E3 DDD	£1400
H25 AJB	£1400	R23 BEV	£1500	E12 DEB	£1500
H18 AJM	£1300	K24 BEV	£1400	G21 DEB	£1700
B24 AJM	£1100	X44 BEV	£2100	B23 DEB	£1400
A24 AJS	£1500	BEV 91S	£1700	C23 DEB	£1300
G26 AJS	£1300	591 BEV	£2900	E23 DEB	£1400
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A25 AME	£1300	LI BMS	£1600	E21 DEE	£1200
R5 AMH	£1700	B21 BMW	£1600	G21 DEE	£1500
A26 AMS	£1400	A22 BMW	£1500	P21 DEE	£1300
B23 AMY	£1600	G19 BOB	£1300	B23 DEE	£1500
G9 ANA	£1200	B21 BOB	£1500	C23 DEE	£1300
J90 ANA	£1700	P21 BOB	£1200	A24 DEE	£1100
D21 AND	£1100	K24 BOB	£1100	D24 DEE	£1400
A25 AND	£1300	674 BOB	£2900	PI DEK	£1600
C19 ANG	£1700	N9 BON	£1300	AI DEL	£3900
L21 ANG	£1600	RI BOR	£1900	D21 DEL	£1200
A24 ANG	£1800	A26 BOT	£1300	F21 DEL	£1300
D24 ANG	£1500	6453 BP	£1400	B23 DEL	£1200
G24 ANG	£1600	743 BRC	£1300	E23 DEL	£1200
D13 ANN	£1400	B5 8063	£1800	A26 DEL	£2300
R15 ANN	£1900	B5 9787	£2400	A25 DEM	£1300
P18 ANN	£1800	BSW 650	£1400	I6 DEN	£6300
D21 ANN	£1400	NI BUD	£1500	D17 DEN	£1800
G21 ANN	£1600	W8 CAH	£1300	A24 DEN	£2300
L21 ANN	£1500	D24 CAL	£1100	P24 DEN	£1300
D22 ANN	£1700	309 CAN	£1700	M26 DEN	£1700
A23 ANN	£2300	B18 CAR	£1500	D25 2M	£1900
V23 ANN	£1300	F21 CAR	£1300	B6 DES	£1600
C26 ANT	£1300	G22 CAR	£1200	HN DES	£1500
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W8 GJW	£1200	B44 JAN	£2100	E2 JSH	£1300	R2 LES	£2100	C21 MAY	£1400	A21 LYN	£2300	D24 NEL	£1300	A26 REN	£1300	D4 SRB	£1400
GK 776	£6300	Y22 JAN	£1100	P7 JUD	£1400	P5 LES	£2100	D21 MAY	£1400	B21 LYN	£1400	E22 NET	£1500	CI REP	£2300	ST 8438	£4100
GM 6618	£3300	E19 JAS	£1300	PTD I3W	£1300	E21 LES	£1700	G21 MAY	£1300	C21 LYN	£1900	H24 NKY	£1300	B21 RES	£1300	STT 347	£1300
S2 GUR	£1100	C21 JAS	£1500	JV 9527	£2100	H21 LES	£1500	A24 MAY	£1300	J5 OAN	£2700	A4 RET	£1200	J17 STU	£1300		
JII GUY	£1400	D21 JAS	£1500	8738 JW	£2600	A22 LES	£1300	MB 517	£12500	F21 LYN	£1900	W80 ONG	£1500	M4 RGJ	£1300	A24 SUE	£1700
A22 GUY	£1200	A24 JAS	£1400	RI KAB	£3700	G24 LES	£1900	X6 MCT	£1300	H21 LYN	£1400	L7 OWL	£1300	RG8 274	£1500	F24 SUE	£1300
C24 JAY	£1400	C22 JAY	£1400	C21 KAY	£1600	J24 LES	£1300	MCT 164	£1700	D23 MAC	£1700	W8 PAH	£1300	RG5 775	£1900	SUE 59G	£1600
D24 JAY	£1300	G24 JAY	£1300	A24 KAY	£1500	S28 LES	£1400	8434 ME	£1200	N23 MAC	£1500	B7 MAC	£3500	845 RHA	£1400	SUE 79W	£1700
D24 JAY	£1300	D24 JAY	£1300	H24 KAY	£1600	L12 LES	£1300	A25 MED	£2300	R23 MAD	£1200	E8 PAM	£1300	845 RHA	£1400	SUE 750	£4300
JB 1931	£4300	CAZ 663	£1100	A12 LEW	£1600	D24 LEE	£1500	D24 MEG	£1400	V8 MAJ	£1500	R13 RKS	£1500	SUE 750	£4300		
JB 3995	£3700	K21 KEL	£1300	8720 LG	£1900	C80 MEG	£1500	C80 MEG	£1500	H8 PAM	£1400	D21 RJB	£1300	SUN 383	£1200		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	C20 MAL	£1600	I5 PAM	£3500	LI RKS	£2300	R4 SUN	£1900
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	S55 PAM	£1200	RL 7024	£2900	SYA 441	£1500		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	79 PAM	£2900	RM 9807	£3200	R6 TDW	£1300		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	NI PAT	£2900	S3 RHM	£1400	TEG 252	£1600		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	K8 PAT	£2100	J31 RMY	£1300	A14 TOM	£2100		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	R9 PAT	£1900	K21 ROB	£1600	1942 TR	£1600		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	C18 PAT	£1500	A24 ROB	£1800	9609 TR	£1400		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	M19 PAT	£1600	J28 ROB	£1400	TRU 92	£3300		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	J28 PAT	£1400	L100 ROB	£1500	TRW 164	£2500		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	PAT 95W	£1300	J123 ROB	£1200	TS 5840	£2900		
N5 JCD	£1300	T21 KEN	£1300	325 LKR	£1100	D21 MEL	£1700	D21 MEL	£1700	R21 PE	£1800	R02					



60 NEW PRODUCT MINI DASH CAM
Garmin's latest model



61 MINI TEST WASH-WAXES
Quick treatments assessed



62 PRODUCT TEST CAR COVERS
Which protects best?

PRODUCTS



ROOF TENT
ARB's Simpson III can support up to 120kg

HOT KIT

ARB accessories for Toyotas

Price: various Contact: truckman.co.uk

AEX AUSTRALIAN off-road specialist ARB has just had a range of accessories approved by Toyota. These are available at the marque's dealers, making it easier for drivers to upgrade their vehicles.

Approval currently covers 15 ARB products primarily aimed at Toyota pick-up trucks, including a roof tent, awning and firepit for those who like to head off-road.

The approved tent is the Simpson III, which is made from waterproof poly-cotton ripstop canvas and comes complete with a zip-on annexe. It folds out from the roof with the help of the slide-out aluminium ladder, which also provides access to the bed. It can support up to 120kg and uses a 63.5mm bonded chip-foam mattress. When it's time to head home, the tent is

quickly compacted thanks to a built-in bungee system. It is currently on the Truckman website for £1,695.

Also part of the Toyota-approved range is the ARB awning, which includes an LED light kit (from £415.37) and can be deployed in 30 seconds. The light is overhead to avoid glare and has a cool white light for cooking and food prep, plus an amber mode to minimise the attraction of insects. It has a max output of 1,200 lumens and comes with a water-resistant dimmer switch.

If your budget is smaller, there's also a firepit for heating and cooking plus a folding Pinnacle camp chair. The Australian-made firepit is a five-piece design and folds flat for easy transportation between campsites, and includes a grill and hotplate.

BOOKS

Rover's Rebirth

James Taylor Crowood Press, crowood.com

Price: £30 Rating: ★★★★★☆

POST-WAR Rover was in a bleak state, having spent years helping the war effort and getting bombed out of its home in Coventry. But a new factory in Solihull and ambitious plans for vehicles soon got things moving, and before long Rover was building gas turbine-powered concept cars, the 60 and the 75 with all-new engines, and a certain off-roader.

Although this book only covers a short period between 1945-1953, it's well presented, with good imagery and pacing.



Great Cars: Brawn BGP 001/02

David Tremayne Porter Press, porterpress.co.uk

Price: £69 Rating: ★★★★★☆

AS with all of this series, beautiful production values, an amazing set of bespoke imagery and a minimalist cover make this a stunning coffee table book. But it's also a great read, detailing both the car itself and the whole 2009 Grand Prix season that captured so many imaginations. Alongside great pictures, including a full studio set, there are interviews and quotes from drivers and engineers. For those who remember 2009's season, this is a really interesting look back.



FIRST TEST

Garmin Dash Cam Mini 3

Price: £149.99 Rating: ★★★★★☆ Contact: garmin.com



REX IF you're driving a car with a small windscreen, such as a roadster, then size matters when choosing a dash cam. Which is where the new Garmin Mini 3 could seem like a real winner, because it is the smallest dash cam we have tried. At just 52 x 31 x 20mm, it is smaller than most car key fobs, making it easy to hide behind a rear-view mirror.

There's no screen, so you have to set up the Garmin up through an easy-to-use app. If you need to save footage while driving, it recognises voice commands or has a large button on the back of the camera.

The footage is only captured in 1080p, which is the minimum we'd recommend if you want to see detail such as registration numbers, but the Mini 3 has a built-in polarising lens, which does a good job of preventing glare from headlamps and reflections from your dashboard.

It can also be synchronised via the app to other Garmin dash cams,

giving the option of having rear and even side views without the need for cable connections.

However, this all comes at a price. The £149.99 cost is more than for many rivals, which are only a little larger and can record in 4K resolution.

FULL HD

The Mini 3 records at 1080p, although slightly larger rivals can manage 4K



FIRST TEST

Laser Tools Ratchet Ring Spanner 8-in-1

Price: £34.15 Rating: ★★★★★☆ Contact: lasertools.co.uk

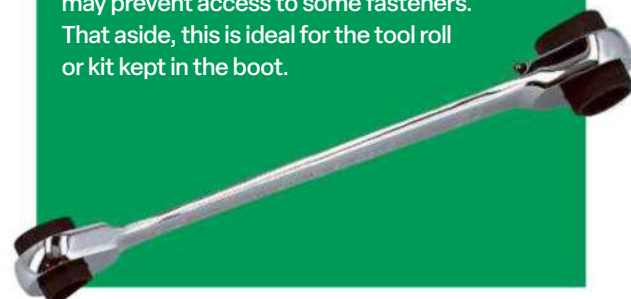
OUR ratchet spanner test (Issue 1,850) gave us the opportunity to put some alternative solutions to the test and here we look at Laser Tools' Ratchet Ring Spanner 8-in-1.

Laser Tools is always innovating and this spanner (8143) is no exception; it has four fastener sizes at each end, two on either side switched via a sliding insert located inside the outer socket.

The sizes are clearly marked on each side. Switching is pretty easy although the smaller sizes are best moved by a tool, bolt or little finger. There's a handy thumb lever to change direction and overall the system works well once you've mastered finding the size needed.

At one end there's 13, 15, 17 and 19mm leaving 8, 10, 12 and 14mm at the other, all working off smooth 90-tooth ratchets. The sides of the 24mm-long wrench are thicker than most, making it comfortable to apply pressure and on the test rig it breezed all our tests with no signs of damage.

The big advantage of a tool such as this is that it is ideal for covering multiple sizes when storage space is limited, and it does that well. It is also pretty cost-effective compared with multiple tool sets, and there's no compromise on quality. The only drawback is the height of the ends, which for the big sizes reaches 33mm deep and may prevent access to some fasteners. That aside, this is ideal for the tool roll or kit kept in the boot.



MINI TEST

REX Tom Barnard

WHEN hoping for a cleaner car, a bead is what you need. Freshly waxed paint will repel water, with the droplets beading off the surface.

But applying wax is hard work, so car-care companies have developed shortcuts, generally referred to as wash-waxes or surface sealants. Rather than needing time-consuming applications, these can be applied to paint straight after washing and will help dry the car without a cloth, and then repel dirt for at least a month.

Two new products have arrived from AVA and VP since we held the giant test for our Product Awards, so we followed the same process, applying them to a scrap bonnet and leaving it outside for 10 weeks before checking the beading.

The VP H2O and AVA impressed, but the patch of bonnet protected by the Dodo Juice was beading noticeably better, so it's our winner.

VP H2O – Seal

Price: £12.50 Size: 1 litre Rating: ★★★★★☆

Contact: vp-uk.co.uk

VP's H2O - Seal is claimed to contain ceramics in its formula, suggesting an extra layer of protection. We couldn't see any benefit of this in our test compared with its non-ceramic rivals, because the VP's section of our bonnet was beading slightly less at the end of our 10-week stint – although the difference between it and the AVA was marginal.

Unlike the others tested here, the H2O must be applied by squirting it straight from the bottle rather than using it in a pressure washer's snow foam bottle. This is much harder work because it is difficult to get a uniform finish and means it won't last as long as the dilutable Dodo Juice and AVA.



TESTED Wash-waxes

From £12: Want long-lasting paint protection but don't have time to apply a wax? A surface sealant could be the answer – here we put three to the test

AVA Seal and Shine

Price: £24.90 Size: 1 litre Rating: ★★★★★☆

Contact: avaofnorway.com

SEAL and Shine is designed to be used as the third stage of AVA's cleaning routine, after a prewash and snow foam. It's diluted 1:9 in a pressure washer's detergent bottle and sprayed straight onto the bodywork. You can then either dry with a cloth or leave the water to bead off after rinsing.

The price seems steep in this company, but this is partially offset by the strong beading performance and a dilution rate which means a little goes a long way.



Dodo Juice Future Armour

Price: £12 Size: 500ml Rating: ★★★★★☆

Contact: dodojuice.com

DODO Juice gives you a choice of application methods for Future Armour, so it can be sprayed on neat like the VP or diluted and used like the AVA in a pressure washer attachment.

We mixed the liquid at the maximum level recommended in the instructions – 1:10 – and yet it still offered the best beading performance of the three tested here on our bonnet. Using it neat will offer even better protection, although it requires buffing with a microfibre cloth.



Halfords All Seasons Car Cover Medium



Rating: ★★★★★

Price: £58.99

Contact: [halfords.com](https://www.halfords.com)

EYE-searingly finished in Flash Gordon silver, this isn't a cover for the introvert car nut. It's seriously weighty at 4.85kg, and was a bit clumsy to put on the car, but the upside is the great knock protection it offers. The weight also added to its stability, which was already good thanks to a really close fit. We liked the strong elastics and three tethers – the most here. Priced similarly to the Sealey, it adds an impressive two-year warranty to the mix to give it an edge.



Sealey 3-Layer All-Seasons Car Cover SCCM



Rating: ★★★★★

Price: £57.99

Contact: [sealey.co.uk](https://www.sealey.co.uk)

THE Sealey was a very good fit for our car, being plenty long enough to get the two elastics under front and rear bumpers. It came down well on the sides, where it could be held by the twin tethers. The waterproof three-layer breathable composite material did well in the tests, letting out moisture and repelling water. Weighing in at 2.6kg, it is thick enough to offer some good knock protection.



Richbrook SuperStorm Tailored Outdoor Car Cover

Rating: ★★★★★

Price: £135

Contact: [richbrook.co.uk](https://www.richbrook.co.uk)

THIS is the cheaper of our tailored covers and it fitted perfectly, with neat mirror pockets (helping to locate the cover) and good coverage around the lower part of the car. Despite its relatively low weight (1.8kg), it did well in terms of knock protection and let no water through. As a bonus, it was easy to get into its textile bag. Practicality, ease of installation and high quality balance the price.



Maypole Breathable Full Cover MP9861

Rating: ★★★★★

Price: £24.95

Contact: [maypoleltd.com](https://www.maypoleltd.com)

AT this price, it's the cheapest on test. We didn't expect much, but this heavy-duty, non-woven-polypropylene cover had a great spec. It was breathable, resisted our water tests and was good on knock protection. It stayed in place well, with strong elastic at both ends and twin tethers, and wasn't a bad fit for our car. A good budget option.



OUTDOOR COVERS

What's the best way to protect your car from the weather?

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Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive



Dave Pollard

GIVEN the price of cars nowadays (especially classics), it makes sense to protect their bodywork. If you don't have a garage, or if it's packed with other stuff, the best answer is to use an outdoor car cover.

Left outside, a car's paint is vulnerable to the occasional bump and scuff, the effects of UV and airborne pollution, and attacks from general dirt, tree sap and bird droppings, so a high-quality cover will prove to be a worthwhile investment.

Before buying, get your car's dimensions, because picking the right size is key to ensuring good protection and ease of fitting. So which has your car covered best? We tried eight to find out.



How we tested

WE tested medium-sized covers on a Renault Clio, and used a steam-filled box and moisture trap to check breathability. This was a key factor, because a cover can trap moisture on the bodywork and this could damage the paint.

We sprayed each cover with a hose and left 500ml of water on one area for 10 minutes to check for leaks. Our drop test rated their ability to resist bumps.

We looked for good construction and ease of use, with tether straps high on our wish list. The prices quoted are the best we could find online.

Verdict

THE Sealey and Halfords ran each other very close, the latter squeezing through to the win thanks to its better knock protection, extra tether and two-year warranty.

Richbrook StormGuard Tailored 4-Layer Cover

Rating: ★★★★★ Price: £210

Contact: richbrook.co.uk

THE ultimate in covers for our car, this four-layer Richbrook was the second heaviest we tried, at 3.65kg. It offered a snug fit, excellent knock protection, a soft lining, and it shrugged off the water easily. It had twin tethers and plastic protective catches. Easy to fit and easy to store.



Clarke PCC170 Medium Car Cover

Rating: ★★★★★ Price: £35.98

Contact: machinemart.co.uk

AN attractive cover, and heavy enough (2.46kg) to give good knock protection. We liked the padded lining, and it easily beat our water tests. It was a touch long, with some bunching at the front, although the elastic held it well. However, with no tethers, it could suffer in higher winds.



Streetwize Breathable Full Car Cover SWBCCCL

Rating: ★★★★★ Price: £28.99

Contact: streetwize.com

A SIMILAR weight to the Maypole, at 1.86kg, it was easy enough to fit and sufficiently thick to resist typical knocks. With elasticated sections at either end, it came down reasonably on the sides. It stayed put in a breeze but we'd worry about strong winds, because it had no tethers.



Simply Water Resistant Car Cover - BCC2 Medium

Rating: ★☆☆☆☆ Price: £27.99

Contact: halfords.com

THIS was easily the least impressive on test. Weighing just 1kg, it was hard to get on the car, and knock protection was low. The elastic sections were weedy and keeping it in place was hampered by a lack of tethers. Described only as 'water resistant' and not breathable.



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CIG81015	4.5x3.0x2.4m	140613570	£334.80	£229.00	£274.80	£60.00
CIG81020	6.1x3.0x2.4m	140613572	£418.80	£290.83	£349.00	£69.80
CIG81220	6.1x3.7x2.5m	140613576	£466.80	£332.50	£399.00	£67.80

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Model	Voltage	Heat Output	Order Code	exc.VAT	inc.VAT
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Devil 7003	230V	3kW	010415450	£64.99	£77.99
Devil 7005	400V	5kW	010415452	£89.98	£107.98
Devil 6009	400V	4.5-9kW	010416009	£119.98	£143.98
Devil 7009	400V	9kW	010415454	£147.99	£177.59
Devil 6015	400V	5-10-15kW	010416015	£179.98	£215.98
Devil 7015	400V	15kW	010415456	£219.98	£263.98

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JS12/24	6L	2000	010311224	£179.98	£215.98
4000	6L	2200	010311030	£164.99	£197.99
JS1224U 12/24V	8L	1200	010311225	£196.99	£236.39

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IMIG100NG	40-100	010115610	£149.98	£179.98

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MMA140A

Model	Min-Max Amps	Order Code	exc.VAT	inc.VAT
MMA140A	20-140	010112161	£104.99	£125.99
MMA/TIG160	10-160	010112211	£119.98	£143.98
MMA/TIG200	10-200	010112212	£139.98	£167.98
MMA200A	20-200	010112163	£139.98	£167.98
AT165	10-160	010112149	£219.98	£263.98

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CTJ2L	Long	2	020110275	£42.99	£51.59
CTJ2250LP*	Low Profile	2.25	020113070	£49.98	£59.98
CTJ300GB	Pro Garage	3	020113032	£109.98	£131.98
CTJ2QLP*	Low Quick Lift	2	020111820	£52.99	£63.59

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2 CBB217C	7 Dr Cabinet	070118057	£279.00	£334.80

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B'HAM GT. BARR, B43 6NR	0121 358 7977	DERBY, DE1 2ED	01332 290931	LONDON CATFORD, SE6 3ND	0208 695 5684	PRESTON, PR2 6BU	01772 703263
B'HAM HAY MILLS, B25 8DA	0121 771 3433	DONCASTER, DN2 4NY	01302 245999	LONDON EDMTON, N18 020	0208 803 0861	SHEFFIELD, S2 4HJ	0114 258 0831
BOLTON, BL3 6BD	01204 365799	DUNDEE, DD1 3ET	01382 225140	LONDON LEYTON, E10 7EB	0208 558 8284	SIDCUP, DA15 9LU	0208 3042069
BRADFORD, BD1 3BN	01274 390962	EDINBURGH, EH8 7BR	0131 659 5919	LUTON, LU4 8JS	01582 728063	SOUTHAMPTON, SO17 3SP	02380 557788
BRISTOL, BS5 9JJ	0117 935 1060	EXETER, EX2 8QG	01392 256744	MAIDSTONE, ME15 6HE	01622 769572	SOUTHEND, S59 3JJ	01702 483742
BURTON, DE14 3QZ	01283 564708	GATESHEAD, NE8 4XA	0191 493 2520	MC CENTRAL, M8 8DU	0161 241 1851	STOKE-ON-TRENT, ST1 5EH	01782 287321
CAMBRIDGE, CB4 3HL	01223 322675	GLASGOW, G4 9EJ	0141 332 9231	MC OPENSHAW, M11 1AA	0161 223 8376	SUNDERLAND, SR2 9QF	0191 510 8773
CARLISLE, CF24 3DN	02920 465424	GLoucester, GL1 4HY	01452 417948	MANSFIELD, NG19 7AR	01623 622160	SWANSEA, SA7 9AG	01792 792969
CARDIFF, CA1 2LG	01228 591666	GRIMSBY, DN32 9BD	01472 354435	MIDDLESBROUGH, TS17 6BZ	01642 677881	SWINDON, SN1 3AW	01793 491717
CHELtenham, GL52 2EH	01242 514402	HULL, HU9 1EG	01482 223161	NORWICH, NR2 4LZ	01603 766402	TWICKENHAM, TW1 4AW	0208 892 9117
CHESTER, CH1 3EY	01244 311258	ILFORD, IG2 7HU	0208 518 4286	NORTHAMPTON, NN5 5JW	01604 267840	WARRINGTON, WA2 8JP	01925 630937
COLCHESTER, CO1 1RE	01206 762831	IPSWICH, IP1 1UZ	01473 221253	NOTTINGHAM, NG1 1GN	0115 956 1811	WIGAN, WN5 9AU	01942 323785
COVENTRY, CV1 1HT	02476 224227	LEEDS, LS4 2AS	0113 231 0400	PETERBOROUGH, PE1 2PE	01733 311770	WOLVERHAMPTON, WV4 6EL	01902 494186
CRAYFORD, CR2 6EU	0208 763 0640	LINCESTER, LE4 6PN	0116 261 0688	PLYMOUTH, PL4 9HY	01752 254050	WORCESTER, WR1 1JZ	01905 723451
DARLINGTON, DL1 1RB	01325 380841	LINCOLN, LN5 8HG	01522 543036	POOLE, BH14 9HT	01202 717913		

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66 DRIVER POWER SUZUKI VITARA
Low running costs loved



68 BUYER'S GUIDE SKODA OCTAVIA
A wonderful all-rounder



70 TOP 10 EXECUTIVE CARS
Our test team's favourites

BUYING CARS

REX IF you're searching for a used car, the chances are its mileage will be at the forefront of your decision making. While we've been told that fewer miles equate to a better-condition car, that's not always the case. Electric cars complicate matters further, given that they have fewer moving parts and are subject to less frequent health checks, plus have different life expectancies to internal combustion-engined cars.

Firstly, let's tackle the '100,000-mile myth'. You have probably heard this landmark cited as the moment when cars begin running into reliability issues, or severe depreciation takes hold.

However, unless it constitutes the end of a warranty – 100,000 miles is a typical period for EV batteries to be covered, for example – or the car in question requires a new timing chain or cambelt at this point,

ALASTAIR CROOKS

Auto Express's senior news reporter reminds used-car buyers that there's much more to check on a potential purchase than its mileage

WHY A LOW MILEAGE ISN'T EVERYTHING

"IF A CAR HASN'T BEEN USED FREQUENTLY ENOUGH, TO THE POINT WHERE PARTS CAN SEIZE, THEN THAT'S CLEARLY A PROBLEM"

then it's a largely irrelevant milestone in the lifespan of any vehicle.

If you're considering a high-mileage car, its service history is increasingly important to show if it has been cared for over its life.

On the flipside of this, though, are low-mileage cars. Limited mileage can mean

a vehicle has suffered less wear and tear, which is clearly a positive. But there are other factors to consider. If a car hasn't been used frequently enough, to the point where parts can seize – or haven't been replaced – then that's clearly a problem. Even worse, such things are not always immediately obvious when viewing.

The tyres and brakes are the first things you should be looking at. Even if a car has barely budged, they should be replaced after a certain number of years.

With car sales stagnating in the wake of the pandemic, people have been hanging on to their vehicles for longer. The average age of the cars on UK roads is now over nine years old, which is the highest level for more than a decade.

At the same time, however, British motorists are travelling less. The average car now covers around 7,400 miles in a year; back in 2002, that figure was 9,200 miles.

Of course, what is perceived as 'good' mileage depends on the car and the type of driving that it's done. An executive saloon which has travelled 100,000 miles on the motorway won't have been under the same stresses and strains as a city car that has reached the same total in urban areas.

So remember that although mileage is worth taking into account, it's merely one indication of a car's health.



DRIVER POWER Suzuki Vitara

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

MPG AND RUNNING COSTS

YOU SAID "55mpg from an automatic four-wheel drive is nothing short of phenomenal. Maintenance costs are very good with the service plan."

"It has amazing acceleration for a relatively small engine. There's lots of muscle without having to rev it too much."

"Some of the safety features are too sensitive and intrusive, and you can't switch some of them off."



POSITION 21st Suzuki Vitara

USED PRICES FROM: £6,000 YEARS: 2015 to present CO₂: 127g/km FUEL ECONOMY: 52mpg (1.4 Boosterjet) BEST



RIDE AND HANDLING

YOU SAID "The Vitara feels surprisingly light and agile for what isn't that small a car. The steering is responsive and the ride is also much better than I expected. Overall, it's very well set up."

INTERIOR AND COMFORT

YOU SAID "All-round visibility is excellent, thanks to the high-up seating position, slim pillars, good mirrors and reversing camera. Cabin comfort is really impressive, especially on long journeys."



Richard Dredge

THIS is the first Vitara to ditch a ladder chassis for a monocoque, and it was introduced a long time ago. Nearly a decade in fact, which is an age in car-making terms. But the Vitara was facelifted in 2018, which is when extra tech was adopted, while hybrid engines arrived in 2020. These updates have kept owners engaged, and the car only just misses out on a top-20 spot as a result; that's pretty impressive for such an old design.

The highlights in the Driver Power results are fourth for economy and running costs, with owners also liking the economy (11th), and the servicing (eighth) and insurance costs (sixth).

Reliability is rated in 10th place, while perky acceleration (ninth), responsive steering (fourth) and brakes (second), plus excellent driver visibility (fifth) put the Suzuki in 11th place overall for driving pleasure.

Infotainment sub-category scores are all in the lower half of the table, though, such as 42nd for smartphone connectivity and 43rd for the visibility and sensitivity of the touchscreen displays, while the navigation and audio quality both ranked 28th.

Owners also aren't impressed by the Vitara's safety features: 39th for the amount of kit, 33rd for their function, and 38th for how easy it is to deactivate them are all poor scores.

"Unpretentious yet utterly capable. The Vitara copes effortlessly in bad weather, including ice and snow."



Vitara Mk4

TEST OPTIONS: Only cosmetic accessories were offered



WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

WHAT YOU LIKE?

"Suzuki has priced it keenly, there's good aftersales, the engine is economical, plus it's nice to drive. Winner!"

"The Vitara is a small 4x4 that drives just like a junior hot hatch. It's the perfect car for Sussex lanes."

"My Suzuki is a pleasure to drive because it feels very safe, helped a lot by the superb all-round visibility."

"I reckon the Vitara looks and feels significantly more expensive than it is. It seems big, but it isn't really."

WHAT YOU DON'T LIKE?

"The biggest improvement Suzuki could make is to have a better infotainment set-up and more physical controls."

"The quality of some of the interior plastics leaves a lot to be desired. There also aren't enough cubbyholes."

"The boot capacity should be greater, and it would help if, as in many rivals, the back seat folded completely flat."

"The fuel economy isn't as good as with my previous Vitara 1.6, and the stop/start is jerky when it cuts in."

88.04%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better

CATEGORIES	YOUR RATINGS
Engine and gearbox	50 / 1
Exterior	45 / 1
Interior and comfort	40 / 1
Practicality and space	35 / 1
Ride and handling	30 / 1
Safety features	25 / 1
MPG and running costs	20 / 1
Reliability and build quality	15 / 1
Infotainment, connectivity and electrics	10 / 1
Value	5 / 1

PRACTICALITY AND SPACE

YOU SAID "There's plenty of cubbyholes, no shortage of boot space, and the split-level boot floor boosts usability that bit more, while also helping to keep my valuables out of sight. Plus there's enough legroom in the back for three adults in comfort."



SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

USED BUYER'S GUIDE Skoda

FROM £10,000 It's easy to see why this spacious all-rounder is Skoda's most popular model



Richard Dredge

CAR makers have had to really up their game over the past decade or so to remain competitive in an ever more cut-throat world. They've had to build cars that are comfier, safer, better equipped and more practical, while still remaining as affordable and reliable as possible.

Some companies have been more successful than others at ticking all (or at least most) of these boxes, but one that stands out is Skoda. Its Octavia has long been a great success in the sales charts as well as our Driver Power surveys, but how does the current Mk4 stack up?

HISTORY

THE Octavia Mk4 arrived in July 2020, in Estate and hatchback forms, both with 148bhp 1.5 TSI petrol or 2.0 TDI diesel engines; the latter came with 114bhp or 148bhp. Those wanting more excitement could buy an Octavia vRS hatch or Estate from October 2020, in 242bhp 2.0 TSI, 197bhp 2.0 TDI or 242bhp vRS iV forms; the latter was Skoda's first plug-in hybrid. At the same time a 109bhp 1.0 TSI petrol engine was introduced, plus the 201bhp Octavia iV plug-in hybrid.

A facelifted Octavia has just hit UK roads, with a refreshed nose, revised exterior lighting, range-wide digital instrumentation and bigger infotainment screens. The 2.0 TSI vRS was also boosted to 261bhp.

WHICH SHOULD I BUY?

THE 1.0 TSI unit is fine if a little underwhelming; buy any of the other engines and you'll have loads of pep with reasonable economy, while the plug-in hybrid is potentially spectacularly frugal and cheap to run, depending on how you drive it.

No Octavia is spartan, with even the SE model having 16-inch alloy wheels, LED headlights, a 10-inch touchscreen, dual-zone climate control, automatic headlights and wipers, plus rear parking sensors. The SE L has 17-inch alloys, privacy glass,

microsuede trim, heated front seats, navigation, adaptive cruise control and front parking sensors.

RUNNING COSTS

OCTAVIA owners can choose between fixed or flexible servicing regimes; the latter is the default, but it can be changed. Whereas the flexible programme allows up to 18,600 miles between services, the fixed option sets the interval at 12 months or 9,300 miles. Most Octavias are on the flexible set-up, which means a £350 bill every other year for routine servicing, although this drops to £285 from the car's third birthday.

On top of this, all engines have a cambelt that needs to be replaced every 15 years or 186,000/130,500 miles (petrol/diesel), at £750.

Insurance groups are competitive; the 1.0 TSI is in 12 or 13, the 1.5 TSI is typically in group 18 and the 2.0 TDI is in 14-20. The PHEV is group 21 whereas the vRS is in 24 or 25.

PRICES

THERE is the odd fourth-generation Octavia available from a shade under £10,000, but expect to spend upwards of £11,500 if you want any choice. This buys a 50,000-mile 1.0 TSI or a 75,000-mile 2.0 TDI, both in SE Technology trim and from 2020.

There's an even number of hatchbacks and Estates, and slightly more autos than manuals; the former start at £12k for a 70-plate 100,000-mile 2.0 TDI SE L. There are plenty of plug-in hybrids, priced from £12k for a 70,000-mile SE Technology on a 21-plate. There are also quite a few vRSs for sale, from £17k; most are petrol autos, with hybrids also popular. SE L is the most popular trim, followed by SE Technology.



ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.



CHECKLIST

AUTO GEARBOX

Some owners have found that the 1.5 TSI engine can be very jerky with its power delivery, especially when cold and fitted with the DSG gearbox.

SPARE WHEEL

There's no spare wheel, but full-size and space-saver wheels were offered with all models apart from the plug-in hybrids; these didn't have room for a spare.

RECALLS

SKODA has recalled the Octavia Mk4 five times so far, the first in June 2020 because of eCall software glitches. The next campaign was launched in March 2022, because the engine compartment covers of some Octavias could work loose.

Recall three came in April 2022 because some plug-in hybrids were made with faulty fuses in the high-voltage system. Just a couple of Octavias were recalled in July 2023, this time because of sub-standard wheelbearing housings.

The most recent recall, in January 2024, was to deal with some Octavias leaving the factory with faulty DSG transmissions. It affected 15,729 cars.

ALTERNATIVES

THERE are surprisingly few alternatives, especially if you want a hatchback. The Ford Mondeo was axed in spring 2022 and feels dated in comparison, but it still offers good value and masses of space. Peugeot's 508 is much more modern and eye-catching, and is enjoyable to drive, but uncommon on the used market.

The Mazda 6 is great fun to drive, feels very upmarket and is stylish, but was only made as a saloon or Estate. The Volkswagen Passat is also a high-quality product that came as a saloon or Estate; it shares much of its engineering and tech with the Octavia, but at a higher price.

Or how about an Audi A5 Sportback/A4 Avant? These are even posher but more expensive.

Skoda Octavia Mk4



DRIVING
Some rivals are more fun to drive because the Octavia is tuned for a comfortable ride



PRACTICALITY

Every Octavia has had a large boot and this generation is no exception, offering up to 1,700 litres with the seats down



INTERIOR

SKODA was always supposed to be the value brand within the Volkswagen Group, but the Octavia's interior doesn't suggest this is an entry-level car. The fit and finish are impressive, while the large infotainment screens, high-quality switchgear and generous equipment levels give an upmarket feel that's on a par with much of what Volkswagen offers, but at higher prices.

The fly in the ointment is the climate-control system, which is adjusted via the touchscreen. But there's loads of room for three adults in the rear seats, and the boot capacity is excellent, at 600 litres, or 1,555 litres with the seats folded down. The Estate boosts this to 640 or 1,700 litres.



SOFTWARE

Electronics glitches are the most common gripe. These can affect many systems, but infotainment problems are the most likely. Software updates often help.

FUEL ECONOMY

The iV plug-in hybrid could achieve up to 43 miles running only on electricity, and average up to 235mpg, according to Skoda. In the real world, you should expect up to 70mpg and 25-30 miles.



ON THE ROAD

THE Octavia won't set your pulse racing with its safe chassis set-up, but Skoda has done a great job of producing a car that's easy to drive, comfortable and refined, with ample performance unless you buy

one with the 1.0 TSI engine; that's lacklustre but fine if you're in no hurry. Even in vRS form, the handling isn't scintillating; this halo model is faster than the other models, but it isn't as engaging to drive as a Ford Focus, for example.

DRIVER POWER

PREVIOUS Octavias have provided Skoda with some very impressive Driver Power results, but the current model hasn't appeared in our New Car surveys.

The last time an Octavia appeared was in 2022, when the Mk3 managed 66th out of 75 entries; the same car came 43rd the previous year. Despite Skoda's reputation for happy customers, it came 23rd out of 32 in our 2024 Brands survey.

REX VERDICT ★★★★★

WITH more than seven million examples sold so far, the Octavia is by far Skoda's biggest-selling model. It's said that the perfect car doesn't exist, but the Octavia is probably the closest thing there is for anyone wanting a family car that's truly multi-talented. However, there are gripes on owners' forums about how the latest model is much less easy to live with than its predecessors because Skoda has tried to be too clever with the tech, just like many other car makers. We think it's a really good all-rounder, but make sure you can live with all of the technology before you buy one.

BMW 5 Series Prices from £51,000



1

WHETHER you opt for the regular BMW 5 Series or the pure-electric i5, the latest generation of this executive saloon offers impressive, class-leading tech, a superb driving experience and top-notch fit and finish that have made it a staple of the executive car class for decades.

Its cabin doesn't feel too dissimilar to that of BMW's pricier and more luxurious 7 Series flagship. There are plenty of plush, comfortable materials and these are joined by a 12.3-inch digital driver's display and a 14.9-inch widescreen infotainment system that operates BMW's iDrive software. Unfortunately, the touch-sensitive controls cause the usual frustrations, but these are soon forgotten, because the BMW 5 Series is great to drive. There's even room for all the family, thanks to its spacious cabin and 520-litre boot.

PROS

Sharp handling
Fine refinement
Interior design and finish

CONS

A little patter to low-speed ride
Digital displays appear fussy
PHEV version looks pricey

TOP 10 EXECUTIVE CAR

FROM £40,000 Our team recommend these models to win bragging rights in the company car park

Mercedes E-Class Prices from £55,100



3

THE latest Mercedes E-Class had big shoes to fill when it arrived in 2023, but thankfully, the W214 is one of the brand's best cars to date.

This generation is also the largest E-Class yet, which means that five passengers will fit with ease. And with 540 litres of boot space, it can definitely double up as a family car.

The ride is especially smooth on the optional air suspension. And although the Mercedes can't quite match the dynamic nature of the BMW 5 Series, it still maintains its composure well in corners.

The Superscreen dashboard consists of a 12.3-inch digital instrument panel and a 14.4-inch central display running the latest MBUX software, and operating functions including voice-activation, massaging seats and mood lighting.

PROS

Fantastic for long trips
Hi-tech interior
Excellent fuel economy

CONS

Inconsistent brake pedal feel in PHEV
BMW 5 Series is better to drive
Diesel engine in E 220 d can be noisy

BMW 3 Series Prices from £41,500



2

BMW takes a one-two in this list because the 3 Series offers pretty much the same attributes as its bigger 5 Series sibling (left). The driving dynamics are arguably better, there's still an excellent, premium-feeling interior with plenty of tech, and the Touring estate model should be practical enough for most families.

The 3 Series has long been the default choice for compact-executive buyers who are looking for a sporty drive, and the latest version builds on this by reducing its weight by up to 55kg and increasing rigidity by as much as 50 per cent over the old car.

Despite being larger than its predecessor, the latest model is even more agile and nimble in the bends. Ride comfort is second only to that of the Mercedes C-Class, but BMW's specially developed damper tech means long drives are no chore.

PROS

- Great to drive
- Excellent infotainment
- Frugal yet potent engines

CONS

- High list prices
- Steering slightly lifeless
- PHEV costlier to run than rivals

CARS



Shane Wilkinson

Shane.Wilkinson@autoexpress.co.uk



IF you're looking for an executive car, you'll quickly find yourself in a sea of premium-badged models, typically with saloon bodies. To help narrow down your search, we've compiled this list of the best executive cars you can buy right now, based on our extensive testing of every new model. Read on for the Auto Express top 10.

Tesla Model 3 Prices from £40,000



4

THE Tesla Model 3 has been with us for a while now but, thanks to a midlife facelift, it's still one of the best EVs. With up to 390 miles of range, the Model 3 should quell any anxiety around charging, and every variant offers performance to surprise many genuine sports cars. The flagship Performance variant shoots from 0-60mph in just 2.9 seconds, yet it still offers up to 328 miles between charges. Plus the quietness of the motor and relatively well judged damping make for a pleasant ride.

The cabin is certainly minimalist and an alternative approach to the clutter of having lots of buttons, although some people might call it dull. There's plenty of space inside, with generous headroom in both the front and rear. The big windows also help to make the cabin feel airy.

PROS

- Great real-world range
- Impressive performance
- Improved build quality

CONS

- No Apple CarPlay or Android Auto
- Rivals are more fun to drive
- No indicator stalks

BMW i4 Prices from £51,300



5

PROS

Great build quality
Engaging to drive
Impressive tech

CONS

Four-star NCAP rating
Expensive to buy
Tight rear space

THE BMW i4 is still one of the Tesla Model 3's fiercest competitors. Pricing starts from less than £52,000 for the eDrive35, yet this model still provides up to 308 miles of range, along with a reasonable 282bhp – meaning the 0-62mph sprint is dealt with in six seconds.

It's not all about the performance, though, because the i4's technology is bang up to date, with BMW's latest iDrive infotainment system being the centrepiece. This is operated through a large, seamless display that combines a 12.3-inch digital instrument panel and a 14.9 inch central screen. The i4 is well put together, too, and while it has a sportier feel than some rivals, it will still prove comfortable on longer journeys.

Volkswagen ID.7 Prices from £51,500



7

PROS

Practicality
Refinement
Safety

CONS

Heat pump costs extra
Pricier than rivals
Fiddly infotainment

AS the electric executive-car sector continues to expand, Volkswagen has finally thrown its hat into the ring with the ID.7. It's available as a saloon and an estate (Tourer), and we think it's the brand's best EV to date. It offers plenty of refinement and practicality, along with a whopping 437-mile claimed range from a charge in the Pro S variant.

Unfortunately, a starting price that sits firmly north of the £50,000 mark means this isn't really a 'people's car', but the ID.7 certainly feels upmarket enough to sit in this bracket. There's plenty of kit included across the line-up, although we do wish that the heat pump wasn't a £1,050 option.

Alfa Romeo Giulia Prices from £40,600



9

PROS

Sharp handling
Stunning looks
Great engine

CONS

Increased list price
No manual in UK
Firm ride

IF good looks rank high on your list of priorities for an executive car, the Alfa Romeo Giulia should be near the top of the pile. That said, the Alfa is no disappointment for running costs and refinement either. If you're buying new, the only mainstream option is a 276bhp four-cylinder petrol engine – which is enough to have fun with the rear-wheel-drive set-up. But there's always the hot Giulia Quadrifoglio version if you really have a need for speed.

The interior is a great improvement over old Alfas, too, with good materials and a slick design helping to give an upmarket appeal – even if it falls just shy of the Mercedes C-Class. Where the Giulia falls down is on practicality, because there's no estate model.

Mercedes C-Class Prices from £45,100


6
PROS

Fine on-board tech
 Plug-in hybrid option
 Excellent cabin quality

CONS

Can be expensive to run
 Bigger wheels upset ride
 Relatively small boot

THE latest Mercedes C-Class is the best version of this compact executive car that we've seen for decades. This model has always been known as one of the more comfortable offerings in its segment, and that latest edition uses a smaller version of the MRA architecture that underpins the flagship Mercedes S-Class limo.

This translates into a superb ride, rivalling that of far more prestigious cars. Couple this with the plush, tech-filled interior and the C-Class is an excellent car for long-distance trips. Choose the tax-friendly plug-in hybrid C 300 e edition and you can even cover as many as 70 miles on pure-electric power from a charge, helping to trim your running costs.

Porsche Panamera Prices from £82,500


8
PROS

Superb refinement
 Impressive interior tech
 Huge performance

CONS

Expensive options
 Only four seats
 Pricey

IF you fancy a sports car but really need something that's a bit more suitable for long motorway runs and maybe even family duties, the Porsche Panamera may just be the answer to your prayers. Although it's not quite as engaging to drive as a Porsche 911, every version of this four-door saloon produces a minimum of 348bhp and 500Nm of torque, so it's still capable of putting a smile on your face when you want it to.

When it's time to be a bit more sensible, the Panamera settles down into a calm and comfortable mile-muncher. There's also the option of the plug-in E-hybrid model if you want to keep the Porsche's fuel economy and emissions well under control.

Audi A6 Prices from £44,300


10
PROS

Better to drive than ever
 Top-class interior build
 Elegant styling

CONS

Little steering feedback
 Less boot space in PHEV
 Irritating touchscreens

THE Audi A6 is much more than just a third wheel alongside its Mercedes E-Class and BMW 5 Series rivals. In fact, it offers a very smart blend of refinement, equipment and relatively low running costs.

The A6 feels agile on the move, thanks to the extensive use of lightweight aluminium in its structure, while its nimble nature is improved further still if you specify the optional four-wheel steering.

Admittedly, the Audi's steering can't match that of the BMW 5 Series, but the A6 remains a precise and good car to drive. It's set to be replaced by the incoming all-electric Audi A6 e-tron, though, so the clock is ticking if you're planning to buy one.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. **Warranty:** Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero to electric cars to £2,745 for vehicles emitting over 255g/km of CO2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle: £0
Alternative fuel: £180
Petrol/diesel: £190
Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle: £0
Alternative fuel: £590
Petrol/diesel: £600
After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING:

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

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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ABARTH
Dealers: 82 Warranty: 3yrs/60000 mls

500 - 3673x1682mm
Euro NCAP: N/A Driver Power: N/A

42kWh (152) auto 500	164	7.0	0	23	£34195
42kWh (152) auto 500 Turismo	157	7.0	0	23	£38195

500C: add £3000

595/695 - 3657x1627mm
Euro NCAP: N/A Driver Power: 49th

1.4 T-Jet (145) 595	42.2	7.3	152	29	£32260
1.4 T-Jet (165) 595 Turismo	42.2	7.3	152	30	£24760
1.4 T-Jet (180) 695	40.9	6.7	156	34	£25760
1.4 T-Jet (180) 695 Turismo	40.9	6.7	156	34	£27260
1.4 T-Jet (180) 695 Competizione	40.9	6.7	156	35	£29960
1.4 T-Jet (180) 695 75th Anniv	39.2	6.7	162	35	£32930

595C/695C: add £2650

ALFA ROMEO
Dealers: 55 Warranty: 3yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0T (280) auto Sprint	39.2	5.7	162	24	£40595
2.0T (280) auto Veloce	39.2	5.7	162	34	£45595
2.0T (280) auto Tributo	39.2	5.7	162	34	£49195
2.9 V6T (520) auto Quadrifoglio	28.0	3.9	229	46	£79495

Junior - 4173x1781mm
Euro NCAP: N/A Driver Power: N/A

54kWh (156) auto Junior	247	9.0	0	N/A	£33895
54kWh (156) auto Speciale	254	9.0	0	N/A	£35695

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0T (200) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6T (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA
Dealers: 7 Warranty: 3yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A Driver Power: N/A

3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A Driver Power: N/A

3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£89300
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£90400

D4 S - 4792x1850mm
Euro NCAP: N/A Driver Power: N/A

3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400
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B4 GT - 4800x1850mm
Euro NCAP: N/A Driver Power: N/A

3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£91400
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B8 - 5092x1932mm
Euro NCAP: N/A Driver Power: N/A

4.4 V8T (621) auto Gran Coupe	23.7	3.4	270	50	£144800
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XD3 - 4715x1897mm
Euro NCAP: N/A Driver Power: N/A

3.0TT (355) auto XD3	36.7	4.9	202	50	£72000
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XB7 - 5195x2000mm
Euro NCAP: N/A Driver Power: N/A

4.4 V8T (621) auto XB7	22.1	4.2	289	50	£166900
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AUDI
Dealers: 118 Warranty: 3yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ Driver Power: 43rd

1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23500
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£24500
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24500
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26490
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24235
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26185
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25275
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27225
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28250

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line
(not 30 TFSI) Carbon Black: add £4650 to RS 3 Vorsprung: add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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Dealers: 7 Warranty: 3yrs/60000 mls

A110 - 4181x1798mm
Euro NCAP: N/A Driver Power: N/A

1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL
Dealers: N/A Warranty: 1yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A Driver Power: N/A

2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394
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Nomad - 3215x1850mm
Euro NCAP: N/A Driver Power: N/A

2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500
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ASTON MARTIN
Dealers: 20 Warranty: 3yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A Driver Power: N/A

4.0 V8T (707) auto DBX707	19.9	3.3	323	50	£205000
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Vantage - 4465x1949mm
Euro NCAP: N/A Driver Power: N/A

4.0 V8T (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8T (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8T (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8T (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A Driver Power: N/A

4.0 V8T (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8T (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A Driver Power: N/A

5.2 V12T (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12T (715) auto DBS Volante	21.0	3.6	306	50	£277500

Audi (continued)

A5 Sportback - 4829x1860mm
Euro NCAP: N/A Driver Power: N/A

2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: N/A Driver Power: N/A

2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A5 Sportback - 4726x1842mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845
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Carbon Black: add £6400
Vorsprung: add £17900

A6 - 4939x1866mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1866mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0 (204) 40 TFSI auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286		

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Q5 - 4663x1893mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865
Black Edition: add £2500 to S line					
Vorsprung: add £12000 to SQ5					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Q5 Sportback - 4663x1893mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68815
Black Edition: add £2500 to S line					
Vorsprung: add £12000 to SQ5					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Q5 e-tron - 4771x1938mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto Edition 1	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£68475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro auto Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Q7 - 5052x1968mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70055
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£82695
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615
Black Edition: add £4550 to S line					
Vorsprung: add £23200 to S line, add £18950 to SQ7					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Q8 - 4986x1995mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£130550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360
Black Edition: add £4550 to S line					
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 Carbon Black: add £10500 to RS Q8					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Q8 e-tron - 4986x1995mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
95kWh (340) 50 quattro at Sport	283	6.0	0	49	£70715
95kWh (340) 50 quattro at S line	295	6.0	0	49	£75715
114kWh (408) 55 quattro at Sport	333	5.6	0	50	£80715
114kWh (408) 55 quattro at S line	348	5.6	0	50	£85715
114kWh (503) quat at SQ8 Black	270	4.5	0	50	£98815
Black Edition: add £2350 to S line					
Vorsprung: add £17000 to S line/SQ8					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Q8 Sportback e-tron - 4986x1995mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
95kWh (340) 50 quattro at Sport	292	6.0	0	49	£73215
95kWh (340) 50 quattro at S line	304	6.0	0	49	£78215
114kWh (408) 55 quattro at Sport	344	5.6	0	50	£83215
114kWh (408) 55 quattro at S line	361	5.6	0	50	£88215
114kWh (503) quat at SQ8 Black	278	4.5	0	50	£101315
Black Edition: add £2350 to Sport					
Vorsprung: add £17000 to S line/SQ8					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
A5 Coupe - 4673x1846mm					
Euro NCAP: N/A Driver Power: N/A					
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845
Carbon Black: add £6400					
Vorsprung: add £17900					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
R8 - 4426x1940mm					
Euro NCAP: N/A Driver Power: N/A					
5.2 V10 FSI (570) at Perf RWD Ed	22.4	3.7	286	50	£146300
5.2 V10 FSI (620) quat at Perf Ed	21.9	3.1	293	50	£162405

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
BENTLEY					
Dealers: 23 Warranty: 3yrs/unlimited mls					
Flying Spur - 5316x1988mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8 TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8 TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Bentayga - 5125x2010mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8 TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8 TT (550) auto S	21.7	4.5	294	50	£197500

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Continental - 4895x1966mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
BMW					
Dealers: 192 Warranty: 3yrs/unlimited mls					
1 Series - 4361x1800mm					
Euro NCAP: N/A Driver Power: 25th					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2 Series Gran Coupe - 4526x1800mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3 Series Touring - 4709x1827mm					
Euro NCAP: ★★★★★ Driver Power: 18th					
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) at 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3 Series Touring - 4709x1827mm					
Euro NCAP: ★★★★★ Driver Power: 18th					
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) at 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£46500
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£49300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
i4 - 4783x1852mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDrive35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59665
80.7kWh (340) at eDrive40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5 Series - 5060x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405
M Sport Pro: add £3000 to M Sport					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5 Series Touring - 5060x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405
M Sport Pro: add £3000 to M Sport					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
i5 - 5060x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83.9kWh (340) at eDrive40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDrive40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745
M Sport Pro: add £4000 to M Sport					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
i5 Touring - 5060					

NEW CAR PRICES

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus	54.2	10.1	134	18	£20560
1.2 PureTech (130) auto Plus	48.5	9.2	144	21	£22140
1.5 BlueHdi (110) Max	64.0	10.8	130	15	£23800
Max: add £2100 to Plus					

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ Driver Power: 9th

1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	22.0	8.7	33	28	£39195
1.6 PureTech PHV (225) at E-Series	22.0	8.7	34	28	£39435
1.5 BlueHdi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHdi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA
Dealers: 128 Warranty: 3yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£32625
1.5 TSI e-Hybrid (204) auto V1	70.6	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	70.6	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	70.6	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	70.6	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	70.6	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920
V3: add £1650 to 1.5 TSI V2, add £1995 to 2.0 TSI V2, add £1935 to e-Hybrid VZ2; add £3330 to VZ2					

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	70.6	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ1	70.6	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645
V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid VZ2; add £3330 to VZ2					

Born - 4322x1809mm
Euro NCAP: ★★★★★ Driver Power: N/A

59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (326) auto V1	341	7.0	0	28	£41795
79kWh (326) auto V2	366	5.6	0	34	£44625
V3: add £1750 to 59kWh V2					

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345
V2: add £1785 to V1 V3: add £2000 to V2					

VZmentor - 4451x1839mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) V1	45.6	N/A	140	N/A	£33450
1.5 TSI (150) V2	44.8	N/A	143	N/A	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	N/A	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	N/A	£37750
1.5 TSI e-Hybrid (204) auto V1	70.6	7.9	9	N/A	£41510
1.5 TSI e-Hybrid (204) auto V2	70.6	7.9	10	N/A	£43785
1.5 TSI e-Hybrid (272) auto VZ1	70.6	7.2	10	N/A	£44845
1.5 TSI e-Hybrid (272) auto VZ2	70.6	7.2	10	N/A	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	N/A	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	N/A	£48445
V3: add £1995 to 1.5 TSI V2, add £2290 to e-Hybrid VZ2; add £3160 to VZ2 VZN: add £4185 to VZ2					

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ Driver Power: N/A

77kWh (286) auto V1	337	6.8	0	N/A	£47340
77kWh (286) auto V2	337	6.8	0	N/A	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	N/A	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	N/A	£60835

DACIA
Dealers: 127 Warranty: 3yrs/60000 mls

Sandero - 4098x1848mm
Euro NCAP: ★★ Driver Power: N/A

1.0 Tce (90) Essential	53.3	12.2	119	12	£13795
1.0 Tce (90) Expression	53.3	12.2	119	14	£14795
1.0 Tce (90) Journey	53.3	12.2	119	14	£15795
1.0 Tce (90) auto Journey	49.6	13.4	129	12	£17295
1.0 Tce Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 Tce Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 Tce Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ Driver Power: N/A

1.0 Tce (90) Essential	50.4	12.0	127	10	£15295
1.0 Tce (90) Expression	50.4	12.0	127	10	£16295
1.0 Tce (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 Tce Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 Tce Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 Tce (110) Extreme	51.4	10.0	125	17	£18645
Extreme: add £1350 to Expression					

Jogger - 4547x1784mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 Tce (110) Essential	47.9	11.2	132	13	£18295
1.0 Tce (110) Expression	48.7	11.2	132	13	£19595
1.0 Tce (110) Extreme	48.7	11.2	132	13	£20595
1.6 Tce Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 Tce Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A Driver Power: N/A

27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 Tce Bi-Fuel (100) Essential 4x2	43.5	14.1	126	N/A	£18745
1.2 Tce (130) Expression 4x4	51.3	9.9	124	N/A	£21245
1.2 Tce (130) Expression 4x4	46.3	11.0	135	N/A	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	N/A	£24245
Journey: add £1700 to Expression Extreme: add £2500 to Expression					

DS
Dealers: 196 Warranty: 3yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	24.8	9.0	0	29	£38465
Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense					

DS 4 - 4400x1830mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£32520
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	32.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	32.3	7.7	33	30	£43480
1.5 BlueHdi (130) auto Pallas	56.5	10.9	137	20	£20400
1.5 BlueHdi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.6 Hybrid E-Tense (250) at Rivoli+	35.3	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	35.3	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.6 Hyb E-Tense (225) at Perf Lin+	22.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	22.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	16.1	5.6	44	41	£57060
1.5 B' HDi (130) at Performance Li+	53.3	10.7	146	26	£40360
Rivoli+: add £1180 to Performance Line+ Line+ (not E-Tense 360) Opera: add £3840 to Performance Line+ (not BlueHdi)					

FERRARI
Dealers: 14 Warranty: 4yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A Driver Power: N/A

6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501
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Roma - 4656x1974mm
Euro NCAP: N/A Driver Power: N/A

3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A Driver Power: N/A

3.0 V6TT Hybrid (830) auto 296 GTB	31.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GT3	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A Driver Power: N/A

6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A Driver Power: N/A

4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT
Dealers: 96 Warranty: 3yrs/60000 mls

Panda - 3653x1643mm
Euro NCAP: N/A Driver Power: N/A

1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14775
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16775
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16275
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17775

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★★ Driver Power: 49th

1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995
500C: add £2675 to Hybrd, add £6000 to Electric					

500X - 4269x1796mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28525
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29985
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29985
Dolcevita: add £2650					

600 - 4171x1781mm
Euro NCAP: N/A Driver Power: N/A

1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£23975
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£26975
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£24975
1.2 Hybrid (136) auto La Prima	57.6				

	MPG/RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T-GDI (120) SE Connect	61.4	11.2	118	10	\$22710
1.0T-GDI (120) Premium	52.3	11.2	123	11	\$25660
1.0T-GDI (120) auto SE Connect	61.4	11.2	121	11	\$23910
1.0T-GDI (120) auto Premium	61.4	11.2	121	11	\$26860
1.5T-GDI (159) N Line	44.1	8.4	146	16	\$26670
1.5T-GDI (159) auto N Line	45.5	8.8	141	16	\$27880
2.0T-GDI (280) N Performance	35.3	5.4	182	26	\$36145

ioniq 5 - 465x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

63kWh (170) auto Advance	273	8.5	0	N/A	\$39900
84kWh (228) auto Advance	354	7.5	0	N/A	\$43400
84kWh (228) auto N Line	320	5.3	0	38	\$46260
84kWh (325) auto N Line AWD	307	5.3	0	41	\$50120
84kWh (650) auto N Line	278	3.4	0	49	\$65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

ioniq 6 - 485x1880mm
Euro NCAP: ★★★★★ Driver Power: N/A

77kWh (228) auto Premium	338	7.4	0	36	\$47040
77kWh (325) auto Premium AWD	322	5.1	0	41	\$50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0T-GDI (100) Advance	51.4	11.3	125	16	\$22480
1.0T-GDI (100) Premium	51.4	11.3	126	16	\$23880
1.0T-GDI (100) auto Advance	51.4	12.4	124	15	\$23730
1.0T-GDI (100) auto Premium	51.4	12.4	125	15	\$25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0T-GDI (100) Advance	47.9	13.3	131	14	\$26040
1.0T-GDI (100) N Line	47.1	13.3	134	14	\$27840
1.6T-GDI (138) Advance	45.6	10.2	140	21	\$26990
1.6T-GDI (138) N Line	42.2	10.2	147	21	\$29200
1.6T-GDI (138) auto Advance	45.6	10.2	141	21	\$28540
1.6T-GDI (138) auto N Line	43.5	10.2	145	22	\$30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	\$30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	\$32185
48kWh (156) auto Advance	234	8.8	0	25	\$34995
65kWh (218) auto Advance	319	7.8	0	31	\$38595
65kWh (218) auto N Line	282	7.8	0	31	\$40395

N Line S: add £2400 to N Line, add £2700 to EV Ultimate: same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.6T-GDI (160) Advance	41.5	10.3	157	16	\$32000
1.6T-GDI (160) N Line	40.9	10.3	157	16	\$34500
1.6T-GDI (160) 48V auto Advance	44.8	9.4	142	17	\$33580
1.6T-GDI (160) 48V auto N Line	44.1	9.4	144	17	\$36080
1.6T-GDI (160) 48V at N Lin S 4WD	40.3	9.8	158	18	\$30990
1.6T-GDI Hybrid (215) auto Advance	49.5	8.2	129	20	\$45590
1.6T-GDI Hybrid (215) auto N Line	49.6	8.2	131	20	\$38140
1.6T-GDI Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	\$42230
1.6T-GDI PHEV (252) auto Advance	282.5	9.8	22	22	\$39275
1.6T-GDI PHEV (252) auto N Line	256.8	9.8	24	23	\$41775
1.6T-GDI PHEV (252) at N Lin 4WD	217.3	8.2	29	23	\$43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: N/A Driver Power: N/A

1.6T-GDI Hybrid (215) at Prem 2WD	41.5	9.6	155	33	\$46775
1.6T-GDI Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	\$50275
1.6T-GDI Hybrid (215) at Callig 2WD	40.4	9.6	159	33	\$52775
1.6T-GDI Hybrid (215) at Prem 4WD	38.7	9.8	165	34	\$48830
1.6T-GDI Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	\$52330
1.6T-GDI Hybrid (215) at Callig 4WD	38.2	9.8	167	34	\$54830
1.6T-GDI PHV (253) at Prem 4WD	166.0	9.3	38	36	\$51885
1.6T-GDI PHV (253) at Ultim 4WD	166.0	9.3	38	36	\$55135
1.6T-GDI PHV (253) at Callig 4WD	166.0	9.3	38	36	\$57635

INEOS
Dealers: TBC Warranty: 5yrs/TBC mls

Granader - 4895x1930mm
Euro NCAP: N/A Driver Power: N/A

3.0T (286) auto Utility Wagon	19.6	8.8	328	50	\$65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	\$76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	\$65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	\$76140

Fieldmaster/Trialmaster Editions:
add £7500 to Utility Wagon,
standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A Driver Power: N/A

3.0T (286) auto Utility Wagon	19.6	8.6	327	50	\$66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	\$66230

Fieldmaster/Trialmaster Editions:
add £7500

ISUZU
Dealers: 103 Warranty: 5yrs/125000 mls

D-Max - 5265x1870mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.9D (164) Utility Double Cab	33.6	12.7	220	39	\$35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	\$38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	\$41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	\$43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	\$62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	\$37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	\$40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	\$44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	\$46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	\$65916

JAGUAR
Dealers: 84 Warranty: 3yrs/unlimited mls

E-Pace - 4395x1944mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0T P270e at AWD R-Dynamic S	192.7	6.8	33	24	\$49440
2.0T P270e at AWD R-Dyn SE Blk	191.7	6.8	33	24	\$50200
2.0 D200 auto AWD R-Dynamic S	44.5	7.9	166	29	\$43220
2.0 D200 at AWD R-Dyn SE Black	43.8	7.9	169	29	\$45800

	MPG/RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
HSE Black: add £2655 to SE Black					

I-Pace - 4682x2011mm
Euro NCAP: ★★★★★ Driver Power: N/A

90kWh (400) auto AWD EV400 S	286	4.5	0	49	\$69995
90kWh (400) auto AWD EV400 SE	277	4.5	0	50	\$73495
90kWh (400) at AWD EV400 HSE	277	4.5	0	50	\$77495
90kWh (400) at AWD EV400 Sport	261	4.5	0	50	\$79995

F-Pace - 4747x2070mm
Euro NCAP: ★★★★★ Driver Power: 13th

3.0T P400 auto AWD 400 Sport	28.8	5.1	223	42	\$69560
2.0T P400e at AWD R-Dynamic S	176.2	5.0	37	43	\$59035
2.0T P400e at AWD R-Dyn SE Blk	174.0	5.0	37	43	\$62765
5.0 V8 S/C P575 auto AWD SVR Ed	23.5	3.8	274	50	\$87230
2.0 D200 auto AWD R-Dynamic S	44.6	7.8	166	33	\$46805
2.0 D200 at AWD R-Dyn SE Black	43.4	7.8	171	33	\$50810
3.0 D300 at AWD R-Dyn SE Black	38.3	6.1	193	41	\$57555

HSE Black: add £3620 to P400e SE Black, add £4160 to D200 SE Black, add £3695 to D300 SE Black

F-Type - 4470x1923mm
Euro NCAP: N/A Driver Power: N/A

2.0T P300 auto R-Dynamic+	29.9	5.6	216	42	\$67355
5.0 V8 S/C P450 auto 75+	27.2	4.4	237	47	\$82805
5.0 V8 S/C P450 auto 75+ AWD	26.7	4.4	242	48	\$83495
5.0 V8 S/C P575 auto R 75+ AWD	27.0	3.5	239	49	\$107155

Convertible: add £5900 to P300/P450, add £5195 to P575

JEEP
Dealers: 66 Warranty: 3yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.2T (100) Longitude	49.6	10.6	129	22	\$24359
1.2T (100) Altitude	49.6	10.6	127	23	\$26059
1.2T (100) Summit	49.6	10.6	129	23	\$28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	\$25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	\$27999
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	\$29999
54kWh (156) auto Longitude	244	9.6	0	24	\$34999
54kWh (156) auto Altitude	244	9.6	0	24	\$36999
54kWh (156) auto Summit	244	9.6	0	25	\$38999

Renegade - 4236x1805mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	\$30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	\$33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	\$36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	\$38219
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.1	43	26	\$39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	\$34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	\$38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	\$40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	\$41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	\$44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	\$44675

Wrangler - 4882x1894mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	\$61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	\$63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	\$72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	\$85804

KGM MOTORS
Dealers: 63 Warranty: 5yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 GDI-T (163) K40	40.1	N/A	161	18	\$23030
1.5 GDI-T (163) auto K40	36.9	N/A	175	18	\$24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 GDI-T (163) K30	36.9	10.8	175	18	\$25595
1.5 GDI-T (163) auto K30	35.5	10.8	182	18	\$27095
1.5 GDI-T (163) auto K40	35.5	10.8	182	18	\$30595

Torres - 4715x1890mm
Euro NCAP: N/A Driver Power: N/A

1.5 GDI-T (163) auto K30	33.2	10.8	194	33	\$31995
1.5 GDI-T (163) auto K40	33.2	10.8	194	33	\$34995
1.5 GDI-T (163) auto K40 AWD	31.1	10.8	207	32	\$36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	\$39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	\$41995

Musso - 5095-5405x1950mm
Euro NCAP: N/A Driver Power: N/A

2.2D (202) EX	34.0	N/A	220	48	\$31326
2.2D (202) auto Rebel	32.0	N/A	236	50	\$36246
2.2D (202) auto Saracen	32.0	N/A	236	50	\$39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	\$41406

KIA
Dealers: 187 Warranty: 7yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★★★ Driver Power: 12th

1.0 DPl (62) 2	55.4	15.4	111	4	\$15595
1.0 DPl (62) GT-Line	52.3	15.4	122	5	\$16745
1.0 DPl (62) 3	55.4	15.4	111	5	\$17545
1.0 DPl (62) auto 2	54.3	18.2	114	4	\$16295
1.0 DPl (62) auto GT-Line	52.3	18.2	123	5	\$17445

NEW CAR PRICES

	MPG/RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 525x2047mm
Euro NCAP: ★★★★★ Driver Power: N/A

4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD 5V	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD 5V	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats; add £600 to P530/D350 Autobiography

LEXUS

Dealers: 51 Warranty: 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus; add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A Driver Power: N/A

3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A Driver Power: N/A

2.5 Hybrid (250) auto 350h	42.1	9.1	152	N/A	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	N/A	£92995
2.5 Hybrid (250) at AWD 350h Takumi	39.2	9.1	163	N/A	£112995

LBX - 4190x1825mm
Euro NCAP: N/A Driver Power: N/A

1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus; add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) auto 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban F Sport Takumi; add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	44.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	47.0	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Sport AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ Tmi AWD	256.8	6.3	26	43	£59645

Premium Plus; add £6250 to Premium Hybrid; add £5970 to PHEV F Sport Takumi; add £7450 to F Sport AWD; add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ Driver Power: N/A

71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50245
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52545
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60245
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55845
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58145
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65845

Premium Plus; add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 Warranty: 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A Driver Power: N/A

102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A Driver Power: N/A

112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A Driver Power: N/A

2.0T (600) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S (400) auto First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 Warranty: 3 years

Artura - 4539x1976mm
Euro NCAP: N/A Driver Power: N/A

3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4659x2161mm
Euro NCAP: N/A Driver Power: N/A

4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£272760

GTS - 4683x2045mm
Euro NCAP: N/A Driver Power: N/A

4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260
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MASERATI

Dealers: 19 Warranty: 3 yrs/unlimited mls

Ghibli - 4971x1945mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.0T (330) auto GT Ultima	34.9	5.7	197	N/A	£90685
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Grecale - 4847x1979mm
Euro NCAP: N/A Driver Power: N/A

2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71010
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102600
105kWh (550) auto Folgore	30.1	4.1	0	N/A	£109905

Levante - 5005x1981mm
Euro NCAP: N/A Driver Power: N/A

3.0 V6TT (430) at Modena Ultima	21.6	5.2	295	N/A	£114880
2.0T (330) auto GT Ultima	27.7	6.0	232	N/A	£93055

GranTurismo - 4966x1957mm
Euro NCAP: N/A Driver Power: N/A

3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163990
3.0 V6TT (761) auto Folgore	28.0	2.7	0	N/A	£179950

GranCabrio; add £5995 to Trofeo; add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A Driver Power: N/A

3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 Warranty: 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ Driver Power: N/A

77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ Driver Power: N/A

90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A Driver Power: N/A

89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720
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MAZDA

Dealers: 154 Warranty: 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★★ Driver Power: 33rd

1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka; add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 VWT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VWT-i Hyb (116) at Excl-Line	74.3	9.7	92	14	£25390
1.5 VWT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VWT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Line	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£28705
2.5 Skyactiv-G (140) at Excl-Li	44.8	9.5	141	17	£28355
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Excl-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv-X Exclusive-Line only) Homura; add £500 to Centre-Line Takumi; add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ Driver Power: N/A

2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Excl-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30665
2.0 e-Skyactiv X (186) at Excl-Li	46.3	8.6	140	19	£32615
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura; add £1100 to Centre-Line Takumi; add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ Driver Power: N/A

830cc e-Sactiv R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-Sactiv R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-Sactiv R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-Sactiv (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-Sactiv (145) a Excliusv	124	9.7	0	19	£29995
35.5kWh e-Sactiv (145) at Makoto	124	9.7	0	19	£3299

	MPG/EV RANGE	0-60/PH	CO2	INSURANCE GROUP	LIST PRICE
Seven seats: standard on GLE 450, AMG 53, 400 d, 450 d AMG Line: add £5000 to Urban Edition					
GLE-Coupe - 4941x2018mm Euro NCAP: ★★★★ Driver Power: N/A					
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0 (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8T (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 d 4MT Urban Ed	470.8	6.9	17	49	£79360
AMG Line: add £5000 to Urban Edition					
EQE SUV - 4863x1940mm Euro NCAP: ★★★★ Driver Power: N/A					
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995
GLS-Class - 5209x2030mm Euro NCAP: ★★★★ Driver Power: N/A					
3.0 T (361) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8T (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8T (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8T (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190
Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d					
EQS SUV - 5125x1957mm Euro NCAP: ★★★★ Driver Power: N/A					
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860
Business Class: add £14325 to AMG Line					
G-Class - 4873x1984mm Euro NCAP: ★★★★ Driver Power: N/A					
3.0 T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8T (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860
Carbon Edition: add £10000 to AMG 63 Manufacturer Edition: add £16500 to AMG 63 Magno Edition: add £19000 to AMG 63					
CLE-Class Coupe - 4850x1861mm Euro NCAP: ★★★★ Driver Power: N/A					
2.0 T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0 T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0 T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0 T (381) at CLE 450 4MT AMG Li P	36.4	4.4	175	43	£66320
3.0 T (449) at AMG CLE 53 4MAT+	30.7	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070
CLE-Class Cabriolet - 4850x1861mm Euro NCAP: ★★★★ Driver Power: N/A					
2.0 T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0 T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0 T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0 T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070
AMG SL - 4700x1915mm Euro NCAP: ★★★★ Driver Power: N/A					
2.0 T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0 T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8T (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8T (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8T (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845
Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) Ultimate: add £7500 to SL 63					
AMG GT - 4728x1984mm Euro NCAP: ★★★★ Driver Power: N/A					
4.0 V8T (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8T (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8T (816) at 63 4MT S E Prf+	34.5	2.8	188	50	£180745
Ultimate: add £11000 to Premium Plus					
MG					
Dealers: 71 Warranty: 7yrs/80000 mls					
MG3 - 4113x1797mm Euro NCAP: ★★★★ Driver Power: N/A					
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495
MG4 - 4287x1836mm Euro NCAP: ★★★★ Driver Power: N/A					
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495
MG5 - 4600x1818mm Euro NCAP: N/A Driver Power: N/A					
52.5kWh (156) auto SE	214	7.7	0	32	£30995
Trophy: add £2500 to SE					
ZS - 4430x1818mm Euro NCAP: N/A Driver Power: N/A					
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495
ZS EV - 4314x1809mm Euro NCAP: ★★★★ Driver Power: N/A					
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995
Trophy: add £2500 to EV SE					
HS - 4670x1890mm Euro NCAP: ★★★★ Driver Power: N/A					

	MPG/EV RANGE	0-60/PH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495
Trophy: add £2500 to SE					
Cyberster - 4535x1913mm Euro NCAP: ★★★★ Driver Power: N/A					
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995
MINI					
Dealers: 148 Warranty: 3yrs/unlimited mls					
Cooper - 3858x1744mm Euro NCAP: ★★★★ Driver Power: N/A					
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S C Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700
Sport: add £1300 to Exclusive					
Cooper S-Door - 4036x1744mm Euro NCAP: ★★★★ Driver Power: N/A					
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S C Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650
Sport: add £1300 to Exclusive					
Aceman - 4079x1754mm Euro NCAP: N/A Driver Power: N/A					
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (194) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050
Sport: add £1850 to Exclusive					
Countryman - 4444x1843mm Euro NCAP: ★★★★ Driver Power: N/A					
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S C Classic	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive	42.8	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£45850
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680
Sport: add £1200 to Exclusive					
MORGAN					
Dealers: 18 Warranty: TBC					
Super 3 - 3581-1840mm Euro NCAP: ★★★★ Driver Power: N/A					
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165
Roadster - 3700-3890x1680-1756mm Euro NCAP: ★★★★ Driver Power: N/A					
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995
NISSAN					
Dealers: 221 Warranty: 3yrs/60000 mls					
Leaf - 4490x1812mm Euro NCAP: ★★★★ Driver Power: N/A					
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995
N-Connecta: add £1500 to Acenta Tekna: add £3000 to Acenta					
Juke - 4210x1800mm Euro NCAP: ★★★★ Driver Power: 28th					
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095
Tekna: add £1500 to N-Connecta Tekna+: add £1400 to Tekna N-Sport: same price as Tekna+					
Qashqai - 4394x1806mm Euro NCAP: ★★★★ Driver Power: 42nd					
1.3 DIG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DIG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DIG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DIG-T (158) Tekna	44.1	9.5	145	18	£35665
1.3 DIG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DIG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DIG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DIG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620
N-Connecta: add £2170 to Acenta Premium N-Design: add £4170 to Acenta Premium Tekna+: add £2790 to Tekna (not DIG-T 140)					
X-Trail - 4680x1840mm Euro NCAP: ★★★★ Driver Power: N/A					
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855
Seven seats: add £1000 (not e-Power 204) N-Connecta: add £2825 to Acenta Premium Tekna+: add £2670 to Tekna					
Ariva - 4595x1850mm Euro NCAP: ★★★★ Driver Power: N/A					
63kWh (217) auto Engage	251	7.5	0	30	£39645

	MPG/EV RANGE	0-60/PH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance AWD	319	5.7	0	41	£50845
Evolve: add £3995 to Advance					
OMODA					
Dealers: TBC Warranty: 7yrs/100000 mls					
Omada 5 - 4424x1830mm Euro NCAP: ★★★★ Driver Power: N/A					
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555
PEUGEOT					
Dealers: 283 Warranty: 3yrs/60000 mls					
2008 - 4055x1745mm Euro NCAP: ★★★★ Driver Power: 6th					
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto Allure	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259				

NEW CAR PRICES

911 Targa: same price as Carrera 4/4S/4 GTs

RENAULT

Dealers: 158 Warranty: 5 yrs/100000 mls
Euro NCAP: ★★★★★ Driver Power: N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Tce (90) Evolution	54.3	12.2	118	10	£17995
1.0 Tce (90) Techno	53.3	12.2	119	11	£19395
1.0 Tce (90) Esprit Alpine	53.3	12.2	120	11	£20795
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21495
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£22895
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24295

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ Driver Power: N/A

60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 Tce (90) Evolution	47.1	13.3	135	11	£21095
1.0 Tce (90) Techno	47.9	13.3	134	11	£22795
1.6 E-Tech (145) auto Evolution	60.1	10.6	106	16	£24595
1.6 E-Tech (145) auto Techno	60.1	10.6	105	16	£26295
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	107	16	£27995

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.6 E-Tech hyb (145) auto Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) auto Esprit Alpine	57.6	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.6 E-Tech hyb (145) auto Techno	60.1	10.6	105	N/A	£29295
1.6 E-Tech hyb (145) auto Techno Alp	60.1	10.6	107	N/A	£31295
1.6 E-Tech hyb (145) auto Iconic Alp	60.1	10.6	107	N/A	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ Driver Power: N/A

60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.2 E-Tech hyb (200) auto Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) auto Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) auto Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.2 E-Tech hyb (200) auto Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) auto Iconic Alp	60.1	8.6	107	30	£44695

ROLLS-ROYCE
Dealers: 6 Warranty: 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ Driver Power: N/A

6.75 V12 (571) auto	18.1	5.2	341	50	£312800
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£356600

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ Driver Power: N/A

6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ Driver Power: N/A

6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ Driver Power: N/A

120kWh (577) auto	323	4.5	0	50	£332000
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SEAT
Dealers: 128 Warranty: 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence Anniversary
Edition: add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 TSI (110) SE	51.4	10.9	125	11	£23905
1.0 TSI (110) FR	50.4	10.9	128	12	£27390
1.0 TSI (110) auto SE	51.4	10.6	124	12	£26935
1.0 TSI (110) auto FR	49.6	10.6	128	12	£29680
1.4 E-Hybrid (204) auto FR	256.8	7.5	25	23	£36110
1.5 E-Tec Evo (150) auto FR	48.7	8.7	130	19	£31080

Leon ST Estate: add £1275 SE
Dynamic: add £1550 to SE FR Sport
add £1730 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ Driver Power: 26th

1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955

1.0 TSI (115) auto Xperience 50.4 10.3 128 14 £27595
1.5 TSI (150) auto FR 49.6 8.4 129 18 £27240
SE Technology: add £1065 to SE, FR
Sport: add £1170 to X, Xperience
Lux: add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ Driver Power: 14th

1.0 TSI (115) SE	47.1	11.0	137	N/A	£28400
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30325
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32195
1.5 Eco TSI (150) Xperience	44.5	9.0	149	18	£32480
1.5 Eco TSI (150) auto SE	43.5	9.0	145	18	£31945
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33605
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34270

SE Technology: add £875 to SE, FR
Sport: add £2545 to FR, Xperience
Lux: add £3195 to Xperience

Tarraco - 4735x1839mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI Evo (150) SE	42.2	9.9	152	19	£33450
1.5 TSI Evo (150) auto SE	40.4	9.7	157	20	£35030
1.5 TSI Evo (150) auto FR	39.8	9.7	161	21	£39015
1.5 TSI Evo (150) auto Xperience	38.7	9.7	165	21	£38050
2.0 TDI (150) SE	52.3	10.2	142	20	£35230
2.0 TDI (150) auto SE	51.4	9.9	143	20	£36270
2.0 TDI (150) auto FR	50.4	9.9	146	21	£40255
2.0 TDI (150) auto Xperience	49.6	9.9	150	21	£42585

SE Technology: add £1535 to SE
FR Sport: add £1950 to FR
Xperience Lux: add £1950 to Xperience

SERES
Dealers: TBC Warranty: 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: ★★★★★ Driver Power: N/A

54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA
Dealers: 135 Warranty: 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 MPI (80) SE Comfort	53.9	15.7	116	4	£19730
1.0 MPI (80) Colour Edition	54.3	15.7	116	4	£20530
1.0 TSI (95) SE Comfort	55.8	10.7	117	11	£20280
1.0 TSI (95) Colour Edition	56.2	10.7	117	11	£21080
1.0 TSI (116) SE Comfort	55.6	9.3	116	15	£20780
1.0 TSI (116) Colour Edition	56.1	9.3	116	15	£21580
1.0 TSI (116) SE L	56.0	9.3	117	15	£22465
1.0 TSI (116) Monte Carlo	54.6	9.3	118	15	£22965
1.0 TSI (116) auto SE Comfort	53.8	9.7	126	14	£21780
1.0 TSI (116) auto Colour Edition	54.2	9.7	126	14	£22580
1.0 TSI (116) auto SE L	54.1	9.7	127	14	£23415
1.0 TSI (116) auto Monte Carlo	52.7	9.7	128	15	£23915
1.5 TSI (150) auto Colour Edition	52.1	8.0	124	20	£24295
1.5 TSI (150) auto SE L	52.1	8.0	124	20	£25130
1.5 TSI (150) auto Monte Carlo	50.9	8.0	125	20	£25630

Scala - 4362x1793mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 TSI (95) SE	55.4	10.8	119	12	£22105
1.0 TSI (116) SE	54.8	9.5	119	15	£23080
1.0 TSI (116) Monte Carlo	52.5	9.5	119	17	£27805
1.0 TSI (116) auto SE	52.9	10.1	130	14	£24430
1.0 TSI (116) auto Monte Carlo	51.0	10.1	130	15	£29155
1.5 TSI (150) SE	52.3	8.2	124	20	£24380
1.5 TSI (150) Monte Carlo	50.4	8.2	124	21	£29105
1.5 TSI (150) auto SE	52.1	8.0	121	21	£25730
1.5 TSI (150) auto Monte Carlo	50.5	8.2	131	21	£30455

SE L: add £1800 to SE

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (116) SE Technology	54.3	10.4	118	N/A	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	N/A	£28815
1.5 TSI (150) SE	53.3	8.5	121	N/A	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	N/A	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	N/A	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	N/A	£34295
2.0 TDI (116) SE Technology	66.2	10.0	112	N/A	£29320
2.0 TDI (116) SE L	65.5	10.0	113	N/A	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	N/A	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	N/A	£34770

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (116) SE Technology	52.9	10.5	121	N/A	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	N/A	£29795
1.5 TSI (150) SE L	51.7	8.6	124	N/A	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	N/A	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	N/A	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	N/A	£35325
2.0 TDI (116) SE Technology	64.7	10.1	114	N/A	£30300
2.0 TDI (116) SE L	63.9	10.1	116	N/A	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	N/A	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	N/A	£36000

Superb - 4912x1849mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI e-Tec (150) auto SE Tech	54.1	9.2	119	N/A	£34865
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	124	N/A	£38220
2.0 TDI (150) auto SE Technology	57.9	9.2	128	N/A	£35425
2.0 TDI (150) auto SE L	56.5	9.2	133	N/A	£38780
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	154	N/A	£42380
2.0 TDI (193) auto 4x4 L&K	47.5	7.5	154	N/A	£46100

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI e-Tec (150) auto SE Tech	52.8	9.3	122	N/A	£36165
1.5 TSI e-Tec (150) auto SE L	51.9	9.3	126	N/A	£39520
2.0 TDI (150) auto SE Technology	56.9	9.3	130	N/A	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	N/A	£40080
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	N/A	£43680
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	N/A	£47400

Kamig - 4241x1793mm
Euro NCAP: ★★★★★ Driver Power: 40th

1.0 TSI (95) SE	51.8	11.0	123	12	£24030
1.0 TSI (116) SE	52.2	9.7	122	16	£24960

1.0 TSI (116) SE L 50.8 9.7 126 15 £27175
1.0 TSI (116) auto SE 50.5 10.2 127 16 £26360
1.0 TSI (116) auto SE L 49.3 10.2 130 15 £28620
1.5 TSI (150) SE 49.7 8.3 129 19 £26305
1.5 TSI (150) SE L 48.2 8.3 132 20 £28565
1.5 TSI (150) auto SE 49.6 8.3 129 20 £27705
1.5 TSI (150) auto SE L 48.3 8.3 132 20 £29965

Monte Carlo: add £2100 to SE L

Enyaq - 4649x1879mm
Euro NCAP: ★★★★★ Driver Power: N/A

62kWh

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VWT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38150
2.0 VWT-i Hybrid (197) at GR Sport	57.7	8.1	107	27	£40645
2.0 VWT-i PHEV (223) auto Design	353.1	7.2	19	N/A	£39145
2.0 VWT-i PHEV (223) auto Excel	353.1	7.2	19	N/A	£42610
2.0 VWT-i PHEV (223) at GR Sport	353.1	7.2	19	N/A	£43540

b4X - 4690x1860mm
Euro NCAP: **★★★★★** Driver Power: N/A

71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: **★★★★★** Driver Power: 4th

2.5 VWT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39875
2.5 VWT-i Hyb (222) at Design AWD	48.7	8.1	128	28	£42255
2.5 VWT-i PHV (306) at Dsgn AWD	282.4	6.0	23	28	£44175

Excel: add £2985 to Design (not PHEV) GR Sport: add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Hilux - 5325x1855-1900mm
Euro NCAP: **★★★** Driver Power: N/A

2.4 0-4D (150) Double Cab Active	29.1	13.2	255	41	£36007
2.4 0-4D (150) Double Cab Icon	30.0	13.2	246	41	£38595
2.4 0-4D (150) DBL Cab Invinible	30.0	13.2	247	42	£41590
2.4 0-4D (150) auto DBL Cab Icon	30.7	12.8	241	41	£40118
2.4 0-4D (150) auto DC Invinible	30.7	12.8	242	42	£43112
2.8 0-4D (204) DC Cab Invinible	33.2	10.1	224	45	£41945
2.8 0-4D (204) DC Cab Invinible X	33.2	10.1	224	45	£46005
2.8 0-4D (204) at DC Invinible	30.0	10.7	246	45	£43467
2.8 0-4D (204) at DC Invinible X	30.0	10.7	246	45	£47527
2.8 0-4D (204) at DC GR Sport	30.0	10.7	246	45	£49735
2.8 0-4D (204) at Invinible X AT35	30.0	10.7	248	45	£73926

VAUXHALL
Dealers: 333 Warranty: 3yrs/60000mils

Corsa - 4055x1765mm
Euro NCAP: **★★★★★** Driver Power: 48th

1.2 (75) Design	52.3	13.2	121	12	£19635
1.2 (75) GS	52.3	13.2	121	12	£22015
1.2 Turbo (100) Yes	54.3	9.9	117	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£32445
50kWh (136) auto GS	214	8.2	0	26	£34080
54kWh (156) auto GS	246	8.2	0	28	£35475

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £3110 to GS electric

Astra - 4374x1860mm
Euro NCAP: **★★★★★** Driver Power: N/A

1.2 Turbo (110) Design	51.4	10.5	123	17	£26970
1.2 Turbo (130) Design	51.4	9.7	123	19	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	20	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£32330
1.2 Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2 Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	25	£37795
54kWh (156) auto GS	254	9.2	0	25	£40145

Sports Tourer estate: add £2200, Ultimate: add £3115 to GS 1.2T/PHEV/Electric, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid

Combi Life Electric - 4403-4753x1921mm
Euro NCAP: **★★★★★** Driver Power: N/A

50kWh (136) auto Design	174	11.7	0	N/A	£34835
50kWh (136) auto Ultimate	174	11.7	0	N/A	£35945
50kWh (136) auto Design XL 7st	174	11.7	0	N/A	£34685
50kWh (136) auto Ultimate XL 7st	174	11.7	0	N/A	£36695

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: **★★★★★** Driver Power: N/A

50kWh (136) auto Combi Medium	143	13.1	0	36	£37145
50kWh (136) auto Design Long	143	13.1	0	36	£43725
50kWh (136) auto Ultimate Long	143	13.1	0	36	£48795

Crossland - 4212x1765mm
Euro NCAP: **★★★★★** Driver Power: N/A

1.2 Turbo (110) Design	48.7	10.5	130	14	£22900
1.2 Turbo (110) GS	47.9	10.5	133	16	£25325
1.2 Turbo (110) Ultimate	47.9	10.5	133	16	£28190
1.2 Turbo (130) auto Design	46.3	9.9	138	18	£24960
1.2 Turbo (130) auto GS	46.3	9.9	138	18	£27425
1.2 Turbo (130) auto Ultimate	46.3	9.9	138	18	£30330

Mokka - 4151x1791mm
Euro NCAP: N/A Driver Power: 34th

1.2 Turbo (100) Griffin	49.6	10.6	128	14	£21555
1.2 Turbo (100) GS	49.6	10.6	128	15	£22745
1.2 Turbo (136) Griffin	50.4	9.1	127	21	£27055
1.2 Turbo (136) GS	49.6	9.1	128	20	£28245
1.2 Turbo (130) auto Griffin	46.3	9.2	137	20	£24405
1.2 Turbo (130) auto GS	46.3	9.2	137	19	£29895
50kWh (136) Griffin	209	9.2	0	22	£29495
50kWh (136) GS	209	9.2	0	21	£38735
54kWh (156) GS	252	9.0	0	22	£39735

Ultimate: add £3220 to GS 1.2T 136, add £2310 to Electric

Grandland - 4477x1856mm
Euro NCAP: **★★★★★** Driver Power: 23rd

1.2 Turbo (130) Ultimate	45.6	10.4	137	17	£35395
1.2 Turbo (130) auto Ultimate	44.1	10.3	144	17	£37045
1.2 Hybrid (136) auto Ultimate	51.3	10.0	124	20	£38335

VOLKSWAGEN
Dealers: 223 Warranty: 3yrs/60000mils

Polo - 4074x1751mm

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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Euro NCAP: ★★★★★ Driver Power: 41st

1.0 (80) Life	52.8	15.6	122	1	£20975
1.0 TSI (95) Life	54.4	10.8	118	8	£21915
1.0 TSI (95) R-Line	54.0	10.8	119	11	£24135
1.0 TSI (95) auto Life	52.0	11.5	122	8	£23350
1.0 TSI (95) auto R-Line	52.1	11.5	123	11	£25750
1.0 TSI (115) auto R-Line	52.2	9.8	123	11	£26975
2.0 TSI (207) auto GTI	43.2	6.5	149	23	£30195
2.0 TSI (207) auto GTI Edition 25	42.0	6.5	153	24	£32605

Match: add £690 to 1.0 TSI Life, Style: add £2400 to 1.0 TSI (95) Life manual

Golf - 4284x1789mm
Euro NCAP: **★★★★★** Driver Power: 50th

1.5 TSI (115) Life	52.3	9.9	123	N/A	£27035
1.5 TSI (115) Match	51.2	9.9	126	N/A	£27210
1.5 eTSI (115) auto Style	53.4	9.9	120	N/A	£30285
1.5 TSI (150) Match	50.9	8.6	126	N/A	£28350
1.5 TSI (150) Style	50.9	8.6	126	N/A	£29835
1.5 TSI (150) R-Line	50.6	8.6	127	N/A	£30285
1.5 eTSI (150) auto Match	53.0	8.4	121	N/A	£29940
1.5 eTSI (150) auto Style	53.0	8.4	121	N/A	£31425
1.5 eTSI (150) auto R-Line	52.6	8.4	122	N/A	£31875
2.0 TDI (115) Match	63.5	10.2	117	N/A	£29005
2.0 TDI (150) auto R-Line	60.5	8.0	123	N/A	£34110

Golf Estate - 4633x1789mm
Euro NCAP: **★★★★★** Driver Power: 50th

1.5 TSI (115) Life	51.6	10.2	125	N/A	£28400
1.5 eTSI (115) auto Life	53.8	10.3	120	N/A	£29990
1.5 TSI (150) Life	51.5	8.8	125	N/A	£29320
1.5 TSI (150) Style	50.2	8.8	128	N/A	£31200
1.5 TSI (150) R-Line	49.7	8.8	129	N/A	£31650
1.5 eTSI (150) auto Life	53.6	8.6	120	N/A	£31140
1.5 eTSI (150) auto Style	52.3	8.6	123	N/A	£32790
1.5 eTSI (150) auto R-Line	52.1	8.6	124	N/A	£33240
2.0 TDI (115) Life	64.3	10.5	115	N/A	£30195
2.0 TDI (150) auto Style	58.8	8.4	126	N/A	£34595
2.0 TDI (150) auto R-Line	58.4	8.4	127	N/A	£35045

ID.3 - 4261x1809mm
Euro NCAP: **★★★★★** Driver Power: N/A

58kWh (204) auto Pro Essential	270	7.4	0	N/A	£35700
58kWh (204) auto Pro Match	265	7.4	0	N/A	£36560
77kWh (204) auto Pro S Essential	356	7.9	0	N/A	£39190
77kWh (204) auto Pro S Match	349	7.9	0	N/A	£40050

Passat Estate - 4917x1849mm
Euro NCAP: **★★★★★** Driver Power: N/A

1.5 eTSI (150) auto Life	51.8	9.2	124	N/A	£38490
1.5 eTSI (150) auto Elegance	51.5	9.2	125	N/A	£41590
1.5 eTSI (150) auto R-Line	50.0	9.2	129	N/A	£42840
1.5 TSI eHybrid (204) auto Life	76.0	8.1	8	N/A	£40490
1.5 TSI eHybrid (204) at Elegance	73.0	8.1	9	N/A	£41790
1.5 TSI eHybrid (204) at R-Line	73.5	8.1	9	N/A	£48440
1.5 TSI eHybrid (272) at Elegance	72.5	7.1	9	N/A	£49910
1.5 TSI eHybrid (272) at R-Line	69.7	7.1	9	N/A	£51160

Arteon - 4866x1871mm
Euro NCAP: **★★★★★** Driver Power: N/A

1.5 TSI (150) R-Line	42.8	8.9	149	22	£41890
2.0 TSI (190) auto Elegance	40.9	7.9	156	26	£43105
2.0 TSI (320) auto 4MOTION R	31.0	4.9	207	35	£59405
1.4 TSI PHEV (218) auto Elegance	256.8	7.8	26	28	£46415
2.0 TDI (150) auto Elegance	58.9	9.5	126	22	£43960
2.0 TDI (200) auto R-Line	51.4	7.9	143	23	£45600
2.0 TDI (200) at 4MOTION R-Line	47.1	7.4	157	29	£49190

R-Line: add £955 to Elegance

Arteon Shooting Brake - 4866x1871mm
Euro NCAP: **★★★★★** Driver Power: N/A

2.0 TSI (190) auto Elegance	41.4	8.0	155	26	£44305
2.0 TSI (190) auto R-Line	39.4	8.0	163	26	£45720
2.0 TSI (320) auto 4MOTION R	31.9	4.9	202	35	£60655
2.0 TDI (150) auto Elegance	55.7	9.4	133	28	£45185
2.0 TDI (150) auto R-Line	52.7	9.4	140	30	£48345
2.0 TDI (193) at 4MOTION R-Line	45.3	7.6	164	35	£50110

ID.7 - 4961x1862mm
Euro NCAP: **★★★★★** Driver Power: N/A

77kWh (286) auto Pro Match	383	6.5	0	N/A	£51550
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ID.7 Tourer - 4961x1862mm
Euro NCAP: **★★★★★** Driver Power: N/A

77kWh (286) auto Pro Match	374	6.6	0	N/A	£52240
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Toucan - 4527x1829mm
Euro NCAP: **★★★★★** Driver Power: N/A

1.5 TSI (150) SE Family	44.0	8.9	146	18	£3742
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REX DON'T believe a word of it when you're fed the line that motor shows are dead. For sure they're changing – whether it's the Geneva expo daftly decamping to Doha, or the born-again British Motor Show focusing as much on outdoor driving activities as static displays inside its exhibition halls.

Then there's Paris. As I was starting to write this en route to the opening of what might be the most significant car-related event in Europe this year, it was clearly shaping up as the Renault Motor Show.

France's favourite firm somehow seems to try harder. Renault Group (which also includes Alpine, Dacia and Mobilize) has proven this by staging seven world premieres on its five Paris stands this week. And it's wheeled out a couple of concept cars, too.

"Once again we're affirming our strong commitment to motor shows," it proudly stated.

And in doing so, it has sent a defiant message to certain rival firms who apparently can't be bothered to get out on the front line to meet, greet and sell to car buyers. I'm not sure if they're complacent, demotivated or plain lazy, but I do know that the Renault clan is at the opposite end of the scale. It's cleverly cleaning up on the local, national and international motor show fronts, at a time when many of its rivals are missing out.

Also on the eve of Paris, there were yet more intriguing, potentially explosive developments at Hyundai. A fortnight ago, I warned that this large, loaded car company is formally entering into a partnership deal with the even bigger and wealthier tech firm Samsung. The coming together of these two South Korean 'royal families' is surprising – especially because they haven't always seen eye-to-eye.

But equally unexpected is confirmation that Hyundai Chairman Euisun Chung is about to meet up with the unlikeliest of people, Toyota Chairman Akio Toyoda – at, of all places, Chung's local race track, Everland.

For historic and other complicated reasons, it's quite rare for the South Koreans and Japanese to do business together. Even rarer is the elderly boss of Toyota flying in to see his far younger Hyundai counterpart on the latter's local patch.

What they'll talk about and in what language is anyone's guess. And the plot thickens because Hyundai uses the c-word – "collaboration" – when confirming the meeting.

I've met and shared a bottle of wine with Euisun Chung, a great bloke who's done a highly impressive job since taking over from his dad as Hyundai chairman. But he's perhaps done all he can at his car-building empire. He's not courting giants such as Samsung and Toyota with a view to offloading some or all of his Hyundai, Kia and Genesis brands, is he? Surely not. Heaven forbid. Or maybe he is?

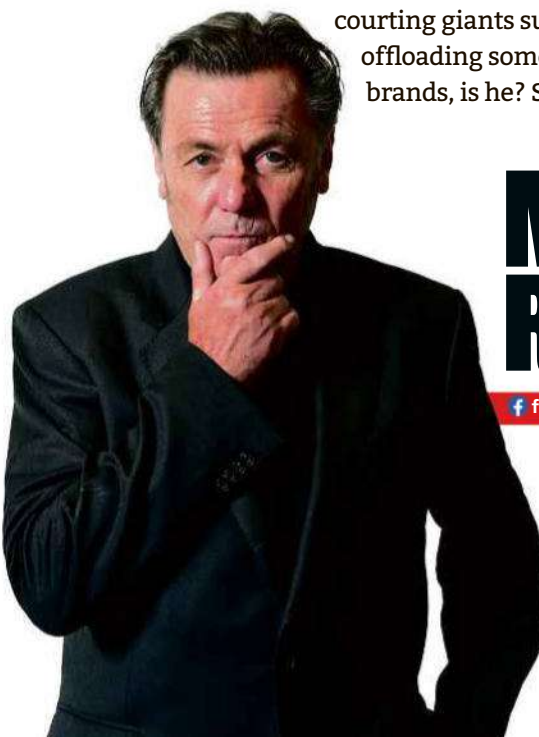
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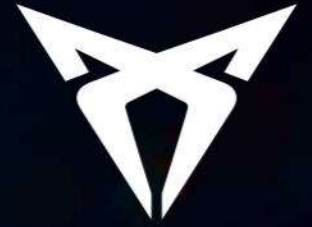
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WHAT YOU FEEL
IS CALLED OBSESSION

This isn't love, this is obsession. You'll know it when you can't stop thinking about the visionary and innovative tech, or the intuitive radical design, like our illuminated rear logo. Because once you see the new CUPRA Formentor, you won't stop seeing it.

CUPRA

Official fuel consumption for Formentor e-HYBRID range mpg & litres/100km combined: 470.8 (0.4) – 706.2 (0.6). Combined CO₂ emissions 9 – 13 (g/km). Figures shown are for comparability purposes; only compare fuel consumption figures with other vehicles tested to the same technical procedures. Figures may not reflect real life driving results. Data correct at 22/08/2024.