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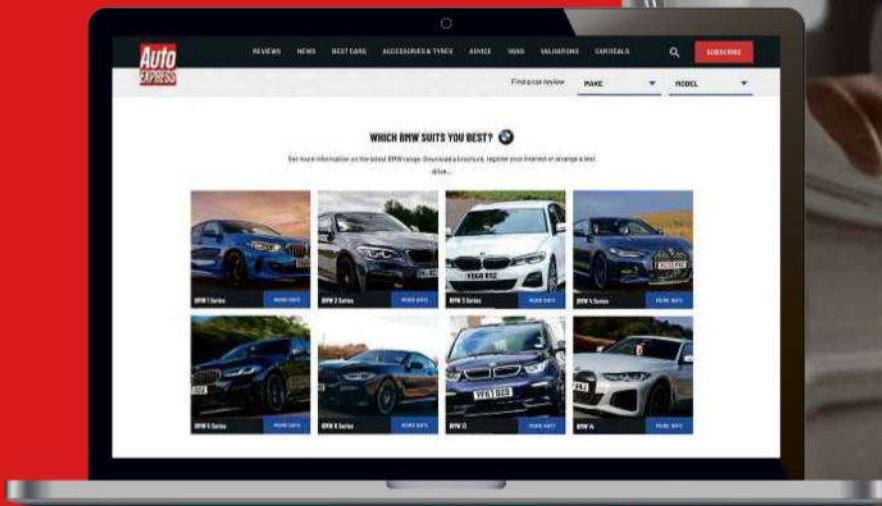
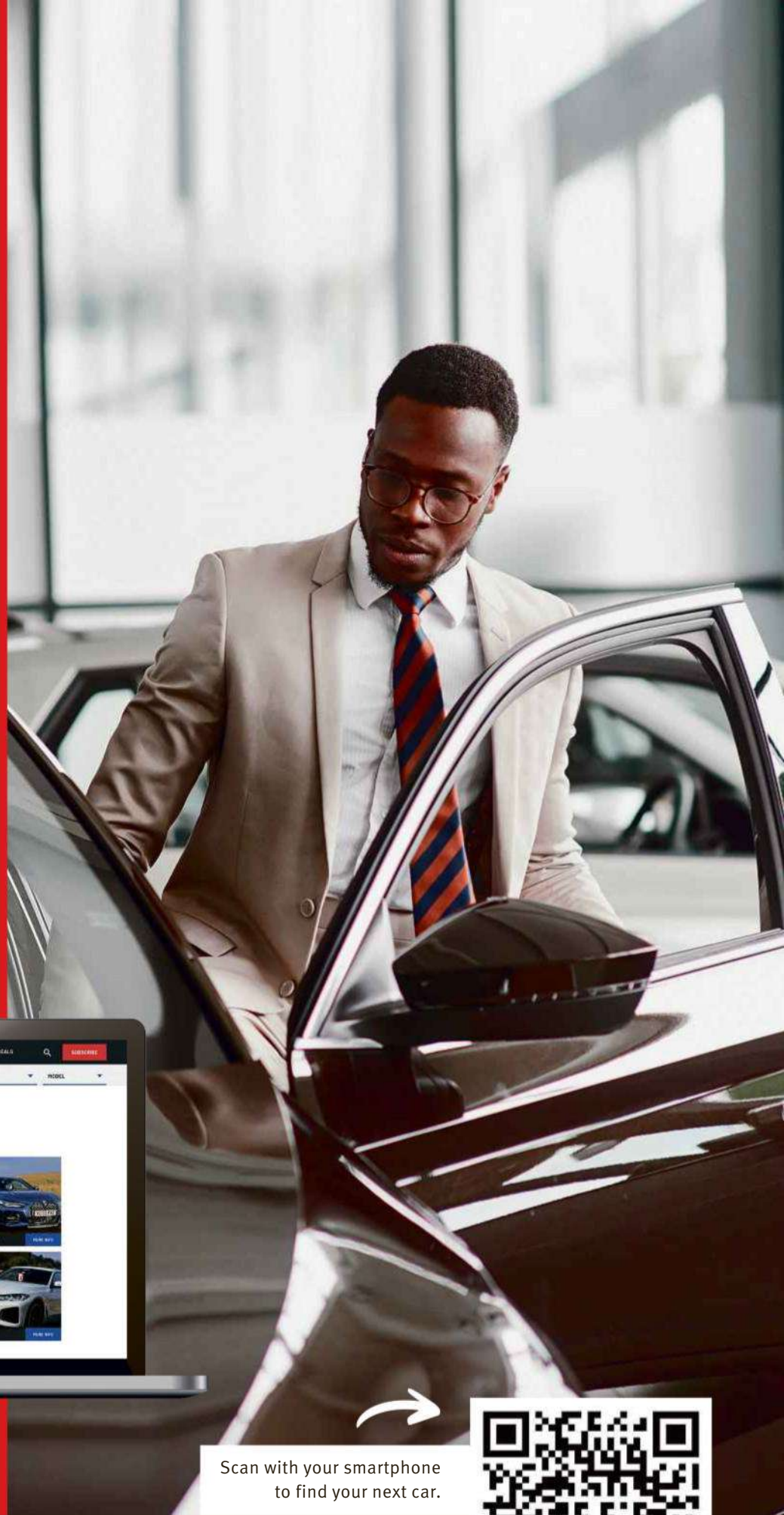
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AUTO EXPRESS ROAD TESTS

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Government rethink required on its extreme EV targets



AE I KNOW ludicrous political policies aren't exactly anything new, but the car industry is in the midst of a doozy at the moment. The Government's mandate that 22 per cent of new cars from each manufacturer must be fully electric is heading towards the entirely predictable consequence of damaging consumer choice.

Ford has become first maker to break ranks and publicly threaten what many have been predicting for months. With depressing inevitability, the brand has declared that the most cost-efficient way to make sure it's compliant is to restrict sales of petrol cars. Who could have foreseen that huge fines – £15,000 per car – for not hitting an average that's way above the natural level of demand would have consequences? Don't forget, Ford's only EV in the UK is currently the Mustang Mach-E.

It's understandable to try and hustle EV uptake along, but 22 per cent of new cars in 2024, rapidly rising year by year, is way ahead of consumer desire. Desire, let's not forget, that isn't being promoted by Government in any meaningful way for private buyers. It's going the other way, in fact, with London Congestion Charge exemption ending from 25 December 2025 (Merry Christmas!), and EVs having to pay Vehicle Excise Duty (albeit at the lowest rate), rather than it currently being free, from 1 April next year.

The point is, demand is flagging amid some overtly negative mainstream media headlines. A little bit of carrot with the stick would make for better results, and help turn public sentiment towards EVs. Cutting the VAT on public charging to match that of domestic electricity seems like a logical and good-news way to lower costs, and extra use would help provoke investment to grow the infrastructure.

Helping car makers to make EVs more affordable – be it by cutting VAT on new cars or scrappage-style grants – would go a long way to boosting public confidence, and therefore acceptance. The current approach – ending the few available incentives while bashing manufacturers for not selling cars to buyers that don't exist – doesn't seem to be working. Time for a rethink?



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UNDER COVER

Our exclusive image shows new DS could follow original by having faired-in rear wheels



Avarvarii

EXCLUSIVE IMAGE

- Classic look for new halo car
- Lesser DSs may adopt its style

DS planning icon-in

EXCLUSIVE Stellantis halo brand will look to reignite magic of the past with new

AE Steve Fowler

FRENCH premium brand DS is considering plans to reinvent itself by launching a radical new luxury saloon, Auto Express can reveal. Speaking exclusively to us, DS boss Olivier François revealed that an aero-focused homage to the iconic sixties Citroen that first bore the DS name, could be in the pipeline.

Despite sitting at the top of a Stellantis family that includes Vauxhall, Peugeot, Citroen, Alfa Romeo and Jeep, DS has struggled to gain a foothold in the premium segment. It has found itself fighting an unrelenting onslaught of new or revised models from established German brands such as BMW, Mercedes and Audi, as well as Volvo.

However, DS has built a distinct line-up that shares little with its more mainstream siblings, bar its platform and powertrain tech. "DS is going electric," François told us. "I think that's a good time for DS because we are the only new brand with a legacy. Not a legacy with a DNA, but with a pedigree. That's very interesting. We can make a difference."

François thinks he can put more clear air between Citroen and DS by leaning on his company's rich history and heritage. Our

exclusive image shows how a future DS flagship could look, using a similar swept-back style to its famous predecessor but modernised for the electric age.

The front end features a familiar narrow-slot grille, flanked by cutting-edge LED lighting technology. We expect DS to use this to implement a recognisable daytime-running light signature, possibly in keeping with that found on the existing DS 9.

"There are a few cars in automotive history that have become iconic because they are extremely aerodynamic," François told us. "[The UK] may have the Jaguar E-Type, but for sure, the DSs of the sixties and seventies were exactly that. They had this incredibly iconic look, an iconic design that everyone recognised, everyone loves and everyone remembers.

"If we can tie back to this design DNA, we can have the best-looking and, more importantly, the most meaningful aero-designed electric car in a world of new brands where we are ourselves a new



ORIGINAL
Citroen DS was unveiled in 1955, and renowned not just for its futuristic looks, but also for its excellent ride/handling balance

PLATFORM

New DS could use STLA Large platform, which will also be the base for cars from Jeep, Alfa Romeo and Maserati

CHARGING

We expect DS to use an 800V architecture, which will allow 10-80 per cent top-ups in less than 20 minutes

“If we can tie back to this design DNA, we can have the best-looking and, more importantly, the most meaningful aerodynamically designed electric car in a world of new brands”

OLIVIER FRANÇOIS DS CEO

**OPINION**

John McIlroy
Editor-at-large, Auto Express

THEY'LL never admit it, but DS remains a frustratingly long-term game for the Stellantis group management. It was always going to be tough to crack the German hold over the premium market; now the more level EV playing field means the Chinese are trying to get in on the act too.

Olivier François clearly has the backing of Stellantis boss Carlos Tavares – and STLA Large could be the ideal toolkit for a halo model. But the tech could be the easy bit; successfully mixing design cues from the original DS 19 with modern needs and trends will be the real challenge.

The original DS was a standout car because it was bold for its time, not retro. François and his team must be very careful not to fall into that trap this time round.

“Mixing cues from the original DS 19 with modern needs will be the real challenge”

Aspired premium flagship

Aero-focused range-topper

brand. But we have a very established DNA,” he told us.

As François has suggested, it's the aerodynamics that will be key to this car's appeal, with plenty of smoothed edges and a low roofline that tapers to the rear. There's even a possibility that DS may choose to cover the rear wheels to make the new DS as slippery as possible – just like the original did back in the sixties.

“The pure DS should be large, expensive, and amazing,” he told us. “Everyone will be in love. We can do the sensual, curvy, extremely inspiring cars that are very aerodynamic and very French – the art of travel. Soon, I'll show you.”

DS will have to create its new flagship using the technology available within the Stellantis stable. However, being one of the halo brands will give it access to the biggest and best kit on offer within the group – including the latest STLA Large platform, plus batteries capable of more than 400 miles of range. Fast charging will



“The pure DS should be large, expensive, and amazing, everyone will be in love. We can do the sensual, curvy, extremely inspiring cars that are very aerodynamic and very French”

OLIVIER FRANÇOIS DS CEO

be key to the car's appeal as a long-distance, executive or company-car choice, and we expect the new DS saloon to utilise an 800-volt architecture that will allow 10-80 per cent top-ups in less than 20 minutes.

“I'm taking all these ingredients to see what we can do with what we have, which are the platforms we have, obviously,” François said. “But it's very, very exciting. We are going to have a 700-plus kilometre [435-mile] range, and DS will be one of the very first to introduce this battery, which is absolutely perfect. It comes at a cost, but DS is premium, so it's perfectly fine.”

DS's team of engineers could also look to implement a modernised version of the original DS's hydraulic suspension system – further emphasising the old car's modern-day influence. “I still love the idea of the hydraulic suspension,” François told us. “Not just to go down when you drive, but to go up to facilitate ingress. I mean, people now love SUVs for that.”

Stellantis has already confirmed that STLA Large will also underpin a series of Jeep, Alfa Romeo and Maserati models. The group claims this tech “holds the

potential to deliver acceleration of 0-100 km/h [62 mph] in the two-second range.”

While the largest batteries and more powerful motors will be restricted to the upper echelons of the DS range, François hopes the design language and DNA will filter down to its more affordable offerings. This will possibly tee up a range of compact, family-friendly SUVs, and even a rival for the much-loved MINI hatchback, rebuilding the success that the French brand had with its DS 3 hatchback in the early 2010s.

“We realised that we can expand this design, this new language, to smaller cars,” François said. “They're not going to look exactly like the original [DS], but it's a gene that is not difficult to transmit to various categories of cars.”

The timeframe for Olivier François's new range-topper is unclear, although Stellantis has previously promised eight vehicle launches on STLA Large between 2024 and 2026. That means we could see the new car – in concept form at least – within the next 12 months. And perhaps significantly, the 70th anniversary of the original DS 19's debut falls in 2025.



Project lead Hande Ergiturk (above, right) told us that EX90 customers want the latest technology, but don't want to compromise on the luxury or versatility of the old XC90

FIRST RIDE

INSIDE LINE
Volvo engineer Ken Ekstrom (at the wheel) showed us what the EX90 is capable of



New Volvo EX90 SUV is focused on comfort

- We sample Volvo's upcoming range-topper from passenger seat
- Seven-seat EV will initially be sold alongside hybrid XC90



Jordan Katsianis

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AE THE Volvo EX90 will have a tough job on its hands when it arrives later this year. The pure-electric seven-seat flagship SUV won't just look to (eventually) replace the popular XC90, it'll also act as the champion of the brand's assault on the electric era.

With so much at stake, we popped over to Volvo's proving grounds near Gothenburg, Sweden, for a rundown on the new model from its creators, and to gather some initial impressions from the passenger seat.

The EX90's design and packaging aren't a million miles from the XC90's – and the older car with its hybrid powertrains will still be sold alongside the EV for now – but the new car sits on a brand-new electric-vehicle platform called SPA2, which fundamentally changes the game under the skin.

There will be two powertrain options at launch. Both have dual motors; the base car gets 402bhp, while the Performance derivative packs 509bhp. They share an 111kWh battery pack (107kWh usable), which is underpinned by a 400V electrical system that will charge at up to 250kW, giving a 10-80 per cent top-up in around 30 minutes. The base version has a range of up to 364 miles, with the Performance model only a few miles behind.

But we already know many of these facts and figures. Instead, we're here to feel how the new car is going to ride and perform before we get behind the wheel ourselves later this year. First impressions show a clear emphasis on comfort and refinement, with our particular test car in a specification that's expected to be popular in the UK. This includes the dual-chamber air suspension and middle 21-inch wheel option, both of which buffed away the edges of Volvo's punishing test route.

Our driver for the day is Kenneth Ekstrom, principal engineer of vehicle dynamics, who explains: "Our cars must be predictable and safe; these are the most important attributes. Our air-suspension system has been designed with these two thoughts in mind from the very start." There's no way of getting around the fact this is a big, heavy

"Weaving through some of the high-speed sections, the EX90 feels stable and controlled"

car (2,750kg), so keeping that mass under control was crucial for Ekstrom's team.

"The steering is very important, so we have focused on steering feel just from the straight ahead, making it more accurate and controlled. The torque-vectoring differential is also important for this, because it helps keep the car stable at high speed." That unit is the same as on the forthcoming Polestar 3, but there it's designed to boost the power delivery at the rear axle. Here, it's meant only to improve stability.

Weaving through some of the high-speed sections, the EX90 feels stable and controlled. While there is some roll and pitch, it's never unstable or floaty, even as the tarmac drops from beneath us on more aggressive undulations. This isn't really something you could say of the most recent XC90, which many owners felt was bigger and heavier than it was. We do have some reservations over ride quality on the largest 22-inch wheels in the UK, but this is hypothetical until we've tried them out.

While the exterior design is very slick, we can't help feeling that perhaps it isn't the leap forward that it could have been. Despite being all new, the body looks very similar to the XC90's – only a touch more angular and with use of gloss black at the sills to hide the extra height of its body due to the under-floor battery pack. But so popular has the current XC90 been that a little design restraint will be neither surprising nor unwelcome to customers.

Space inside is good, and the high floor hasn't affected packaging in the third row. In the middle row, the floor is completely flat. Project lead Hande Ergiturk told us EX90 customers don't want to compromise on the luxury or versatility they've long enjoyed in their old XC90s.

It's worth noting the cabin ambience and user interfaces, because these will define the car for customers just as much as its high-speed cornering attitude. Volvo has had a firm grasp on its idea of modern luxury for decades, and things are no different with the new EX90, thanks to a combination of open-pore woods, plush fabrics and a general sense of quality.

Of course, you'll be expecting as much, considering the new EX90 will cost from £96,255 when it arrives in showrooms later this year. This makes its price nearly £20,000 more than a like-for-like Kia EV9.

Whether the EX90 will be worth the extra remains to be seen, but Volvo's pricing didn't put buyers off when it last renewed its seven-seater flagship.

Going back in time with a drive in the first XC90



Original XC90 feels tank-like by modern standards

VOLVO might be a brand historically associated with safe, boxy estate cars, but one look at the range today would suggest its modern success was built on SUVs. And the one that kicked it all off was the original XC90.

The car, which launched in 2002, offered buyers a practical and family-friendly package. It also pushed the Volvo brand into the premium space that it occupies today. The first-generation model was a huge success and remained in production for 12 years.

To see whether that car still holds its own today, we grabbed the keys to a facelifted car from 2006. This mid-life update brought with it a new range of engines and trims, including Volvo's 4.4-litre V8 and the R-Design styling package that ended up proving very popular.

The high driving position and chunky styling of this first XC90 are features that have kept SUVs in vogue ever since. On the road, though, time hasn't been so kind; the lumpy and remote driving experience is particularly tank-like by today's standards.

The second-generation XC90 that will be sold alongside the EX90 for the foreseeable future was another game-changing model. Just like the original, it thrust the brand into a higher plane with customers, helping Volvo earn its right to be counted among true premium marques such as BMW, Audi and Mercedes.

But compared with the new EX90, the two feel more like six generations apart mechanically. Neither could be considered fun to drive – though they weren't meant to be. Instead, it's the combination of luxury, space and safety that has appealed to decades of loyal customers that still resonates now. The new EX90 will likely do just the same, and use significantly less fuel in the process.

COMFORT

We rode in an EX90 fitted with air suspension and it felt compliant and it tied down for such a heavy car

Crunch time looms for VW

- VW CEO Thomas Schäfer says it will be confirmed in the summer
- Company has re-evaluated touchscreen systems after backlash



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AE VOLKSWAGEN will firm up plans for development of a new £20,000 small electric car this summer, with the budget EV potentially on the road within the next three years, VW brand CEO, Thomas Schäfer, told Auto Express at the Financial Times Future of the Car Summit in London.

If rubber-stamped in the coming months, the car will get an official range of around 200 miles, and would also provide the basis for important spin-off models for both Skoda and the somewhat neglected SEAT brand.

The new baby EV will follow on from a production version of the ID. 2 all concept, which is due in 2026 at a price of around £25,000. That car will also spawn Cupra and Skoda hatchback siblings.

"We have the 25,000 Euro car on the way," said Schäfer. "But do we need to go further? Absolutely. We're working on that."

"We need to make cars that fit to the Volkswagen DNA without compromises and still meet the price point," he told us. "And that's not trivial – it's a tough segment, and that's why it's difficult to get it right. The price points are critical, and to play in that game you need significant volume, otherwise it's not possible."

Schäfer said VW is close to a decision on green-lighting the project, with four routes to production currently on the table, including potential collaboration with other manufacturers outside the VW empire.

"I'd like to make it happen, but if it's not feasible and doesn't make sense, we're not going to make it. We don't want to be in every segment just to be in there."

Schäfer confirmed that the new baby VW EV won't cut corners on range to hit the price point. "You can't offer a car that can only do 150km [93 miles], because it's going to annoy the customers," he said. "You can quickly get that car on the market below 20,000 Euros, but what's the point? It's not going to sell. We're definitely looking at 300km [186 miles] plus."

Speaking from the FT Summit, Schäfer also admitted Volkswagen got it wrong with the in-car user experience on its ID. range of electric vehicles, with too much of their functionality going through the touchscreen at the expense of physical

"At the time, people thought buttons might be too old-fashioned, but they're not, they're easy to operate. Our customer base wants ease-of-use buttons"

THOMAS SCHÄFER VW brand CEO

"You can't offer a car that can only do 150km (93 miles), because it's going to annoy the customers. You can quickly get that car on the market below 20,000 Euros, but what's the point? It's not going to sell. We're definitely looking at 300km (186 miles) plus"

THOMAS SCHÄFER VW brand CEO

buttons. While minor changes have been made with the likes of the new Tiguan SUV, a new approach will come through with forthcoming models, starting with the ID. 2.

The brand has already carried out a series of customer clinics to examine which functions and buttons are used most, to ensure the key ones are more easily accessible than in the current set-up.

"We wrote down every single function – 300-something – all the way down a massive spreadsheet, and asked how often do you use it? Do people use the functions that we have under a fifth sub-menu that only the initiated ever find?" Schäfer explained candidly. "What do people expect of this function, and is it user friendly?"

Customer responses varied from wanting buttons for most functions through to a desire (in the minority, apparently) for a clean interior where everything runs through the touchscreen.

"What we believe fits very well to the brand is a hybrid; you need buttons, certain actions that are intuitively operable without extreme manoeuvres and hidden functions," said Schäfer. "You have to have a systematic approach to what you really need and what is intuitive, and how you help the customer in their day to day operations."

The internal clinic work was carried out late last summer, with the fresh approach arriving on new or replacement models from 2026 onwards. "I think it brought us back to where we used to be. Don't make it too complicated because it needs to be easy to operate," Schäfer said of the changes. "I wouldn't say it's revolutionary or different, but it undid some of the discussions and decisions of the past."

He gave the example of replacing steering wheel buttons with sliders that have proved unloved by customers. "At the time, people thought buttons might be old-fashioned, but they're not, they're easy to operate. Our customer base wants ease-of-use."

INTERVIEW

"We have the 25,000 Euro car on the way, but do we need to go further? Absolutely. We're working on that"

THOMAS SCHÄFER VW brand CEO



COST-EFFECTIVE

Schäfer confirmed that a budget EV based on the 2023 ID. 2 all concept is currently at the evaluation stage and could be green-lit soon



FEEDBACK

Touchscreen controls such as those found in the ID.3 (left) haven't been universally embraced by customers

's new budget EV



New safety tech keeps Polo rolling

THE Volkswagen Polo will live on until the end of the decade after the softening of forthcoming EU emissions legislation gave it a new lease of life.

The cost of meeting stringent Euro 7 rules could have meant the end of the supermini, but Schäfer confirmed it will stay. "Polo will carry on until the end of this decade," he said. "Euro 7 has been done in a reasonable way; it adds cost, but not too crazy. The car runs well, we will keep it fresh. It's a good entry to the brand."

The Polo's tech has been boosted to meet new rules coming in July, which mandate systems including driver-drowsiness and lane-keep assist.

CONTINUATION

Polo will stay as part of VW's line-up thanks to a softening of EU legislation



Slow EV uptake sees Hyundai shift focus



Cars such as Kona will continue as hybrids for longer

HYUNDAI has admitted the slowdown in electric-vehicle sales has seen it reverse investment decisions and plough money back into hybrid technology.

When asked about fuel priorities at the FT Future of the Car Summit, Hyundai's global president José Muñoz said there has been a recent shift in approach. "If you asked me six months or a year ago, I would have told you it's all about electrification," he said. "Electric is the future, but we see a longer transition; in our case, we need to consider the elongation of hybrid."

Muñoz said hybrid – either so-called 'self-charging' or plug-in – is increasingly viewed by consumers as a stepping stone to full electric. "EV is going to stay and it is growing, but the pace is not what we originally thought," he continued, saying he needed to ensure factories have capacity for more hybrids than originally forecast. Hyundai will boost R&D to keep improving powertrains that were previously on the way out.

"If you want to bet on one technology, then do that, but I think you're going to have a hard time", he said.

Drastic measures could help Ford meet EV target



Puma could be a victim as Ford tries to meet mandate

FORD could resort to limiting sales of new petrol cars in the UK, as it struggles to meet the electric-car sales targets laid down in the Government's ZEV mandate.

Speaking from the FT Future Car Summit, Ford's European boss of its 'Model e' electric car division, Martin Sander, said, "We can't push EVs into the market against demand. We're not going to pay penalties. We are not going to sell EVs at huge losses just to buy compliance. The only alternative is to take our shipments of [engine-powered] vehicles to the UK down, and sell these vehicles somewhere else".

Introduced at the start of this year, the Zero Emission Vehicle (ZEV) Mandate requires manufacturers to ensure that 22 per cent of overall sales are battery-powered in 2024, or face fines of up to £15,000 per car.

However, according to the latest figures, fewer than 17 per cent of models registered in April were zero-emission.

Graduated licence proposal to be put before Parliament

- Six-month probation planned
- Aim is to reduce fatalities



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AE A NEW bill has been introduced to Parliament, calling for the introduction of so-called graduated driving licences (GDLs), which would impose restrictions on new drivers in order to curb what are being described as “often avoidable collisions”.

Under the proposed law, newly qualified drivers would, for the first six months, have restrictions on the number of young passengers they are allowed to carry, as well as a zero limit for blood alcohol content. Other constraints may also be implemented, although exemptions would be made for work, medical and emergency situations.

Dubbed the Motor Vehicles (Driving Licences) (New Drivers) Bill, and introduced to Parliament by Kim Leadbeater, Labour MP for Batley and Spenningsdale, the new proposal is due for a second reading on 17 May. According to Government statistics, there were 29,429 people killed or seriously injured on the roads between June 2022 and June 2023. Just over a fifth of the fatalities were of people aged between 17 and 29 years old, with statistics from the year prior showing that male drivers aged between 17 to 24 are four times more likely to be killed or seriously injured in an accident, compared with those aged 25 or over.

When introducing her bill to Parliament, Leadbeater said: “We must never forget that behind [that] statistic there are thousands of lives changed forever

● OFFICIAL

FIRST STEP

Once passed, new drivers can expect limits on their driving for the first six months at the wheel



and families torn apart by tragic and often avoidable collisions.”

The bill is backed by the Commons’ Transport Select Committee who, in 2021, said GDLs would be “effective in reducing crash rates”. It’s also supported by the likes of the AA and RAC, with the latter’s road safety spokesperson Rod Dennis saying: “It’s high time a renewed focus was given to reducing casualties. Families across the

“Behind the statistics there are thousands of lives changed forever and families torn apart by tragic and often avoidable collisions”

KIM LEADBEATER MP for Batley and Spenningsdale

country who have lost sons and daughters far too soon are looking for something to change, and GDLs could be the answer.”

That said, the bill isn’t without its critics; the Alliance of British Drivers told Auto Express that the proposed legislation prioritises “more restriction over positive innovation”, with the ABD instead calling for “better driver training from the start” and “more education in road safety”.

Next VW camper line-up will offer electric option

THE boss of Volkswagen Commercial Vehicles has revealed plans to extend the reach of its popular California brand, by launching a range of campers based on the firm’s next-generation electric vans.

Speaking at the reveal of the all-new T7 Multivan-based California (right), CEO Carsten Intra told Auto Express that every model in the popular California campervan range will eventually be reinvented for the electric era. The process could start within the next couple of years.

“The new generation will be an all-electric line,” Intra told us. “We are going to have the electric campervans – from the Grand California down to the smaller ones; the next generation will be a huge step.

“From the second half of this decade we are going to replace the Crafter [van], and

● OFFICIAL

CAMPER
 Plug-in California will act as a stopgap before a full EV comes



then it will go step by step,” he said. “That will have camper versions as well – not the very first step, but we are going to do it.”

In contrast, Intra told us that while preparations for an in-house-converted camper version of the ID. Buzz are

ongoing, the firm is waiting to determine customer appetite for the EV.

“We did not announce a date [for Buzz] yet,” Intra told us, “because we’re waiting for customer response on it. Today we don’t have this push for an all-electric camper.”

“Every California model will eventually be reinvented for the electric era”

news
in brief

New Skoda Octavia range starts at £27k

SKODA has revealed prices and specs for the facelifted Octavia; the brand's most popular model (above) starts from £26,775 and is on sale now.

Entry-level SE Technology trim has a new 13-inch infotainment display and Virtual Cockpit digital instrument cluster. Other kit includes 16-inch wheels, LED lights, heated seats, sat-nav, plus Apple CarPlay and Android Auto. SE L and Sportline models also feature, alongside a creatively named 'First Edition' car.

Beginning of the end for EQ-badged Mercs

MERCEDES will drop the EQ branding from its range of electric cars in the coming years, starting with the all-new G 580 (driven on Page 22).

"EQ is the technical lead – future electric Mercedes won't be EQ," said product manager Tobi Mantele. The manufacturer is also aware of the brand cachet of its petrol cars, "As soon as you go fully electric, you wouldn't want to drop a brand like S-Class," a spokesperson said.

Frontera line-up will include seven-seater

VAUXHALL has revealed new details for its forthcoming Frontera small SUV (below), confirming that it'll be offered with seven seats in the future.

Hybrids and EVs will be available, with the latter capable of up to 248 miles on a charge. Mild-hybrid buyers get a choice of 99bhp or 134bhp engines, with all models offered in Design, GS and Ultimate trims.

No prices have been set yet, but we expect a starting figure of around £20,000, and slightly more for the EV.



Finishing touches being put to new hybrid M5



Alastair Crooks

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AE AN all-new BMW M5 is just around the corner, and we've caught the plug-in saloon testing as it undergoes the final stages of its development.

Our latest shots show the car with less camouflage than ever before. By dropping some of its disguise we can see the new car will lift many key features – including its front and rear lights – from the standard 5 Series. The M5 will get a typically understated design, although the four tailpipes at the back confirm this is the hot 5.

Other visual changes include more sharply styled bumpers, and bigger, more angular air intakes. The M5 gets a unique set of large alloy wheels, too.

A Touring estate model will also be available for the first time in over 15 years. However, given that we've not yet driven the standard 5 Series wagon, it's



STYLING
New M5 will look typically understated, but its bumpers and alloys are unique

likely the launch of a hotter, range-topping load-lugger is still some way off.

We expect the new M5 to inherit its V8 plug-in powertrain from the XM SUV. In that car, the set-up produces 644bhp and 800Nm of torque, with that power sent to all four wheels through an eight-speed automatic transmission. However, there's a chance we could see this bumped closer to 750bhp in the M5. The 25.7kWh battery should allow 55 miles of EV running.

If you can't wait for the fiery flagship, BMW has just introduced a range of

M Performance Parts for both the 5 Series and electric i5 Touring models. Focused on making a visual statement, there's a three-piece carbon front splitter, carbon side-sill attachments and rear fins designed to sit beneath the carbon-fibre roof spoiler.

Other tweaks include carbon mirror caps, M Performance alloys, red-painted six-piston brake calipers and a decal package that flows from the headlights to the brake lights. Inside there are unique floor mats, stainless steel pedals and an Alcantara M Performance key case.

Range-topping Renault SUV starts at £38k

RENAULT's new Rafale coupé-SUV flagship is priced from £38,195 and is on sale now, its maker has confirmed. The base Techno car gets 20-inch wheels, automatic lights and twin screens inside.

Techno Esprit Alpine starts at £42,195 and adds an exclusive wheel design, sportier styling, matrix LED headlights and Renault's '4Control' four-wheel steering. The cabin is trimmed in Alcantara and there's a 9.3-inch head-up display.

Iconic Esprit Alpine tops the range at £44,695, adding a panoramic sunroof, a 12-speaker stereo, 360-degree cameras and self-parking.

There's just one engine at launch: a 1.2-litre three-cylinder hybrid with 197bhp and 205Nm of torque. A plug-in hybrid will join the range later.



Sedona Edition marks launch of Defender model-year updates



DESERT DREAM Sedona model adds plenty of new features for the cabin, while distinctive metallic red exterior is inspired by the region of Arizona the car is named after



- Defender gets a sprinkling of extra luxury and a new diesel engine
- Now comes with a greater level of comfort, according to Land Rover



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AE THE Land Rover Defender is one of the most capable off-road vehicles you can buy, but its manufacturer thinks it can also cater to more luxury-focused customers, with a round of classy updates. Alongside the additional options is a new diesel engine and a special 'Sedona Edition', based on the Defender 110.

Available for one model year only, the Sedona Edition's red paint (above) is inspired by the city of the same name in Arizona, America. This car also gets the 'Extended Black Pack' with black badging, plus black finishes for the grille, skid plates and 22-inch alloy wheels.

Elsewhere, an optional bonnet decal displays the topography of Sedona, and to the side you can add a gear carrier also in red. As standard, the Sedona Edition gets the new 'Signature Interior Pack', which is also now available on other models across the Defender range.

This pack features a range of tweaks to the Defender's interior, including heating, cooling and memory functions for the front seats, along with new winged headrests. The second row (for Defender 110 and 130 bodystyles) features heated seats – also with a new headrest design.

A selection of upholstery finishes is offered, including leather or wool seats, available in ebony, caraway, light cloud

or lunar colourways. There's even a new pocket on both sides of the centre console.

Sitting on the dashboard of cars fitted with the Signature pack, you'll find the familiar 'cross car beam' is now painted grey with trim accents in satin black. The headlining is finished in suede cloth – either in light cloud or ebony.

Prices for the Sedona Edition haven't been confirmed, but we expect a decent premium over the Defender 110 X-Dynamic HSE on which it's based, which currently starts from £83,860.

Also new for 2024 is a 'Captain Chairs Pack' for the longer Defender 130. It swaps out the three-seat second-row bench for two plush individual chairs. Land Rover says this set-up offers "ultimate comfort, spaciousness and versatility". The seats are heated and cooled and feature new headrests, armrests and two cup-holders, while an aisle between them allows access to the third row. Again, the price of the Captain Chairs Pack hasn't been revealed.

Land Rover hasn't stopped with the trim upgrades, either. A new six-cylinder D350 diesel replaces the old D300 in the line-up, and boasts 345bhp and 700Nm of torque. That's increases of 49bhp and 50Nm over the old car.

A simplified Defender model range now comprises S, X-Dynamic SE, X-Dynamic HSE, X and standalone V8 specifications across each of the 90, 110 and 130 bodystyles.



FIRST CLASS New Captain Chairs Pack is available on the longer Defender 130, swapping the usual seating layout for three rows of two

Second-hand company cars boost used EV market share



As companies de-fleet their EVs, there has been a rise in used market availability



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AE LATEST sales figures confirm that private buyers are still unconvinced of the merits of battery-powered EVs, with just 15.6 per cent of the total number of EVs sold in April going to retail customers. But at the same time, increasing numbers of used electric cars from company fleets are hitting auctions and dealers, making electric powertrains the fastest growing used-car segment.

When it comes to new-car sales, there's been a 21.9 per cent drop in the proportion of EVs going to private buyers compared with April last year. In contrast, fleet sales drove the new-EV sector forward, as Government incentives on Benefit-in-Kind tax for company cars continued to stimulate demand. As a result of strong corporate sales, EV

"April's used EV increase appears to vindicate the decision to focus incentives on company cars"

registrations rose by 10.7 per cent, lifting their April market share to 16.9 per cent, compared with 15.4 per cent in 2023.

The UK used-car market rose by 6.5 per cent in the first quarter of 2024, according to figures from the Society of Motor Manufacturers and Traders. It's the 16th month of successive growth, but the number of used cars changing hands is still 2.6 per cent below pre-Covid levels.

A total of 41,505 EVs entered the used market in the first three months of this year, an increase of more than two thirds on the same period in 2023. This takes the number of used EV transactions to a small but increasingly significant 2.1 per cent. This rapid jump in availability appears to vindicate the Government's decision to focus its taxpayer-funded incentives on company drivers as the fastest and most cost-effective way to increase EV uptake.

The industry continues to call for taxpayer subsidies on new EV sales, but the majority of drivers can't afford new cars of any type. Plus the Government ruled out the provision of new purchase incentives in its recent response to the Lords environment and climate committee report into electric cars.

Bentley powers up plug-in V8

LUXURY British car maker Bentley has revealed new details of its V8 'Ultra Performance Hybrid' powertrain. It's set to supersede the company's iconic W12, which will end production in June.

The new plug-in hybrid V8 will be even more powerful than the outgoing 12-cylinder engine, and its torque output of more than 1,000Nm will be delivered "over a wider plateau", according to the brand.

The firm says the new powertrain will be the "most dynamic, responsive and efficient system in Bentley's history" and will befit a "new generation of daily supercars". The Crewe-based business says the unit will be capable of running

on electric power for 50 miles, with an official CO₂ figure of less than 50g/km.

Bentley's 'Beyond 100' strategy will see every one of its models offered as a hybrid. The first cars to feature the new engine will be the Continental GT (below), drop-top GTC and Flying Spur saloon, from later this year. The Bentayga SUV will go hybrid-only from 2026.



Inbox Your views

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

Contact **Chris Rosamond**
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YOUR VIEWS This week's letters

Stuck-on screens simply aren't safe!

FROM: Chas Lewin ONE of my main gripes is the practice of 'sticking' an iPad on top of the dash, which looks like an afterthought. It's ugly and a hard thing to hit in an accident – not very safety conscious. You don't need all that information while you drive – it's more like a distraction!



Chas is far from a fan of touchscreens

Dark car interiors are claustrophobic

FROM: John Rason WHY is it that manufacturers selling their vehicles in the UK only appear to offer black or dark-coloured interiors? It seems that only their home-market vehicles get more exciting colour options. I feel all of this only makes the cabin feel more claustrophobic. Or is it just me?

Multi-storeys will shrug off EV weight

FROM: Chris Mawby I DON'T think Paul Mangan needs to worry about heavy EVs in multi-storey car parks (Issue 1,828). Most 4x4s (Range Rovers etc) weigh more than two tonnes and the number of these large SUVs you see in multi-storey car parks doesn't appear to have had any effect.

Ferry is (nautical) miles ahead of train

FROM: Neville Withers I TRAVELLED with friends on Le Shuttle once when we wanted to experience the fairly new service (Issue 1,829). I think people prefer the ferry because they have more time to relax and eat a meal. Other than the loos, there aren't any facilities available on the shuttle.

Continue rollout of smart motorways!

FROM: Derek Clark I HAVE never understood the hullabaloo about the "dangerous" smart motorways (Issue 1,829). At least on smart motorways there are more lanes to move into if a car breaks down. Also there can (when working) be messages put up to warn about lane closures.

Join the debate at www.autoexpress.co.uk

Useful Contacts

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

Legal

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

Used car inspections

AA: 0800 056 8040
RAC: 0330 159 0720

Technical advice

AA: 0370 142 0002 (m)

Driving licences

DVLA: 0300 790 6801

Car registration/history

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

Traffic information

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

Problems with dealers

The Motor Ombudsman:
0345 241 3008

Consumer Ombudsman:
www.consumer-ombudsman.org

RMIF: 0845 305 4230

Scottish Motor Trade Assoc.
0131 331 5510

Problems with makers

The Motor Ombudsman:
0345 241 3008

Financial problems

Financial Ombudsman:
0800 023 4567

Safety concerns/recalls

www.check-mot.service.gov.uk

Rebrand heralds a new

REPORT A new look and a new approach to customer service for the Korean brand. We visit its flagship UK shop



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AE SWITCH on the TV and you won't have to wait too long to see an advert featuring a car that looks straight out of Blade Runner and a contemporary logo apparently comprising a 'K' and backwards 'N'. Is this the latest EV arrival from China, or is it yet another hip American start-up?

Actually the latest marketing campaign is from Kia, a marque that's currently undergoing one of the most comprehensive rebranding schemes we've seen in years.

Kia's shift towards becoming a desirable and (dare we say it) premium brand has been gaining momentum recently, spearheaded by the launch of its 'EV' electric-car range. This is soon to be bolstered further by the EV5 family SUV and EV3 compact crossover – two exciting-looking models aiming to target popular, yet overlapping sectors of the market.

Many of these EV cars – especially the flagship EV9 seven-seater – are priced to compete with premium rivals from the likes of Audi, BMW and Tesla. Which may surprise some, given that Kia's smallest model, the Picanto city car, is currently the cheapest new car you can buy in the UK.

So how can a brand servicing such a wide array of price points be considered premium? We posed the question to Kia's UK CEO, Paul Philpott, who said there needs to be "commonality" between its impressive range of electric cars, as well as the buying and ownership experience.

For more insight, we visited GWR Kia Brentford, the maker's flagship showroom in the UK, which is undergoing some major refurbishment to reflect Kia's renewed identity. Its four floors are overseen by managing director of Norton Way dealer group, Jason Craswick. "Premium isn't price, it's service," he said. "The definition of premium is going above and beyond what the customer expects". Kia is no newcomer to that game, with a seven-year warranty that has been industry leading since 2006.

"If you look at the journey Kia has undertaken, it's become a very desirable brand and that has generated it a premium position," said Craswick. "But nowadays, 'premium' is accessible to anybody."

He also highlighted the priority of wanting to surprise customers; Kia's latest dealership concept will certainly have a

"The flagship EV9 seven-seater is priced to compete with premium rivals, while the Picanto is currently the cheapest new car you can buy here in the UK"

hand in that, especially if you're used to the brand's relatively low-key showrooms that have previously been adorned with flashes of 'buy me now' red. Coming to the GWR site later this year will be more muted tones, wooden floors and the 'infinity loop' – a glorified LED ring light that separates the car display and customer areas. It's all part of the new brand-wide showroom standard, designed to create a more tangibly 'premium' environment.

As you can expect, this all comes at a mammoth cost; neither Norton Way, nor Kia was too keen about going into details, but Jason assured us that this rebranding project was, by some margin, the largest the dealer group had ever undertaken – no doubt thanks in large part to the flashy EV9 display that was being installed on the top floor during our visit, for all passers-by to see from the neighbouring M4 motorway.

'Premium' status isn't awarded solely for some minimalist wooden furniture and flashes of ambient lighting, though. You needn't spend too much time in some mainstream car showrooms before you're pounced on by a salesperson trying to sign you up to a lucrative leasing deal.

Different

While we can't attest for every one of Kia's UK dealerships, the folks at Norton Way appear to be taking a different approach, employing people such as their senior product guru, Rey Janjua. While the job title may elicit some eye rolling from cynics, it's accurate because he spends the majority of his time in the showroom answering questions and explaining all there is to know about Kia's line-up. With a background in the tech industry, Janjua illustrated how he wants the showroom environment "to feel like a local shop, not some large cold corporation".

Of course, general manager James Grimes admits the priority will "always be to sell cars" – GWR Kia alone sells roughly 4,000 cars per year and growing – but he did say that the brand's growing popularity has enabled Norton Way, as well as other dealer groups, to reinvest in their staff.

So is it working? Well, CEO Philpott reckons so, claiming, "Of the last 5,000 Kia EV6 customers, the majority of them have come straight out of a BMW, Mercedes, Tesla or JLR product."

Furthermore, while you may expect this focus on the premium side of the market to limit Kia's opportunity, it's seemingly having the opposite effect; Kia recently recorded its best sales quarter ever, with more than 18,000 sales in the first three months of 2024 alone. The brand's electrified fleet now makes up nearly half (49 per cent) of its UK car sales, yet Kia still appears committed to the rest of its line-up, with the Picanto, for example,



"Premium' isn't price, it's service. The definition of 'premium' is going above and beyond what the customer expects"

JASON CRASWICK
Managing director of
Norton Way dealer group



Jason tells Tom that the rebrand is the biggest project the dealer group has undertaken

era for Kia

showroom to see how the 'premium' ethos works



"Of the last 5,000 Kia EV6 customers, the majority of them have come straight out of a BMW, Mercedes, Tesla or JLR product"

PAUL PHILPOTT Kia UK CEO

recently being facelifted to tie it in with the far more expensive EV9. Other more affordable models, such as the Soul, are less lucky, with Philpott saying it's "unlikely to remain in the range for the long term" as more modern (and probably more expensive) EV-badged models arrive over the next couple of years to fill the gap.

It appears, then, that the Kia we used to know may become almost unrecognisable.

The dealer revamp is set to be complete by the end of the year, and this 'new and improved' Kia will continue to offer a number of products across a broad range of sectors, as well as aiming to offer a strong sense of value for money.

However, the brand's focus on long kit lists and even longer warranties has now been joined by a third pillar of premium desirability. This is something the maker considers to be a key factor in its battle to stand out amid the predicted cascade of affordable EV arrivals from China.



FLAGSHIP

The EV9 (left) is being installed on the top floor at GWR Brentford, where it can be seen by motorists on the nearby M4 motorway

Kia readies its next EV model for launch



PART of Kia's rebrand will be its burgeoning range of electric cars. Spearheaded by the EV9 (main pic), it'll be bolstered by cheaper models such as the EV3; teased this week, the new car will be unveiled on 23 May.

A small SUV designed to rival the Volvo EX30 and MINI Aceman, the boxy, bluff-fronted crossover will most likely utilise the firm's E-GMP platform, with batteries capable of returning 300 miles of range.

The scaled-down EV9 is expected to start from close to £30,000 and Kia says the EV3 "will accelerate the EV transition, providing a more accessible solution for customers considering the switch to electric mobility".



EV3

Small SUV will be unveiled on 23 May

REFURB

Muted tones, an 'infinity loop' and wooden floors will help Kia to get the 'premium' message across to customers



DIRECTOR
Alan Barrett leads the Automotive and Transport BA degree course



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AE WANT to know what the future of car design holds? So do we, and who better to ask than the next generation of car-design professionals, graduating on this 50th-anniversary year of Coventry University's internationally renowned Automotive and Transport Design BA degree course?

The course was set up in the seventies to respond to a need for design talent ready to take up jobs in the car industry. It's been working closely with industry partners ever since, focusing on traditional skills such as sketching and clay modelling, as well as pioneering modern computer-based design since the eighties and, more recently, tech such as virtual reality. A measure of its success is the number of overseas students attracted to the course, and a roster of past graduates who have ended up as design directors and chief designers at companies such as Jaguar Land Rover, Ford, Peugeot-Citroen, Tata, Aston Martin and Lotus. Not to mention the myriad designers working at all levels across the wider auto industry where, in spite of the loss of much of our traditional car-manufacturing base, opportunities remain plentiful even in the UK, with overseas companies locating design studios here.

Before checking out some of the final-year projects from students graduating from Coventry this year, we catch up with course director Alan Barrett at the university's School of Art and Design. "There are a lot of employment opportunities, and they're growing exponentially because there are more new niches, especially in the digital side of things," he tells us. "It's actually a safe career route because it's industrial design, not an art-based subject."

Barrett, who graduated from Coventry himself then racked up 16 years in industry before returning to academia, says things have moved on a lot.

"There's more of a demand now for storytelling from graduates. So a pleasing car is not necessarily what employers are most interested in," he says. "Whereas before it would have worked well to produce a good-looking car with nice surfaces and good detailing, nowadays they want stories, they want ideas, they want visions, because most car companies are looking at what's going to affect them in a future of electrification and autonomous vehicles. If you don't drive them,

“ There are a lot of employment opportunities, and they're growing exponentially because there are so many more new niches

ALAN BARRETT Course director



“Usually we put the car in the garage, but I thought, ‘I’m going to put the garage in the car’”

JAEUN PARK Student



FUTURE PERF

Harry Williams, UK

WITH a step-dad who designs software for Jaguar Land Rover, Harry has had a life-long passion for cars that inspired his drawing from an early age. Having been fortunate to join Aston Martin for two work placements from school doing digital modelling, since attending Coventry, Harry has "fallen in love with the clay modelling process" and hopes that's where his forthcoming career in the design industry will take him.

Dream job: Clay modeller
Top influence: Too many to mention!
Favourite car design: BMW E36

Final-year project: DTM 2030
Inspired by the German DTM circuit racing scene, and his love for the BMW E36, Harry has conceived a retro-classic DTM racer capable of racing across the globe to enhance user enthusiasm and engagement with the sport. It's driveable on the road to make DTM more accessible, and highly customisable by owners.



Jaeun Park, South Korea

JAEUN first studied electronics (physics) at university in South Korea because his parents were worried he wouldn't make any money in design.

Fortunately, despite lacking any background in design or fine arts at school, he persuaded them his dream of becoming an automotive designer was worthwhile – and a prestigious Sir William Lyons award for his work this year suggests their confidence was justified.

Dream job: Exterior designer

Top influence: Romain Gauvin, Dacia Design

Favourite car design: Dacia Manifesto Concept

Final-year project: Dacia Midway Concept

“Usually we put the car in the garage, but I thought, ‘I’m going to put the garage in the car,’” says Jaeun, whose Midway concept is a minivan inspired by the multifunctionality of a garage that opens up to reveal a practical space that’s “half inside, half outside”.



JOINT WINNER
Jaeun's Sir William Lyons award spurred him to create his Dacia Midway Concept



ECT Young guns of the design world at Coventry University showcase their automotive stories

Simona Abaidoo, Italy/Ghana

GROWING up in Italy, Simona's studies took her from graphic design, to industrial design and her current fascination with the design of construction vehicles. Compared to cars, they're just much more interesting, says Simona, who likes the challenge of designing for practicality and utility. However, she also acknowledges she appreciates the aesthetic appeal of construction vehicles in ways other people may not.

Dream job: JCB designer

Top influence: Ian Callum

Favourite car design: Palfinger Tower Crane

Final-year project: Mafutha

Mafutha means 'big, expansive and large' in Swahili, and Simona's project addresses the issue of endangered rhinos by providing an integrated solution for transport, first aid and tracking. It features advanced tyre concepts that enable the vehicle to take changing terrain in its stride.



Matt Vosper



MAFUTHA
Simona's project is designed to help with rhino conservation





TRACK X
Logan's idea uses AI to show you how to get better lap times on a track day

Logan Greenway, UK

LOCAL boy Logan grew up 10 minutes from Coventry University "always wanting to do automotive design", and arrived on the BA Automotive design course via a transport and architecture course at college. He's keeping his options open, with a key interest in renders and animations but also being inspired by clay and 3D modelling. "We've tried it all over three years, and that's where I've been most engaged," he says.

Dream job: Visualisation and modelling
Top influence: Frank Stephenson
Favourite car design: Current McLarens

Final-year project:
Track X - Race Training Vehicle
A single-seater track vehicle aimed at making racing cheaper and more accessible for a wider audience. It's more like a video game where you can hire the vehicle, do a track day and an onboard AI system will help you to learn the track and teach you where you're going wrong, Logan says.



what do you do inside? A normal car won't hack it for that; it's very much storytelling and narrative ideas they're looking for."

So if you're a budding car designer, or think you might know someone who could be, what attributes do students need to bring to Coventry?

"The one thing I would recommend to someone who's interested in this is to sketch a lot, and get your skills as good as they can be," says Alan. "But we're also interested in your thinking, and an ability to observe the world around you and come up with things that make it a better place."

And while many of Coventry's young designers have big dreams, there's a gritty reality to working in automotive design, and each will have to start on the bottom rung of the ladder.

Fortunately, while some of this new generation dream of becoming the next industry superstars designing exotic machinery for luxury supercar brands, others are content to seek fulfilment in their love of clay or computer modelling.

One unifying factor comes across loud and clear, though: no matter which branch of the automotive or transport design business these talented and highly motivated individuals want to get into, they are all fired up at the prospect of working in an industry they're passionate about.



TOMO
Chungsuk explains to Chris how his take on a 'kei' car is good for our backs

Chungsuk Moon, South Korea

"I HAVE loved cars since I was really young," says Chungsuk, who dreamed of being a car racer, journalist or designer before finishing high school, then spent a year in the Korean air force, sketching or drawing every night to develop his skills. His passion gave him confidence to believe a design career would be possible, and he's been working hard on a portfolio aimed at appealing to companies, especially in Japan.

Dream job: Exterior designer
Top influence: Hang-Jun Cho (Skoda)
Favourite car design: Toyota GR Supra

Final-year project:
TOMO Multi-Position Vehicle
Does sitting in the car for extended periods give you back pain? Chungsuk's interpretation of a small Japanese 'kei' car has two driving modes – seated and standing – so the driver can relax their back. The little TOMO's design language is inspired by the safe feelings engendered by a helmet.

“ We're also interested in your thinking, and an ability to observe the world around you and come up with things that make it a better place ”

ALAN BARRETT Course director



GROWS ON YOU
Louisa's plant project takes advantage of a car's 'glasshouse'



Louisa Atkinson, UK

LOUISA took A-levels at Leeds College of Art, which is where she fell in love with the automotive industry. Learning about how the different elements fit together brought her to interiors, and she loves researching new materials and finding out how they can be used or manipulated to bring added benefits in the quest for circular or waste-free production.

Dream job: Colour, Finishes and Materials
Top influence: Too many to mention!
Favourite car design: Original Mini

Final-year project: Project Circular for 2040
This is a biophilic design project, focusing on restoring depleted environments by introducing living plants into a car's 'greenhouse' interior. Grown plants can be swapped to reflect changing desires of an owner, and later reintroduced to their original environment.



Dillon Dove, UK

"I'VE wanted to do this forever," says Dillon, who grew up drawing cars and had Coventry's design course as his goal "no matter what" since learning about it at school. "It's got to be exterior design for me," he says. "I know it's probably the most difficult but it's what I've always wanted and I'm not going to stop pursuing it." He wants future design to bring back the glamour and style of Art Deco, his favourite automotive era.

Dream job: Exterior designer
Top influence: Julian Nunn
Favourite car design: Current Aston Martins

Final-year project: Duesenberg 100
As a once-iconic brand returning as an autonomous car after 100 years, Dillon's project is all about reinventing luxury at the highest level. If you're not driving, it's got to be more about the experience, he says. Hence features such as the angled back roof encouraging you to gaze at the trees and stars.

DUESENBERG 100
Dillon's project takes luxury to a new level, with no one needing to drive





Laszlo Csizmadia, Hungary

LASZLO is proud to be the only Hungarian to make it onto Coventry's Automotive design course, and more so to be named 2024 winner of the prestigious Sir William Lyons design award – jointly with fellow student Jeung Park. "I've loved to draw everything since I was four, but I find great passion in vehicles," he says. "It started when I watched car programmes on the Discovery channel as a child – I got obsessed!"

Dream job: Exterior designer
Top influence: Frank Stephenson
Favourite car design: Jaguar F-Type

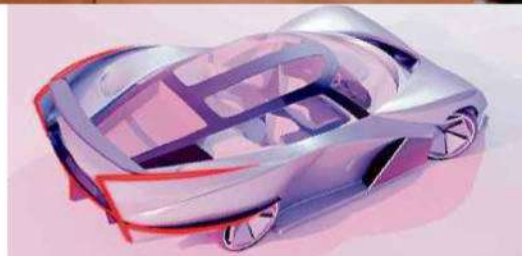
Final-year project: McLaren GA Racer_x
 The world's first jet-pack-powered racer, designed to attract younger generations to motorsport. It's a new innovative type of racing with two drivers, one in the ground vehicle and another flying a detachable air pod to scout the track ahead. It's based on emerging jet-pack technology being tested by the US military.



Kyler Marimootoo, UK

KYLER'S passion for automotive, and his determination to work somewhere in the industry meant he studied art at GCSE, then product and graphic design at college before joining Coventry. While his dream job is exterior creative design, the course led him to realise his forte may instead be clay modelling, which he says he really enjoys after picking up the skills quite quickly. He'd be very happy pursuing either option.

Dream job: Exterior designer or clay modeller
Top influence: Gordon Murray
Favourite car design: McLaren P1



Final-year project: K1
 An exciting new E-racing project, Kyle's K1 promotes gender inclusivity in the male-dominated world of motorsport through ease of use, quick learning and affordability, while also enhancing the spectator experience with augmented-reality projection.

Final-year project: Terratrak Neopod

A two-in-one car/camping pod designed for a future dystopian Singapore – a scenario devised by Joseph for a screenplay of his own making. It's powered by biofuels, and travels from point to point autonomously to gather materials for making its own fuel, and comes complete with an airlock to screen deadly viruses



Joseph Clarke, UK

JOSEPH reckons he learned his alphabet while looking at cars, and has always been more focused on the design side rather than the engineering. Having studied art subjects to get into Coventry, he's now hoping to focus on CAD modelling using programmes such as Autodesk Alias and Blender. "I like 3D visualisations and animations," he says.

Dream job: Designing bodykit parts
Top influence: Pininfarina and Niels van Roij
Favourite car design: Lamborghini Revuelto



Zhiran Fan, China

ZHIRAN is one of a cadre of students finishing their degree in Coventry after completing two years of the Automotive and Transport Design course in Nanjing, China. Like many of her co-students, Zhiran grew up sketching for a hobby. "I love sketching because I can draw anything I like," she says, but in the future the budding designer would like to work on the creation of agricultural and farming vehicles.

Dream job: Farm machinery designer
Top influence: Too many to mention!
Favourite car design: Ferrari sports cars

Final-year project: AUTO-MCS
 A driverless self-shopping cart for 2035 with virtual fitting-room technology, allowing you to order clothes from your favourite store to try on outside your home or workplace. It features a personalised holographic fitting system and – perhaps more vitally – glass that goes dark when you need to remove your clothes!



TERRATRAK
 Joseph's project features in a self-made screenplay

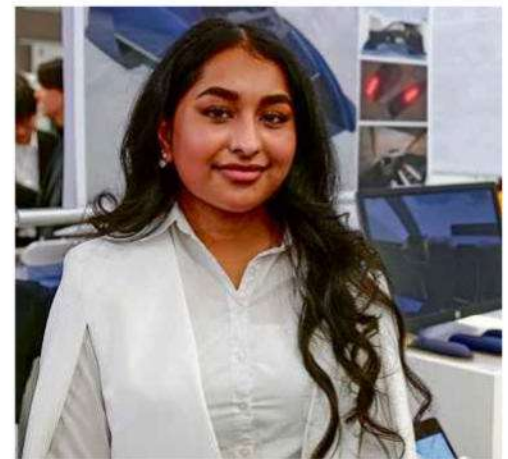


Evangeline Jose, UK/India

GROWING up in a car-orientated family with a father who loves cars and motorbikes, Evangeline's interest in design grew into a love of everything automotive during a gap-year placement with Aston Martin's advanced manufacturing engineering team. "We touched base with every department within the company, and I was very fortunate to be able to work on some very prestigious projects," she says.

Dream job: Exterior designer
Top influence: Frank Stephenson
Favourite car design: Mercedes SLR McLaren Stirling Moss

Final-year project: Lumi
 Designed for indigenous communities in the north-western territories of Canada who face issues with transport and connectivity. Running on skis at the front and powered by tracks at the rear, Lumi offers performance, luxury and comfort in an area where such things are not necessarily commonly available.



“Its hefty 116kWh battery gives it an official range of 285 miles, which is 2.5 miles per kWh”



Mercedes G 580 EQ

FIRST DRIVE Fans of the iconic off-roader now have a greener choice



Paul Barker

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AE THE Mercedes G-Class has always been something of an unwieldy and divisive beast. You either love it or just really don't see the point, especially when the price tag comes up in conversation.

All of those qualities are amplified with the new electric G-Wagon. Some fans of the AMG version that dominates the sales mix in the UK may jump the fence and hate the fact that there's a fully electric version. But for other fans of the big, square off-roader, the EV will seem achingly cool.

This electric G 580 with EQ Technology, to give it the full title, has an official range of 285 miles from its hefty 116kWh battery, giving it an official efficiency of 2.5 miles per kWh. That's not bad for a high-performance 3.2-tonne thing shaped like a brick, but not great by any other measure, and in spirited driving we were seeing as

low as 1.4 miles per kWh, which translates to a bit over 160 miles from a full charge.

But you won't even be considering a G-Class if you're feeling sensible, so it's good that the performance is also silly. The G 580 has four electric motors, one for each wheel, combining to deliver 579bhp and a 0-62mph time of just 4.7 seconds.

Aside from the lack of exhaust pipes and a couple of other little details, the G 580 is styled to look exactly like the internal combustion-engined models, with the exception of trading the rear door-mounted spare wheel for a stowage box designed to hold a charging cable.

Inside, the cabin is beautifully put together, with high-quality materials everywhere you touch. Once you're there, that is; getting in requires an old-school push of a button on the door handle, rather than any hi-tech pop-out handles or levers – just one of several conflicts of cheap and expensive. The door sounds like an early

Dacia's when you slam it and the sunroof cover, which you have to slide manually, contradicts the high-quality cabin. The pair of huge screens dominate the top of the dash alongside expensive-looking aluminium or wood cabin trim.

Once you clamber in, the cabin itself feels cosy in the front and positively tight in the rear, given the car's size. The boot capacity is quoted at 620 litres – 20 litres down on the petrol and diesel versions because of the slightly higher floor – but in practice it's a huge square space accessed by a side-hinged rear door that will have a major influence on whether you reverse into car-park spaces or not.

On the road, the electric G-Class drives in a very similar way to the regular petrol or

diesel wagons. Which is a mixed blessing. Despite the hulking 3,217kg kerb weight, it doesn't really feel any more lumbering or heavy than the ICE cars, despite having to carry an extra half-tonne of bulk, which isn't quite the compliment it sounds.

It's impressive on the brakes in particular, because slowing the G 580 never feels like a struggle. But it's far from nimble as a driving experience. Body roll is well controlled, but general road ripples seem to upset each corner of the car individually, so there's a collective unwieldiness and a reluctance to quietly absorb bumps. In corners, the Mercedes always feels like it's labouring from one position to another; it's having to pick itself up from one spot and set itself down at the



“It's far from nimble as a driving experience. Road ripples upset each corner of the car”

28 **ASTON MARTIN VANTAGE**
More power and revamped interior

30 **PEUGEOT E-3008**
French brand's family SUV reinvents itself again as coupé-SUV

32 **SMART #3**
Is newcomer as good in the UK as it was when we drove it in Spain?

34 **HYUNDAI IONIQ 5 N**
Shockingly good new electric hot hatch put through its paces



Essentials

Mercedes G 580 with EQ Technology

Price:	£180,860
Powertrain:	116kWh battery, 4x e-motors
Power/torque:	579bhp/1,164Nm
Transmission:	Single-speed automatic, four-wheel drive
0-62/top spd:	4.7 seconds/112mph
Range:	285 miles
Charging:	200kW (10-80% in 32 mins)
Size (L/W/H):	4,873/2,187/1,969mm

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OFF-ROAD Four electric motors and Rock mode turn the G-Class into a supreme mud-plugger, with a wading depth of 850mm – 150mm higher than its petrol and diesel siblings

EQUIPMENT Edition One brings natural walnut wood trim, Nappa leather steering wheel and seats, plus ambient lighting and augmented reality for the sat-nav as standard

NEED TO KNOW

The EQ doesn't get a spare wheel. Instead, the rear box houses the charging cable



next. Then, unsurprisingly, there's the wind noise, which picks up from 50mph, because of the bluff, square form.

One bespoke EV element is the engineered noise. Despite the name – G-Roar – it's actually as good an artificial noise as you'll find in an electric car. It's not the BMW iX galactic space-travel whoosh, nor the deeper but clearly fake warble of an Abarth 500e, but it's supposedly inspired by the V8 G-Class, and it avoids being irritating enough to make you want to turn it off.

Few owners will end up testing their G-Class's off-road credentials, which is a shame because those on-road compromises mean it's absolutely brilliant off it. It's almost too good, if anything; the level of electronic assistance, even versus the petrol and diesel G-Class, removes almost all the skill from serious off-roading. Stick the car into Rock mode and point it (slowly) at some tricky terrain, and it just





SCREENS
Two 12.3-inch displays combine to create an ultra-wide panel

CONTROLS
Physical buttons for the climate control mean you won't have to delve into on-screen menus

gobbles it up using what is, in effect, off-road cruise control. You just steer and let the car do the rest in one of the three intelligent off-road crawl functions. The electric car also has a deeper wading depth than its fuel-burning siblings, with the figure up by 150mm, to 850mm.

Then there are the party tricks, so good that you're not allowed to show them off on a public road. Called G-Turn and G-Steering, they'll spin the G 580 around pretty much in its own footprint or use the motors on the four wheels to massively cut the turning circle.

Initially, the G 580 is available only in Edition One specification, giving it an on-the-road price that just passes the £180,000 mark. But the good news is a 'regular' model, likely to be called AMG Line Premium Plus, will come next year. Mercedes hasn't confirmed what the differences will be, but you should be able to save around £30,000.

The G 580 is a huge chunk of cash even then, but for many potential buyers, that just adds to the allure of the ultimate example of an electric car being compromised yet uncompromising.

"G-Turn spins the G 580 around pretty much on its own footprint"

PRACTICALITY Boot volume is down slightly, to 620 litres. The side-hinged door means you'll often need to park nose-in



INFOTAINMENT
'Off-road cockpit' displays data such as an artificial horizon, a compass, plus altitude, steering angle, tyre pressures and torque loads

AUTO EXPRESS Verdict

MERC'S iconic off-roader has been brought right up to date in some ways, while still remaining exclusively expensive and retaining the characteristics – good and bad – that drive much of the car's appeal. Classy on the inside yet outclassed by any premium SUV on the road, it's hugely capable off road and has some very clever wow-factor touches. So despite being further than ever from its humble roots, the electric G-Class is potentially the most G-Class of all.



**NEED TO KNOW**

Order the G 63 Magno Edition and you'll be presented with an invoice for north of £200k

Essentials**Mercedes-AMG G 63**

Price:	£184,595
Powertrain:	4.0-litre V8 twin-turbo petrol
Power/torque:	577bhp/850Nm
Transmission:	Nine-speed automatic, four-wheel drive
0-62mph:	4.4 seconds
Top speed:	137mph
Economy/CO₂:	19.2mpg/338g/km
Size (L/W/H):	4,873/2,187/1,971mm

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Mercedes-AMG G 63

FIRST DRIVE Trick new suspension and mild-hybrid tech for V8**Paul Barker**

Paul_Barker@autovia.co.uk

AE WHILE the whole Mercedes G-Class line-up has had a mid-life refresh, it's the G 63 that is the main support act to the all-new electric G-Class.

Because while there's a new G 500 petrol engine, and a very sensible G 450 d that's been given an extra 37bhp to take it up to 362bhp, the range-topping Mercedes-AMG G 63 also gets a clever new suspension system that should bring a huge step up in on-road ability.

All G-Class models, including the AMG, get a series of minor updates to welcome the model's mid-life status, including some very minor cladding to help airflow and some new wheel designs. But it's nothing you're going to spot unless they're parked side by side. There's also a 20bhp increase in power thanks to new 48V mild-hybrid tech, which chips a tenth of a second off the 0-62mph time, taking it down to 4.4 seconds.

There are bigger changes inside. Keyless entry, wireless phone charging and wireless Apple CarPlay/Android Auto all make an appearance for the first time, along with updated infotainment housed in the same big 12.3-inch screen. There's a chunky new steering wheel with Mercedes' raft of touch-sensitive buttons that are easy to hit by accident.

The thing that transforms the G 63 – and unfortunately only the G 63, because it's not available on other versions – is the new AMG Active Ride Control suspension.

While Mercedes reckons the all-new car back in 2018 brought a big step in the day-to-day usability of what was traditionally a pretty agricultural premium SUV, the



INTERIOR Sports steering wheel looks the part but the touch-sensitive buttons are easy to press by accident. There are physical buttons elsewhere

engineers say the latest iteration is a five-fold improvement. Hydraulics replace the mechanical anti-roll bar, and the result is a G-Class that you're happy to push through corners instead of approaching them with caution.

The new suspension system is designed to reduce body roll in particular, and it gives confidence to approach sharper bends at speeds that would have been somewhere between scary and stupid before. It's not a complete miracle worker – bumps and ripples in the road are still an Achilles' heel, and

there's a bit of forward-to-backwards pitching – but everything is a lot more composed with this update.

Were you to be bold enough to try a bit of rapid off-roading in your very expensive performance SUV, it's more World Rally Car than Dakar truck on gravel tracks. And all the while, the ludicrous (in a good way) side-exit exhaust pipes impersonate a tiger going from low purr to aggressive growl.

The G 63 kicks off at almost £185,000, and the top-spec Magno Edition model takes you beyond £203,000 on the road. That's a heck of a lot of money for a car that does as much poorly as it does very well; rear-passenger space is way below that in the Range Rover or Bentley Bentayga you could have for similar money, for example.

DRIVING Active Ride Control

Suspension is unique to the G 63 and transforms the handling on a twisty road, making the large SUV feel much more composed than the old model



PRACTICALITY Rear headroom is as good as you'd expect, but legroom is only adequate and three abreast will be a bit of a squeeze on longer journeys

Auto Express Verdict

CLEVER new suspension marks a big step forward for the G 63, making it feel like a performance SUV capable of embracing big bends for the first time. The other update includes welcome new cabin technology, although the plus points of excellent off-road ability and lovely interior quality are countered by tight rear-seat space and some still-questionable on-road manners.





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AE SOME people say all Aston Martins look the same. But while there may be similarities between the various models, there are major differences under the skin – and doubly so with this latest Vantage.

A nip and tuck does allow the new car to stand apart from the old one, but beneath the metal sits a new architecture that gives the revised two-seat sports car a significant boost in power and performance. Yet the extra 153bhp and 116Nm (now 656bhp and 800Nm) is only part of the story.

This new Vantage has, put simply, undergone more changes than we're able to list here. There's a pair of larger turbos, for example, plus reprofiled camshafts and optimised cooling. The transmission has been tuned for faster shifts and greater in-gear punch, with a longer final drive ratio. The track has been widened by 30mm, with a repositioned front chassis member and engine brace, and redesigned strengthening panels under both axles.

The overall effect is a car that feels faster in almost every situation than it did before. The base engine has incredible muscle, with the same brutish character and bombastic soundtrack we've come to expect from the AMG-borrowed twin-turbo V8, but with even greater flexibility. That revised eight-speed ZF transmission works its magic throughout the rev range, firing home rapid changes when you're on it, and slurring things nicely when you're not.

Handling

If you do choose to push on, this new Vantage remains a car that demands your complete concentration and respect. A Porsche 911 Turbo, while even faster, is a car you'll feel more comfortable driving at eight or nine tenths, thanks largely to its confidence-inducing four-wheel drive system. But get it right and the Vantage is more rewarding, more feelsome; the damping has been optimised to transmit more of what's going on beneath you but without feeling harsh or uncomfortable. The engineers claim the car "breathes with the road" – something our Spanish test route did a great job of demonstrating.

We also drove the new Vantage on the fast-yet-technical Montebianco circuit, which only further emphasised the updated car's wider operating window. Here, owners can cycle through the new Adjustable Traction Control (ATC) system's eight settings, allowing for varying levels of slip – from all on to everything off.

But even leaving the baby Aston in 'Sport+' or 'Track' (there's also 'Sport' and a new 'Wet' setting), it feels beautifully fluid, tucking in and pointing exactly where you want it to, before slingshotting out of tight corners. Here, our car's optional ceramic brakes performed bend after bend; we've no doubt they had plenty left to give even after 20 minutes of flat-out driving – regularly slowing the car from 160mph-plus at the end of the main straight.

Yet as important as these changes will inevitably be to potential customers, one of

Essentials

Aston Martin Vantage

Price: £165,000

Powertrain: 4.0-litre V8 twin-turbo petrol

Power/torque: 656bhp/800Nm

Transmission: Eight-speed automatic, rear-wheel drive

0-62mph: 3.5 seconds

Top speed: 202mph

Economy/CO₂: 23.3mpg/274g/km

Size (L/W/H): 4,495/1,942/1,275mm

ONSALE NOW

Aston Martin Vantage

FIRST DRIVE A host of revisions are designed to make the Aston easier to live with





TECHNOLOGY All-new infotainment system is lifted from the DB12 and is a world away from what went before. Switches beneath, big starter button and stubby gear lever are intuitive to use, too



PERFORMANCE
Revisions have yielded an extra 153bhp and 116Nm



COMFORT New Vantage is definitely more sports car than GT, but it manages to be relatively comfortable, thanks to supportive seats and accomplished ride quality; a 911 Turbo is easier to drive

AUTO EXPRESS Verdict

TRANSFORMED in more ways than one, the updated Aston Martin Vantage is faster and more engaging than before, while also being infinitely easier to live with. In fact, that revised infotainment system and accompanying centre stack will arguably make more difference than the power boost or faster shifts – especially to those who use their car every day. A Porsche 911 is easier to live with, but it can't challenge the Aston for sense of occasion.



the biggest complaints of the outgoing car was its interior – specifically the ageing infotainment. We're pleased to report, therefore, that the new Vantage makes even bigger leaps in this area than it does on the road or track.

Gone is the old-school Mercedes-sourced screen and centre stack, replaced by a slick, touch-operated display with built-in navigation and wireless Apple CarPlay connectivity (no Android Auto, sorry) – a unit first seen in the DB12. It looks cleaner within the dashboard, and is infinitely sharper when it comes to graphics, content and menu layout; we reckon old Vantage owners could quite rightly feel the need to upgrade their current car on this aspect alone.

The screen itself sits above a completely redesigned centre console, too. And again, the user experience has been placed at the fore, with physical switches for the climate control flanking a circular starter button

and a more subtle (but easier to use) gear selector. Extra switches underneath control things such as the sports exhaust and damping, as well as the heated and (when specified) ventilated seats.

Quality takes a leap in the right direction, as well. The materials feel high end, and even the standard leather sports seats (carbon-fibre buckets are an option) are supportive and perfectly adjustable. The Vantage is a strict two-seater, however; there's just a bit of storage behind the driver and passenger, and the boot remains a usable shape and size.

All cars get 21-inch wheels, matrix LED lights, 360-degree cameras and twin screens (the instruments are also digital) inside. There are 21 colours to choose from, but if that's not enough, then the maker's Q by Aston Martin department will let your imagination run wild. We managed to specify some truly horrific combinations, proving that money really can't buy taste.

“Quality takes a leap in the right direction – the materials feel high end”





NEED TO KNOW
E-3008 gets wheel-mounted paddles to adjust the level of brake regeneration on the fly



Peugeot E-3008

FIRST UK DRIVE Family SUV reinvents itself again as a coupé-SUV



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AE THIS is the new Peugeot E-3008, and it's our first chance to get behind the wheel, in the UK, of what is the brand's most significant new model in years.

There's lots riding on it. Firstly because of the competitive class that it wades into. All-electric models such as the Skoda Enyaq, Tesla Model Y and Renault Scenic E-Tech are all fighting for class supremacy. The 3008 also launches with a hybrid powertrain (a PHEV will follow) so you can count the Hyundai Tucson, Kia Sportage and Nissan Qashqai as rivals, too.

But even more significant is the fact this is a car that will set the stall for many future Peugeots, as well as other cars in the huge

Stellantis empire. That's because the E-3008 is the first of many upcoming models to use the group's latest STLA architecture.

It has some eye-catching specs. Peugeot claims the long-range E-3008 with the bigger battery (due on sale later) will be able to cover up to 422 miles on a charge. However, even this launch model, with a smaller 73kWh battery, can cover 326 miles – close to the top-spec Skoda Enyaq's 348-mile maximum. You can thank the 3008's efficiency for that; WLTP numbers suggest it can hit 4.6 miles per kWh. Charging is decent, too; at 160kW, the E-3008 is above average for the class.

The in-car tech set-up is similar to the system used in the 308 hatchback, with customisable shortcut widgets on a secondary touchscreen making it easy

to work with. Unlike in the hatchback, however, the 3008's screen forms a single 21-inch display that flows into the instrument cluster floating above the dash.

Beneath it there's Peugeot's signature small steering wheel, which we had no issues with here, although we know some drivers find that the wheel can obstruct the digital driver's display in other Peugeots. Overall, there's a sporty and luxurious feel unlike anything else in the segment. The use of materials, ambient lighting and contemporary design put it at the top of the class. Passenger space is great, too, and the 520-litre boot is more than big enough.

When you're not moving, the E-3008 is an impressive car. But the driving experience doesn't live up to expectations.

This car's single motor makes 207bhp and 345Nm, but while performance is sprightly enough below 30mph, the acceleration tails off significantly as you approach motorway speeds. This will be addressed with the introduction of a

“Performance is sprightly enough below 30mph, but tails off significantly at higher speeds”





Essentials

Peugeot E-3008 73kWh 210 GT

Price:	£49,650
Powertrain:	73kWh battery, 1x e-motor
Power/torque:	207bhp/345Nm
Transmission:	Single-speed automatic, front-wheel drive
0-62/top spd:	8.8 seconds/105mph
Range:	326 miles
Charging:	160kW, 10-80% in 20 mins
Size (L/W/H):	4,542/1,895/1,641mm

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PRACTICALITY Interior space is fine for the class, while 520-litre boot is very generous, and not hampered at all by the E-3008's rakish roofline. There's room under the floor, too



Refinement is strong, but a firm ride spoils the 3008's comfort

more potent dual-motor model with 316bhp that's joining the range at a later date.

But more power won't fix the flaws of the chassis. Plus the steering is odd, with a sticky sensation just off centre. In Sport mode it gets heavier and more resistant.

The car feels agile enough through corners and there isn't much body roll, but that's because the ride is too firm. On a country road it thumps strongly into every compression, while around town it fidgets over broken surfaces. Refinement is good, though, with little road and wind noise.

We never quite managed to match Peugeot's efficiency claims, but 4.2mi/kWh away from motorways translates into a still-impressive 307-mile range. But the fact that a heat pump is a £700 option is disappointing. As is the price: the E-3008 starts from £45,850 in Allure trim. There's decent standard kit, but if you want front parking sensors, adaptive cruise control, heated front seats and ambient lighting, you'll need the £49,650 GT.

Zero-per cent finance and a £500 deposit contribution mean it's competitive on a PCP deal, though. Place a £5,000 deposit on a three-year agreement with a 10,000-mile annual limit, and the GT model costs £529 a month. On matching terms, the more powerful Renault Scenic E-Tech (which gets a heat pump as standard) is £580 per month.



AUTO EXPRESS Verdict

THE new Peugeot E-3008 is a spacious, efficient EV with a stunning cabin design and luxurious feel. But that aside, the newcomer does little to move the game on. Performance is sub-par, while the ride comfort disappoints. It's by no means a bad car, but given the significance of the E-3008 both for Peugeot and the entire Stellantis group, we were hoping for more. Strong finance deals rescue what would otherwise have been a lower score.





Smart #3

FIRST UK DRIVE We liked Smart's newcomer when we drove it in Spain. How does it fare on UK roads?



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AE SAY the words 'Smart Car' and most people will think of the cleverly packaged, tiny two-seaters that Smart made for more than two decades – up until the ForTwo's demise earlier this year. Now, the company has shifted onto bigger (and what it hopes will be better) things.

The brand's new focus on all-electric cars started with the #1, and that's now been joined by the #3. We drove the maker's second model in Majorca last year and we were pretty impressed, especially after the slightly disappointing #1.

Something that's always tricky to grasp is how cars will look here on UK roads, let alone how they'll drive on them. Whether you like the #3's curvy, somewhat blobby design, is down to personal preference, but there's no arguing that it really stands out.

The Smart #3 has the same Sustainable Experience Architecture (SEA) as the #1, as well as the Volvo EX30, because both companies are partly owned by Chinese firm Geely. The Smart gets a different

battery set-up to its Swedish cousin, however, with the basic Pro offered with a 49kWh battery, and the Pro+, Premium and hot Brabus versions all receiving a 62kWh cell. Aside from the dual-motor Brabus, every #3 has a single motor on the rear axle with 268bhp and 343Nm of torque.

Despite weighing 1,810kg, the #3 can accelerate from 0-62mph in 5.8 seconds – not mind-bogglingly quick for an EV these days, but plenty fast enough. The initial punch is very impressive; you get the feeling that none of the power is going to waste through the rear tyres, which are pretty wide for a mainstream electric car. This power tails off at higher speeds, but overall the acceleration is smooth and mostly linear throughout.

Our first experience on Spanish roads showed the #3 is a genuinely fun car, and it's the same story in the UK. There's a little bit of guesswork to be done, because while

the steering is quick, it doesn't give much feedback. But squeeze the throttle and the #3 feels decidedly rear-driven in the bends.

It also doesn't feel overworked when you throw it around; body roll is well contained, and although the brakes' initial bite could be sharper, there's a rhythm to be found with the Smart. In many ways it reminds us of the MG4, which is no bad thing.

The selection of driving modes (Eco, Comfort and Sport) don't drastically change the experience, though, and we're still not convinced by the brake regeneration system, which feels laboured between accelerator-pedal lift-off and the recuperation kicking in. The 'E-Pedal' mode is meant to provide a stronger sensation, but it's still not quite one-pedal driving. The 283-mile range is decent, but if you explore the performance too much, it'll drop drastically.

Comfort levels are generally decent. One thing that didn't show up during our drive

"The 283-mile range is decent, but if you explore the performance too much, it'll drop drastically"



Essentials

Smart #3 Premium

Price:	£39,950
Powertrain:	62kWh battery/1x e-motor
Power/torque:	268bhp/343Nm
Transmission:	Single-speed automatic, rear-wheel drive
0-62mph:	5.8 seconds
Top speed:	112mph
Range:	283 miles
Charging:	150kW, 10-80% (30mins)
Size (L/W/H):	4,400/1,844/1,556mm

ONSALE Now



Pete Gibson

KIT Both the 12.8-inch screen and 9.2-inch instrument panel froze on us. The former's home page is too busy for our liking, especially given that it operates many functions in the absence of physical controls



PRACTICALITY Boot space stands at 370 litres, despite the car's battery being underneath it. Passengers in the back have lots of headroom thanks to the seats being mounted lower in the car

ON THE ROAD

Smart's newcomer is fun to drive, but tyre noise is more noticeable in the UK than it was when we drove the #3 in Spain



INTERIOR While the #3's cabin looks smart enough, there was a rattle from the centre console and some of the plastics feel flimsy

on silky-smooth Spanish roads was the tyre roar, which is more noticeable in the UK than we'd like. Wind noise is kept to a minimum, but on rough tarmac the suspension seemed to clatter around, although it was strange to find that big speed bumps were smothered pretty effectively. Either way, we don't think it's enough of a dealbreaker to steer you away from the fabulous-looking 19-inch monobloc-style alloy wheels.

Indeed, these rims only add to the wow factor, while the small design details such as the flush-fitting door handles, floating roofline, frameless windows and clamshell bonnet make the #3 feel like a premium offering. The interior design has more than a whiff of previous-generation Mercedes to it as well – no bad thing at this price point.

Yet this all feels a little superficial once you prod around inside. A rattle from the centre console was fixed by putting the storage lid in the up position, and the cabin plastics felt flimsy. The 12.8-inch

central screen and 9.2-inch instrument cluster (standard on all models) were slow to respond, and in a couple of instances froze completely while we were driving.

That infotainment system is a real chore to navigate, too, with a home page that is overburdened with menus and apps. This is a shame, because with precious few physical buttons, you're forced to use the screen a lot. The various safety systems are a little too intrusive for our liking, with the lane-keep assist being the worst offender. It beeped constantly, despite us not being anywhere close to veering outside our lane.

On the flipside, we were impressed with the #3's spaciousness inside, especially with our car's panoramic roof, which makes a bright, welcoming interior. Despite that coupé-like roofline, there's loads of headroom in the back, thanks to the seats being positioned lower than those up front (visibility is still excellent, we might add).

Open the boot, which is done by pressing a hidden button within the 'a' of the Smart logo, and you'll find a capacity of 370 litres. That's pretty good considering there's an electric motor beneath it.



AUTO EXPRESS Verdict

THE Smart #3 is an interesting new choice in the EV market. It stands out visually, the driving experience is a treat, and it should cater to most families' needs. We're looking forward to seeing more cars from Smart – especially on this architecture – but we have our concerns over build quality inside, and the infotainment system remains nonsensical.





INTERIOR Purists will turn their noses up, but optional (£1,250) panoramic roof floods the cabin with light. Hyundai's infotainment system (right) remains as intuitive as ever, and includes performance menus unique to the Ioniq 5 N



Essentials

Hyundai Ioniq 5 N

Price:	£65,000
Powertrain:	84kWh battery, 2x e-motors
Power/torque:	641bhp/740Nm
Transmission:	Single-speed automatic, four-wheel drive
0-62/top spd:	3.4 seconds/161mph
Range:	278 miles
Charging:	220kW, 10-80% in 18 mins
Size (L/W/H):	4,715/1,940/1,585mm

ONSALE Now



PRACTICALITY This is still a big and versatile family car, with a decent boot and plenty of room in the back for adults to sit comfortably. We didn't even think the ride was too harsh on broken UK back roads



EQUIPMENT The list price might seem high, but you get a long list of standard kit, including 21-inch wheels, sports seats and a twin-screen infotainment system. Soultronic Orange Pearl is the only standard colour, but it looks fantastic



Alex Ingram

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AE FOLLOWING a first encounter in South Korea and a second in Spain, it's time to sample Hyundai's Ioniq 5 N on UK roads. And now the wait is over, our findings from those initial meetings are confirmed: this is a staggeringly good performance car.

For two different groups of car people, that will almost certainly come as quite a surprise. The first is those who have already driven the standard Ioniq 5. It's an excellent car in its own right – one with the talent to be crowned our Car of the Year in 2021 – but while it's a spacious, efficient and relaxing EV, sharp driving dynamics have never been a stand-out feature.

To address this, Hyundai's N division has made fundamental changes under the skin. That striking body, enhanced by a dramatic front bumper, deep side skirts and an enlarged rear diffuser, is welded in 42 extra places and bonded by a further 2.1 metres of adhesive to improve rigidity, while the battery and motor mounts, along with the subframes and steering column, are beefed-up, too. Know-how borrowed from Hyundai's World Rally team delivers stronger and lighter axles which, alongside a set of forged 21-inch alloy wheels, help to cut down the unsprung mass.

One motor drives each axle to produce a combined 641bhp and 740Nm. Improved battery-management software and motor cooling keep the powertrain working at its maximum. As a result, pace is incredible; the 0-62mph dash is dispatched in just 3.4 seconds. Grip is astonishing, and body control superb, too. On a twisty road, little will keep up; this is a completely different beast from the standard car.

The second surprised group is the petrolheads, and they'll need further convincing. It's easy to be cynical about fast EVs when so many are one-trick ponies – rapid in a straight line, grippy through

corners, but lacking in personality, and too heavy to be truly fun to drive.

Yes, the Ioniq 5 N is heavy too, but at 2,235kg, it's about the same weight as the old Porsche Cayenne Turbo GT. And much like that car, the Ioniq 5 manages to behave like a model that weighs half a tonne less. An e-LSD on the rear axle, and fully variable torque distribution between the axles, helps to pull the car both into and out of a corner.

There's genuine adjustability on and off the throttle due to a superbly balanced chassis, too. You can use that mass to alter the car's behaviour, or encourage wheel slip as you exit a corner thanks to the powertrain's rearward balance. We'd like a little more feedback from the steering, but it's quick and precise.

We had reservations about the ride when we drove the car before, but we needn't have worried. Over big bumps it's more forgiving than performance EVs like the Ford Mustang Mach-E GT, and full-bore super-saloons like the BMW M3.

Intricate adaptive dampers enable this initial compliance, by controlling the weight superbly. The softest of the three settings works best, allowing the chassis to breathe across the road rather than crashing from one bump to the next, with minimal compromise in control. Even in the firmest of the three modes it's, at worst, a little fidgety.

Along with the suspension settings, the motor, steering, e-LSD and stability control can all be tailored to suit your preferences, and the set-ups saved onto shortcut buttons on the steering wheel.

But the efforts to instil a bit of personality don't end there, because Hyundai has come up with the novel idea of introducing a mode that simulates an eight-speed paddle-shift gearbox. While we were dubious about this, it took very little time for it to feel completely natural. The torque delivery

Hyundai

FIRST UK DRIVE We put

NEED TO KNOW

Ioniq 5 is the only N car you can order new; the i20 N and i30 N are available from stock only





ai Ioniq 5 N

t the N Division's shockingly good electric hot hatch through its paces

Electric motor

Power/range
641bhp/278 miles



Performance

0-62mph/top speed
3.4 seconds/161mph



and response are backed up by a noise that mimics one of the brand's hot hatches, and it's convincing enough that it soon becomes part of the experience.

Whichever way you look at it, this is a performance car that'll make you smile. Whether it's the straight-line performance, the uncanny chassis sophistication and adjustability, or just that hint of playfulness, a sense of fun seems to flow through pretty much every single aspect of the car.

Downsides? Well, steering aside, all we'd change is the driving position. The N has a fabulous set of supportive sports seats, but seats like these work best when they're almost level with the pedals. And here, the driver's seat could do with being a bit lower.

The Ioniq 5 N costs £65,000 – £2,040 less than the Mustang Mach-E GT – and the Hyundai blows that car out of the water for excitement and involvement. Even with keen driving, real-world range is roughly 200 miles, and you can top up at 220kW; a 10-80 per cent charge takes 18 minutes.



AUTO EXPRESS Verdict

THE Hyundai Ioniq 5 N is the first hot EV to prove that an electric powertrain doesn't prevent a car from being truly great to drive. The chassis pulls off the trick of being as exciting as it is compliant, so you can exploit the N's pace more of the time. Best of all, it does what all good performance cars should: make you grin from ear to ear. The N is not only more fun than any EV we've driven, but better than lots of petrol-powered machinery, too.



MIND THE GA

The Ford Fiesta's demise has left a yawning chasm in the supermini class. Can the new MG3 and Suzuki Swift fill it?

Pictures: Pete Gibson



WHAT IS A REAL-WORLD ROAD TEST?

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

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

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

NEW CAR



Suzuki Swift 1.2 MHEV Ultra

Price: £19,799

Powertrain: 1.2-litre 3cyl MHEV, 81bhp, front-wheel drive

0-62mph: 12.5 seconds

Test efficiency: 50.1mpg/12.2mpl

Official CO₂: 99g/km

NEW CAR

MG3 Hybrid+ Trophy

Price: £20,495

Powertrain: 1.5-litre 4cyl plus e-motor, 191bhp, front-wheel drive

0-62mph: 8.0 seconds

Test efficiency: 55.4mpg/11.0mpl

Official CO₂: 100g/km

P



AE THERE'S been a lot of doom and gloom about the death of the supermini. Ever since Ford decided to shelve the Fiesta after 47 years, there has been a cloud hanging over the small-car class – if one of the world's biggest brands can't make such a car work, what hope is there for its rivals?

To some manufacturers, however, that gap in the market could be seen as a golden opportunity. That chance becomes even greater in the budget segment of the class, because while margins are slim, so is customer choice.

Here, we have two cars that aim to fill the void left by the Fiesta. First up is the MG3. The outgoing version has been in service for some time but, decent chassis aside, offers very little else. However this all-new model has lots of fascinating tech under the skin, including a full-hybrid powertrain.

Then there's the Suzuki Swift. It's a car which has traditionally punched above its weight, courtesy of its engaging driving dynamics and low running costs.

Can it bring anything else to the mix that will help it to compete with the class leaders? And can the MG transform itself from an also-ran into a model that can hold off the best supermini competition?

MG3

MODEL TESTED: Hybrid+ Trophy

PRICE: £20,495 **POWERTRAIN:** 1.5-litre 4cyl petrol hybrid, 191bhp

AE THE MG3 Hybrid+ is more expensive than the car it replaces, with the base SE costing £18,495 and this top-spec Trophy commanding a £2k premium. But even before you drive it, the on-paper changes start to justify the price hike.

Tech highlights

THE previous MG3 is very cheap (it's still available until stocks run out), but not particularly cheerful – the likes of the Dacia Sandero and Citroen C3 are much better options. But this all-new model competes in a different area of the class.

The leap up in tech is vast, and nowhere is that more obvious than under the bonnet. The full-hybrid powertrain uses a 102bhp 1.5-litre petrol engine that's a development of the unit from the old car, but everything surrounding it is completely new. It's called Hybrid+ because the electrical side of the layout forms a more significant portion of the car's overall output – an approach unlike any of its rivals. The e-motor makes 134bhp and 250Nm on its own, and draws energy from a 1.83kWh battery – also larger than any of its competitors – which is located under the rear seats.

For the most part the petrol engine powers a generator that tops up the battery, but when full performance is required, it drives the front wheels alongside the electric motor to deliver a maximum combined output of 192bhp and 425Nm. Drive is sent to the front wheels via a three-speed automatic gearbox.

SAFETY: Euro NCAP hasn't put the MG3 through its crash-test paces yet, but its bigger brother, the MG4, achieved a maximum five-star rating, so MG will be aiming for a similar result here. Both of the car's trims get adaptive cruise control with lane centering as standard.



On road

FROM behind the wheel, the MG3 is by far the most polished product the company has produced. Ride, handling, performance and refinement are all up there with the best in the class.

AROUND TOWN: With plenty of power from the electric motor, the MG3 feels more like an EV than a hybrid at low speeds. Acceleration is lively and the throttle response is instant and enthusiastic.

One small gripe is that the throttle can be hard to modulate at very low speeds, so parking manoeuvres tend to be slightly jerky. At least the bright and clear 360-degree camera makes it easy to see what's around you when reversing into a space. The ride is composed and suspension knocks are well isolated from the cabin.

A & B-ROADS: Find a twisty road and the MG is among the more enjoyable cars to drive in this class. The overall set-up is a little softer than average, which not only helps with comfort, but allows you to approach the MG3's limits of grip with plenty of confidence.

What feels like a slightly nose-heavy balance can be played with through throttle inputs, but it always remains just on the right side of reassuring to be fun for a wide range of drivers. That lively EV-like performance gets even more muscular when the petrol engine starts to drive the wheels – the 0-62mph dash is shrugged off in eight seconds flat, but the response is occasionally laggy.

MOTORWAY: That hesitancy can mean that overtakes require more forward planning than in an EV, but otherwise the MG3 is very accomplished when you up the pace, with a soothing ride, minimal wind noise and great high-speed stability. Adaptive cruise control with steering assist makes long trips less draining.

TESTERS' NOTES

"It doesn't matter how pricey the car, auto wipers in every model I've ever tested range from mildly irritating to utterly hopeless. The MG3's wipers are the first I've ever used that work just when I need them."

Alex Ingram
Chief reviewer



WHEELS

Both trim levels come with the same 16-inch design. It's a little smaller than on some pricier rivals, which does the looks no favours, but a reasonably tall tyre sidewall makes the low-speed ride quite forgiving





"The MG3 is among the more enjoyable superminis to drive down a twisty B-road"



WHAT TO BUY?

Which version we'd choose

ENGINES There's just the solitary hybrid powertrain to choose from for the moment. However, later in the year, a pure-petrol model with a manual gearbox will be added – expect this to start from around £16,000. MG has ruled out a full-EV version, though.

TRIM SE comes with air-conditioning, adaptive cruise, satellite navigation and a reversing camera, while the Trophy adds LED headlights, keyless entry, blind-spot detection, a 360-degree camera, plus a heated steering wheel and front seats partially trimmed in synthetic leather.

OUR CHOICE

We'd keep costs to an absolute minimum by picking the base SE.

Ownership

CLIMB aboard the MG3, and you're greeted by a cabin that on first inspection doesn't betray the car's budget origins. It doesn't quite have the quality of finish or contemporary design of a Skoda Fabia or Peugeot 208, but the layout is neat and stylish enough. While there are some hard plastics around, that's not unusual for a supermini, and padded materials on the armrests, and a steering wheel that's pleasant to hold make the most common touchpoints feel fine. There is one area that's a let-down and that's the centre console; the sliding tray that covers the cup-holders feels loose and flimsy.

One other feature which gives off an impression of cost cutting is the adjustable steering column. It only adjusts for rake not reach, so despite a decent range of adjustment on the driver's seat, it can be a little difficult to find your ideal driving position. Visibility is reasonable overall, but a narrow back window combined with larger headrests on the outer rear seats means the view through the rear-view mirror is a little obstructed.

MG offers buyers an excellent seven-year/80,000-mile warranty as standard. Based on owner feedback from our annual Driver Power survey, that's a blessing, because MG finished 32nd out of 32 manufacturers, with roughly a third of owners experiencing a fault of some kind within the first year of ownership. Whether the brand's improvements in every other aspect of its cars also relates to reliability remains to be seen.

STORAGE: A large central cubby under the main dash area is large enough for the bulkiest of smartphones, while a couple of USB ports let you top up your devices on the move. Door bins both front and rear are fairly generous, and the area between the front seats has removable plastic pieces that can form different partitions in order to secure items of a range of sizes.

INTERIOR

Cabin looks fresh enough, and for the most part the perceived quality is fine for the class – especially at this price

TESTERS' NOTES

"MG has worked on its safety-assistance systems to make them less intrusive than those on other models; the MG3's lane-keep assist is nowhere near as neurotic as the set-up fitted to the larger MG4."





Alex Ingram
Chief reviewer



DETAILS

Sliding central tray feels very flimsy; large headrests can foul the front seat backs when folding the rear bench down



			
191bhp Powertrain 1.5 litre 4cyl	36 litres Fuel tank £54 fill up	8.0 seconds Performance 106mph	293 litres Seats up/down 983 litres





REAR SEATS

Sculpted seats (below) feel more comfortable than in some rivals, and foot room is generous, but headroom isn't up to the class best



MG's front seats are fairly comfortable, but a lack of reach adjustment on the steering wheel compromises comfort



Drive selector in the MG is a simple, big rotary control, while park is engaged by pressing the central button



Seven-inch digital instrument panel shows driver-assistance info to the left and trip data on the right



Headroom: 860mm
Legroom: 572 to 802mm
Door to door: 1,429mm

Practicality

THE MG3's interior and boot space are about average for the class: not outstanding, but not bad either.

REAR SPACE: Settle into the back seats and you'll first notice the sculpted shape of the outer chairs makes them really quite comfortable by supermini standards. Kneeroom is fine and there's loads of space for feet beneath the front seats, but taller passengers might find rivals such as the Skoda Fabia a better bet when it comes to headroom.

BOOT: The MG3's 293-litre boot is competitive with other superminis fitted with a full-hybrid system, if a little short of the non-hybrid best. It's reasonably roomy, but the load lip is quite high, which makes it a little harder to place heavy items inside than with other alternatives. The folding seat back doesn't split, which limits its versatility.

Suzuki Swift

MODEL TESTED: Swift 1.2 Mild Hybrid Ultra

PRICE: £19,799 **POWERTRAIN:** 1.2-litre 3cyl petrol mild hybrid, 81bhp

AE AT £19,799, the Swift manages to undercut the MG we're testing here by £696. That's not a huge amount, but look at the details and the differences begin to reveal themselves.

Tech highlights

COMPARED with the seemingly complex powertrain used by the MG, Suzuki has gone for a much simpler approach. There's no big battery or electric motor here; instead there's a 12-volt mild-hybrid system, which features an integrated starter-generator unit. It's not one that adds outright power – it produces just 3.1bhp – but the 60Nm of torque helps to take load off the petrol engine. The entire MHEV system weighs 7kg, and light weight is a virtue of the Swift. The most intriguing stat is the mass of these two cars: the 949kg Suzuki is a full 349kg lighter than the MG.

The petrol side of the powertrain uses a 1.2-litre three-cylinder engine, while the maximum output is 81bhp and 112Nm, which is sent to the front wheels via a five-speed manual gearbox.

The suspension set-up is a development of what was fitted to the previous Swift; the front stabiliser is thicker and the mounts have been revised, both done with the aim of improving steering feel (a detail which has also received attention courtesy of a revised power-steering control unit) and increasing stability. At the back, the suspension has greater travel than before to improve its ability to absorb bumps. The brake servo has also been revised to deliver better feedback.

SAFETY: It's too early for an NCAP rating for the Swift, but there's new tech available. Blind-spot detection is fitted as standard to all trims, and the emergency braking system has been revised with a new radar sensor that's better at detecting pedestrians and other vehicles, especially at night.



On road

WHILE there's nothing remarkable about the Suzuki's powertrain, the chassis is terrific, helping the Swift to handle very well indeed.

AROUND TOWN: The Swift's petrol engine works far more often than the MG's, but when it does cut in and out courtesy of the mild-hybrid system, the process is impressively smooth. As with many three-cylinder engines, the Suzuki's 1.2-litre unit gives off a subtle vibration, but it's not unpleasant because the noise it makes is fairly muted.

The major controls are light, even if the gearlever is occasionally notchy. Tiny dimensions make the car a doddle to manoeuvre around town.

A & B-ROADS: With the departure of the Fiesta from this class, there are very few superminis that can put a smile on your face – but the new Swift is one of the most engaging cars in its class to drive. The key to its fun is that tiny kerbweight; none of its rivals feel as agile in corners. This is no hot hatch, and yet the Suzuki darts from one turn to the next, with lots of grip in reserve.

It's helped by steering that is vastly improved over the slightly odd sensation of its predecessor's. The new set-up feels more precise and much more naturally weighted than the MG's rack.

It even makes the Swift's leisurely 0-62mph time of 12.5 seconds seem less of a hardship, because of the enjoyment gained in the process of maintaining momentum.

MOTORWAY: At higher speeds it's clear that some of the Suzuki's weight saving has come at the expense of soundproofing. Both road and wind noise are noticeably louder here than in the MG, which does make the Suzuki a little more tiring on a long trip. Ride comfort isn't quite as smooth as the MG3's, with some fidget felt at all speeds.

"The Suzuki darts from one corner to the next, with plenty of grip in reserve"



WHEELS

At 16 inches, the Swift's alloys are the same size as those fitted to the MG. Unlike its rival, each Swift trim level gets a unique design to set them apart from one another



REAL-WORLD ROAD TEST



TESTERS' NOTES

"The Swift clearly doesn't have the MG3's outright power and takes quite a few revs to move off from a standstill. But at least the power delivery is very smooth."

Alex Ingram
Chief reviewer



WHAT TO BUY?

Which version we'd choose

ENGINES The mild-hybrid powertrain is available in a couple of variants. The five-speed manual model is the cheapest, but there are also CVT automatic and four-wheel-drive manual options. The latter is only available on the top trim; both cost £1,250 more than the base variant.

TRIM Entry level Motion is well equipped, with LED headlights, 16-inch alloys, rear parking sensors, a reversing camera, adaptive cruise control and lane-keep assist. Ultra adds climate control, electrically folding door mirrors and one or two minor extras for £1,100.

OUR CHOICE

Much like the MG, we'd stick with the well equipped base model.

Ownership

UNLIKE the MG, which looks completely different to its predecessor, the Swift is instantly familiar. The fundamental details of the old car remain, even if they've moved around a bit to deliver a more substantial look.

Both cars have cabins built down to a price, but the Swift's gives the game away more. Light-coloured plastics break up the dark grey, but the fake metallic elements look and feel cheap – and with a large section of it on the steering wheel, it's always within touching distance. We're fans of the simple physical climate controls, though, and the dials are clear and easy to read, which makes it easier to forget that its similarly priced rival has fully digital instruments.

Visibility is good, thanks to large windows. Passengers in the back will feel a little short changed, though, because the doors are exclusively made of hard, black plastic, the seats feel very flat and unsupportive after those in the MG, and there isn't a USB port to charge devices.

Suzuki finished in 22nd place in our 2023 Driver Power satisfaction survey, and owners who took part weren't blown away with their ownership experiences, disappointed most by their cars' interior quality, safety features and boot space.

However, just eight per cent of those owners experienced a fault with their cars – comfortably the lowest number of any of the 32 manufacturers surveyed. One year of breakdown cover is offered from new, which is the same as the MG.

STORAGE: The front door bins are reasonably slim, but they have an area at their leading edge shaped to hold a drinks bottle, which makes them a useful cubby. The two cup-holders in the centre of the dash are a little too shallow, while a third one sits behind the handbrake for rear-seat passengers. The smartphone cubby and the glovebox are a little too small to be useful, though.

INTERIOR

Splashes of light plastic and a large glass area make the Suzuki's cabin feel light and airy, but the parts you touch frequently seem cheap



TESTERS' NOTES
 "The Swift's Isofix mounts are easy to reach within plastic guides; the MG's are similarly easy to access, hidden as they are behind Velcro patches."





Alex Ingram
 Chief reviewer



DETAILS

Heated seat switches are low down but easy to feel without looking; the gearlever can occasionally feel notchy



			
81bhp Powertrain 1.2 litre 3cyl	37 litres Fuel tank £55 fill up	12.5 seconds Performance 103mph	265 litres Seats up/down 589 litres





REAR SEATS

Kneeroom is good in the back, but foot space is tight. The rear bench is very flat and unsupportive, which makes it feel basic



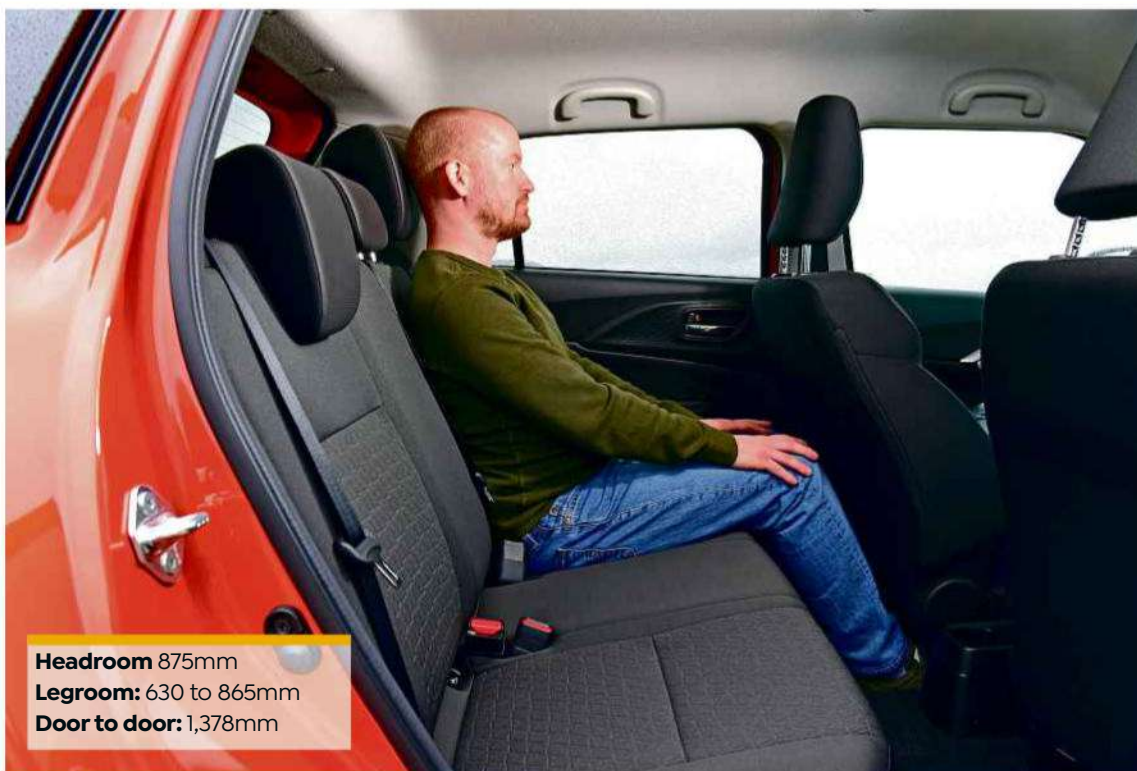
Seat fabric feels thinner in the Swift than in the MG, which contributes to the cheaper feeling inside overall



Unlike the MG's wheel, the Swift's adjusts for reach, which helps when finding a comfortable driving position



Physical rockers and buttons for the climate controls are easier to use on the move than the MG's touchscreen



Headroom 875mm
Legroom: 630 to 865mm
Door to door: 1,378mm

Practicality

THE Swift is a more compact car than its rival, so Suzuki has done a reasonable job of accommodating passengers. But it does come at the expense of boot capacity.

REAR SPACE: Both head and legroom are reasonable in the back of the Swift, but the seat base feels quite close to the floor, which can force the thighs of taller passengers upwards with less support. Foot space under the front seat is limited, which makes it feel cramped. The cabin is narrow but the centre seat is quite soft, and although there's a hump in the floor, it's fairly low.

BOOT: At 265 litres, the Swift's load space is some way below the class best, including the merely average volume of the MG3 here. There's a minimal amount of space under the boot floor, but on the plus side, the lip height is lower than that of the MG, which makes loading easier.

Head to head

Infotainment

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



MG3

10.25-inch Touchscreen | Key feature: iSmart phone connectivity

THERE are better infotainment systems out there than the one fitted to the MG3, but at this price they're extremely hard to find. The 10.25-inch display has a wider than average aspect ratio, which means that the home page can display a long row of menu widgets alongside one another.

The navigation system is decent enough; the layout is clear, while routes load reasonably quickly. The screen is a little slow when pinching or swiping across the display, but with standard Apple CarPlay and Android Auto, it's easier to use your phone's apps instead. The on-screen climate controls disappear with these systems open, though, so you need to click the button below the screen to return to the home page and adjust settings from there.

Standard kit included

LED headlights, rear parking sensors, 16-inch alloy wheels, reversing camera, 10.25-inch touchscreen display, MG Pilot driver-assist system, satellite navigation, climate control, speed-limit recognition

What we would choose

The only choice buyers have beyond trim levels are six exterior colours. White is free, a further four cost £545, and Dynamic Red is priced at £695

CONTROL

The 10.25-inch touchscreen has sharp and bright graphics, but the on-screen keyboard is a little small and fiddly



VS

Suzuki Swift

Suzuki Connect | Key feature: Wireless Apple CarPlay

THE previous-generation Swift had a very clunky system that looked like it was lifted from an aftermarket car parts store. To a degree, the same can be said for the new set-up, but it's a better than the previous car's.

The screen is big and bright, and much more responsive than the old one, with clearer menus and bigger on-screen keys, especially in the sub-menus, which were previously very fiddly (if they were there at all, given that it was so short on features). It still isn't the sharpest system out there, nor the quickest to load, but it's fine for the price. Unlike in the MG, smartphone apps can connect wirelessly to the Swift's system, but without wireless charging it still makes sense to connect via one of the three USB ports at the base of the dashboard.

Standard kit included

LED headlights, 16-inch alloy wheels, rear parking sensors, 9.0-inch touchscreen, reversing camera, adaptive cruise control and lane-keep assist, blind-spot monitor, heated front seats

What we would choose

As with the MG, there aren't any extras to choose from, so personalisation is limited to colours. There are eight options, four of which can also be had with a contrasting black roof

DATA

Among the Swift's menus on the nine-inch screen is a detailed readout of trip information, which is large and easy to understand



Fuel for thought

Both cars return impressive fuel economy, but they do that by using very different methods



MG3

THE MG uses its electric-led hybrid system to reduce fuel consumption. The benefit of this method is that the car does its best work around town and on suburban roads – where superminis such as this are most often driven. In such conditions, we achieved around 65mpg, while at higher speeds, where the petrol engine is doing more work to charge the battery and drive the wheels, it's closer to 50mpg. That's still a respectable figure for a hybrid car, though.



Suzuki Swift

WHILE the Suzuki makes use of mild-hybrid tech to ease the load on the petrol engine, it's the Swift's sub-one-tonne mass which really helps its efficiency.

Once the car's up to speed, very little energy is required to keep it there, which is why it gets its best results on A-roads and motorways, where high-50s mpg is easy. It's still frugal in town, though, and with a mix of those conditions plus enthusiastic B-road driving, it managed 50.1mpg during its time with us.



TESTERS' NOTES

"Both of our test cars had barely a couple of hundred miles on the clock. Once their engines have run in a little further, I suspect that their economy will get even better."

Alex Ingram
Chief reviewer

Key battlegrounds

Which car edges the win in areas important to buyers?



POWERTRAIN

THE Swift feels like an old-school supermini beside the slick and punchy electric response of the MG3.

TECH

MG has digital dials and a more comprehensive infotainment system, but the Suzuki's kit list is slightly more generous.

RIDE

Both cars have small wheels with chunky sidewalls for a decent ride quality, but the MG3's is smoother than the slightly fidgety Suzuki.

PRACTICALITY

These are superminis, so you can't expect miracles, but the MG's boot is bigger, while the Swift's rear seatbacks are split 60:40.

Costs

MG3 Hybrid+ Trophy

Suzuki Swift 1.2 Mild Hybrid Ultra

On the road price/as tested £20,495/£21,040

PCP Personal contract purchase
Three-year term/£5,000 deposit/10,000 miles annually

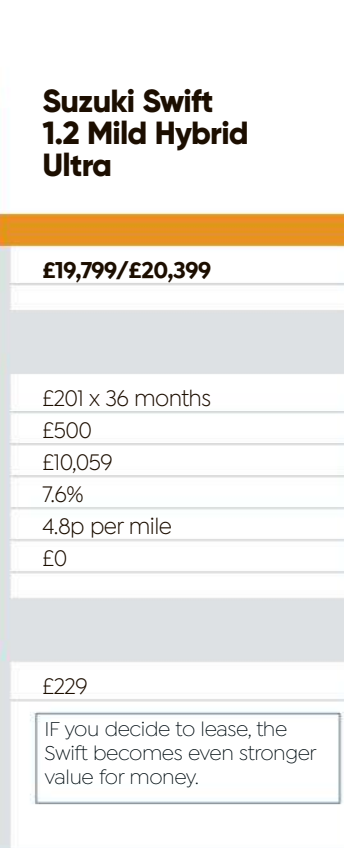
Monthly cost	£206 x 36 months
Manufacturer deposit contribution	£750
Optional final payment	£10,688
Representative APR	8.9%
Excess mileage charge	14.9p per mile
Other fees	£0

PCH Personal contract hire
Three-year term/six-month deposit/10,000 miles annually

Monthly cost	£292
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All offers and finance prices correct at time of going to press. Three-year insurance and fuel costs are based on figures for first 12 months

LEASE costs should come down as stock increases, but for now a PCP is better value.



IF you decide to lease, the Swift becomes even stronger value for money.

Figures

Powertrain	4cyl in-line/1,498cc petrol, 134bhp e-motor
Power/torque	191bhp/425Nm
Transmission	Three-speed auto/fwd
Fuel tank capacity/battery size	36 litres/1.83kWh
Length/wheelbase	4,113/2,570mm
Height/width	1,502/1,797mm
Boot capacity (seats up/down)	293/983 litres
Kerbweight/payload/towing weight	1,298/468/500kg
Turning circle/spare wheel	10.5 metres/repair kit
Basic warranty (miles)/recovery	7yrs (80k)/1yr
Driver Power manufacturer position	32nd
NCAP: Adult/child/ped./assist/stars	N/A
0-62mph/top speed	8.0 seconds/106mph
Test economy/range	55.4mpg/439 miles
WLTP combined	64.2mpg
WLTP combined	14.1mpl
Actual/claimed CO ₂ /tax bracket	118/100g/km/ 25%

LENGTH
AT 4.1 metres long, the MG3 is one of the larger cars in the supermini class.

BIK
A SINGLE gram per kilometre of CO₂ is enough to push the MG3 into a higher company car tax band.

Powertrain	3cyl in-line/1,197cc petrol, 3bhp mild hybrid system
Power/torque	81bhp/112Nm
Transmission	Five-speed manual/fwd
Fuel tank capacity/battery size	37 litres/N/A
Length/wheelbase	3,860/2,450mm
Height/width	1,495/1,735mm
Boot capacity (seats up/down)	265/589 litres (to window)
Kerbweight/payload/towing weight	949/416/1,000kg
Turning circle/spare wheel	9.6 metres/repair kit
Basic warranty (miles)/recovery	3yrs (60,000)/1yr
Driver Power manufacturer position	22nd
NCAP: Adult/child/ped./assist/stars	N/A
0-62mph/top speed	12.5 seconds/103mph
Test economy/range	50.1mpg/408 miles
WLTP combined	64.2mpg
WLTP combined	14.1mpl
Actual/claimed CO ₂ /tax bracket	130/99g/km/24%

TURNING CIRCLE
SUZUKI can turn very tightly, making parking manoeuvres easy.

SERVICE
MAINTAIN the Swift at a Suzuki main dealer, and the warranty will stretch as far as seven years/100,000 miles.

Equipment

Number of airbags/Isofix points	Six/two
Parking sensors/camera	Rear/360 degrees
Lane-keep assist/blindspot/AEB	Yes/yes/yes
Climate control/adaptive cruise	Two-zone/yes
Leather/heated seats/wheel	No/yes/yes
Metallic paint/LED lights	£545/yes
Keyless entry & go/powered tailgate	Yes/no
Sat-nav/digital dashboard/USBs	Yes/yes/ four
Online services/wireless charging	Yes/no
Apple CarPlay/Android Auto	Yes/yes

USBs
MG3 has a fourth USB port in the rear-view mirror – ideal for plugging in a dash cam.

Number of airbags/Isofix points	Six/two
Parking sensors/camera	Rear/yes
Lane-keep assist/blindspot/AEB	Yes/yes/yes
Climate control/adaptive cruise	Two-zone/yes
Leather/heated seats/wheel	No/yes/no
Metallic paint/LED lights	£0/yes
Keyless entry & go/powered tailgate	Yes/no
Sat-nav/digital dashboard/USBs	Yes/no/three
Online services/wireless charging	Yes/no
Apple CarPlay/Android Auto	Wireless/wireless

SENSORS
AS with its rival, parking sensors are only fitted to the rear of the Swift.

Number crunching

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



John McIlroy
Editor-at-large

ONCE all of the figures have been added up, one thing is clear: these two cars are among the cheapest to run in the entire supermini segment. Their low asking prices mean that, based on the PCP finance deals that the overwhelming majority of UK buyers go for, the pair are outstanding value for money.

Take the MG3: on a three-year deal with a £5,000 deposit and a 10,000-mile annual limit, even this top-spec Trophy model comes to £206 per month. Compare that with its nearest full-hybrid rival, the Renault Clio, and it undercuts that car (which is great value itself by class standards) by roughly £35 a month.

The Swift is cheaper still, with this Ultra trim costing a fraction over £200 per month. However, the MG is offering much more as an overall package for that small extra outlay. You can save more with this pair if you plump for the entry-level models, which is what we'd do.

Both superminis are cheap to fuel and cost, give or take, £500 a year to insure based on our typical quote. So overall running costs are low, too.

Over 36 months this pair are incredibly closely matched. With all of the running costs and finances added up, they total £18,842 on the MG3, while the Suzuki undercuts it by £110 – or £3 per month.

Results

WINNER MG3



THE MG3 has the talent to overcome the Suzuki Swift in this contest, but in reality, it wouldn't have mattered which supermini it was paired up with – the newcomer would have come out on top regardless.

Its performance is class leading, while the ride, handling, efficiency and equipment levels are all a match for cars that cost thousands of pounds more to buy. And it's that value angle which makes the MG3 such a strong prospect; it's an area of the new-car market where that counts for more than in any other.



INTERESTED?
Scan the code for further information

- + ● Class-leading performance
- Ride and handling
- Refinement
- Bargain price

- ● Occasionally laggy hybrid
- Artificial steering feel
- No steering reach adjustment
- Patchy interior quality



1st



RUNNER-UP Suzuki Swift



THE new Swift is a very strong supermini contender. Its simplicity and light weight make it both cheap to run and fun to drive, while it's fairly spacious inside and the finance rates (especially for leasing) really are fantastic.

You can trace similarities back to its predecessor, but it has improved in almost every area. That alone would be enough to give it a fighting chance against many rivals, but it isn't quite enough against MG's best model yet.



INTERESTED?
Scan the code for further information

- + ● Great fun to drive
- Low running costs
- Smooth MHEV system
- Strong equipment levels

- ● Average performance
- Noisy at motorway speeds
- Cheap-feeling cabin
- Small boot



2nd

Rivals and other options

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

SAME CLASS

Renault Clio

FROM the moment the fifth-generation Clio was released in 2019, it has been one of the best small cars in the business. Following a Mk4 that fell short of the class leaders, this replacement moved the game on slightly in some areas (ride and handling) and much further in others (interior quality and space) to become an Auto Express favourite.

The introduction of a hybrid powertrain added another dimension to the package, and a mid-life facelift last year refined the formula. Among its best strengths is that it feels like one of the poshest cars in its class, yet its prices don't show it.

- Great to drive
- Well equipped
- Smart cabin
- Hybrid refinement
- So-so performance
- Some rivals more spacious



SAME MONEY

Dacia Sandero

FOR several years, our two favourite superminis have come from the Renault group, and alongside the classy Clio, the Sandero offers buyers a more pragmatic small-car option. It misses out on some of the Clio's luxuries – the cabin quality is fine, but less fancy, there's less standard kit, and the on-road performance and refinement take a step back – but it remains a roomy and comfortable small car.

It's cheap, too; if you're willing to live with those minor compromises, then the entry-level model starts from £13,795. Even the top-spec Journey is only £15,795.

- Bargain price
- Functional cabin
- Comfort
- Cabin noise
- Numb handling
- Poor Euro NCAP rating



The great debate

What the Auto Express test team would do

SUPERMINIS

These two cars are great, but there are numerous very strong alternatives, both new and used



John McIlroy
Editor-at-large

"ELECTRIC cars are smoother, quieter and quicker than their internal-combustion counterparts, so to base the MG3's hybrid system around that – using the petrol engine as little more than a range extender – is an approach that more firms should consider."



Rich Ingram
Deputy editor

"THE MG3 is ideal for those not quite ready to make the jump to an EV, but there are many electric models going on sale soon – and existing EVs getting discounted more by the month – that come close to the MG's price. Take the electric version of the new Citroen C3 (above), for example."

USED CARS

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



SAME CLASS

Skoda Fabia

IN many ways the Fabia still holds an edge over rivals – even those as talented as the MG3 and the Clio. A higher list price than some of its competition pegs it back, but that issue fades away on the used market.

Around £13,000 will get you behind the wheel of the latest Mk4 Fabia with a 1.0-litre TSI petrol engine and in SE trim. In terms of interior space, boot capacity and ride comfort, little else in the supermini class can match it.

- + ● Class-leading practicality
- + ● Comfort
- ● No hybrid option
- ● Rivals are more fun to drive



SAME MONEY

Toyota Corolla

FOR the same cash as these two superminis, it's possible to get a used car from the class above. And if its hybrid system is central to the MG's success, then Toyota also knows a thing or two about the tech and has put it to brilliant effect in the Corolla.

The 2.0-litre variant has 181bhp, so it's one of the few hybrids that can match the MG for performance. It's also supremely efficient and fun to drive, too.

- + ● Ride and handling
- + ● Superb fuel efficiency
- ● Clunky infotainment tech
- ● A little tight in the back

COMING SOON

Citroen C3

DUE 2025 **PRICE** £20,000 (est)



AN all-new version of one of the current supermini value champions is on the horizon, so the next-generation C3 could be one of the cars to give the MG3 its sternest challenge. First we'll see an all-electric version, and we'll be driving the e-C3 imminently. But it'll be the internal-combustion versions that are fighting the MG on price, with an estimated starting figure of around £20,000.

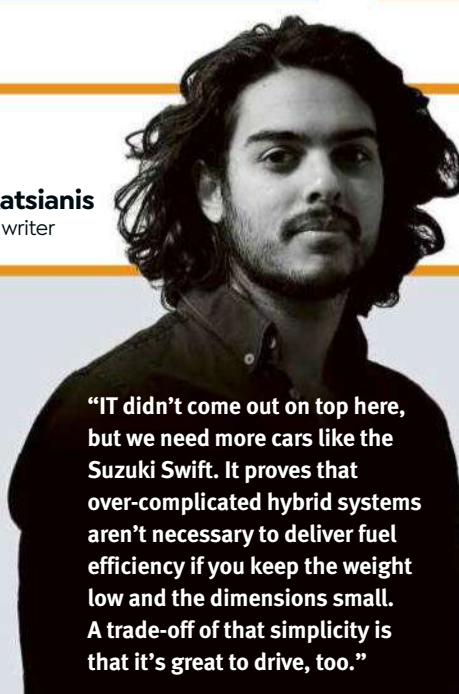
The new version adopts a boxier, pseudo-SUV shape in order to maximise interior space within its compact footprint, and the cabin aims to blend simplicity and style to compete with the class best. We expect driving dynamics to focus on comfort.

Dawn Grant
Picture editor



"MG has released this car at the perfect moment. Not only has the Ford Fiesta departed the scene, but as profits continue to squeeze, some other brands might also decide that superminis are no longer on the agenda, which could see the brand capture an even bigger market share."

Jordan Katsianis
Senior staff writer



"IT didn't come out on top here, but we need more cars like the Suzuki Swift. It proves that over-complicated hybrid systems aren't necessary to deliver fuel efficiency if you keep the weight low and the dimensions small. A trade-off of that simplicity is that it's great to drive, too."

Dean Gibson
Senior test editor



"WHEN Ford canned the Fiesta, many buyers felt forced to move to the more expensive Puma. Now that two more genuinely competent alternatives have arrived, it'll be interesting to see whether the Puma's success continues at its current rate, or if sales begin to slow."



HEAD-TO-HEAD TEST

Heated debate

Two closely related hot SUVs battle it out. Which is the best all-rounder?

Cupra Formentor

Concept-car styling still looks fresh, although there's a new model waiting in the wings

CUPRA has a habit of making its production cars look just like the concepts that previewed them – the Tavascan and Born, for example. The Formentor concept arrived in 2019 and by the time it launched in 2021, little had changed, which we think is a good thing. With sporty, aggressive styling, it stands out in a sea of bland compact SUVs.

Those wanting to make a statement about buying the fastest and most expensive Formentor might feel a little hard done by, because there's not much visual differentiation between this top-spec VZN and the basic V1. It's also worth noting that a facelifted Formentor will go on sale towards the end of the year, complete with a new look.

FOR AND AGAINST

- +** **For:** Terrific engine and chassis, with a supple yet controlled ride; practical, comfortable interior; well equipped; decent warranty
- **Against:** Touchscreen's usability; poor steering-wheel paddles; pricey to buy

FIGURES

Cupra Formentor VZN DSG 4Drive

Price:	£49,380
Engine:	4cyl in-line turbo petrol/1,984cc
Power/torque:	306bhp/400Nm
Transmission:	7spd automatic/4wd
0-62mph/top speed:	4.9 seconds/155mph
Test economy:	32.8mpg
CO ₂ /tax:	195g/km/£355
Options:	Metallic paint (£300)

Length/wheelbase:	4,450/2,680mm
Height/width:	1,511/1,839mm
Boot (seats up/down):	420/NA litres

WHAT WE LOVE



Seats

One-piece front seats are comfortable for long trips and supportive on B-roads



Sibling rivalry

They might look very different, but the hot crossovers share many of their underpinnings



AE IT may have initially looked like a risky move to separate Cupra from SEAT as its own brand back in 2018, but it has proved to be an inspired decision. The performance marque has gone on to achieve huge success – especially thanks to its Formentor.

This crossover is bespoke to the Spanish brand and is also its bestseller. It's not hard to see why because it has a breadth of ability. Offered with a variety of powertrains and trim levels, it has battled the Peugeot 408, Alfa Romeo Stelvio and even the Porsche Macan in previous group tests.

The model we're testing here is the hottest version you can get in the

UK: the VZN. With the sporty image Cupra is aiming to cultivate, it could make the most sense, too. Along with its turbocharged four-wheel-drive powertrain, it packs much of the same technology seen in other VW Group products into a stylish, practical body.

One such rival sibling is the Audi SQ2. It was launched back in 2018, but that could help its cause when comparing its older infotainment with the Cupra's set-up, which we're not huge fans of.

With similar pricing, running costs and performance, choosing between these two performance crossovers could be tough, because at first glance they're very closely matched.



Audi SQ2

Flagship small SUV looks the part and shares its powertrain with the Cupra

The Q2 is one of Audi's oldest models still on sale and reports suggest it won't survive after this first generation, with the A3 set to become the entry point to Audi's range. That's a bit of a shame because the smallest model in the brand's 10-strong SUV line-up packs some character into its design. There's angular surfacing and, in hot SQ2 guise, 19-inch wheels, a quad-tip exhaust and bespoke bumpers.

Audi used the MQB A1 platform for the Q2, while the Cupra Formentor was bestowed with the newer MQB evo architecture. As a result, they're similar underneath; both are powered by a 2.0-litre turbocharged four-cylinder engine and have four-wheel drive.

FOR AND AGAINST

- +** **For:** Fun to drive, with the same capable engine; user-friendly climate controls; well equipped
- **Against:** Smaller boot and less passenger room; not as refined as the Cupra; steering-wheel paddles

FIGURES

Audi SQ2 TFSI quattro Black Edition

Price: £46,690
Engine: 4cyl in-line turbo petrol/1,984cc
Power/torque: 296bhp/400Nm
Transmission: 7spd automatic, four-wheel drive
0-62mph/top speed: 4.9 seconds/155mph
Test economy: 31.7mpg
CO₂/tax: 189g/km/£355
Options: Technology pack (£1,250), paint (£575)

Length/wheelbase: 4,216/2,594mm
Height/width: 1,495mm/1,802mm
Boot (seats up/down): 355/1,000 litres

WHAT WE LOVE



Controls

We'll take the SQ2's physical dials and buttons over the Formentor's touch-sensitive controls any day



1st Cupra Formentor VZN



Tried-and-trusted engine and tuned SUV suspension make for a formidable pairing

AE CUPRA really set its stall out with the Formentor – the brand’s first bespoke car. While the Cupra name certainly has plenty of cachet to it as SEAT’s performance sub-brand for over 20 years, the Formentor simply had to be excellent to ensure the brand hit the ground running.

Using tried-and-tested mechanicals from the current Volkswagen Golf R, the Cupra was always going to impress behind the wheel, despite its raised ride height and crossover body.

To put it bluntly, the Formentor VZN drives like a lifted Golf R – because that’s what it is. The steering has a good weight and gives you a reliable connection to the front wheels. It’s not as immediate in its response as a traditional hot hatch, but for a family SUV, the Formentor is tremendous. That extra suspension travel means you have to pick a line and commit rather than hoping for mid-corner adjustability. This is no bad thing, because you can thread the Formentor through tight corners with precision, relying on the consistently strong levels of grip. Get too frantic with your steering inputs and the Cupra will serve up some safe understeer.

The four-cylinder turbocharged 2.0-litre engine sends 306bhp and 400Nm of torque to all four wheels. Spend a little time with the ubiquitous EA888 Volkswagen Group motor and you’ll understand why it’s so common. Even in the higher tune you find in this VZN, and indeed the Golf R and Audi S3, it’s perfectly sedate when you just want to pootle around, but an animal when you fancy some fun. There’s precious little turbo lag low down in the rev range and power delivery is linear up to its peak power from 5,500-6,500rpm.

Our main concern is that despite the bespoke exhaust system, the soundtrack isn’t as spectacular as you’d hope – not from the driver’s seat, at least. The seven-speed DSG automatic is also rapid enough to change gears on acceleration, but downchanges can be a bit slow and we’d advise against using the manual paddles behind the wheel, because they’re small and flimsy, and the box’s responses sluggish.

Even on our car’s large 19-inch alloy wheels, the ride of the Formentor eclipses that of many of its hot-hatch siblings – all thanks to that extra travel in the suspension. The SQ2’s ride quality isn’t harsh in isolation, but it’s not as well damped as the Cupra’s. You’re unlikely to suffer any aches after a few hours of motorway driving and the rather serious-looking bucket seats manage to provide enough support in the bends, while still being cossetting and relaxing on a cruise.

VERDICT ★★★★★

WITH a flexible engine and chassis combination, the Formentor VZN feels just at home on a twisty mountain road as it does in a supermarket car park. At £50k, we’d recommend looking at lower-spec versions, but it gets the fundamentals of a performance family car just right.



DRIVING

The Formentor VZN feels much more than just a family SUV with a punchy engine under the bonnet. The four-wheel drive system gives it a satisfyingly composed nature when you’re pushing on, and while most hot hatches deliver an extra degree of precision, for what is a jacked-up crossover, the Formentor VZN is impressive.

EVERYDAY VZN is comfortable to live with in all situations, which makes it a great all-rounder

RUNNING COSTS

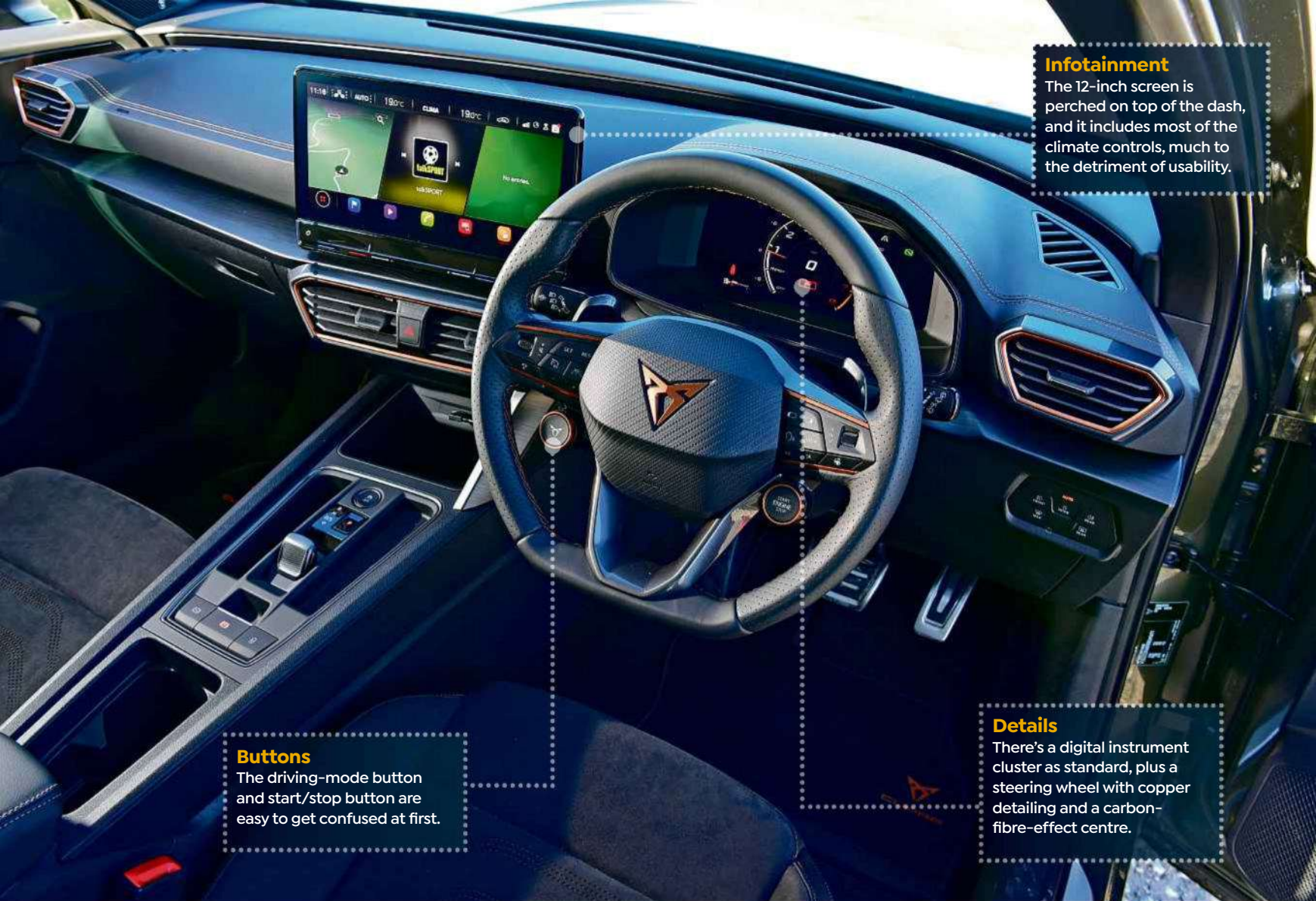
Both cars miss out on hybrid electrification, and four-wheel drive saps efficiency further. Still, the Cupra’s 32.8mpg achieved on this test was actually higher than its claimed 31.7mpg WLTP figure. This included a lot of motorway miles, however; once you tap into that engine, you’ll see efficiency drop drastically.

ECONOMY Cupra is best on a steady cruise, and it’s not hard to return average mpg figures in the low thirties

PRACTICALITY

The SUV body really helps the Formentor stand out from a range of hot-hatch alternatives. The four-wheel drive system reduces boot space by 30 litres compared with two-wheel-drive Formentors, but its 420-litre capacity is still bigger than a Volkswagen Golf GTI’s and Cupra Leon’s. Rear passengers might not appreciate the thick bucket seats in front of them, but the panoramic sunroof (which is fitted as standard on with VZN trim) allows plenty of natural light into the cabin.

SPACE There’s more than enough rear head and legroom. And while the boot isn’t as big as in base Formentors, there’s enough space for a week’s worth of food shopping



Infotainment
The 12-inch screen is perched on top of the dash, and it includes most of the climate controls, much to the detriment of usability.

Buttons
The driving-mode button and start/stop button are easy to get confused at first.

Details
There's a digital instrument cluster as standard, plus a steering wheel with copper detailing and a carbon-fibre-effect centre.



55 litres
Fuel tank
£89 fill up



306bhp
Powertrain
2.0 litre 4cyl



4.9 secs
Performance
155mph



420 litres
Seats up/down
NA litres



INTERIOR & TECHNOLOGY

The touch-sensitive buttons beneath the touchscreen remain a point of contention, but while some plastics feel cheap, the overall build quality is up to the standards of Audi, let alone Volkswagen. A 12-inch screen and driver's cockpit are offered through the range, so the VZN doesn't feel too special in comparison. The overall layout is tidy, with some classy copper accents.

BESPOKE Cupra's sporting styling extends to the screens, but the unlit climate controls are very much VW

OWNERSHIP

Cupra recently launched a five-year, 90,000-mile comprehensive warranty for its cars, replacing the old three-year, 60,000-mile cover. We haven't heard any horror stories, but while Cupra as a brand hasn't featured on our Driver Power Best Manufacturers survey, SEAT has – finishing a disappointing 23 out of 32 brands in 2023.

QUALITY Overall, the interior feels special, although there are some cheaper plastics lower down that don't quite cut the mustard in a £50,000 car

THROUGH THE RANGE

Which trim level suits you?

THE entry-level V1 has a strong list of standard equipment and looks almost identical to the VZN – so if you want to spend almost £20k extra on the hot version, you'd better enjoy its more driver-focused dynamics.

If you want the same powertrain package as the £49,080 VZN, you can have it on the VZ2 and VZ3. The VZ2 represents a significant cost saving of £8,360 over than VZN and still gets heated bucket seats, 19-inch wheels, largely the same exterior design, and the same amount of safety kit. If you can do without the panoramic sunroof, updated sound system, electric bootlid and top-view exterior camera, then the VZ2 would be our choice.

It's worth noting that despite the lower list price and more limited equipment list, the VZ2 has the same 33E insurance group as the VZN. Emissions are a bit better, at 192g/km compared with the VZN's 195g/km, but the two are in the same tax bracket.

Our choice:
VZ2 TSI DSG 4Drive 310
NEXT CAR →

All offers and finance prices correct at time of going to press

2nd Audi SQ2

There's still a lot to like about Audi's offering, but the Cupra does most things a little better

AE PERFORMANCE SUVs are big business right now and Audi has a hot 'RS' or 'S'-badged version of pretty much every SUV it sells. The SQ2 is the smallest of the bunch, but it still comes with a 2.0-litre turbocharged four-cylinder engine (a slightly older iteration of the same motor that the Cupra uses) with 296bhp and 400Nm of torque going to all four wheels in classic Audi quattro fashion through a seven-speed DSG auto gearbox. There's almost nothing to choose between the two cars in weight (the Audi is 1,610kg and the Cupra is 1,616kg), although the Cupra is larger in every dimension and has a longer wheelbase.

As you'd expect, there's not a huge amount of difference between the way these two cars attack a set of corners. There seems to be a little more slack in the Audi's steering compared with the Cupra's, but the shorter wheelbase makes it feel slightly more twitchy. The Audi also has narrower tyres, so while grip levels are still decent, it washes wide a fraction earlier than the Cupra. This isn't necessarily a negative, because there's a liveliness to the SQ2 which is surprising, given the rather humble underpinnings. The SQ2 seems happier when you're leaning on the front tyres like an old-school hot hatch, whereas the Formentor can feel more rear-biased in certain circumstances. Body roll is largely kept in check, but as in the Cupra, you notice a bit more movement underneath than you'd find in a traditional hot hatch. Braking is strong from both cars, but the Cupra comes with 'Performance Brembo brakes' in the lower-spec VZ3 version.

It might be down on power, but the SQ2's turbocharged engine matches the Cupra's 4.9-second 0-62mph time and has great in-gear performance. The gearchanges themselves are snappy enough and if you fiddle with the driving modes, you'll find a little more flexibility than the Cupra. The manual paddles (just like the Formentor's) behind the wheel feel cheap to the touch and should be ignored.

At a cruise, the SQ2 can't match the Formentor's refinement. Rough roads are more noticeable through the firmer suspension and while all the trim is screwed together perfectly well, there seems to be less sound deadening throughout the cabin. The seats aren't what you'd expect from a hot Audi, either. They're quite flat with not enough support during cornering, and the general driving position is more SUV-like compared with the Cupra's, where you feel more hunkered down. The flip side of this is better visibility; the SQ2 would certainly be our preference as an urban runabout.

VERDICT ★★★★★

AUDI'S SQ2 is aging, but it puts up a good fight against what is one of the best VW Group products on sale. It's still fun to drive and for some, the older, more user-friendly dash will be a clincher. Practicality is a weak point, though, as is the general level of refinement.



DRIVING

The SQ2 delivers plenty of fun, and the engine feels spot on, despite being an older iteration. Most of the controls are well judged, but a quicker steering response would give us much more confidence to play with that surprisingly capable chassis. A rougher ride than the Cupra's is the Audi's main stumbling block.

FIRMER SQ2's stiff suspension doesn't absorb rougher roads as well as the Formentor's

RUNNING COSTS

Both cars delivered very similar efficiency figures during our test. The Audi returned 31.7mpg, which is respectable, but that drops dramatically once you play around with the power reserves. Like the Formentor, the Audi conserves fuel much better on a gentle cruise; we saw up to 38mpg once we headed onto the motorway.

PRESSING ON Mpg figure will easily head into the low twenties or worse if you make full use of all of the power

PRACTICALITY

Being shorter in every dimension compared with the Cupra, it's not surprising there's less headroom and kneeroom in the back of the SQ2. Still, tall adults will be fine in the back and the layout up front makes it feel more airy than the Cupra. However, there's not much in terms of storage space in the SQ2. The Audi's boot stands at just 355 litres, which is 50 litres down on the Q2's because of this four-wheel-drive model's rear differential. The boot floor is also higher than the Cupra's.

BOOT A narrower and shallower loading area accounts for the SQ2's smaller capacity. The rear seats are also a bit tighter than the Cupra's, but tall passengers will still be happy



Infotainment
The 8.3-inch screen is small by modern standards, but suits the SQ2's proportions. It's about to be increased marginally, to 8.8 inches.

MMI
The dial for the screen works well, although an imminent upgrade will replace it with a storage cubby.

Paddles
Disappointing to use and cheap to the touch; it's best to let the 'box do its own thing.



55 litres
Fuel tank
£89 fill up



296bhp
Powertrain
2.0 litre 4cyl



4.9 secs
Performance
155mph



355 litres
Seats up/down
1,000 litres



INTERIOR & TECHNOLOGY

The SQ2 features Audi's previous generation of interior design. The obvious signs of this are the stacks of physical button on the dash for the climate controls – a big advantage over the touch buttons of the Cupra. The 12.3-inch digital gauge cluster was made standard on facelifted SQ2s in 2021 and while the 8.3-inch infotainment system looks small in comparison, it's fine here.

VIRTUAL COCKPIT The driver can toggle between layouts, with the mapping centralised or full screen

OWNERSHIP

Audi finished in 30th place out of 32 car makers in our 2023 Driver Power brand survey. While we've not had the SQ2 in our best-cars-to-own list, the Q2 was voted into 53rd position on a 75-car list in 2021's poll, following up with 55th spot overall in 2022, although it didn't feature last year. The SQ2 has a three-year/60,000-mile warranty.

CONTROL There are shortcut buttons around the MMI dial and you can draw letters and numbers on the central pad – or do it through voice control

THROUGH THE RANGE

Which trim level suits you?

THERE'S even less choice with the SQ2. Just two trims are offered: the Black Edition and the Vorsprung. At £43,410, the standard Black Edition is much cheaper than the Vorsprung, but still well equipped. There are heated front seats clad in Alcantara, dual-zone climate control, a powered bootlid, Audi's parking-assistance package and a rear-view camera. Our car also had the £1,295 Technology Package, which adds LED interior lighting and an 'advanced key' – but we'd just add the panoramic sunroof.

Vorsprung comes with a different set of 19-inch wheels, a contrasting black roof (with panoramic glass) and a new matrix-LED headlight signature. There's adaptive cruise assist, too, which combines the regular system with lane-keep assist. At £47,260, the Vorsprung model is still cheaper than the top-spec Formentor VZN, but the Black Edition seems to have the important bases covered.

Our choice:
SQ2 Black Edition TFSI quattro

All offers and finance prices correct at time of going to press



Volkswagen ID. Buzz

SECOND REPORT Electric MPV is opening up the possibilities of family trips

Performance

0-62mph/top speed
10.2 seconds/90mph



Practicality

Boot (seats up/down)
1,121/2,205 litres



Paul Barker
Paul_Barker@autovia.co.uk

A BANK holiday weekend jaunt to the south coast gave me a first chance to spend some time with the Volkswagen ID. Buzz since inheriting custodianship of this distinctive lime-yellow machine.

Although I personally prefer the orange or blue two-tone paint options, it is at least summer-y, and seems to bring a little perk to people's mood as they see it.

Because you're not flying under the radar in an ID. Buzz, lime yellow or otherwise. I genuinely had a "nice motor, mister" from a young lad while we were down at the seaside, which was a first. And the car's usually parked within sight of my kitchen window, where I've watched as it's turned into something of a neighbourhood celebrity.

So many people stop, point or even sneak a peek through the window, and I've so far resisted the temptation to hit the button on the remote that slides open the rear door while they're snooping. I'm not promising that will continue, but the car certainly creates a Buzz. Sorry.

It's also settling well into Barker family life. The ridiculously huge boot is always appreciated, and the array of bodyboards,

scooters, footballs and other essential kit for a weekend at the seaside were lobbed in without any need to think how best to pack it all. But the sheer size does lead me to the only negative I've encountered (apart from a mixed reception to the colour) from friends, family and strangers, which is surprise that it's only got five seats. I've rather defensively explained that there is a seven-seat ID. Buzz on the way, but the first assumption tends to be that it's a camper van, or at the very least some sort of family bus.

The Buzz's rear-dwelling pair of pre-teen kids love the sliding doors and huge amount of rear space, and a charge point in each of those doors means no arguing about who uses which one, or if that wire is a tiny bit on to their half of the seat. Not that kids ever argue about stuff like that...

I also love the sliding doors, because it removes my dad-anxiety whenever we're parked next to another car. I don't have to try and get out quickly enough to catch the rear door before it's banged against neighbouring metal.

The ID. Buzz's retractable towbar also means my bike was able to come along on our trip to the beach, giving me the chance to swap my hilly local area for some lovely flat roads across the Sussex and Kent

coasts. Loading a bike on the back also emphasised the size of the Buzz, because, unlike on most cars, you can't see a wheel poking out either side.

And when the bank holiday did its usual torrential rain thing, the huge tailgate was almost gazebo-like in protecting us from the downpour. Although you do have to remember quite how much space it needs to open up when picking a parking spot.

At least the car recognises when the powered boot is about to hit something, which I definitely didn't accidentally test by not folding the bike rack down properly before trying to open it. But I can confirm it stopped in good time.

The Buzz is also earning its keep in the week. The acres of space and fold-out rear tray tables mean grabbing the laptop and working while the car's charging or I'm out and about between meetings is simple, and the tinted glass on the rear windows gives me a private view of the world as it goes past.

The average efficiency has improved by a tenth to 2.7 miles per kWh, giving

the ID. Buzz a 200-odd-mile real-world range from a fully charged battery. That's acceptably close to the 3.3 miles per kWh official figure, and I'd expect to sneak even closer as the warmer weather arrives. Unless that's counteracted by an increase in longer trips over the summer, where aerodynamics aren't the best friend of such a brick-shaped car.

Which is a shame, because the Buzz's immense practicality in terms of boot and passenger space would make it the perfect getaway companion if it had an extra 50 or so miles of range to play with. Three weeks after taking the keys I discovered another cubby I'd completely missed, such is the quantity of clever Haribo-stashing stowage spots across the car.

The car's range isn't quite at the level where a cross-Europe jaunt would be on the cards, but various summer trips around the UK in the coming months will provide a vigorous series of follow-ups to a first trip that the ID. Buzz passed with flying (lime yellow) colours.

"You're not flying under the radar driving an ID. Buzz, lime yellow or otherwise"



Living with a VW ID. Buzz

OUR CARS

Essentials

Volkswagen ID. Buzz 77kWh 204PS Pro Style

On fleet since: March 2024

Price new: £63,835

Engine: 1x e-motor, 201bhp, 77kWh battery

CO₂/tax: 0g/km/2%

Options: 21-inch 'Bromberg' bi-colour alloy wheels (£515), Styling Seat Package with white steering wheel (£0), Assistance Package Plus (£1,425), Open & Close Package Plus (£1,055), Infotainment Package Plus (£130), Retractable towbar, with electric release (£980), Charging cable Mode 2 Type 2/G (10A) (£190)

Insurance: Group: 33 Quote: £1,438

Mileage: 1,815 miles

Efficiency: 2.7 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.



Practicality Vast cargo area swallowed everything for a trip to the coast, while switch (above) unlocked the towbar to fit Paul's bike rack



Pete Gibson

WE LIKE The retractable tow bar pops out at the flick of a switch in the boot. It's not a cheap option at nearly £1,000, but it offers another level of versatility for this practical machine



WE DON'T The Buzz thinks large portions of everyday chat are a request for the voice control to jump to attention and butt into the conversation. In reply, it's receiving increasingly irritated ways of telling it to shut up

Verdict

THE ID. Buzz is big, practical and full of touches that give it character not seen in many cars. The infotainment has its foibles and the price raises eyebrows, but it's a car that will be even more adept over the summer.



Large
The ID. Buzz has lots of space, but that's partly because of its sheer size, which also makes it tricky to navigate down narrow country lanes





“It’s not unusual for meetings of Jeep enthusiasts to feature hundreds of plastic ducks”



Clean up John has to frequently get his handheld vacuum out to clean up the debris that quickly builds up in the Jeep’s footwells



Jeep Avenger

THIRD REPORT Love a duck! Electric Avenger still fits the bill for John

 **John McIlroy**
 John_McIlroy@autovia.co.uk
 @johnmcilroy

AE THEY say you’re not really part of the Jeep family until someone gives you a rubber duck. But as my six months with the Jeep Avenger near their conclusion, I have to admit that I’ve been forced to source my own bathtime buddy. This is a pity, because I feel more affinity with the Jeep brand than ever. It’s driving me quackers.

The story goes that a kindly Jeep owner from Ontario, Canada, started the ‘ducking’ movement when she placed a rubber duck on a Jeep she came across in a car park. It’s about a connection, a bond – a mutual respect and love of one of America’s most iconic brands. These days it’s not unusual for meetings of Jeep enthusiasts to feature hundreds, if not thousands of plastic ducks, which are exchanged gleefully between fans of the off-roading manufacturer.

It’s admittedly more prevalent in the United States, so perhaps I shouldn’t be too downheartened at my failure to collect even a single duckie so far. Although I think our Avenger’s design has certainly brought a bit of brightness to UK roads and car parks so far in 2024; a year on from its introduction,

it still looks sharp, with chunky lines, loads of subtle Jeep brand references and, in our particular example’s case, a shocking yellow paint job that stands out even more now that we’re emerging from winter gloom.

I’ve reported before on how, even though the Avenger isn’t remotely off-road focused, it somehow manages to feel ready for the rough – and that feeling continues to grow. It’s meant for the urban ratrun, of course, and yet the compact dimensions and really short overhangs mean it’s a doddle to squirt down side streets – helped by the instant punch of our electric version.

I wasn’t surprised, in fact, to see the regular petrol variant of the Avenger getting a positive review in these pages recently. I could see how a considerably cheaper edition, with conventional power, would be as good a baby SUV as any.

There are a couple of areas where the Jeep’s shared Stellantis Group components show up, mind. It’s a clever reworking of mechanicals that also underpin the likes of the Peugeot 2008, but the jacked-up stance means that you have quite a hefty sill to lift

your foot over, and a relatively deep footwell in which to place it once you’re aboard. This area, in turn, seems to accumulate dust and dirt at a frightening rate – not just from my 10-year-old son, but also from pretty much anyone who travels in the car. Jeep’s mats aren’t brilliantly shaped either; they don’t fill the space that well, so you end up having to vacuum out the nether regions of the cabin more frequently than you’d like.

The other glitch can be attributed, I think, to the aforementioned short overhangs. They’re clever and needed, because they give this car the best approach and departure angles in the class (again, delivering the promise of off-road capability, even if the reality is never going to be required).

But they leave precious little rear bumper – and this, in turn, means that when you’re doing anything in the boot area, anyone with average-sized feet or bigger is likely to trigger the oversensitive gesture control for the Avenger’s powered tailgate.

It’s beyond funny now, really, but I’ve lost count of the number of times when, usually on a cold, dark, wet morning, I’ve been

Electric car

Official range/charging
 239 miles/100kW



Practicality

Boot (seats up/down)
 355/1,053 litres



loading soaked charging cables into the Avenger’s boot, only for the warning beeps to kick in and the bootlid to interface with the top of my head. I’d much rather have a manual tailgate altogether, in fact; it would seem to be more in keeping with the car’s pseudo-rugged image.

Otherwise, the Avenger continues to perform family duties better than I could reasonably expect it too. My 10-year-old isn’t exactly sitting in palatial comfort in the back, but he’s yet to moan about a long journey.

The range continues to creep upwards, too. I can reasonably expect 240 miles from a full charge now, just above the official figure. A standard heat pump meant that the car didn’t fall horrifically short during the winter, but it still feels good to be up on the deal.

Out for a duck
We don't follow the North American custom of Jeep fans swapping rubber ducks in the UK, so John had to buy his own yellow friend



Ups and downs John enjoys driving the Jeep, but he isn't such a fan of the gesture-controlled powered tailgate (above)

Essentials

Jeep Avenger 115kW Summit 54kWh

On fleet since: November 2023
Price new: £39,600
Engine: 1x e-motor, 154bhp, 54kWh battery
CO₂/tax: 0g/km/0%
Options: Sun yellow paint and Volcano roof (£1,100), black leather upholstery (£900), Infotainment Pack (£500), puncture repair kit (£25)
Insurance*: Group: 25 Quote: £994
Mileage: 5,802
Efficiency: 4.5 miles/kWh

Any problems? DC charging issue
 *Insurance quote from AA (0800 107 0680) for a 24-year-old in Banbury, Oxon, with three points.



WE LIKE The Avenger is easily one of the smartest-looking small SUVs, with chunky off-roader looks and lots of lovely Jeep-related details



WE DON'T Jeep shares a platform with petrol-powered versions. That, in turn, means that there's no space under the bonnet for cable storage

Auto Verdict

OUR appreciation for the Avenger continues to grow, even as its return gets close. This is a well judged, neatly packaged small SUV with an electric powertrain that is delivering solid real-world range.



Fleetwatch



Genesis GV70

Tricky All-around cameras don't always work correctly

OUR Genesis GV70 is filled to the brim with tech that's designed to make life as a driver easier. Whether that's the smooth adaptive cruise control or the crystal-clear head-up display, most of it is pretty intuitive to use.

But one thing that continues to catch deputy editor Richard Ingram out is the parking sensors. In conjunction with the 360-degree cameras, they work perfectly most of the time. However, if you start the car and put it straight into drive (instead of reverse), they refuse to activate.

If you've backed into a normal space at the supermarket or swimming pool, that's no issue. But Rich has to park on the street outside his house, so it's hit or miss whether he'll have enough room to pull out without nudging back and forth. Our man reckons owners would be better served if the systems activated on start up, or at speeds of less than 10mph, instead of having to hit the tiny button on the centre console.

Rich is also keen to point out that he's not hit anything... yet!



All sorted
Kim is able to charge the Astra at the full 7.4kW rate after changing the settings in his charger's phone app

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Vauxhall Astra

IN his last report, products editor Kim Adams reported his hybrid Vauxhall Astra was taking longer than expected to charge its battery and that the cause needed investigating. Readers quickly offered their help. Mick Yates pointed out the Astra should only charge at around 3kW, which would be the case, but our car has the optional £500 7.4kW charger fitted.

Mike Day suggested checking the cable. He had problems with one supplied with a Nissan van. The lead wasn't up to the job and the charger reduced the power supplied as a result.

It transpired the solution was more software than hardware, and not down to the Astra. Poking around the phone app that controls his Wallbox charger, Kim discovered the amps supplied had been reduced to prevent over-demand when using other appliances in the house. Set to the maximum 32A, full 7.4kW charges are now taking around half the four hours they previously did. That's handy when tackling multiple journeys from home in the same day, allowing more battery-only trips.

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NEW CAR



Toyota C-HR 2.0 i-VVTi GR Sport

Price: £41,625
Powertrain: 2.0-litre 4cyl hybrid,
193bhp, eCVT auto
0-62mph: 8.1 seconds
Test efficiency: 48.1mpg/10.6mpl
CO₂: 110g/km
Annual VED: £170

SAME PRICE



Kia Sportage 1.6 T-GDi GT-Line S

Price: £40,675
Powertrain: 1.6-litre 4cyl turbo
hybrid, 212bhp, six-speed auto
0-62mph: 8.4 seconds
Test efficiency: 42.5mpg/9.3mpl
CO₂: 132g/km
Annual VED: £170



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PRODUCT AWARDS

From waxes and washes to tyres and tools, the top kit for your car

2024

AE FINANCIAL pressures have eased since our 2023 Product Awards, but they are still there, with mortgage, utility and food costs at levels never anticipated even a few years ago.

However, cars still need maintaining, cleaning and repairing, so when you spend your hard-earned cash, you need to know you are going to get something that works and is good value. And that is why a product-testing programme has been a key part of Auto Express for well over two decades.

Each year, more than 600 products pass under the critical gaze of our team of testers, who have decades of experience in assessing kit in their areas of expertise.

Our tests remain unmatched in the UK's mainstream automotive media: fiercely independent and not afraid to call out underperforming products. And that independence

is valued not just by our readers, but also by the industry, which puts considerable effort and resource into making the 50-plus multitests we conduct every year possible.

Our thanks go to all those who have assisted our team throughout the past year. The series of tests we've published simply wouldn't have been possible without them.

Our testing programme may have been around for some time, but we do not rest on our laurels and we are always looking to adapt to match changes in the industry. As a result, this year we have included EV cables, aggregators, automotive cashback sites and cordless ratchets for the first time.

While we are always ready to call out a product that doesn't work as it should, the following 31 pages celebrate producers who've got it right and deliver great value and performance.

“We're always looking to adapt our tests to match changes in the industry”

GLASS CLEANER

Which formula will leave you seeing clearly?

AE KEEPING your car's windows smear-free can be a right pain, with the slightest blemish or streak being visible – and even dangerously distracting – while driving.

Treating the glass inside and out makes a real difference to the way your car looks, but getting a perfect finish can be hard work. This year we tested 25 glass cleaners by smearing Vaseline and spraying vegetable oil onto the

surface of a scrap car's side window, which had been painted black on the underside to highlight any dirt.

We also left a drop of limescale-laden water to evaporate overnight to see how the various cleaners coped with stubborn water marks left after washing.

In addition to each product's cleaning ability, we also gave marks for ease of use and value for money.



WINNER



Bilt-Hamber Trace-Less

Price: £12.95 **Size:** 1litre
Contact: bilthamber.com

THE way Trace-Less cuts through grease is impressive and it takes cleaning glass to another level, on the inside at least.

When you spray the liquid onto the window, it clings to the glass instead of running. You can then attack it with the supplied cloth, which picked up most of our dirt on the first wipe. The cleaner then evaporated, leaving a smear-free finish without needing extra polishing.

But it struggled to shift the water mark, and the pear-drop smell can become overpowering in a confined space.



COMMENDED

Simoniz Clear Vision Glass Cleaner

Price: £3.99 **Size:** 500ml
Contact: holtsauto.com

THE Simoniz comes in no-nonsense packaging and doesn't claim to have nano tech or fancy fragrances in its formulation. This keeps the cost down, making the Clear Vision the cheapest product of the 25 we tested. It's widely available, too, so you can pick it up in a supermarket rather than pay delivery charges.

It cleans very well and only needs an extra wipe in some situations, because it doesn't evaporate as quickly as our winner. It would be the cleaner we'd reach for most everyday situations.



Scholl Concepts ICE Glass Cleaner

Price: £11.89 **Size:** 500ml
Contact: scholl-concepts.co.uk

ICE'S most distinctive feature is its thick viscosity, and Scholl goes so far as to call it a gel. This means it won't run, even when sprayed liberally onto glass, preventing drips onto dashboards and touchscreens.

This makes it good for interior glass, but it really excels on the outside, too. It cleaned our grease away easily, was most impressive on the water marks and made short work of other dried-on debris. Scholl also claims it applies a polymer layer to prevent the build-up of dirt, which helps justify the high price.



ValetPro Glass Cleaner

Price: £6.50 **Size:** 500ml
Contact: valetpro.global

AS with the Simoniz, Glass Cleaner takes a no-nonsense approach and seems to be equally effective for it. After a liberal squirt, it cleaned the greasy blobs and limescale-laden water mark in just one wipe, leaving behind minor smearing that was banished with a second pass. You must keep the bottle moving while you spray, because ValetPro is very watery, so it could drip if you squirt too much in one area.

While it looks good value for money in this test, the Simoniz performs just as well for less cash.



BUMPER SHINE

Only after a three-month test can we reveal the best way to keep your bumpers black and your trim tip-top

AE YOU might have a glossy shine on your car's paintwork and gleaming wheels, but over time rubber and plastic trim parts will fade and dry out until they become dull and grey.

Which is why a plastic and trim treatment should become part of your car-clean routine. This will return your bumpers to black and restore rubbers. But some of the cheaper products will only last until it rains,

leaving your car looking a streaky mess. Others will need reapplying after every time you wash the car.

We tried 19 treatments, applying them to a grey and dull bumper. This was left open to the elements for three months and washed with a basic detergent once a fortnight. We noted the initial improvement in appearance, but the products had to still provide protection at the end of the trial to get top points.



Simoniz Back to Black Tyre & Trim

Price: £5.39 **Size:** 500ml
Contact: holtsauto.com

THE Simoniz's rare aerosol application makes it exceptionally easy to use. The instructions suggest you can add more than one coat, but we made do with one generous layer on our horizontal bumper surface and noticed an immediate darkening of the colour and a pleasant satin finish. It was still darker than all but the Angelwax at the end of our test, and it was obviously repelling water too.

Although it couldn't quite match the endurance of the Angelwax, Simoniz's price and ease of use put it in top spot.

COMMENDED

Angelwax Enigma Corona

Price: £24.75 **Size:** 500ml
Contact: angelwax.co.uk

THERE is a little more effort and a lot more cost involved in applying Enigma Corona, but if money isn't an issue, then it provides the best possible protection.

Angelwax claims a 'super-hydrophobic coating' with 'nano-ceramic dispersion'. It's certainly effective, because the Angelwax's strip of bumper really did look like new, even after three months. It was still strongly beading water away too.

Application takes two stages; it's applied with one microfibre and buffed with another, leaving a light gloss finish.



Race Glaze Rubber Dressing

Price: £8.99 **Size:** 500ml
Contact: morethanpolish.com

DON'T be put off by the tiny bottle and simple branding – Race Glaze seems to have put all its effort into the product.

The gloopy liquid resembles wallpaper paste in colour and consistency, which makes it cling easily to vertical surfaces. It can be applied by a cloth or brush to plastics or rubber and can also be used on tyres. A little seemed to go a long way too, making it look good value.

After three months, the Race Glaze's patch was still beading away water and had also maintained a darker colour.



Duel Profile

Price: £14.99 **Size:** 500ml
Contact: duelautocare.co.uk

THERE'S no spraying involved in the application of the Duel Profile. Instead it is a thicker gel that is applied by a sponge, making it easy and economical to cover large areas without risk of overspray onto wheels or paintwork.

It dries quickly to leave a finish which is on the glossier side of satin. If you prefer a shinier finish, then you can add more applications to get a true wet look. We just used one coat and it was still noticeably glossier than rivals' patches of bumper at the end of our test.



WINNER

**Bilt-Hamber
Auto-Wheel**

Price: £14.95 **Size:** 1 litre
Contact: bilthamber.com

BILT-HAMBER'S Auto-Wheel reacts with iron fragments in the brake dust almost instantly, turning a rich shade of purple. Leave it to dwell for a few minutes, then blast it away with a pressure washer and most of the dirt will disappear.

If you have even tougher, baked-on dust in hard-to-reach corners, then you may need a little scrubbing. Handily the Auto-Wheel comes with a brush which is designed for the task. This, and the fluid's effectiveness, helps us forgive its relatively high price and put it ahead.



WHEEL CLEANER

These are the perfect products to keep your precious alloy wheels gleaming

AE CLEANING wheels is never anyone's favourite part of washing the car. As well as picking up dirt from the road, they are also subjected to debris from your brake pads and discs as they wear. This is then baked onto the surface of your alloys, creating a hardened black coating.

To shift this tough dirt, you'll need a specialist wheel cleaner. There are several types, including some that have

acid or alkaline ingredients to help dissolve the dirt, while others will react with the iron filings from your brake dust.

We tested every type, assessing 29 cleaners. Each was applied to the underside of scrap cars' wheel trims and tested with and without agitation from a brush that had been weighted to ensure equal pressure. The final eight were then also tried on sections of alloy wheel.

COMMENDED

**Duel Axis
Wheel Cleaner**

Price: £15.99 **Size:** 1 litre
Contact: duelautocare.co.uk

ALTHOUGH it looks expensive, Duel's Axis is meant to be diluted. The firm recommends 1:3 for heavily soiled wheels, up to 1:20 if you are tackling a light covering of brake dust and dirt.

You'll need a separate spray bottle for the diluted mixture and it's not as handy as ready-mixed rivals, but it means you'll get at least three times as much cleaner. We tried a 1:3 mix and were impressed. It got close to the Bilt-Hamber's power and whipped into an excellent, clinging foam when agitated with the brush.

**Simoniz Ultracare
Wheel Cleaner**

Price: £5.50 **Size:** 500ml
Contact: holtsauto.com

UNLIKE the Bilt-Hamber, this Ultracare doesn't have any reactive agents to turn your brake dust purple. This means it looks less impressive in use, but that didn't seem to harm the cleaning power.

The Simoniz blitzed through brake dust, especially after a little agitation from the brush. It is certainly less messy than 'bleeding' rivals, which can need a lot of rinsing, and it's less smelly too.

It looks good value too, but bear in mind that the cost is for 500ml – half the amount of the rivals here.

**VP
Wheel-It**

Price: £11.50 **Size:** 1 litre
Contact: vp-ul.co.uk

WHEEL-IT is the first VP product we've tried and we were impressed. The firm also produces a colour-changing iron-fallout remover which it recommends as a first stage for alloys with very tough brake dust. This can then be followed by the Wheel-It general-purpose cleaner.

We made do with the Wheel-It and it easily removed all but the most stubborn brake dust. VP says it leaves a protective coating on your wheel too, and the nice smell was a welcome relief from some of the acidic cleaners we tested.





WAX & SEALANT

We reveal the coatings that will have you waxing lyrical

AE THERE'S a bewildering array of coatings and potions on offer to protect and add shine to your car's paintwork. We have separate tests for ceramic-based products, which tend to be more expensive and harder to apply than the traditional 'waxes' under scrutiny here.

We evaluated 27 products on an old black car bonnet. This was decontaminated with a clay bar, given a machine

polish and stripped of any coatings using a bodyshop panel wipe. Areas were sectioned off and each product applied with a separate application sponge and microfibre cloth.

The bonnet was then left outside and washed every two weeks, using a neutral detergent. At the end of the test period, we checked the beading performance and shine of each product. We also gave points for value and ease of use.

COMMENDED

**Soft99 Fusso Coat
12 Months Wax**

Price: £31.49 **Size:** 200g
Contact: soft99store.co.uk

THERE are two types of Fusso Coat 12 Months Wax, meant for dark or lighter paint finishes. Both use the same artificial wax with PTFE, a super-slippery compound. We tried both and got the same impressive performance, with strong beading at the end of the test.

Soft99 claims the wax will still be working in 12 months, which would help offset the steep price. It's economical, too, with enough wax in the 200g tin for 20-30 cars. If it does last 12 months, you could be finishing the tin in 2054.

**Sonax Xtreme Protect
+ Shine Hybrid NPT**

Price: £11.99 **Size:** 210ml
Contact: sonax.co.uk

SONAX Protect & Shine is the only aerosol in this test. It needs to be sprayed onto a sponge and then applied to the paint. After being left to dry for a couple of minutes, it can then be wiped away.

It's not the most economical product, because the can will only last for three applications, making the price seem less impressive. But we've no complaints about the performance. Our paint had a noticeably glossier appearance after application and it was still beading well at the end of our test.

**Soft99 Fusso
Coat F7**

Price: £16.99 **Size:** 300ml
Contact: soft99store.co.uk

ALTHOUGH from the same company as the 12 Months Wax, the F7 is very different. This is a watery liquid that is applied to the bodywork on one of the supplied sponges. Unlike many of the sealants we tested, there is no need to decontaminate the paint before application.

Once applied, the F7 is left to cure for a few minutes and then wiped off with a cloth. It's easy and the beading was still great after 12 weeks. Fusso claims the coating will work for seven months and the bottle will last for six applications.



WINNER

**Bilt-Hamber
Double Speed-Wax**

Price: £16.95 **Size:** 250ml
Contact: bilthamber.com

WHEN we conducted the beading test after our three-month trial, Bilt-Hamber's square of paint was shining and repelling rain at the same level as the sample next to it, which had been treated with a wax costing £120.


This is why it's been our serial winner for a number of years and is the wax to beat. The 250ml tin comes with an applicator pad and microfibre cloth that are easy to use. Although it requires some effort to apply the coating and then buff off, it's worth it for the results.



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SCRATCH REMOVER

These are the just the job if you want to get rid of the marks that are an unavoidable part of car ownership

AE EVEN the most pampered car will end up being scratched. Whether it's from undergrowth on country lanes, shopping trolleys, or buttons and belts brushing the bodywork, your paint will soon pick up blemishes. Simply cleaning your car is likely to create tiny swirls as you move dirt around on your sponge.

While deeper damage will need a touch-up, minor flaws in paint can be fixed with a bit of elbow grease

and a scratch remover. These are mildly abrasive, gently removing the paint or lacquer around the scrape, making the finish level and restoring the shine.

We tested 18 products by marking an old bonnet with a craft knife, wire wool and a plastic trim-removal tool. We then applied the scratch removers using a set amount of pressure to simulate hand polishing. The results were then scored, including points for value.



WINNER

T-Cut Perfect Compound

Price: £12.49 **Size:** 500ml
Contact: mymotorworld.com

T-CUT is the best-known brand for scratch-removing creams, and its Perfect Compound is more effective – and better smelling – than the original formula. It also beat all 18 rivals in this test to become our shining star.

The green liquid can be used by hand or applied by machine and can be felt working quickly. After our controlled rubbing, the marks from the wire wool and trim tool were barely visible. While not the cheapest, Perfect Compound is still good value and widely available.

COMMENDED

Angelwax Regenerate

Price: £12.05 **Size:** 250ml
Contact: angelwax.co.uk

ALTHOUGH Regenerate is meant to be applied by machine only, we know from previous tests that it does a great job when applied by hand too.

It flows easily onto the panels and seems less abrasive, making it easier to polish large areas compared with other pastes. The results were nearly as good as the T-Cut, with only the craft knife mark visible after our tests.

It's just a shame the Angelwax isn't cheaper – it looks pricey, especially with a bottle half the size of most rivals.



Diamondbrite Diamond Cut

Price: £9.99 **Size:** 500ml
Contact: jewelultra.com

LIKE the other scratch removers, Diamond Cut has microscopic particles that gently remove a layer of paint. But the Diamondbrite also adds a wax and silicone layer to the surface to fill smaller imperfections and give a glossier look.

This means you can get a decent finish with less time and effort, and Diamond Cut is certainly easy to apply.

However, the coatings will be rinsed away after a few washes. Plus the silicone ingredient can play havoc if you're applying new paint nearby too.



Autoglym Scratch Removal Kit

Price: £25.49 **Size:** 100ml + 100ml
Contact: autoglym.com

WHILE the Autoglym looks pricey in this company, it's aimed at motorists who want everything to deal with small scratches from start to finish.

The package includes two 100ml bottles, the first containing a cutting paste, and the other Autoglym's Resin Polish. You also get a foam pad to apply it, and a cloth to remove the residue.

It's certainly easy to use with the sponge applicator, and the end finish is a match for the T-Cut – but it takes twice as long and costs more than double.



WINNER

Dodo Juice Future Armour

Price: £12 **Size:** 500ml
Contact: dodojuice.net

DODO Juice's Future Armour can be applied in several ways, making it very versatile. The first is to spray it directly from the bottle onto wet or dry paint and wipe off with a microfibre cloth. But if you're in a hurry, it can be diluted and fed through a snow foam bottle.

Whichever method you use, one bottle should be enough to treat a car at least 10 times. But Dodo Juice suggests you'll need to leave the Future Armour to cure in the dry for 24 hours, which could be tricky in our unpredictable climate.



WASH WAX

Want to just wash and go but also need protection? Here's the answer

AE WHILE there are generally few shortcuts to keeping your car looking its best, new tech has brought us a few innovations that make it easier to maintain a shine.

Among the most interesting are wash waxes. These can be applied after washing simply by spraying the car with the solution, usually via a snow foam bottle. After rinsing and drying, the paint will seem to bead water just as if it

had been coated with wax, without the effort of rubbing and buffing that's associated with a traditional coating.

To test the products, we followed the manufacturer's instructions, applied them to a scrap bonnet and left it outside for 10 weeks, washing it once a fortnight with a wax-free and pH-neutral detergent. We assessed the water-repelling ability, ease of use and value for money.

COMMENDED

ValetPro Snow Seal

Price: £12.60 **Size:** 500ml
Contact: valetpro.global

THERE was just one point between the Dodo Juice and ValetPro in our scores. Snow Seal is applied with a pressure-washer foam lance at a ratio of 1:4, so the 500ml should do 10 average-sized cars. You then dry the surface using a microfibre or drying cloth. Unlike the Dodo Juice, there's no curing time.

Ultimately we preferred the choice of application methods offered by Dodo Juice. There wasn't much in it, but our winner's protection lasted longer, too, with a better beading performance.



Autoglym Polar Seal

Price: £27.99 **Size:** 1 litre
Contact: autoglym.com

AUTOGLYM has a three-stage process that's designed to clean and protect a car using products dispensed from a snow foam lance. Polar Seal is the final treatment, following Polar Blast snow foam and Polar Wash shampoo.

To give a fair comparison to its rivals, we skipped these and applied Polar Seal to clean paint that had been stripped of other products. Its beading performance was initially impressive, but had faded by the end of our test. It would work well if you are willing to use it after every wash.



Sonax Xtreme Spray+Seal

Price: £22 **Size:** 750ml
Contact: sonax.co.uk

SONAX has previously won this category, but a £5 price increase has hit its value score, and it doesn't have the versatility of our winners. There is only one way to apply Xtreme, and that's spraying it from the bottle directly onto wet paintwork. You then rinse it and dry the car.

This is more effort and takes longer than pressure washer-applied methods, but limits overspray onto areas such as glass. The beading performance was strong at first, but was noticeably behind the leaders by the end of our test.



SNOW FOAM

Winter may be behind us, but the snow must go on to keep your car clean. These are our favourite foams

AE ONCE the preserve of professional detailers, snow foam is now hugely popular with DIY car cleaners. It works in the same way as soaking pots and pans before you wash them, softening and loosening dirt so it can be blasted away by a pressure washer.

It makes cleaning a car easier, but also means you are less likely to damage your paint by swirling grit over the surface with a sponge. This year we tried

more snow foams than ever, testing 21 products. Each snow foam was awarded points based on its cleaning performance, ease of use, foaming ability and clinging action during our evaluation.

We then worked out the cost of a wash using the concentrations suggested by the instructions and scored them on value. Our winners offered the best combination of cleaning power and price.

Halfords Advanced HP Snow Foam

Price: £11 **Size:** 2.5 litres
Contact: halfords.com

YOU might expect an own-brand product to trail behind the pricier rivals, but the snow foam from Halfords' new Advanced range was a winner in our tests.

The clear instructions suggest a 1:5 dilution ratio in the snow foam bottle, which produced a thin foam that clung to the dirt on our paintwork. After rinsing with a pressure washer, Halfords' patch more than matched its competitors'.

The £11 cost for a 2.5-litre bottle works out at 18p per wash, and this snow foam is readily available in any Halfords store.

WINNER



Bilt-Hamber Touch-Less

Price: £9.95 **Size:** 1 litre
Contact: bilthamber.com

BILT-Hamber's foam might look pricey compared with the Halfords Advanced, but a new concentrated formula means you need half as much – or even less – to get a similar cleaning result. If you buy the larger five-litre container, the costs per wash are almost identical.

Even when heavily diluted, Touch-Less produces a decent foam, which clings and dissolves dirt easily. The baffling instructions cost it the win; they suggest spending 20 minutes filling buckets and working out complicated dilution formulas.



Duel Assault

Price: £9.85 **Size:** 500ml
Contact: duelautocare.co.uk

If you love a thick foam covering on your car, then Assault is for you. Even at the suggested ratio of 1:9, it produced a covering of suds that clung to the car for several minutes.

While this is great for getting any crucial social media pictures of your car covered in 'snow', the foam also did a good job of loosening the dirt, making it easy to blast away with a rinsing from our pressure-washer.

Duel's Assault missed out on the top spot of the podium mainly on cost, because the price per wash is three times that of Halfords' winner.



Angelwax Fastfoam

Price: £12.45 **Size:** 1 litre
Contact: angelwax.co.uk

FASTFOAM'S name is slightly misleading. While it's easy to mix and produces a decent covering, the instructions suggest you leave it to dwell on the car for 10 minutes after application – the longest of any snow foam we tested.

Leave it to linger and the result is worth the wait. Rinsing away the Fastfoam revealed a cleaning ability that sits in the top tier, alongside Halfords Advanced. But even at the suggested 1:9 dilution rate, it costs 31p per wash, compared with the winning Halfords foam's 18p.



INTERIOR WIPE

These handy items are ideal to keep in your car, but which is the best?

AE GIVING your car's interior a thorough clean is time-consuming and can easily get put off, which allows the dust, dirt and grime to build up to unpleasant levels. That's where cleaning wipes come in, making it quick and easy to keep on top of your car's cleanliness.

They come in plastic tubs – which are generally cheaper to buy, but not so easy to store inside a car – or plastic

sachets, which can be simply popped into a glovebox or door pocket, but tend to cost more.

We recommend trying a wipe on a hidden area first, in case of an adverse reaction. In our test, we noted how well the wipes removed biro, glue, grease and light oil from the dash. We also logged which were anti-bacterial, recyclable and biodegradable, and scored the price per square metre.

“Cleaning wipes make it quick and easy to keep on top of your car's cleanliness”



WINNER



Everbuild Multi-Use Wonder Wipes

Price: £7.14

Contact: everbuild.co.uk

THERE was some serious cleaning power here, each tub containing nearly 5m² of wipes which, even with a price increase in the past 12 months, equates to a test best of £1.48 per square metre. Because each of the 100 wipes was around 480cm², many tasks needed just one to get the job done.

They cleaned our test surfaces well, although the performance on the biro mark could have been better. They also had an antibacterial additive to the EN 1276 standard (for chemical disinfectants and antiseptics), and vitamin E with aloe vera for the skin.



COMMENDED

Draper Hard Graft Multipurpose Smooth Wipes 12434

Price: £9.50

Contact: drapertools.com

LIKE the Wonder Wipes, the Hard Graft versions complied with the EN 1276 standard and had not been tested on animals. Unlike some, the wipes did not have a textured side, but their performance was still excellent. They beat all of our challenges, including the generally tricky biro marking – the only one we tried to do this successfully.

We liked the fresh, citrus odour, and although they were much more expensive than the Wonder Wipes at £3.29 per square metre, they were still the second cheapest on test.



Armor All Protectant Wipes Gloss Finish

Price: £3.99

Contact: armorall.eu/en

WITH the Draper price hike from £8.40, these Armor All wipes have become almost the same price per square metre, despite being in a smaller tub. The firm emphasised that the wipes were made from biodegradable plant material and although there was nothing to say they were antibacterial, the recyclable logo was evident.

The wipes did well on the glue and light oil, struggling a bit more on the grease and not quite removing all the biro, while unusually for a car product, they had no fragrance.



Armor All Multi-Purpose Wipes

Price: £3.99

Contact: armorall.eu/en

ARMOR All's jack-of-all-trades came in a neat, 30-wipe tub and could be used on softer surfaces (upholstery, carpets, door trims etc.) as well as plastics and other hard surfaces – but not paint or glass.

We tried them on light rear-seat stains and door sills, where they performed well. We needed to work hard to get rid of the grease and they almost managed to remove the biro traces. We rated the tub with its locking cap, which would be easy to store in a car, and the wipes were biodegradable and plastic-free.



LEATHER CLEANER

These are our pick of the formulas that will clean and protect your hide interior

AE LEATHER upholstery might seem a more practical alternative than cloth, because drinks spills and muddy dog paw prints can be easily wiped away. But the hide is a natural material that needs to be treated with care. Traditional detergents will dry out the leather, leaving it looking tired and leading to cracking.

A dedicated leather cleaner will be designed to gently lift the dirt out of the hide without removing

any of the protective oils. It will also condition the leather to leave it looking smooth and feeling supple.

We tested 20 products on an offcut of automotive leather, with individual sections marked with soot, ink, make-up and grease. Following the makers' instructions, we checked if the dirt was removed and how much effort was needed, while also assessing the conditioning qualities using a droplet of water.



WINNER

Supernatural Leather Cleaner

Price: £12 **Size:** 500ml
Contact: supernaturalcarcare.com

WE aren't sure what is in Supernatural's leather cleaner, but it is so far ahead of any rival that we had to double check we hadn't done something wrong in the test.

Just one wipe with the microfibre was sufficient to clear most of our test dirt, which would be enough for the majority of cleaning jobs. It was also the only cleaner of the 20 we tried that easily shifted the ballpoint pen mark. Granted, it's slightly more expensive than its rivals here, but we think you'll be able to use much less to get the same results.



COMMENDED

G3 Professional Leather Cleaner

Price: £9.99 **Size:** 500ml
Contact: g3pro.com

THERE'S a little more effort involved with G3 Professional. Instead of just spraying it on and wiping off, you must scrub the leather with a soft brush to achieve a lather. You leave it to work for a few minutes before wiping with a cloth.

This sounds like a lot of effort, but it did a great job on our test sample, only leaving the ink mark. It really works well on the creases and ridges on stitched and textured seats, leaving a non-greasy residue and a matt finish. The G3 also smells like a luxury leather interior.



Dodo Juice Pimp My Hide

Price: £9 **Size:** 500ml
Contact: dodojuice.net

WE'D love to give Pimp My Hide a few extra points just for the clever name, but it didn't need them to get on our commended list. It's good value for money and is also a top performer.

It takes a bit more effort than our test winner, because it's applied in three stages: spray the liquid onto the leather, wipe with a cloth and then remove the residue with a damp microfibre. It dealt with the make-up and soot with one wipe. The grease went on the second, and a bit of scrubbing removed the ink.



Sonax Leather Cleaner

Price: £21.95 **Size:** 1 litre
Contact: sonax.co.uk

BEFORE winning too much at the price, the Sonax bottle is twice the size of the rivals here. But it still doesn't seem great value, especially because a litre would last the average motorist who cleans their upholstery occasionally, several years.

It must be applied to a sponge before reaching the leather, which means some of the cleaner is absorbed and lost. But it's effective, dissolving everything bar the ink after two wipes. A wipe with a microfibre cloth leaves a non-sticky matt finish that repelled water easily.





WINNER

**Dodo Juice
Total Wipe Out**

Price: £10 **Size:** 1 litre
Contact: dodojuice.net

THIS was a very tight win for Total Wipe Out. In terms of cleaning ability, it shared the top score with Kenotek, providing exceptional results on both soft and hard trims. To try and separate them we extended the test to fabrics, but both products excelled again. The prices are just a penny apart, too.

In the end we gave the top prize to the Dodo Juice because it's an all-purpose cleaner. That versatility means it can be used on any interior or exterior surface. If you're only faced with light dirt, it can be diluted to make it go further.

TRIM CLEANER

Top products to keep your car's cabin looking first class

AE WHILE you can blast away dirt on the outside of your car using pressure washers and snow foams, the interior will need a more delicate touch.

Facias, screens, buttons and handles will show every fingerprint. Mud is bound to make its way onto door and footwell trims, while cup-holders are likely to show sticky residues from spilled drinks. Trim cleaners will be able to

tackle all of these, making the cabin look like new with the minimum of scrubbing, and without damaging materials.

We tried 19 products, including interior detailers and all-purpose cleaners. They were applied according to the instructions to grained hard plastic and soft vinyl trim smeared with chocolate, grease and make-up. The cleaning ability, ease of use, versatility and value were all evaluated.

COMMENDED

**Kenotek Pro
Interior Cleaner**

Price: £9.99 **Size:** 1 litre
Contact: morethanpolish.com

KENOTEK'S cleaning performance on all of our test surfaces was exceptional, equalling the winning Dodo Juice. The product's lingering aroma was inspired by a Jean-Paul Gaultier aftershave, too.

There are some frustrations, though. The instructions are so small that you need a microscope to read them; we resorted to looking them up on the internet instead. They suggest the liquid needs to be left to dwell for 'some time', which is a little too vague for our liking and might slow your cleaning efforts.



**Simoniz Multi-Surface
Interior Cleaner**

Price: £5.99 **Size:** 500ml
Contact: holtsauto.com

UNLIKE Dodo Juice and Kenotek, Simoniz's Multi-Surface Interior Cleaner can't be used on absorbent materials such as seats and carpets, but it is safe and effective on any hard surface. Even touchscreens can be treated if you use the spray sparingly. It does a decent job, only struggling with the grease. A second application removed the residue, though.

The price looks fair, but the bottle is half the size of our winner. You're likely to get the Simoniz in a local shop, though, which will save on delivery costs.



**Car Gods Aether
Interior Detailer**

Price: £11.99 **Size:** 500ml
Contact: cargods.com

AS with the Simoniz, there is a distinct lingering aroma after using Car Gods' Aether, but it's more like a pick and mix than a posh aftershave. The apple scent initially smells attractive, but we found it overpowering if used on large areas.

It won't linger long, however, and Aether is only designed for use on hard surfaces. It cleans well and the trigger spray creates an even mist, meaning you should be able to get away with using less. That's just as well, because it's at least twice the price of the rivals here.



COMMENDED

Bridgestone Turanza T005

Price: £85.61
Contact: bridgestone.co.uk

THE joint second place recorded by the Turanza T005 was something of a swansong, because its successor was already on sale at the time of our test – but not yet in this size.

The T005 is still on sale, though, and is the one for high-mileage drivers looking for maximum fuel economy. Its margin over the next best was equivalent to about three per cent better consumption.

However, good fuel economy is hard to achieve with top wet grip and the T005 dropped towards the bottom of the pack in the water.



Toyo Proxes Comfort

Price: £71.53
Contact: toyo.co.uk

TOYO is one of the veterans of our test, but joint second for the Proxes Comfort on its debut was a high point in its results. A tyre that does well across all tests will always be a contender and that is the case here.

It was most comfortable in the dry, where it finished runner-up twice, showing good traction and front-end grip on the track. That strong front was there in the wet, too, although it struggled in deep water, finishing mid-pack across the five tests. It was also among the best of the rest for economy.



Pirelli Cinturato P7

Price: £84.24
Contact: pirelli.com

THE C2 version of the Cinturato P7 is a bit of a mystery. We've tested it before and it has been towards the bottom of our results, including joint last on its debut in 2020.

But all tyres are changed during their life, and whatever Pirelli has been doing to the P7 is obviously working because, Continental aside, this is among the best. It was third in the wet tests and runner-up in braking, plus Pirelli has added a balance we struggled to find before. And if low cabin noise is high on your wishlist, this is the tyre for you.



WINNER



Continental PremiumContact 7

Price: £103.32
Contact: continental-tyres.co.uk

WE knew the PremiumContact 7 was good after it beat three rivals in a mini test. But the margin of its victory against 10 brands here was a surprise.

We're used to tyres being split by a few tenths of a percentage point, yet the Continental was a full one per cent clear of the next best. It took three wins on its way to victory and was only off the podium three times across nine tests. It wasn't only effective, but it was also good to drive, inspiring confidence in the wet with a pleasing sharpness rivals lacked.





TYRE

**On its silver anniversary,
our test featured 11 brands
and produced a clear winner**

AE WHILE 20-inch plus tyres may grab the headlines, the biggest sales are in more humble sizes and we returned to the big-selling 205/55R16 for last summer's test.

And because it is a size that attracts the most sales in the UK, just about every tyre maker has one in its range, so we had no less than 11 brands fighting for the win. Five were back with the same designs we tested in the last

assessment in 2020, alongside new designs from Michelin and Continental, plus welcome returns to our test, now in its 25th year, from four more brands.

At Continental's Contidrom proving ground we tested performance in both deep and shallow water, as well as on dry roads. We also measured cabin noise and fuel consumption and factored in price to find our winner.

“The ideal solution to our erratic weather is to change tyres for the season. That’s why we test winter tyres”



WINTER TYRE

We name the best designs that will get a grip when the going gets tricky

AE FOR the ultimate solution to our increasingly erratic weather, changing tyres for the season is the way to go, and that’s why we test winter tyres every year.

In fact, our programme was hit by unpredictable weather – unseasonably high temperatures prevented our handling test on snow, although we did manage traction and braking runs. The tyre size was the same as in the all-season test

(page 84), so we could show the pros and cons of changing tyres twice a year or picking an all-year-round option.

Venues were the same as for the all-season test, and seven makers took part. Continental and Bridgestone renewed their battle for supremacy, while the Goodyear UltraGrip Performance 3 made its test debut, facing regulars from Hankook, Pirelli, Michelin and Vredestein.



COMMENDED

Bridgestone Blizzak LM005

Price: £134.24
Contact: bridgestone.co.uk

A FEW tenths of percentage points separated Bridgestone and arch-rival Continental in the final scores, but the way the two got there was quite different. The Blizzak was the top performer on the snow, but its advantage was not enough to carry it through to the overall win.

It finished fourth overall across the wet tests: a win around the circle was undone by its curved aquaplaning result. It was also behind the Continental in the dry, although there was little to choose between the pair at the pumps.



Goodyear UltraGrip Performance 3

Price: £143.50
Contact: goodyear.eu

A PROMISING debut for the delayed UltraGrip Performance 3, which proved well suited to the UK's wet winters. It was particularly good in deep water, winning the aquaplaning tests, and fine in shallower tests.

A stable rear made it good to drive around the handling track, although it required more lock than the Continental. It was also close to the leaders in the dry, where it was runner-up over all three tests. It was also close to the front on the snow, as well as the best option for those who crave a quiet tyre.



Hankook Winter i*cept RS³

Price: £117.42
Contact: hankooktire.com

THE RS³ made its debut last year in 16-inch form. It couldn't repeat that podium, but it did cut the gap to the winner. Overall, it was a balanced performance, Hankook focusing on wet and dry grip rather than on snow, where it was fifth across both tests.

In the dry it wasn't the sharpest but had high grip levels, taking the win around the handling circuit and finishing close to the best in braking. Wet performance hasn't been ignored and the i*cept was runner-up to our champion across all of the tests, including a win in braking.



WINNER



Continental WinterContact TS 870

Price: £150.17
Contact: continental-tyres.co.uk

THIS is the second win on the trot for the WinterContact TS 870, and Continental's second win this year, after its success with the PremiumContact 7 (Page 80).

While the TS 870 was close to the top on the white stuff, it secured the win in the wet and dry. Across all of these tests it finished first or second – ideal for our rating, which aims to find the best for the UK climate. As with the PremiumContact 7, there's a liveliness behind the wheel which others can't match. Plus it was also the most fuel-efficient design.



COMMENDED

Vredestein Quatrac

Price: £105.19
Contact: vredestein.co.uk

YET another strong showing from the Quatrac, which notched up a podium finish again, and was close to the win. The Apollo-owned Dutch producer took braking wins both on snow and in the wet, demonstrating the balanced approach that is the key to success in our tests.

It couldn't match the Goodyear's sharpness, but it had a safe, front-limited balance in the wet, and a similar showing on the white stuff, where it was runner-up on the handling circuit. In our dry handling test, it finished second fastest.



Michelin CrossClimate 2

Price: £129.42
Contact: michelin.co.uk

OUR focus on wet performance for all-season tyres works against the CrossClimate 2, which focuses more on snow grip. It took a win and a runner-up spot in tests on the white stuff. A strong front end helped it round the handling track, while others struggled for grip.

The Michelin was also strong in the dry, finishing first in braking and up with the pacesetters on the handling circuit. Wet grip was safely front-limited, but others were more effective, which hurt the CrossClimate's overall result.



Firestone Multiseason GEN 02

Price: £102.28
Contact: firestone.eu

IN the absence of its latest design, Bridgestone sent this Firestone. Its standout result was a win at the pumps, where it had a two per cent advantage in fuel consumption over the next best in a similar manner to its Turanza Too5 stablemate.

Unlike the Turanza though, the Firestone combined it with good wet performance: second in braking and close to the best in all of the other tests except aquaplaning. It was less good in the snow, but felt safe from behind the wheel and was not far off the pacesetters.



Goodyear Vector 4Seasons Gen-3

Price: £122.05
Contact: goodyear.eu

THE Gen-3 Vector 4Seasons has been around for a few years – it made its test debut in 2020 – but it has always been among the top performers. Now, at the fourth time of asking, it has finally taken the top spot by the narrowest of margins.

Wet-weather performance is key in our tests, and the Goodyear was joint best alongside the Vredestein. It had the edge on feel, with sharp steering and good traction pulling the car through the turns. It also felt good enough in the dry and on the snow to take the win.

WINNER



ALL-SEASON TYRE

Which design offers the best balance for the UK's increasingly extreme climate?

AE THERE can no longer be any doubt that all-season tyres are winning over drivers like never before. Evidence comes with the news that they are outselling the conventional (summer) designs that dominate our market, in parts of Germany with similar weather to the UK.

While they will always be a compromise compared with the best choice – changing tyres for the seasons – the

downsides of soft handling and less sharp steering aren't as pronounced on the SUVs that now dominate car sales.

This test is key for drivers looking for extra performance in extreme weather and we attracted eight brands to our assessment, which was conducted at two new venues: Pirelli's Sottozero Centre in Sweden for snow, with wet and dry handling rated at the TRIWO facility in Germany.



DASH CAM

Four options if you're looking for a little extra protection

AE DASH cams are one of the most popular accessories, as car owners look for a little hi-tech protection against bad drivers and rising insurance premiums. However, the technology is fast moving and can be baffling for buyers.

We all know the protection they can bring if you are involved in an accident, but the jargon and features on offer can be confusing. Buyers will need to decide whether they

need more than one camera to give an all-round view, what resolution they require, and how they want to install the unit.

We tried basic to sophisticated cameras in a range of light and weather conditions, checked how they coped with rough roads and how easy they are to use. We also rated the apps used to download and view footage. The winners offer the best value, handy tech, easy usability and video quality.



WINNER



**Miofive S1
4K Dash Cam**

Price: £79.99 (plus SD card)
Resolution: 4K
Contact: [amazon.co.uk](https://www.amazon.co.uk)

MIOFIVE has pushed the dash-cam market in the past few years with innovations that make a real difference to users, combined with very competitive pricing. The S1 is the camera which will really worry rivals.

It includes GPS tracking to embed speed and location data. There's a built-in screen, so it's easy to check the view and access menus, or you can link up via a fast WiFi connection to use an app. The 4K footage is up with the best, yet it costs less than £100, even with an SD memory card.



COMMENDED

**Nextbase
iQ4K**

Price: £449
(including 64GB memory card)
Resolution: 4K
Contact: [nextbase.com](https://www.nextbase.com)

NEXTBASE'S iQ seems space age in comparison with other cameras on the market. It has a built-in data SIM that lets you check on your car from an app on a smartphone.

The cam will also send you alerts if it senses a break-in or parking knock, as long as there's a phone signal. It can also create accident reports that include footage and details. The downsides are the price and the connected features requiring a monthly subscription.



**Ring
RSDC3000**

Price: £99.99 (plus SD card)
Resolution: 1296p
Contact: [ringautomotive.com](https://www.ringautomotive.com)

ALTHOUGH it's a previous winner, a few hefty price rises have knocked the Ring off the top spot. But it's still a solid choice and looks decent value, mainly because it includes essential features such as GPS data stamping to show speed and location data, a clear colour screen, and an app for easy downloading.

It captures good-quality footage and despite only processing 1296p images, the sensors cope well with all light conditions. But the Ring cannot be hardwired in a car.



**Kenwood
DRVA601W**

Price: £239.95
(including 64GB memory card)
Resolution: 4K
Contact: [kenwoodshop.co.uk](https://www.kenwoodshop.co.uk)

THE A601 is looking a little old fashioned, but there's no arguing with its performance and quality. It looks expensive compared with some rivals, but is solidly made and has GPS and an app. The price includes a 64GB SD card, too.

The polarising filter has the same effect as sunglasses in bright conditions, meaning the exposure is always well balanced. It reduces reflections from the dashboard, too, so the footage is always clear.



“Dash cams are one of the most popular accessories, as car owners look for a little hi-tech protection”

CORDLESS DRILL

A cordless drill can be used for much more than just making holes. We name four of the best on the market

AE DIY car enthusiasts can't afford to be without a cordless drill, especially as current battery tech makes their performance on a par with corded tools. Each of our test units comes with at least one battery, the size of which is denoted in Ah (amp hours). The larger the figure, the longer the drill will run.

We charged each drill before running it at top speed for five minutes. We also logged the noise

of each unit in dB. The lower the figure the better, because constant high levels can be very tiring.

Then we drove screws into a piece of timber to test each product's available torque and settings. Next, we drilled holes in steel and aluminium.

Finally, five minutes of wire brushing the rust from an old sheet of steel allowed us to evaluate the drills' overall abilities and comfort when in use.



WINNER

Ryobi RPD18X-0 18V ONE+ HP Cordless Brushless Combi Drill

Price: £125.99 (+charger)
Contact: uk.ryobitools.eu/

WE like the build quality of Ryobi's flagship drill, which is finished as ever in bright yellow and comes with a hefty 4Ah battery (not pictured). This gives a long running time, but makes it a little weighty, at 2.1kg, something that's offset by it being quite short and wieldy.

Having a detachable handle is very useful for more heavy-duty jobs. It's the fastest here, with a maximum speed of 2,100rpm, and has the best torque figure of 95Nm. It's hard to fault at the price, especially if you already have a charger. The instructions are poor and no case is supplied, however.

COMMENDED

Draper D20 20V Brushless Combi Drill 79894

Price: £127.82
Contact: drapertools.com

DRAPER'S 20V offering comes with a detachable handle and an impressively strong case. As with the Ryobi, it has a 4Ah battery and is almost the same weight, but is a little longer.

We like the 24 torque settings, making it easy to get exactly what you need, and think the instructions are the best on test. The motor spins at a maximum of 1,800rpm and its torque figure of 60Nm is enough for most tasks. But the Draper is the noisiest drill we tested, with a maximum of 75dB.



HiKoki DV18DBFL2/JM 18V Brushless Combi Drill Kit

Price: £172
Contact: hikoki-powertools.co.uk

IT'S hard not to like HiKoki's 18V drill with its silky smooth, brushless motor whizzing effortlessly to a maximum speed of 1,800rpm. With two 3Ah batteries, it shared top billing for most battery power but weighs just 1.6kg.

Its high 70Nm torque figure made light work of our practical tests, and being short and well balanced means it's easy to use for long periods, despite not having a handle. With 22 torque settings, the specification is up with the best, but the higher price lost it points.



Ryobi RPD18C-0 18V ONE+ HP Cordless Brushless Compact Combi Drill

Price: £113.99 (+charger)
Contact: uk.ryobitools.eu/

RYOBI rightly makes much of the 18C's diminutive stature and at just 1.7kg with a 4Ah battery, it's one of the lightest on test. Physically smaller than its winning sibling and the shortest we assessed, the 18C is easy to use and comfortable.

It spins at a healthy 1,700 rpm and produces a reasonable 54Nm of torque – enough to cope with all our tests. Its 24 torque settings are joint best and ideal for most situations. We'd like a case and better instructions, but it has an impressive three-year warranty.



WINNER

Draper 12V Intelligent Battery Charger 53491

Price: £61.95

Contact: drapertools.com

THIS is something of a redemption for this 10A charger that was a contender for the win in our last test before a spark during misuse hurt its overall score. There were no problems this time around as it breezed all our tests, finishing runner-up in the race to 80 per cent by completing the task in four hours and 45 minutes.

The instructions are good and the unit has intuitive controls and decent-length leads. Add in a competitive price, an IP65 protection rating and lithium capability, and you have a charger that would be an asset to any garage.



BATTERY CHARGER

Which unit leads the charge when it comes to topping up batteries?

AE THE latest electronics in battery chargers mean they can recharge, maintain and keep little-used cars ready to go, as well as top up a discharged battery.

We enlisted the help of CTEK's R&D lab to see which is the charger that will get you going when the battery is flat, plus keep it in tip-top condition. How quickly each unit would refresh a discharged battery was key. We timed

how long each took to take a 42Ah battery from 10.5V to 80 per cent charged, the point where it could start an engine. We also measured how low each would charge from and checked for electromagnetic compatibility (EMC).

Lead length, clamp sizes and instructions were rated, and we checked the battery types that could be charged. Sparks during misuse were looked for and we considered price.

COMMENDED

CTEK CS One

Price: £220

Contact: ctek.com

IF we based our awards purely on clever tech, the CS One would win hands down. It's impossible to connect incorrectly, because the pair of black leads can go on either terminal, and the CS One analyses the battery and supplies the charge it needs, so there are no confusing modes.

You can also monitor progress and other functions via an app. It's effective, too, finishing third in the 80-per-cent race. But you can't ignore a price that would get you three of our winning unit and doesn't include a permanent connection lead.

**Sealey Compact Auto Smart Charger Autocharge 650F**

Price: £47.99

Contact: sealey.co.uk

THIS 6.5A unit from Sealey packs the least punch in our top three, but it still got to within 10 minutes or so of the 8A CTEK in the chase to 80 per cent. As with our winner, it has an IP65 protection rating, while it's easy to use, thanks to an easy-to-read display and intuitive controls.

It cleared the misuse test and can charge lithium batteries. But its bid for overall honours was hurt by instructions that could have been clearer on the other types of battery it can work with, and it was over the limit under load in the EMC test.



COMMENDED

VERTOOL Hydro 360

Price: £35 (plus £7.99 for adapter)
Capacity: 1l **Contact:** avastore.co.uk

THE Hydro 360 has most of the features we like and is a great price, even once you've added the cost of an adapter for your pressure washer.

The bottle is wide-necked to make filling easier and there are markings on the side for both volume and dilution ratios.

Once your pressure washer has been connected to the solid brass fittings, there is plenty of adjustment for the mixture concentration and spray pattern.



MJJC Pro V2.0

Price: £72 **Capacity:** 1 litre
Contact: mjjc.com

BEFORE you wince too much at the quoted price, we've seen the MJJC Pro online for £20 less. That's still not cheap, but the Pro V2.0 justifies the cost with a high-quality feel and spare parts included in the box.

The pick-up pipe inside the bottle is cleverly weighted so it is always at the lowest point and collects the fluid even when you are holding the lance at an angle. There is plenty of adjustment for the flow and spray spread too, and the knobs and nozzle are easy to use, even with wet hands.



Autoglym Polar Blaster Snow Foamer

Price: £41.39 **Capacity:** 800ml
Contact: autoglym.com

ALTHOUGH designed to be used with Autoglym's own Polar cleaning products, the Blaster lance worked effectively with our rival products and is decent value.

The wide-necked bottle is on the small side with a capacity of 800ml, but the clear markings include the dilution rates for Autoglym products.

The brass fittings feature a quick-release connection to allow rinsing attachments to be easily swapped, and the chunky nozzle is simple to adjust even while wearing gloves or with slippery hands.



WINNER



AVA Premium Foam Cannon Kit

Price: £49.90 **Capacity:** 1 litre (x3)
Contact: avastore.co.uk

AVA seemed to start with a clean sheet when designing this kit. It has three containers, allowing you to have mixes for snow foam, shampoo and wash/wax. The lids double up as sturdy bases and allow the bottles to be stacked. Each bottle has clear measurements that make mixing chemicals easy.

It doesn't have brass connections, but the plastics have a high-quality feel and the price is keen. The nozzle has lots of adjustment too, but you have to make do with a vertical fan spray pattern.





SNOW FOAM LANCE

Upgrading to a dedicated lance will work wonders for your car-cleaning routine

AE If you're serious about car cleaning, you'll already be using snow foam, and our award-winning solutions on page 75 will ensure you get the best results. But should you also be upgrading the lance you use to apply the foam?

We've found the nozzles you get with most pressure washers are barely adequate for the job. A professional-quality lance will give you far greater control, plus the

bigger bottles mean you'll take fewer trips to the tap, making your pre-washing routine faster and more effective.

We tested Kärcher-compatible lances, scoring them on value, quality and the adjustment they offered to the spray shape and mixture. We also looked at how easy they were to fill, preferring clear markings for measurements and a wide opening on the reservoir bottle to prevent foaming up.

WINNER

Philips RacingVision GT200

Price: £29.49
Contact: powerbulbs.com

AS always in this test, the results are close and it was a mixed bag of finishes for Philips across the four assessments. At the heart of its win here – its second on the trot following victory with the single-filament H7 in 2022 – was the huge area above 30 lux, which could easily be seen in the light tunnel.

It also delivered the brightest spot in that beam. It was a bit behind its rivals in the other tests, but close enough to take the victory. It remains our pick despite a small price hike since the test.



HEADLAMP BULB

We put replacement headlight bulbs under the spotlight

AE THE changing premium headlamp-bulb replacement market was reflected in our test last year, with a reduced number of contenders, but the addition of a second test for HID lamps.

With Osram producing its own bulbs and those in the Ring, Halfords and the chain's exclusive Ring Pro boxes, plus the departure of Tungsram from the market, the test became a straight fight with Philips and Twenty20 in the

plus-200 per cent halogen double-filament H4 sector. The reduced numbers let us fill the light-tunnel time with a test for the biggest-selling D3S HID gas discharge lamps.

Both types were tested in the same way by measuring the brightest spot in the beam, the area more than 30 lux, beam length above three lux and our figure of merit (FOM). The latter evaluation combines light levels at two points 50 metres in front of the car, and twice that at 75 metres.

COMMENDED

Osram Night Breaker 200

Price: £28.50
Contact: osram.co.uk

EXPERIENCE has taught us to be sceptical about on-pack performance claims, but Osram's 150-metre beam promise was justified when we saw 157 metres in the light tunnel, despite our three-lux cut-off.

It was good enough for the runner-up spot, which it repeated in the Figure of Merit assessment, although it was a fair bit behind the winner. It was last in the other tests by relatively small margins, but still did enough to win its in-house battle with Ring. Its OE supplier status was underlined by two well matched samples.



Philips Xenon X-tremeVision gen2

Price: £143.18
Contact: powerbulbs.com

IT'S a twin win for Philips, because it not only provided our overall winner in the big-selling H4 halogen market, but also took the win in the D3S HID test.

And it absolutely dominated the results, with rivals struggling to get within 10 per cent of the Philips' performance. Runner-up Ring was almost 15 per cent down across all the tests. That margin might have been bigger, because we could only measure up to 200 metres in the beam test and the X-tremeVision topped that figure.



INSPECTION LAMP

Only one design will pass our inspection to decide the best option for your workshop lighting needs

AE THE days of trailing leads across the workshop to get household bulbs held in wire cages providing some light under the bonnet or car are gone, but the LED cordless revolution has brought its own problems.

The advances in tech have spawned all manner of designs, from lights little bigger than a marker pen to units designed to illuminate an entire garage. So which is the clear favourite to shine the light on your

car repairs and maintenance? We charged 10 lamps of all shapes and sizes to find out.

Light output and runtime were key, but we checked how easy it was to get illumination where you want it under the bonnet. Charging options were evaluated, plus we expected to see battery-state indicators. Life in the workshop can be tough, so we looked for impact and ingress protection ratings. Prices were factored in.



Philips Xperion 6000 Slim

Price: £36.50
Contact: philips.co.uk

IT'S a second win for the top-quality Philips Slim, which has a weighty feel that keeps it upright on non-metallic surfaces. There's a strong magnet on the base, which helps make full use of the fold-out LED strip blade that produces 500 lumens. There is an energy-saving mode and a decent torch in the tip, too.

It comes with a charging lead, but can be used with an optional dock plus the Philips Find My location system. A keen price completes a winning package that ticks just about all our boxes.

COMMENDED

Philips Xperion 6000 UV Pillar

Price: £78.65
Contact: philips.co.uk

WE couldn't find the keen price available for the test, but the Philips still deserves its commendation. It may cost more than twice the price of some rivals, but it brings a fair bit more to the job.

It has a hinged 500-lumen LED panel and Philips' Bluetooth location system, plus is ready to charge via the optional dock. It has a UV light for leak detection, plus the main beam has a CRI 95 rating for accurate colour rendering. A percentage display shows the battery state and there's a 180-lumen spotlight.



Ring Magflex Twist

Price: £29.99
Contact: ringautomotive.com

THE £30 Twist delivers one of the best beams on test, with a bright and wide light. The design has a hinged base that relies heavily on a powerful magnet in the base. It's fine when on metal, but easily topples when not, because the weight is at the top of the light. For most uses, though, this is not a problem.

The battery is good for around two hours of use and there's an eco mode to save energy. The design has been around for a while, but Ring has upgraded the Twist with a USB-C socket and lead.



Ring Magflex Slim 500

Price: £39.99
Contact: ringautomotive.com

IT'S no surprise that it was close between the Ring Slim and our winner, because they both have a hinged, twisting LED blade offering 500 lumens. There's also just a few pounds difference in the pair's prices, while they share the same impact and ingress ratings.

Both have four-LED battery-state indicators and energy-saving modes. The Philip's heftier design helps maintain balance when the magnets are not on metallic surfaces, so while it was close to a win, the Slim receives a commendation.



“Even the simplest job is done better with a torque wrench – and it needn’t break the bank”



TORQUE WRENCH

Whether you're tightening a fastener or tackling an engine, we reveal the tool to turn to

AE A TORQUE wrench is a tool box essential because even the simplest job is done better and more safely with one.

If you go as far as tackling suspension or engine work, you'll need to make sure fasteners are tightened correctly to not only prevent them coming undone, but also stop damage through using too much force. And a torque wrench won't break the bank, given that usable tools are available for less than £40.

With help from Draper's quality assurance department, we found the one that should be in your tool kit. We rated accuracy based on the BS EN ISO 6789 standard, which takes readings at 20, 60 and 100 per cent of the tool's range. We took five readings at each and recorded an average, looking for it to be within four per cent tolerance. We also checked scales, ease of use, ratchet mechanisms, calibration certificates and price.

WINNER



Halfords Advanced Model 300

Price: £130

Contact: halfords.com

IN a sea of lookalike tools, Halfords has gone its own way with this wrench, which covers 60-300Nm. It's also longer than most rivals, making hitting the big-number torque settings less of a strain. Plus it boasts a push-through half-inch drive, so it measures in both directions.

Setting torque levels is easier than most through the smart window and there's a high-quality feel, as you'd expect at this price. It was just outside its claimed three per cent tolerance at 20 per cent, but within it at the top two levels. Not a cheap tool, but good.



Draper 64535

Price: £37.99

Contact: drapertools.com

IF your budget won't stretch to the Halfords wrench, then this Draper is well worth checking out. It stands out from grey/silver tools with its black livery and white markings, which are much easier to see and make setting less of a chore.

It was at its best at the lower levels where most users will likely be working, but slipped outside the tolerance at its maximum setting. The package was completed by a calibration certificate and instructions that could be stored within the tough case.



Amazon Basics 1/2 Inch Drive Click Torque Wrench

Price: £43.02

Contact: amazon.co.uk

LIKE others here, this Amazon Basics tool has seen around a £10 price hike since our test, but it still represents good value. It scores well for accuracy at the lowest levels, although it was a touch outside the tolerance further up.

The relatively fine ratchet and black-on-chrome markings set it apart from other tools that look like they all came from the same factory. But there's no calibration certificate or room inside the case for instructions.



Sealey Premier STW904

Price: £50.37

Contact: sealey.co.uk

WHILE rivals have seen price hikes, we managed to find this Sealey a few pounds cheaper than when tested. It makes for an even more compelling case to step above the most basic tools. It has easier-to-read metric and imperial scales, and the setting lock collar works well once you have the knack.

There's a fine 72-tooth ratchet, too, and it comes in a rubber insert for use in a tool chest. Great if you have one, but not so good if not.



Halfords Advanced Model 100

Price: £120

Contact: halfords.com

AT the time of testing, this tool was for the lower end of the torque range. But a 200 model now covers 40-200Nm.

The 100 has the same high-quality feel, push-through half-inch drive and neat, easy-to-read settings as its bigger brother (top). We were surprised to see it some way out of its claimed three per cent tolerance at the lowest level, but it made up for that at the midpoint. This is a well made tool and ideal if you often need to tighten fasteners to low settings to prevent stripping.





VIEW THE RANGE

THE TOOL COMPANY

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THE 2024 TOOL PROMOTION

SEALEY THE TOOL COMPANY

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APRIL-JUNE

OVER 80 NEW LINES INSIDE

INTRODUCING THE NEW APMS120P

WITH HARDWOOD WORKBENCH, PEGBOARD PANELS AND MOBILE BASE UNITS. SEE PAGE 111 FOR DETAILS.

In this edition:
STORAGE SOLUTIONS // VEHICLE MAINTENANCE // HAND TOOLS // CAR CLEANING

COMPETITION WIN THIS POWER TOOL BUNDLE

WORTH OVER £670

SEE PG 3

DISCOVER AMAZING NEW OFFERS IN OUR LATEST EDITION OF **THE TOOL PROMOTION!**

PRODUCT OF THE

YEAR

Our test team assesses around 600 products every year, and the most innovative takes our top award



Nextbase iQ

Price: £349.99-£449.99
(64GB SD card included)
Contact: [nextbase.com](https://www.nextbase.com)

ONCE in a while, a company launches a new product that changes an entire market and makes all its rivals seem obsolete. The most obvious example is how Apple turned the mobile-phone business on its head.

We think that the Nextbase iQ will do the same with the dash-cam market, which is why we have named it the Auto Express Product of the Year for 2024.

The big difference over other cameras is its connectivity and AI tech, making it safer, more secure, and generally more useful.

The conventional SD memory card stores all the footage from the front, driver-facing and rear-view cameras, but it is backed up by cloud storage fed through the iQ's built-in mobile data connection.

This means you can check in on your car from anywhere using the Nextbase app on your smartphone, seeing both the live and saved footage. Even if the car isn't moving, the Nextbase will alert you if it senses a parking knock or break in. And if the camera itself is stolen, footage of the crime will be safely stored in the cloud. The GPS data is also fed back, so it acts as a tracker.

While you are in the car, you can ask the iQ to do various tasks using voice activation, including an option to alert someone if you feel threatened or need their help. This will allow them to see what's happening through the camera.

Nextbase has also thought about what happens after an accident. The software will create a report for you to give to your insurer or the police, which includes footage, maps and even the speeds of anyone involved. The AI can also identify other vehicles and pedestrians.

We understand not every driver will need all of the iQ's features or be able to justify the substantial purchase and subscription cost, which is why the Nextbase wasn't named the Best Buy in our dash cam test. The cheapest model costs £349.99, and the connected features require a monthly subscription at between £6.99 and £9.99.

But this award is all about innovation and moving the technology forward, and for some, it will bring real peace of mind. As a result, we expect its features will gradually filter down to more affordable cameras.

R8 AAB	£1900	F23 ARR	£1100	V18 COX	£1100
B24 ABA	£1200	B21 ART	£1300	A23 COX	£1500
B23 ABB	£1100	H21 ART	£1200	C23 COX	£1500
B24 ABE	£1300	C24 ARY	£1400	D23 COX	£1500
B23 ABS	£1200	H24 ARY	£1500	E5 CRW	£1200
C23 ACH	£1300	F22 ASH	£2900	G8 CTH	£1300
G23 ACH	£1200	E24 ASH	£2700	G74 DA	£3900
815 ACH	£1600	9812 AT	£1900	K121 DAN	£1100
T2 ADD	£1500	B23 ATY	£1200	A23 DAV	£1500
D21 ADY	£1400	D24 AVY	£1900	G23 DAV	£1300
C23 AUB	£1300	G24 AVY	£1300	C24 DAV	£1400
H23 AUC	£1100	J7 BAN	£1400	DCH 977	£1700
G24 AUC	£1200	F21 BAR	£1200	V3 DCR	£1300
E23 AUH	£1300	A24 BAR	£1300	E12 DEB	£1700
C24 AUH	£1200	164 BAU	£1300	G21 DEB	£1700
H18 AJM	£1200	BAZ 773	£1300	B23 DEB	£1600
H24 AJM	£1100	B24 BBA	£1300	C23 DEB	£1500
A24 AUS	£1600	G21 BBS	£1200	E23 DEB	£1500
H23 ALE	£1300	BD 9172	£2500	A24 DEB	£1800
C2 ALF	£2400	D21 BEC	£1300	D24 DEB	£1900
A23 ALF	£1300	E21 BEC	£1200	E21 DEE	£1300
B12 ALL	£1100	S15 BEN	£2200	G1 DEE	£1500
H24 ALL	£1200	A24 BEN	£2300	B23 DEE	£1400
G21 ALY	£1300	G19 BEV	£1600	C23 DEE	£1600
B22 ALY	£1200	K23 BEV	£1500	A24 DEE	£1300
C22 ALY	£1100	K24 BEV	£1400	D24 DEE	£1500
D24 AMS	£1200	BEV 91S	£1700	PI DEK	£1900
B23 AMY	£1600	A24 BEY	£1100	F21 DEL	£1600
H24 AMY	£1700	AG III	£12500	D21 DEL	£1400
G9 ANA	£1700	BIG 858	£1300	C23 DEL	£1500
G21 ANA	£1200	H2 BJW	£1100	E23 DEL	£1500
J90 ANA	£2100	X3 BJW	£1200	B24 DEL	£1500
M9 ANB	£1200	B21 BMW	£1500	D17 DEN	£1900
R16 AND	£1300	A22 BMW	£1400	H21 DEN	£1300
D21 AND	£1400	T12 BOB	£1500	A24 DEN	£2100
H21 AND	£1200	G19 BOB	£1300	P24 DEN	£1100
J23 AND	£1100	B21 BOB	£1500	M25 DEN	£1700
L21 ANG	£1800	K24 BOB	£1500	B6 DES	£1700
A24 ANG	£1900	V99 BOB	£1300	H9 DES	£1600
D24 ANG	£1700	N9 BON	£1700	B8 DEW	£1200
G24 ANG	£1700	E24 BON	£1200	GI DEK	£2300
B2 ANN	£3100	6453 BP	£1700	DJ 3886	£4300
D13 ANN	£4100	743 BRC	£1800	E4 DJJ	£1200
R15 ANN	£1900	B5 8063	£1900	D15 440	£3300
P18 ANN	£1400	NI BUD	£1900	H24 DLY	£1200
D21 ANN	£1800	V3 CAF	£1300	VI DOC	£1900
F21 ANN	£1600	D24 CAL	£1300	A21 DOC	£1300
G21 ANN	£1600	309 CAN	£2100	D21 DOC	£1300
L21 ANN	£1500	F21 CAR	£1100	A24 DOM	£1200
D22 ANN	£1700	A24 CAR	£1300	D24 DOM	£1100
A23 ANN	£2300	C24 CAR	£1500	C20 DON	£1500
V23 ANN	£1300	G21 CAS	£1300	A22 DON	£1600
E14 ANT	£1100	D21 CAT	£1400	K23 DON	£1400
D21 ANT	£1300	A22 CAT	£1300	D24 DON	£1200
C23 ANT	£1200	G24 CAT	£1200	DON 39K	£1800
G23 ANY	£1200	A24 CES	£1200	686 DOT	£1500
B21 ARA	£1100	H21 CKY	£1500	2622 DP	£2300
G21 ARA	£1100	AI CNK	£1600	730 DPH	£2300
B21 ARB	£1400	C21 COL	£1700	D5 7013	£1600
G21 ARB	£1100	D38 COL	£1200	D5 9189	£1700
H24 ARD	£1100	D24 CON	£1500	AS DSH	£1100
A4 ARR	£1300	H9 COX	£2300	BI DST	£1300
C23 ARR	£1100	L16 COX	£1600	A6 DSW	£1300

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5274 DW	£2900	A22 GUY	£1100	D24 JAY	£1400	A5 JSS	£1300	L21 LEN	£1200	H21 MAL	£1300
5353 DW	£3300	J1 HAL	£2500	G24 JAY	£1300	P7 JUD	£1200	A23 LEN	£1300	L21 MAL	£1400
E5 EAM	£1100	D21 HAN	£1200	L60 JAY	£1200	JUD 13W	£1600	G23 LEN	£1700	J23 MAL	£1200
EBN 953	£1300	A24 HAN	£1300	JB 3995	£4200	JV 9527	£2900	E24 LEN	£1600	F11 MAL	£1100
EC 4819	£1900	D21 HAR	£1200	X11 JBC	£1100	C21 KAT	£1200	A21 LEO	£1100	G21 MAR	£1300
B24 ECK	£1200	H21 HAR	£1300	NS JBR	£1300	E21 KAT	£1100	C24 LEO	£1200	B23 MAR	£1200
H5 EDG	£1200	D21 HAY	£1300	HS JCA	£1300	J22 KAT	£1100	R2 LES	£2300	C23 MAR	£1300
F4 EFF	£1200	J25 HAY	£1300	B3 JCK	£1100	A24 KAT	£1200	P5 LES	£2100	E21 MAT	£1700
8713 EH	£1600	HAZ 870	£1300	G1 JDT	£1200	G16 KAY	£1100	E21 LES	£1700	B23 MAT	£1500
L1 ELE	£1500	601 HBM	£1100	A22 JEF	£1300	C21 KAY	£1400	E22 LES	£1600	E23 MAT	£1400
C21 EMA	£1400	A24 HOL	£1500	70 JEF	£5500	H21 KAY	£1200	A22 LES	£1400	C24 MAT	£1600
E21 EMA	£1500	G21 JAC	£1600	E21 JEM	£1100	A24 KAY	£1300	G23 LES	£1500	K24 MAT	£1200
E23 EMA	£1400	H21 JAC	£1500	B21 JEN	£1800	K10 KEN	£1300	J24 LES	£1300	D21 MAX	£1700
A24 EMA	£1500	D23 JAC	£1400	E21 JEN	£1900	L10 KEN	£1400	J10 LEW	£1100	G21 MAX	£1600
D5 EMC	£1100	C10 JAG	£1300	VI JES	£1200	T21 KEN	£1500	L12 223	£1400	H21 MAX	£1500
H21 EMM	£1100	A22 JAG	£1400	A22 JES	£1500	A22 KEN	£1600	6798 LJ	£1200	A24 MAX	£1700
B24 ERN	£1100	W27 JAG	£1200	C22 JES	£1300	D22 KEN	£1300	8994 LJ	£1100	L26 MAX	£1400
B24 ERT	£1200	X28 JAG	£2300	D22 JES	£1300	G21 KEV	£1400	A21 LLA	£2500	G21 MAY	£1400
W1 ESH	£1900	S88 JAG	£1600	A21 JET	£1200	E22 KEV	£1300	A23 LLY	£1400	H8 PAM	£1600

REGISTRATIONS URGENTLY WANTED FOR IMMEDIATE PURCHASE

N99 JAG	£1300	E5 JHM	£1300	A24 KEV	£1500	E24 LLY	£1200
N12 JAK	£1200	S4 JLP	£1100	N99 KEV	£1200	G24 LLY	£1300
G19 JAK	£1500	JM 8099	£2800	5505 KF	£1800	A23 LOU	£1800
D21 JAK	£1700	JM 8414	£2900	KGH 10	£2200	D24 LOU	£1700
H21 JAK	£1500	73 JMB	£6300	KGH 707	£1200	J12 LOU	£1200
B22 JAK	£1600	C23 JMC	£1100	B24 KLY	£1200	A21 LYN	£2300
A23 FOX	£1500	H43 JN	£1800	5438 KP	£1300	B21 LYN	£1400
D24 FOX	£1600	69 JOC	£2700	A15 LAN	£1300	C21 LYN	£1900
FR 301	£7900	K24 JAK	£1100	S22 JOE	£1700	D21 LYN	£1800
FR 9034	£2900	G21 JAM	£1300	A24 JOE	£1800	H21 LYN	£1400
FT 54	£9500	D22 JAM	£1100	E24 JOE	£1400	F22 LYN	£1400
70 FT	£8500	A23 JAM	£1200	G24 JOE	£1500	G23 LYN	£1700
C22 GAN	£1300	G5 JAN	£1900	E21 JON	£1800	F21 MAC	£1500
C21 GAV	£1300	C21 JAN	£1800	D22 JAN	£1500	D24 LAW	£1500
A22 GAV	£1300	H21 JON	£1400	A23 JON	£1600	H23 MAC	£1400
D22 GAV	£1200	A23 JON	£1400	G23 JON	£1500	M17 MAD	£1600
G24 GAV	£1100	JAN 97W	£1100	E19 JAS	£1200	D23 MAD	£1500
GAZ 776	£1100	D5 9189	£1700	C21 JAS	£1300	D22 LEE	£1600
G80 877	£1300	AS DSH	£1100	D21 JAS	£1500	A23 LEE	£1700
R2 GGS	£1500	GI DST	£1300	A24 JAS	£1400	J21 LEE	£1200
GK 776	£5900	A6 DSW	£1300	E2 JSH	£1400	D21 MAL	£1400

A24 MOS	£1300	RAJ 86C	£1300	VI RWB	£1100
D24 MOS	£1100	B24 RAM	£1300	G23 SAM	£2400
MR 479	£7300	J1 RAS	£2300	E24 SAM	£2300
W1 MSW	£2300	P6 RAS	£1300	SAM 33S	£4900
7981 MT	£2100	K14 RAY	£1800	J500 SAM	£1900
955 MTW	£1500	X20 RAY	£1900	65 SAR	£4200
5882 MU	£1300	C21 RAY	£1600	K1 SDC	£1200
S4 MUL	£3700	D21 RAY	£1500	X5 SEB	£1700
2772 MY	£1300	A23 RAY	£1500	C24 SEL	£1500
D14 NAE	£1200	B24 RAY	£1900	SGE 34	£1700
D21 NAH	£1300	G24 RAY	£2400	A21 SHH	£1200
392 NAR	£1900	S29 RAY	£1400	E21 SJH	£1200
H24 NAS	£1300	J90 RAY	£1500	G21 SJH	£1300
H24 NAY	£1500	RAY 97W	£1600	A15 SMA	£1300
E23 NDA	£1500	R80 329	£2300	E22 SMA	£1200
NDY 241	£1500	B24 RBY	£1700	B21 SSS	£1100
W6 NED	£1200	A9 RCB	£1100	B23 SSS	£1100
J24 NED	£1100	RCE 912	£1500	B24 SST	£1100
D24 NEL	£1500	A6 RCP	£1300	A24 STA	£1100
A23 NET	£1400	RD 4041	£2500	964 STA	£1500
E7 NEV	£1400	M6 RDB	£1300	S6 STN	£1300
A24 NGA	£1500	RDB 136	£2300	H2 STR	£1200
NGL 426	£1200	F803 RDY	£1500	K24 STU	£1300
H24 NKY	£1500	675 RE	£4300	J26 STU	£1400
46 NL	£1700	E21 MAT	£1700	D41 STU	£1500
G21 NNO	£1100	T8 REC	£1700	STY 15	£4500
B23 NNO	£1300	A111 REG	£1100	H24 STY	£1300
D23 NNO	£1200	B24 REN	£1200	A24 SUE	£1800
A24 NON	£1100	F24 RES	£1100	F24 SUE	£1500
8905 NW	£1800	A4 RET	£1300	G24 SUE	£1100
O11 336	£1300	B24 RET	£1400	H24 SUE	£1300
L7 OWL	£1400	B24 REY	£1300	SUE 56M	£1700
N2 PAM	£1400	6594 RH	£2200	SUE 59G	£1700
E8 PAM	£1500	845 RHA	£1700	SUE 89W	£1700
H8 PAM	£1600	D24 RLY	£1200	P3 SUM	£1500
I5 PAM	£3700	RM 9807	£3500	R4 SUN	£2500
S55 PAM	£1300	R3 RMT	£1100	SUN 7Y	£6500
T9 PAM	£3200	A24 RNA	£1100	H21 SUN	£1200
PAM 171	£2600	E24 RNE	£1100	G21 TAM	£1100
R9 PAT	£2300	B21 ROB	£2100	A23 TAM	£1200
C18 PAT	£1500	K21 ROB	£1700	G21 TAN	£1100
M19 PAT	£1600	A24 ROB	£2200	A24 TAN	£1100
3436 MC	£2900	J28 ROB	£1600	4666 TF	£1500
A6 MCE	£1300	K121 ROB	£1100	G6 TMH	£1100
B23 MCK	£1100	8434 ME	£1500	PAT 95W	£1300
H23 MEG	£1400	K1 PCT	£1300	R40 ROD	£1300
D24 MEG	£1400	PEB 308	£1900	ROD 88	£3900
C80 MEG	£1500	908 PF	£3900	ROD 847	£1900
J123 MEG	£1100	2969 PG	£1700	D12 RON	£1100
C22 MEL	£1400	5173 PG	£1600	RON 242	£3100
D22 MEL	£1500	8298 PH	£1800	RON 853	£2700
H22 MEL	£1400	7225 PJ	£1200	A21 ROS	£1300
G23 MEL	£1400	9804 PJ	£1100	V2 ROY	£2300
A24 MES	£1300	M6 PIR	£1300	M10 ROY	£1700
A21 MET	£1100	9481 PK	£1500	S15 ROY	£1500
M1L 233	£1500	PL 3375	£1500	A21 ROY	£1800
R8 MJE	£1100	9799 PL	£1300	ROY 6GW	£1300
H21 MAC	£1600	PM 527	£9500	ROY 674	£2100
D23 MAC	£1500	K8 PMR	£1300	RRL 660	£1100
C24 MLA	£1400	A4 PST	£1300	M1 RRW	£1100
S1 MLH	£1600	7027 PU	£1100	G322 RRY	£1100
T9 MMM	£1300	A24 RAB	£1400	ER RSG	£1100
G22 MMY	£1300	H8 RAC	£1200	A23 RTY	£1300
A24 MOR	£1300	A21 RAJ	£1600	809 RU	£3500



New and used buying advice from our team of experts

✓ YOU LIKE

"I love the fact that Dacia has stuck with proper switches, so it's not all touchscreen-controlled."

"Compared with my previous Mazda CX-5, I'm amazed at how well the Duster handles."

"The paint quality is very impressive."

"The infotainment set-up outperforms systems in far more expensive cars."

"I think the Duster is a great vehicle and I genuinely cannot think of any improvements to be made."

"It looks great alongside far more costly alternatives."

✗ YOU DON'T LIKE

"The sat-nav is really poor to use, to the point that I've bought a TomTom just to preserve my sanity."

"The biggest problem that I have with my Duster, is the really bad blind spot to the offside rear."

"The one thing that lets down the Duster is the quality of the interior."

"My Duster has suffered from a series of electrical glitches, including with the driver's side window."

"The DAB radio signal keeps dropping out."

DRIVER POWER

UK's biggest satisfaction survey

4th POSITION

Dacia Duster Mk2

Years: 2018 to date CO₂: 141-149g/km

Fuel economy: 42-45mpg (TcE 130)

Best options: Metallic paint and a spare wheel were the only options

USED PRICES: From £7,000



Richard Dredge
mail@autoexpress.co.uk

AE NOTHING can hold a candle to Dacia's super-satisfying Duster SUV for good value, and the model also has an impressive range of scores across the running costs category. It's ranked fifth overall for fuel economy, ninth for servicing and 10th for other costs, such as insurance – enough for an impressive seventh place in this category.

Even more impressive is the Duster's second place for its infotainment, which includes a top ranking for connectivity. The next-best category scores are 19th for the engine and gearbox, a 21st place for reliability and 22nd for practicality and boot space. The safety features and interior are the Duster's worst category results, at 55th and 53rd respectively.

WE SAID "The Duster stays true to the company's principle of offering good-value motoring. It's not the most refined or luxurious SUV out there, but it's still easy to enjoy."

HAVE YOUR SAY

www.autoexpress.co.uk/driver-power

OVERALL SCORE

91.75%

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

CATEGORIES YOUR RATINGS

Category	75	1
Engine and gearbox	75	1
Exterior	75	1
Interior and comfort	55	1
Practicality and space	22	1
Ride and handling	19	1
Safety features	53	1
MPG and running costs	75	1
Reliability and build quality	21	1
Infotainment, connectivity and electrics	5	1
Value	75	1



INTERIOR Hard-wearing materials dominate, but owners are pleased with Duster's build quality and infotainment. The car's engines and gearboxes are also looked at favourably



AE Richard Dredge

AUDI has spent around four decades or so in the UK carefully honing and expanding its product range, building a reputation for making some of the most hi-tech and sophisticated cars around.

Whether you want a supermini or a V10-powered supercar, Audi has the answer, while its SUV options are especially plentiful. But some buyers prefer something that's more traditional, and it's for them that Audi still offers executive cars such as the A6, which marks its 30th birthday this year.

Previously sold as the 100, Audi's large executive saloon and Avant estate were rebranded A6 in 1994, and the model is still in production today. More luxurious and sophisticated than ever, the fifth-generation A6 is a desirable all-rounder.

History

THE A6 Mk5 saloon arrived in September 2018. At first there were just two 3.0-litre V6 engines, the 40 TFSI petrol with 335bhp and the 282bhp 50 TDI diesel. Both came only with an automatic transmission, mild-hybrid tech, and quattro four-wheel drive.

Within weeks an Avant (estate) version was available, then from November 2018, both bodystyles were offered with a 201bhp 2.0-litre 40 TDI diesel engine, once again with mild-hybrid tech and an automatic gearbox. At first the TDI came only with front-wheel drive, but a quattro edition was launched a few months later.

The first ever plug-in hybrid A6 was introduced in spring 2020, the 362bhp 55 TFSI e saloon, which was followed by the 295bhp 50 TFSI e a few months later, in both saloon and Avant forms.



Performance

0-62mph/top speed
7.8 seconds/152mph



Running costs

48-62mpg (40 TDI)
£96 fill-up



CO₂/tax

117-152g/km
£180



NEED TO KNOW

Audi revised the A6 range in summer 2023, with all cars getting extra standard equipment, a tweaked front and rear, plus new colour choices and wheel designs.

BUYER'S GUIDE: Audi A6

CHECK ON...

● **Hot diesel** The S6 joined the range in saloon and Avant guise in spring 2019, with a 345bhp 3.0-litre V6 diesel and mild-hybrid tech.

● **Quattro** The 2.0 TDI came with front-wheel drive as standard, but quattro was offered. Most Avants have it, but only 20 per cent of saloons.

● **Hybrid** Audi claimed that the plug-in hybrid 50 TFSI e saloon was capable of 188mpg. In reality, expect to average 50-60mpg.





TECHNOLOGY Hi-tech lighting was available on the A6, while misting (above) is normal. Most cars featured Audi's Virtual Cockpit, which offers lots of information ahead of the driver



A6 Mk5

FROM £16,000 Upmarket executive offers plenty of tech and the reassurance of quattro four-wheel drive

● Mist again The headlights can mist up, but they're designed to do this, because they're not completely sealed. Given that they're LED, they don't get hot.

DRIVER POWER

www.autoexpress.co.uk/driver-power

YOUR VIEW

THE A6 hasn't appeared in a Driver Power survey since 2017, and that was the previous generation, which came 34th out of 75 entries. Considering how broad the firm's model range is, surprisingly few Audis appear in our surveys; in 2023 there was just the A5 Mk2 (in 71st place) and the Q3 Mk2 in 27th. In 2024, seven Audis appeared, all in the bottom third of the table apart from the Q3 Mk2, which placed 43rd.

CASE STUDY

STEPHEN Marsden from Tring, Herts, owns an A6 Avant 3.0 TDI quattro. He comments: "I owned a couple of BMW 530ds before this and fancied a change. I prefer the Audi's cabin, the infotainment is easy to use, and as a tow car it's effortless; I barely notice my 1,500kg caravan on the back. But the Audi hasn't been perfect, because a few electrical glitches have cropped up, due to a poor earth."



Expert's verdict

Chris Rosamond
Current affairs editor

THE A6 doesn't offer much for the enthusiast driver, but if you're after a great long-distance cruiser that's spacious, refined, luxurious and safe, you're unlikely to be disappointed. If you need all of these things but also fancy something which is more rewarding to drive, that's why the BMW 5 Series was invented.

Reliability

WITH the A6 not having appeared in our Driver Power surveys, it's hard to get a handle on its reliability record. But according to aftermarket warranty provider MotorEasy, the A6 has a below-average reliability record, with gearbox problems the most expensive faults. Electrical glitches are the most common.

"If you're after a great long-distance cruiser, you're unlikely to be disappointed"



DIMENSIONS Rear passenger space is good, although a high transmission tunnel restricts foot space for the middle seat. Boot is large, but hybrids have slightly less carrying capacity





How much?

UNLESS you buy a very high-mileage car (over 150,000), expect to spend more than £16,000 on an A6 Mk5 saloon; you'll need to spend at least £18,500 for an A6 Avant.

Saloons are more plentiful, and for £16k you can bag a 2018 2.0 TDI with 100,000 miles on the clock; add £2,500 for an equivalent estate. Most A6s have a diesel engine; petrol-powered cars have typically covered fewer miles, so they start at £19,000 for a 2018 1.8 TFSI saloon that's done 50,000 miles; there are very few Avants on sale for less than £25,000.

Plug-in hybrids are the rarest of the lot, and these start at £21,000 for a 50,000-mile 50 TFSI e from 2020, while the cheapest Avants are a little more than twice as much, for a 2022 50 TFSI e that's covered 12,000 miles.

Running costs

Model	MPG	Average MPG	CO ₂ emissions	Annual road tax
40 TDI	30-33	48-62mpg	117-152g/km	£180*
50 TDI quattro	40-46	38-50mpg	146-191g/km	£180*
S6 TDI	44	36mpg	203g/km	£180*
40 TFSI	32-41	37-39mpg	162-170g/km	£180*
45 TFSI quattro	35-43	35-37mpg	172-182g/km	£180*
55 TFSI	39-46	32-34mpg	184-196g/km	£180*
50 TFSI e	40-45	188mpg	35g/km	£180*

*Plus £410 luxury tax for years 2-6

ALL A6s come with fixed or variable maintenance schedules, with the latter the default option; services alternate between Minor and Major. An A6 can go for up to two years or 18,600 miles between checks; cars on the fixed regime need attention every 12 months or 9,600 miles. A Minor service costs £300 and the Major is £440.

After three years an A6 is eligible for discounted servicing at £250 or £430 (Minor/Major) for 2.0-litre models; prices are £295 and £465 for 3.0-litre editions. Only the 2.0 TDI has a cambelt, which has to be replaced every 140,000 miles at £850; all other engines are chain driven. The standard warranty runs for three years or 60,000 miles, but can be extended.



INFOTAINMENT The twin touchscreens add to the hi-tech feel, with the lower panel used to control the climate settings. With so many electrical systems, it's worth checking they all work on any potential purchase

Insurance group

STYLING Clean lines and understated details mean the A6 doesn't draw attention, even in rapid S6 guise





Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£168.60	£74.27-£270.12
Front brake discs (pair)	£340.80	£103.96-£192
Door mirror glass (electric)	£75.72	£11.99-£23.98*
Front wiper set	£73.20	£12.78**

Prices for a 2020 A6 40 TDI. Dealer figures from audi.co.uk, independent from gsfcarsparts.com. *From carwingmirrors.co.uk. **From windscreenwipersdirect.co.uk

Recalls

AUDI has recalled the A6 Mk5 four times so far. The first campaign came in December 2018, because 59 A6s left the factory with a faulty panoramic sunroof; they were all made between July and October 2018.

Recall two came in March 2021 because some A6s made up to the end of 2020 were fitted with airbags that wouldn't inflate in the event of a collision; this glitch also affected some A7s. Next, a recall was issued because a wide array of Audi models, built between November 2019 and February 2021, were fitted with sub-standard retaining nuts for the rear axle.

The fourth recall was issued in February 2022, this time because some cars left workshops with the suspension geometry incorrectly set, after the work from the third campaign had been undertaken.

Interior

SIT in the A6 and it's easy to think you're in the A8, such is the quality and hi-tech design in the cabin. Everywhere you look there are premium materials, digital screens and buttons. At first this can be daunting, but it's pretty user-friendly.

You work the climate settings via the touchscreen, but the voice control is so good that you rarely need to press anything. Cabin space is excellent, with room for five adults, although whoever sits in the middle of the back seat will have to straddle the transmission tunnel. Boot space is impressive, with 530 litres in the saloon, and 586/1,680 litres (seats up/down) in the A6 Avant.

Which one?

ALL A6s of this generation came with an automatic transmission, and every powertrain is enjoyable to use. The diesels are in the most plentiful supply and make the most sense financially; they're all ULEZ-compliant, too. The plug-in hybrid saloons might suit some, but the Avants are so much more expensive that the up-front costs might be prohibitive.

At launch there were just two trims: Sport and S line. Both had heated front seats, leather trim, a rear-view camera plus front and rear parking sensors, and matrix LED headlights. Sport had 18-inch alloy wheels.

The S line added 19-inch wheels, electrically adjustable front seats, leather and Alcantara trim, sport suspension and a bodykit. The Black Edition (from April 2019) had 20-inch wheels, a Bose hi-fi and black exterior trim instead of chrome.

Alternatives

THE closest rival to the A6 is from within Audi's own ranks. The A7 is an A6 with hatchback practicality, largely the same engine options and a familiar interior. If you'd prefer to stick with a saloon or

GEARBOX Automatics are standard, with either twin-clutch S tronic or Tiptronic transmissions, depending on engine

estate, then the Mercedes E-Class is formidable with its great engines, impressive build quality and decent comfort levels. The BMW 5 Series also comes with superb engines and it's a lot more enjoyable to drive than the A6.

Outside of the German trio, you could have a Jaguar XF, which is great value in this company and fun to drive, but now looks dated. Less obvious are the Volvo S90 and V90, which are stylish inside and out, safe and well equipped. Finally there's the hybrid Lexus ES, which came solely as a saloon.

Verdict

THE world seems to have moved on from traditional saloons and estates, but the A6 shows why the answer isn't always an SUV, not least because there are plenty of four-wheel-drive examples.

As a result you get the extra traction with the practicality of a large family estate – and that's a level of space which often exceeds a similarly-sized SUV. While the



lower seating position means you don't have as much forward visibility as in an SUV, the driving experience is better, thanks to a lower centre of gravity. However, when we pitched an A6 against a BMW 5 Series in 2018, it was the latter that won. So while the A6 is a superb family car – it's not necessarily the best car in its class.

Contacts

Official
audi.co.uk
Forums
vwaudiforum.co.uk
audiownersclub.com
audiworld.com

Car Hunter



£10,000 for an urban runabout with an automatic gearbox

● **THE FUNKY CHOICE**

Suzuki Ignis

FOR: Neat design, very reliable, cheap to run, practical
AGAINST: Not many to buy, lacks some key safety kit

THE original Ignis was a rather dull small hatch that arrived in 2003 and disappeared in 2007; a decade later its replacement hit showrooms.

This was a neat, pint-sized pseudo-SUV, with one engine available: an 89bhp 1.2-litre petrol, which initially came with the option of a five-speed automated manual transmission, dubbed AGS. The Ignis was facelifted in April 2020, when the AGS transmission was replaced by a slicker CVT auto. While there was a four-wheel-drive option, that was only offered with a manual transmission.



● **THE SAFE CHOICE**

Toyota Yaris

FOR: Incredibly dependable, hybrid option, lots to buy
AGAINST: Disappointing interior quality and infotainment

WE'RE now on the fourth-generation Yaris, launched in 2020, but those are out of reach with a £10k budget, so you'll be shopping for a Yaris Mk3, sold between 2011 and 2020.

From the outset there was an auto option: a CVT mated to a 1.33-litre petrol engine, which from spring 2017 became a 1.5-litre unit. In July 2013 a 1.5-litre self-charging hybrid was introduced, and this only came only with a CVT gearbox. Just six months later the Yaris was facelifted, with higher-quality interior trim and an exterior design refresh.



● **THE TEUTONIC CHOICE**

Volkswagen Beetle

FOR: Great build quality, efficient engines, smart design
AGAINST: Unusual in auto form, cramped rear seats

WHEN Volkswagen reintroduced the Beetle 25 years ago, there was a real buzz around it. But by the time its successor was launched in 2012, much of the love had evaporated, and the Mk3 faded away in 2019 with few people shedding any tears.

Yet this was the best Beetle yet, with its smart design, improved build quality and a genuinely decent driving experience. Also, unlike the other two cars here, a wide range of engines was offered with an automatic transmission; pick from 1.2 TSI or 2.0 TSI petrol units, along with 1.6 TDI or 2.0 TDI diesels.



AE THERE was a time when autos were the preserve of large cars, because a big engine was needed to compensate for the inefficiencies of the old-fashioned gearboxes. But the mass adoption of more efficient transmissions has led to a big increase in the number of small cars available with two-pedal driving.

City cars that change gear for themselves are no longer especially unusual, while automatic

superminis are positively plentiful. All of the cars here are available for £10k and they're all different. The Yaris is the safe option with an easy ownership experience, while the Ignis should also prove extremely reliable, but it stands out from the crowd.

That's also true of the VW Beetle, which is a bigger car and more enjoyable to drive, if not necessarily any more practical than the other two.

Dear Richard, I have £10,000 to spend on an automatic car for largely urban driving. Which models should I consider buying?

Tina Sharp, Via E-Mail

Contact: mail@autoexpress.co.uk



ABOUT a quarter of Ignises are autos, and prices generally start at £10k, although there is the odd example available for closer to £9k. What you can't buy is one of the later models with the CVT auto, but for £10k you can secure an early car with around 50,000

miles on the clock. There's an even split between SZ-T and range-topping SZ5 trims. The former comes with navigation, a rear parking camera and 16-inch alloy wheels. The SZ5 adds climate control, keyless entry and start, rear electric windows, plus LED headlights.



THANKS to a large proportion of Yarises being hybrids, there are lots of autos for sale – far more than you'll find for the Ignis or Beetle. Prices for third-generation cars start at a little under £5k, and for twice this you can buy a 2015 1.33 Icon with just 25,000 miles

on the clock. If you'd prefer a hybrid (which account for more than half of the cars for sale), there are still low-mileage facelifted cars within reach, but prices vary widely between traders, so shop around before committing to purchase.



MOST Beetle buyers opted for a manual gearbox, but there are autos available whether you want a petrol edition or a diesel. You'll have the widest choice if you pick the TSI engine, although you'll have to settle for a 104bhp 1.2-litre powerplant. For £10k you can have an early 1.2 TSI Design that's covered

around 40,000 miles, or a 2016 Tech Design with 80,000 miles on the clock. Most diesels have the 2.0-litre engine and because they're usually high-mileage examples, prices start as low as £6,500 for a 100,000-mile Sport on a 13-plate. There are automatic convertibles, but prices for these generally start at £12k.



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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 on 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		VEHICLES OVER £40,000	
Electric vehicle:	£0	Electric vehicle:	£0
Alternative fuel:	£180	Alternative fuel:	£590
Petrol/diesel:	£190	Petrol/diesel:	£600
Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.		After five years, vehicles costing more than £40,000 revert to the lower rates.	
Pick-up trucks: The models listed here pay a flat rate of road tax, at £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.

NEW CAR PRICES

ABARTH

Dealers: 82 / Warranty: 3 years/60000 miles

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

595i695 - 3657x1627mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
1.4 T-Jet (145) 595	42.2	7.3	152	29	£23260
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
595C695C: add £2650					

ALFA ROMEO

Dealers: 55 / Warranty: 3 years/unlimited miles

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
Giulia - 4643x1873mm, EURO-NCAP ★★★★★					
2.0T (280) auto Sprint	39.2	5.7	162	24	£40030
2.0T (280) auto Veloce	38.2	5.7	167	34	£45030
2.0T (280) auto Tributo	38.2	5.7	167	34	£48530
2.9 V6TT (510) auto Quadrifoglio	28.2	3.9	227	46	£8315

Tonale - 4528x1841mm, EURO-NCAP ★★★★★

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36005
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41005
1.5T Hybrid (160) auto Tributo	46.7	8.8	131	29	£44510
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£43505
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£48505
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52010

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

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
2.0T (200) auto AWD Sprint	33.6	7.2	192	30	£47980
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£52980
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£56480
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£87335
2.2D (190) auto AWD Sprint	46.3	7.6	156	30	£45630
2.2D (210) auto AWD Veloce	46.3	6.6	159	30	£50630
2.2D (210) auto AWD Tributo	44.8	6.6	166	30	£54130

ALPINA

Dealers: 7 / Warranty: 3 years/60000 miles

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
D3 S - 4719x1827mm, EURO-NCAP N/A					
3.0T (355) auto AWD saloon	40.9	4.6	182	50	£65000
3.0T (355) auto AWD Touring	40.9	4.8	182	50	£66000
B3 - 4719x1827mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0TT (462) auto AWD saloon	28.0	3.8	229	50	£79600
3.0TT (462) auto AWD Touring	28.0	3.9	229	50	£80700
D4 S - 4792x1850mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0TT (355) at AWD Gran Coupe	40.9	4.8	182	50	£67000

B4 - 4792x1850mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
3.0TT (495) at AWD Gran Coupe	28.8	3.7	223	50	£82200

B8 - 5092x1932mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
4.4 V8TT (621) auto Gran Coupe	25.4	4.2	254	50	£144800

XD3 - 4718x1897mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
3.0TT (355) auto XD3	43.5	4.9	173	50	£72000

XB7 - 5151x2000mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
4.4 V8TT (621) auto XB7	23.0	4.2	279	50	£158300

ALPINE

Dealers: 7 / Warranty: 3 years/60000 miles

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
A110 - 4181x1798mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.8T (252) auto A110	42.2	4.5	153	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	153	44	£65490
1.8T (300) auto A110 S	40.9	4.2	153	46	£67490
1.8T (300) auto A110 R Turin	41.5	3.9	154	46	£91490
Ernstone Edition: add £15500 to A110 S					

ARIEL

Dealers: N/A / Warranty: 1 year/unlimited miles

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
Atom - 3410x1798mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 / Warranty: 3 years/unlimited miles

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
DBX - 5039x2050mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£194500

Vantage - 4465x1949mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
4.0 V8TT (510) auto Vantage	24.4	3.6	236	50	£131500
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm, EURO-NCAP N/A

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 / Warranty: 3 years/60000 miles

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
A1 Sportback - 4029x1740mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.0 (95) 25 TFSI Sport	51.4	11.0	124	19	£22800
1.0 (95) 25 TFSI S line	51.4	11.0	124	19	£24750
1.0 (95) 25 TFSI auto Sport	48.7	11.5	132	19	£24340
1.0 (95) 25 TFSI auto S line	48.7	11.5	132	19	£26290
1.0 (110) 30 TFSI Sport	53.3	10.5	121	19	£23535
1.0 (110) 30 TFSI S line	53.3	10.5	121	19	£25485
1.0 (110) 30 TFSI auto Sport	48.7	10.6	131	19	£25075
1.0 (110) 30 TFSI auto S line	48.7	10.6	131	19	£27025
1.5 (150) 35 TFSI auto S line	47.1	7.7	137	25	£28050
Black Edition: add £1700 to S line					

A3 Sportback - 4343x1984mm, EURO-NCAP ★★★★★

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	N/A	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	N/A	£34315
1.4 (204) 40 TFSI e auto Sport	282.5	7.6	25	27	£36400
1.4 (204) 40 TFSI e auto S line	282.5	7.6	25	27	£38680
1.4 (245) 45 TFSI e at S line Comp	235.4	6.8	29	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	N/A	£47520
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56100
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	N/A	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	N/A	£36265
Black Edition: add £1700 to S line (not 40 TFSI e), Carbon Black: add £4650 to RS 3, Vorsprung: add £6000 to S3 Black Edition, add £7250 to RS 3					

A3 Saloon - 4495x1984mm, EURO-NCAP ★★★★★

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	N/A	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	N/A	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	N/A	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	N/A	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	N/A	£36830

Black Edition: add £1700 to S line, Carbon Black: add £4650 to RS 3, Vorsprung: add £6000 to S3, add £7250 to RS 3

A4 - 4726x1842mm, EURO-NCAP ★★★★★

Model	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
2.0 (150) 35 TFSI auto Sport	45.6	8.9	142	22	£38325
2.0 (150) 35 TFSI auto S line	44.8				

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Q7 -505x1968mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£69120
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	£66990
3.0 V6 (280) 50 TDI quat at S line	34.9	6.5	213	43	£69730
Black Edition: add £4550 to S line, Vorsprung: add £2300 to S line, add £18950 to SQ7					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Q8 -4986x1995mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76335
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£97500
4.0 V8 TFSI (600) quattro at RS Q8	21.2	3.8	301	50	£112935
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£75700
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 POS: N/A					
95kWh (340) 50 quattro at Sport	283	6.0	0	49	£70115
95kWh (340) 50 quattro at S line	295	6.0	0	49	£75115
114kWh (408) 55 quattro at Sport	333	5.6	0	50	£80115
114kWh (408) 55 quattro at S line	348	5.6	0	50	£85115
114kWh (503) quat at SQ8 Black	270	4.5	0	50	£98215
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 POS: N/A					
95kWh (340) 50 quattro at Sport	292	6.0	0	49	£72615
95kWh (340) 50 quattro at S line	304	6.0	0	49	£77615
114kWh (408) 55 quattro at Sport	344	5.6	0	50	£82615
114kWh (408) 55 quattro at S line	361	5.6	0	50	£87615
114kWh (503) quat at SQ8 Black	278	4.5	0	50	£100715
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 POS: 71st					
2.0 (150) 35 TFSI auto Sport	45.6	8.9	141	33	£43350
2.0 (150) 35 TFSI auto S line	45.6	8.9	141	33	£45260
2.0 (204) 40 TFSI auto S line	45.6	7.1	141	32	£46255
2.0 (265) 45 TFSI quattro at S line	35.8	5.5	180	44	£53535
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845
2.0 (163) 35 TDI auto Sport	58.9	8.2	125	32	£45665
2.0 (163) 35 TDI auto S line	58.9	8.2	125	32	£47215
2.0 (204) 40 TDI quat auto S line	54.3	6.9	135	32	£49880
Black Edition: add £1750 to S line, Carbon Black: add £6400 to RS 5, Vorsprung: add £17900 to RS 5					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
RB -4426x1940mm, EURO-NCAP N/A					
DRIVER POWER POS: 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

BENTLEY					
Dealers: 23 / Warranty: 3 years/unlimited miles					
Flying Spur -5316x1988mm, EURO-NCAP N/A					
DRIVER POWER POS: 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 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
6.0 W12TT (635) auto Speed	18.8	3.8	340	50	£215000
6.0 W12TT (635) auto Speed Ed 12	18.8	3.8	340	50	£231200

Bentayga -5125x2010mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 V6 Hybrid (462) auto	83.1	5.3	82	50	£155500
3.0 V6 Hybrid (462) auto S	83.1	5.3	82	50	£185400
4.0 V8TT (550) auto	21.2	4.5	265	50	£164100
4.0 V8TT (550) auto S	21.7	4.5	294	50	£186865

Continental -4850x1966mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
4.0 V8TT (550) auto GT	23.3	4.0	263	50	£183500
4.0 V8TT (550) auto GT S	23.3	4.0	263	50	£206600
6.0 W12TT (659) auto GT Speed	20.9	3.6	308	50	£230500
4.0 V8TT (550) auto GT Convertible	22.6	4.1	266	50	£201800
4.0 V8TT (550) auto GT S Convertible	22.6	4.1	266	50	£227100
6.0 W12TT (659) auto GT Spd Conv	20.6	3.7	314	50	£253400

BMW					
Dealers: 192 / Warranty: 3 years/unlimited miles					
1 Series -4319x1799mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 72nd					
1.5T (136) 118i SE	49.6	8.9	130	20	£28750
1.5T (136) 118i Sport	49.6	8.9	130	20	£29800
1.5T (136) auto 118i SE	49.6	8.8	130	20	£30235
1.5T (136) auto 118i Sport	49.6	8.8	130	20	£31285
2.0T (265) auto 128i	40.9	6.1	157	29	£37410
2.0T (306) auto xDrive M135i	38.7	4.8	167	36	£41880
1.5 (116) 116d SE	62.8	10.3	119	16	£29955
1.5 (116) 116d Sport	61.4	10.3	120	16	£31440
1.5 (116) auto 116d SE	61.4	10.1	121	16	£32480
2.0 (190) auto 120d Sport	57.6	7.3	129	26	£36085
M Sport: add £1800 to Sport (not 118i manual)					

2 Series Gran Coupe -4526x1800mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 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

3 Series -4709x1827mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 46th					
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
3.0T (510) auto M3 Competition	28.8	3.9	223	41	£82535

	MPG/EV range	0-60mph	CO2	Insurance group	List price
3.0TT (530) at M3 Comp xDrive	28.2	3.5	228	41	£85445
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	59.3	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

3 Series Touring -4709x1827mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 46th					
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
3.0T (510) at M3 Comp xDrive	27.7	3.6	230	41	£87940
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	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 -4783x1852mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£50755
70.2kWh (286) at eDrive35 M Sport	288	6.0	0	38	£52255
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£58770
80.7kWh (340) at eDrive40 M Sport	352	5.7	0	36	£60270
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£72140

5 Series -5060x1900mm, EURO-NCAP N/A					
DRIVER POWER POS: 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
M Sport Pro: add £3000 to M Sport					

i5 -5060x1900mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
83.9kWh (340) at eDrive40 Sport	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					

i5 Touring -5060x1900mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
83.9kWh (340) at eDrive40 Sport	342	6.1	0	43	£69945
83.9kWh (340) at eDrive40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995
M Sport Pro: add £4000 to M Sport					

7 Series -5391x1950mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 -5391x1950mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
106kWh (455) at eDrive50 Excellence	379	5.5	0	50	£110765
106kWh (455) at eDrive50 Sport	379	5.5	0	50	£106265
106kWh (544) at eDrive60 Excellence	387	4.7	0	50	£117335
106kWh (544) at eDrive60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320
Pro: add £20445 to Excellence, add £23195 to M Sport					

8 Series Gran Coupe -4843x1902mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer -4386x1824mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.5	7.0	138	29	£36840
2.0T PHEV (245) at xDrive23i xDrive	353.1	6.7	19	27	£40070
2.0T PHEV (326) at xDrive23i M Sp	353.1				

DRIVER POWER POS: N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.5 TSI (150) V1	47.3	N/A	136	N/A	£32650
1.5 TSI (150) V1 Design Edition	45.6	N/A	141	N/A	£34295
1.5 TSI (150) auto V1	47.3	N/A	136	N/A	£34750
1.5 TSI (150) at V1 Design Edition	45.7	N/A	141	N/A	£36395
2.0 TSI (190) auto V1	41.6	N/A	154	N/A	£35325
2.0 TSI (310) at 4Drive V22 Des Ed	34.1	4.9	188	30	£44990
2.0 TSI (310) at 4Drive V23 Des Ed	34.0	4.9	189	33	£47710
1.4 TSI e-Hyb (245) at V22 Des Ed	214.7	7.0	31	30	£42320
1.4 TSI e-Hyb (245) at V23 Des Ed	213.5	7.0	31	31	£45980

Born - 432x1809mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
58kWh (204) auto V1	259	7.3	0	25	£41425
58kWh (204) auto V2	259	7.3	0	25	£56045
58kWh (230) auto V2 e-Boost	261	6.6	0	26	£68555
77kWh (230) auto V2 e-Boost	341	7.0	0	28	£96225

V3: add £1755 to 58kWh V2, add £1580 to 77kWh V2

Ateca - 439x1841mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.5 TSI (150) auto V1	41.8	9.3	153	17	£36045
2.0 TSI (190) auto 4Drive V1	35.2	7.2	183	24	£39825
2.0 TSI (300) auto 4Drive V21	31.7	4.9	202	30	£44000
2.0 TSI (300) auto 4Drive V22	31.7	4.9	203	31	£46700
2.0 TSI (300) auto 4Drive V23	31.7	4.9	202	32	£49640

V2: add £1785 to V1, V2N: add £2000 to V23

Formator - 4450x1839mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.5 TSI (150) V1	44.8	8.9	143	19	£32030
1.5 TSI (150) auto V1	42.3	8.9	151	19	£36620
2.0 TSI (310) auto 4Drive V22	33.2	4.9	193	33	£45070
1.4 TSI e-Hybrid (204) auto V1	239.2	7.8	28	24	£39895
1.4 TSI e-Hybrid (245) auto V21	190.8	7.0	33	26	£42550

V2: add £2430 to V1, V22: add £1865 to V1 e-Hybrid, V23: add £3240 to 2.0 TSI V22, V2N: add £3380 to 2.0 TSI V22

DACIA

Dealers: 127 / Warranty: 3 years/60000 miles

Sandero - 408x1848mm, EURO-NCAP ★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.0 Tc (90) Essential	53.3	12.2	119	11	£13795
1.0 Tc (90) Expression	53.3	12.2	119	12	£14795
1.0 Tc Bi-Fuel (100) Essential	52.3	12.2	109	8	£13795
1.0 Tc Bi-Fuel (100) Expression	52.4	12.2	109	8	£14795

Sandero Stepway - 409x1848mm, EURO-NCAP ★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.0 Tc (90) Essential	50.4	12.0	127	10	£15295
1.0 Tc (90) Expression	50.4	12.0	127	10	£16295
1.0 Tc Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 Tc Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 Tc (90) auto Extreme	45.6	14.2	140	7	£19145

Extreme: add £1350 to Expression

Jogger - 4547x1784mm, EURO-NCAP N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.0 Tc (110) Essential	48.7	11.2	130	13	£18295
1.0 Tc (110) Expression	48.7	11.2	130	13	£19595
1.0 Tc (110) Extreme	48.7	11.2	130	13	£20595
1.6 Tc e-Hyb (140) at Expression	56.5	10.1	109	15	£22995
1.6 Tc e-Hyb (140) at Extreme	56.5	10.1	109	15	£23995

Duster - 4316x1822mm, EURO-NCAP ★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.0 Tc (90) Essential 4x2	45.6	12.5	140	13	£17295
1.0 Tc (90) Expression 4x2	45.6	12.5	140	11	£18295
1.0 Tc Bi-Fuel (100) Essential 4x2	44.1	12.5	145	14	£17295
1.0 Tc Bi-Fuel (100) Expression 4x2	44.1	12.5	145	14	£18295
1.3 Tc (130) Expression 4x2	45.6	11.1	141	11	£19695
1.3 Tc (150) auto Journey 4x2	44.8	10.4	142	14	£23195
1.5 Blue dCi (115) Extreme 4x2	57.6	10.5	127	14	£22145
1.5 Blue dCi (115) Extreme 4x4	53.3	12.1	139	15	£24445

Journey: add £1500 to Expression, Extreme: add £500 to Journey (not Tc 90)

DS

Dealers: 196 / Warranty: 3 years/60000 miles

DS 3 - 4118x1791mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.2 P'Tech (100) Performance Line	49.6	10.9	128	15	£25990
1.2 PureTech (130) at Perf Line	46.3	9.2	135	20	£28550
1.2 P'Tech (130) at Esprit de V'age	46.3	9.2	137	22	£31010
54kWh (155) at E-Tense Perf Line	270	9.0	0	27	£37265
54kWh (155) at E-Tense Esprit de V	270	9.0	0	30	£39725

Opera: add £2310 to Esprit de Voyage

DS 4 - 4400x1830mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.2 P'Tech (130) at Performance Li	48.6	10.4	138	20	£32580
1.2 PureTech (130) auto Rivoli	48.6	10.4	138	20	£34940
1.5 B'HDi (130) at Performance Li	61.2	10.9	138	22	£34470
1.5 BlueHDi (130) auto Rivoli	61.2	10.9	137	22	£36830
1.6 Hyb E-Tense (225) at Perf Line	232.3	7.7	28	30	£40765
1.6 Hybrid E-Tense (225) at Opera	232.3	7.7	28	31	£43650

Esprit de Voyage: add £2415 to Rivoli (not BlueHDi), Opera: add £2690 to Rivoli (not BlueHDi)

DS 9 - 4934x1932mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.6 Hybrid E-Tense (250) at Rivoli+	361.0	8.1	22	41	£56000
1.6 Hybrid E-Tense (250) at Opera	361.0	8.1	22	N/A	£64600
1.6 Hyb E-Ten (360) at 4x4 Opera	185.0	5.6	35	N/A	£73415

Esprit de Voyage: add £1000 to 4x4 Opera

DS 7 Crossback - 4593x1890mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.6 Hyb E-Tense (225) at Perf Line	250.0	8.9	26	34	£44190
1.6 Hyb E-Tns (300) at P Line+ 4x4	249.8	5.9	26	40	£51890
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	40	41	£57390
1.5 B'HDi (130) at Performance Li	53.3	10.7	140	26	£36785

Performance Line+: add £2700 to Performance Line, Rivoli: add £1200 to Performance Line, Esprit de Voyage: add £2000 to Rivoli

(not 360) Opera: add £4650 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 / Warranty: 4 years/unlimited miles

Roma - 4656x1974mm, EURO-NCAP N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
3.9 V8TT (620) auto Roma	25.2	3.4	255	50	£170984

Portofino - 4594x1938mm, EURO-NCAP N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
3.9 V8TT (600) DCT Portofino	26.4	3.5	245	50	£166241

F8 - 4611x1979mm, EURO-NCAP N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
3.9 V8TT (720) auto F8 Tributo	26.2	2.9	246	50	£203516
3.9 V8TT (720) auto F8 Spider	25.7	2.9	250	50	£225297

812 - 4693x1971mm, EURO-NCAP N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
6.5 V12 (800) DCT 812 GTS	20.2	3.0	318	50	£293150

SF90 Stradale - 4704x1973mm, EURO-NCAP N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
4.0 V8TT (986) auto SF90 Stradale	46.3	2.5	154	50	£376048

FIAT

Dealers: 96 / Warranty: 3 years/60000 miles

Panda - 3653x1643mm, EURO-NCAP Zero

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14740
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16765
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16340
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17765

500 - 3571-3632x1900-1627mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16790
1.0 FireFly Hybrid (70) (Red)	55.4	13.8	115	8	£17790
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18290
42kWh (118) auto	204	9.0	0	17	£28195
42kWh (118) auto (Red)	199	9.0	0	17	£28195
42kWh (118) auto La Prima	194	9.0	0	18	£34195

500C: add £2650 to Hybrid, add £3000 to Electric

Tipo - 4386x1818mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.5T (130) auto Garmin	53.3	9.0	119	10	£28745
1.5T (130) auto Cross	53.3	9.0	119	11	£29245

500X - 4269x1796mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28515
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29975
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29975

Dolcevita: add £2650

600e - 4171x1781mm, EURO-NCAP N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
54kWh (156) auto Red	254	9.0	0	N/A	£32995
54kWh (156) auto La Prima	252	9.0	0	N/A	£36995

FISKER

Dealers: TBC / Warranty: 6 years/60000 miles

Ocean - 4773x1994mm, EURO-NCAP N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price	
113kWh (564) auto AWD Extreme	440	3.7	0	N/A	£60825
113kWh (564) auto AWD One	440	3.7	0	N/A	£60825

FORD

Dealers: 781 / Warranty: 3 years/60000 miles

Fiesta Active - 4021x1734mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.1 Ti-VCT (75) Trend	53.3	14.7	121	5	£19350
1.0T EcoBoost (100) Trend	53.3	10.8	125	5	£20100
1.0T EcoBoost (100) Titanium	53.3	10.8	126	5	£21200
1.0T EcoBoost (100) ST-Line	53.3	10.8	127	10	£22550
1.0T EcoBoost (125) Titanium	56.5	9.4	114	12	£22310
1.0T EcoBoost (125) ST-Line	56.5	9.4	115	13	£23660
1.0T E'Boost (125) auto Titanium	53.3	9.6	119	10	£23810
1.0T EcoBoost (125) auto ST-Line	53.3	9.6	120	15	£25160
1.5T EcoBoost (200) ST3	44.1	6.5	151	28	£27880

Titanium X: add £1500 to Titanium, ST-Line X: add £1330 to ST-Line

Fiesta Active - 4021x1734mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.0T EcoBoost (100) Active	53.3	10.8	127	10	£22550
1.0T EcoBoost (125) Active	56.5	9.4	116	13	£23660
1.0T EcoBoost (125) auto Active	53.3	9.6	121	10	£25160

Active X: add £1130 to Active

Focus - 4397x1825mm, EURO-NCAP ★★★★★

MPG/EV range	0-60mph	CO2	Insurance group	List price	
1.0T EcoBoost (125) Titanium	52.3	10.2	122	13	£28490
1.0T EcoBoost (125) ST-Line	52.3	10.2	124	13	£29320
1.0T EcoBoost (155) at Titanium	53.3	8.4			

	MPG/EV range	0-60mph	CO2	Insurance group	List price
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22700
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25650
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23900
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26850
1.5 T-GDi (159) N Line	N/A	8.4	148	16	£26655
1.5 T-GDi (159) auto N Line	N/A	8.8	142	16	£27865
2.0 T-GDi (280) at N Performance	33.6	5.4	191	26	£37735

Ioniq 5 - 4635x1890mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

58kWh (170) auto Premium	238	8.5	0	29	£43445
77kWh (228) auto Premium	315	7.3	0	36	£47610
77kWh (325) auto Premium AWD	298	5.1	0	40	£51110
84kWh (650) auto N AWD	TBC	3.4	0	N/A	£65000

Ultimate: add £3000 to 77kWh Premium, Namsan Edition: add £4720 to Ultimate

Ioniq 6 - 4855x1880mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 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

Bayon - 4180x1775mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 T-GDi (100) SE Connect	53.3	10.7	120	14	£21570
1.0 T-GDi (100) Premium	53.3	10.7	121	15	£23770
1.0 T-GDi (100) auto SE Connect	53.3	11.7	119	13	£22820
1.0 T-GDi (100) auto Premium	53.3	11.7	120	14	£25020
1.0 T-GDi (120) Premium	53.3	10.4	121	16	£24520
1.0 T-GDi (120) auto Premium	53.3	10.4	120	16	£25770

Ultimate: add £1300 to Premium

Kona - 4350x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.0 T-GDi (120) Advance	48.7	11.8	131	22	£25725
1.0 T-GDi (120) N Line	47.8	11.8	134	22	£27525
1.0 T-GDi (120) N Line S	47.8	11.8	135	23	£29925
1.0 T-GDi (120) auto Advance	47.0	11.7	136	22	£27525
1.0 T-GDi (120) auto N Line	44.8	11.7	142	22	£29325
1.0 T-GDi (120) auto N Line S	44.8	11.7	143	23	£31725
1.6 T-GDi (198) N Line S	43.4	7.8	147	30	£31725
1.6 T-GDi (198) auto N Line S	44.1	7.8	145	32	£33525
1.6 HEV (141) auto Advance	60.1	11.2	106	22	£30025
1.6 HEV (141) auto N Line	60.1	11.2	106	23	£31825
1.6 HEV (141) auto N Line S	60.1	11.2	106	23	£34225
48kWh (156) auto Advance	234	8.8	0	N/A	£43995
65kWh (218) auto Advance	282	7.8	0	N/A	£38595
65kWh (218) auto N Line	282	7.8	0	N/A	£40395
65kWh (218) auto N Line S	282	7.8	0	N/A	£43095

Ultimate: same price as N Line S

Tucson - 4500x1865mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 T-GDi (150) SE Connect	41.5	10.3	151	12	£31500
1.6 T-GDi (150) Premium	41.5	10.3	154	13	£33200
1.6 T-GDi (150) 48v at SE Connect	43.5	9.6	144	14	£33275
1.6 T-GDi (150) 48v auto Premium	43.5	9.6	146	15	£35275
1.6 T-GDi Hybrid (230) at SE Conn	49.6	8.0	127	18	£35940
1.6 T-GDi Hybrid (230) at Premium	49.6	8.0	130	19	£38140
1.6 T-GDi Hybrid (265) at Prem AWD	201.8	8.6	31	21	£41930

N Line: add £700 to Premium Hybrid, same price as Premium
 PHEV, N Line S: add £1700 to N Line, Ultimate: add £2700-£2740 to Premium

Santa Fe - 4785x1900mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 T-GDi HEV (230) at Prem 2WD	44.1	N/A	145	22	£43240
1.6 T-GDi HEV (230) at Prem 4WD	40.4	N/A	159	23	£45295
1.6 T-GDi PHEV (265) at Prem AWD	173.7	8.8	37	26	£49075
2.2 CRDi (202) at Premium AWD	N/A	9.2	178	N/A	£43725

Ultimate: add £3315 to Premium

INEOS

Dealers: TBC / Warranty: 5 years/TBC miles

Grenadier - 4895x1930mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0T (286) auto Utility Wagon	19.6	8.6	328	50	£65000
3.0T (286) auto Station Wagon	19.6	8.6	325	50	£76000
3.0D (249) auto Utility Wagon	25.2	9.9	286	50	£65000
3.0D (249) auto Station Wagon	25.2	9.9	286	50	£76000

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66215
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66215

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 / Warranty: 5 years/125000 miles

D-Max - 5265x1870mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.9D (164) Utility Double Cab	33.6	12.7	220	39	£32840
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£35540
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£39260
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£41060
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£57530
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37340
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£41060
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£42860
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£42860
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£59330

JAGUAR

Dealers: 84 / Warranty: 3 years/unlimited miles

XE - 4678x1967mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0T P250 at R-Dynamic HSE Black	34.2	6.7	186	33	£37600
2.0T P300 auto AWD 300 Sport	30.1	5.6	211	34	£43500
2.0 D200 auto R-Dynamic S	57.9	6.9	128	30	£33230
2.0 D200 at R-Dynamic SE Black	57.9	6.9	128	30	£35615
2.0 D200 at R-Dynamic HSE Black	54.5	6.9	137	31	£37695

XF - 4954x1987mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0T P250 at R-Dynamic SE Black	35.4	6.5	190	37	£40160
2.0T P250 auto R-Dynamic HSE	34.6	6.5	192	37	£42360
2.0T P300 auto AWD 300 Sport	31.1	5.8	205	39	£48145
2.0 D200 auto R-Dynamic S	56.8	7.1	131	35	£35660
2.0 D200 auto R-Dynamic SE Black	53.7	7.1	137	35	£38920
2.0 D200 at R-Dynamic HSE Black	52.7	7.1	140	36	£41115

Sportbrake: add £1800-£2020 (not R-Dynamic S)

E-Pace - 4395x1984mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0T P160 auto R-Dynamic S	35.8	9.9	179	35	£42700
2.0T P160 at R-Dynamic SE Black	35.4	9.9	181	35	£45280
2.0T P250 at AWD R-Dynamic S	32.7	7.0	196	35	£45455
2.0T P250 at AWD R-Dynamic S	32.2	7.0	198	35	£48035
2.0T P300e at AWD R-Dynamic S	197.0	6.1	32	24	£49440
2.0T P300e at AWD R-Dynamic S	191.7	6.1	33	24	£52020
2.0 D200 auto AWD R-Dynamic S	44.5	7.9	166	29	£43185
2.0 D200 at AWD R-Dyn SE Black	43.8	7.9	169	29	£45675

HSE Black: add £2635 to SE Black

I-Pace - 4682x2011mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 65th

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 POS: 50th

2.0T P250 auto AWD R-Dynamic S	30.7	6.9	210	35	£52560
2.0T P250 at AWD R-Dyn SE Black	30.2	6.9	213	35	£57150
3.0T P400 auto AWD 400 Sport	28.8	5.1	223	42	£69425
2.0T P400e at AWD R-Dynamic S	176.2	5.0	37	43	£60985
2.0T P400e at AWD R-Dyn SE Blk	174.0	5.0	37	43	£65715
5.0 V8 S/C P550 auto AWD SVR	23.5	3.8	274	50	£85180
2.0 D200 auto AWD R-Dynamic S	44.6	7.8	166	33	£48720
2.0 D200 at AWD R-Dyn SE Black	43.4	7.8	171	33	£53705
3.0 D300 at AWD R-Dyn SE Black	38.3	6.1	199	41	£60420

HSE Black: add £4170 to P250 SE Black, add £3620 to P400e SE Black, add £4160 to D200 SE Black, add £3695 to D300 SE Black

F-Type - 4470x1923mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0T P300 auto R-Dynamic	29.9	5.6	216	42	£62380
5.0 V8 S/C P450 auto 75	27.2	4.4	237	47	£78535
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	£103075

Convertible: add £5590 to P300/P450, add £5195 to P575

JEEP

Dealers: 66 / Warranty: 3 years/60000 miles

Avenger - 4084x1797mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.2T (100) Longitude	50.4	10.6	130	N/A	£23600
1.2T (100) Altitude	50.4	10.6	130	N/A	£25345
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	N/A	£25300
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	N/A	£27000
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	N/A	£29200
54kWh (156) auto Longitude	244	9.6	0	24	£34800
54kWh (156) auto Altitude	244	9.6	0	24	£36500
54kWh (156) auto Summit	244	9.6	0	25	£38700

Renegade - 4236x1805mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5T E-Hybrid (130) auto Limited	48.7	10.0	128	N/A	£30030
1.3T PHEV (240) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) auto Upland 4xe	141.2	7.1	45	24	£36500
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.1	46	25	£38500

Compass - 4404x1819mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5T E-Hybrid (130) Limited	50.4	10.0	128	20	£34580
1.5T E-Hybrid (130) High Altitude	50.4	10.0	128	20	£35080
1.5T E-Hybrid (130) S	50.4	10.0	128	21	£37580
1.3T PHEV (240) auto Limited 4xe	148.7	7.3	44	33	£41455
1.3T PHEV (240) auto 5xe	148.7	7.3	44	31	£44455
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44455

Wrangler - 4334-4882x1894mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0 GME (272) auto Rubicon 2dr	26.2	7.3	261	40	£60520
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£60285
2.0 GME (272) auto Overland 4dr	25.4	7.6	251	41	£60985
2.0 GME (272) auto Rubicon 4dr	23.5	7.6	269	41	£62520

Grand Cherokee - 4914x1979mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	N/A	£85615
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KGM MOTORS

Dealers: 63 / Warranty: 5 years/100000 miles

Tivoli - 4225x1810mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5 GDi-T (163) K30	40.1	N/A	161	18	£20495
1.5 GDi-T (163) K40	40.1	N/A	161	18	£22995
1.5 GDi-T (163) auto K30	36.9	N/A	175	18	£21995
1.5 GDi-T (163) auto K40	36.9</				

Range Rover Velar - 4797x2041mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price
2.0T P250 auto AWD S	30.1	7.1	214	37 £53735
2.0T P250 auto AWD Dynamic SE	29.9	7.1	216	38 £58110
3.0T P400 auto AWD Dynamic HSE	28.2	5.2	227	46 £70640
3.0T P400 auto AWD Autobiography	28.2	5.2	229	47 £77755
2.0T P400e auto AWD S	169.1	5.1	38	31 £64690
2.0T P400e auto AWD Dynamic SE	163.5	5.1	40	35 £68805
2.0D200 auto AWD S	43.7	7.8	169	36 £53405
2.0D200 auto AWD Dynamic SE	42.9	7.8	173	36 £57450
3.0D300 auto AWD Dynamic SE	38.6	6.1	192	42 £62850
3.0D300 auto AWD Autobiography	37.4	6.1	197	46 £74940

Dynamic HSE: add £5030 to P250 Dynamic SE, add £3675 to P400e Dynamic SE, add £5575 to D200 Dynamic SE, add £4975 to D300 Dynamic SE.

Range Rover Sport - 4946x2047mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price
3.0TT P400 auto AWD Dynamic SE	29.4	5.4	217	49 £89070
3.0TT P400 auto AWD Autobiog	28.9	5.4	221	50 £100810
3.0TT P460e auto AWD SE	392.6	5.3	16	50 £89925
3.0TT P460e auto AWD Dynamic SE	392.6	5.3	16	50 £92925
3.0TT P460e auto AWD Autobiog	380.6	5.3	17	50 £104665
3.0TT P550e auto AWD Autobiog	377.9	4.7	17	50 £113995
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50 £168500
3.0D300 auto AWD SE	37.7	6.3	197	47 £82000
3.0D300 auto AWD Dynamic SE	37.7	6.3	196	48 £85000
3.0D300 auto AWD Autobiog	36.9	6.3	201	50 £96740
3.0D350 auto AWD Autobiog	36.9	5.6	201	50 £100920

Range Rover - 5052x2047mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price
3.0TT P400 auto AWD SE	29.0	5.2	220	50 £105700
3.0TT P400 auto AWD Autobiog	28.4	5.5	225	50 £120600
4.4TT V8 P530 auto AWD Autobiog	24.3	4.4	264	50 £139600
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50 £168800
3.0TT P460e auto AWD SE	386.0	5.5	16	50 £115530
3.0TT P460e auto AWD Autobiog	368.9	5.5	18	50 £134810
3.0TT P550e auto AWD Autobiog	366.8	4.8	18	50 £138500
3.0TT P550e auto AWD SV	362.3	4.8	18	50 £161445
3.0D300 auto AWD SE	36.8	6.5	201	50 £102100
3.0D300 auto AWD Autobiography	35.7	6.5	207	50 £122000
3.0D350 auto AWD SE	36.9	5.8	201	50 £105200
3.0D350 auto AWD Autobiography	35.7	5.8	207	50 £125100

HSE: add £6300 to P400/D300/D350 SE, add £5940 to P440e SE

Range Rover LWB - 5252x2047mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

MPG/EV range	0-60mph	CO2	Insurance group	List price
3.0TT P400 auto AWD HSE 7st	28.1	5.8	228	50 £117200
3.0TT P400 auto AWD Autobiog 7st	28.1	5.8	228	50 £127035
4.4TT V8 P530 auto AWD Autobiog 7st	25.7	4.6	267	50 £141600
4.4TT V8 P615 auto AWD SV	23.9	4.4	268	50 £189200
4.4TT V8 P615 auto AWD SV Sig Suite	23.9	4.4	268	50 £204600
3.0TT P460e auto AWD Autobiog	366.4	5.6	18	50 £137380
3.0D350 auto AWD HSE 7st	35.2	6.1	210	50 £116700
3.0D350 auto AWD Autobiog 7st	35.3	6.1	210	50 £127100

Four seats: add £1165 to P400 Autobiography, add £600 to P530/D350 Autobiography

LEXUS

Dealers: 51 / Warranty: 3 years/60000 miles

ES - 4975x1865mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.5 Hybrid (218) at ES 300h Prem Ed	54.3	8.9	127	34 £40000
2.5 Hybrid (218) at ES 300h Takumi	54.3	8.9	125	38 £56365

F Sport: add £7115 to Premium Edition

LS - 5235x1900mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 Hybrid (359) auto LS 500h	36.2	5.4	176	47 £89175
3.5 V6 Hybrid (359) auto LS 500h F Sport	35.7	5.4	178	50 £96875
3.5 V6 H (359) at LS 500h AWD T'mi	31.0	5.5	208	50 £115680

AWD: add £7700 to standard car

LM - 5130x1890mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5 Hybrid (250) auto LM 350h	42.1	9.1	152	N/A £89305
2.5 Hybrid (250) at LM 350h AWD	39.2	9.1	163	N/A £92305
2.5 H (250) at LM 350h AWD T'kmi	39.2	9.1	163	N/A £112305

LBX - 4190x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 Hybrid (136) auto Urban	65.7	9.6	105	N/A £29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	N/A £32495
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	N/A £34495
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	N/A £38245
1.5 Hybrid (136) auto Takumi AWD	62.8	9.6	115	N/A £39545
1.5 Hybrid (136) at Original Edition	65.7	9.6	105	N/A £39995

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 39th

2.0 Hybrid (184) auto UX 250h	53.2	8.5	120	22 £34770
2.0 Hybrid (184) auto UX 250h F Sport	50.4	8.5	126	22 £42770
2.0 Hybrid (184) auto UX 250h E Sport	47.0	8.7	135	22 £42765
2.0 Hybrid (184) auto UX 250h F Spt E-4	47.0	8.7	136	22 £44875
72.8kWh (204) auto UX 300e	27.9	7.5	0	38 £47495
72.8kWh (204) auto UX 300e Prem	27.9	7.5	0	38 £50995
72.8kWh (204) auto UX 300e Takumi	27.9	7.5	0	38 £57095

F Sport Design: add £2200 to standard car, Takumi: add £4000 to F Sport, add £3250 to F Sport E-Four

NX - 4660x1865mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.5 Hybrid (242) at NX 350h 2WD	49.5	8.7	129	32 £44430
2.5 Hybrid (242) at NX 350h Tak 2WD	49.5	8.7	129	32 £58485
2.5 Hybrid (242) auto NX 350h	47.0	7.7	136	32 £45435
2.5 Hybrid (242) at NX 350h F Sport	44.1	7.7	144	35 £54985
2.5 Hybrid (242) at NX 350h Takumi	44.1	7.7	145	36 £59485
2.5 PHEV (306) at NX 450h+ Prem	313.9	6.3	21	38 £54950
2.5 PHEV (306) at NX 450h+ F Spt	313.9	6.3	21	40 £62200
2.5 PHEV (306) at NX 450h+ T'kmi	313.9	6.3	21	41 £65295

RZ - 4805x1895mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

71.4kWh (313) at RZ 450e Prem	27.1	5.6	0	44 £64500
71.4kWh (313) at RZ 450e Takumi	25.2	5.6	0	45 £74000

RX - 4890x1920mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.5 Hybrid (250) at RX 350h Premium	44.1	7.9	150	42 £62125
2.5 Hybrid (250) at RX 350h Takumi	44.1	7.9	145	43 £76625
2.4T Hybrid (371) at RX 500h F Sport	35.3	6.2	182	46 £77195
2.5 PHEV (309) at RX 450h+ Prem	256.8	6.5	25	44 £67100
2.5 PHEV (309) at RX 450h+ T'kmi	256.8	6.5	25	45 £81600

RC - 4700x1840mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

5.0 V8 (457) auto RC F	23.9	4.5	268	48 £76560
5.0 V8 (457) auto RC F Track Ed	23.9	4.5	268	48 £93310

LC - 4770x1920mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 Hybrid (359) auto LC 500h	34.8	5.0	184	47 £95515
5.0 V8 (464) auto LC 500	24.3	4.7	262	48 £95660
5.0 V8 (464) at LC 500 Convertible	24.1	4.8	275	48 £106385

LOTUS

Dealers: 18 / Warranty: 3 years/96000 miles

Eletre - 5103x2135mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

112kWh (612) auto Eletre	373	4.5	0	N/A £90750
112kWh (612) auto Eletre S	373	4.5	0	N/A £105750
112kWh (918) auto Eletre R	304	3.0	0	N/A £121250

Emira - 4413x1895mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0T (360) auto First Edition	N/A	4.2	195	N/A £78895
3.5 V6 S/C (400) First Edition	N/A	4.3	243	N/A £83095
3.5 V6 S/C (400) auto First Edition	N/A	4.3	243	N/A £84895

McLAREN

Dealers: 8 / Warranty: 3 years

Artura - 4539x1976mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 hybrid (680) auto Artura	61.5	3.0	129	50 £190460
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720S/765LT - 4543-4600x2059mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8TT auto 720S	23.1	2.9	276	50 £228560
4.0 V8TT auto 720S Spider	23.1	2.9	276	50 £251960
4.0 V8TT auto 765LT	23.0	2.8	280	50 £280000
4.0 V8TT auto 765LT Spider	23.0	2.8	280	50 £310500

GT - 4683x2045mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8TT (620) auto GT	23.7	3.2	270	50 £167560
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MASERATI

Dealers: 19 / Warranty: 3 years/unlimited miles

Ghibli - 4971x1945mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

3.0 V6TT (430) auto Modena	25.7	4.9	243	N/A £96165
3.8 V8TT (580) auto Trofeo	22.4	4.3	283	N/A £121745
2.0T (330) auto GT Hybrid	32.5	5.7	197	N/A £75945

Quattroporte - 5262x1948mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6TT (430) auto Modena S	25.7	5.0	250	N/A £113970
3.8 V8TT (580) auto Trofeo	22.8	4.5	280	N/A £142745

Grecale - 4847x1979mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0T (300) auto GT	32.1	5.6	199	N/A £61570
2.0T (330) auto Modena	31.4	5.3	203	N/A £67810
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A £99700

Levante - 5005x1981mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6TT (430) auto Modena	21.6	5.2	295	N/A £101880
3.8 V8TT (580) auto Trofeo	20.0	4.1	320	N/A £143225
2.0T (330) auto GT Hybrid	27.7	6.0	232	N/A £79550

GranTurismo - 4966x1957mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6TT (490) auto Modena	27.8	3.9
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	MPG/EV range	0-60mph	CO2	Insurance group	List price
DRIVER POWER POS: N/A					
2.0T (280) at 300 4MAT AMG Line	37.7	6.3	149	43	£61325
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.1	140	41	£59355
2.0 (291) at 300 d 4MAT AMG L Prm	49.6	6.4	171	44	£67895

	MPG/EV range	0-60mph	CO2	Insurance group	List price
EQC - 4762x1884mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
80kWh (408) at 400 4MAT AMG L	245	5.1	0	50	£74330

	MPG/EV range	0-60mph	CO2	Insurance group	List price
GLE-Class - 4924x2010mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0T (403) at 450 4MAT AMG Line	28.5	5.6	225	47	£82110
2.0 Hyb (388) at 400 e 4M AMG L	28.2	5.6	23	47	£87505
3.0T (435) auto AMG 53 4MATIC+	26.2	5.0	246	50	£93665
4.0 V8T (612) at AMG 63 5 4MT+	22.8	3.9	281	50	£141000
2.0 (289) at 300 d 4MAT AMG Line	39.8	6.9	187	44	£77985
3.0 (389) at 450 d 4MAT AMG Line	35.3	5.6	207	48	£81110
7 seats: standard on GLE 450, AMG 53, 300 d, 450 d					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
GLE-Coupe - 4941x2018mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 Hyb (388) at 400 e 4M AMG L	28.2	5.6	22	49	£95455
3.0T (435) auto AMG 53 4MATIC+	26.2	5.0	245	50	£103265
4.0 V8T (612) at AMG 63 5 4MT	23.0	3.9	280	50	£144860
3.0 (389) at 450 d 4MAT AMG L Pr+	34.9	5.6	212	49	£92810

	MPG/EV range	0-60mph	CO2	Insurance group	List price
EQE SUV - 4863x1940mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
89kWh (288) at EQE 350 AMG L	334	6.6	0	50	£90560
89kWh (288) at EQE 350 Business	319	6.6	0	50	£112260
91kWh (408) at EQE 500 AMG L	324	4.9	0	50	£108760
91kWh (408) at EQE 500 Business	320	4.9	0	50	£121760
91kWh (617) at AMG EQE 53 4MT	305	3.7	0	50	£133860

	MPG/EV range	0-60mph	CO2	Insurance group	List price
GLS-Class - 5209x2030mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	254	47	£110070
4.0 V8T (579) at 600 Maybach	20.2	4.9	317	50	£177455
4.0 V8T (579) at 600 May 1st Class	20.0	4.9	320	50	£181755
4.0 V8T (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153455
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	231	50	£108070
Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
EQS SUV - 5125x1957mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
108kWh (360) at EQS 450 AMG L	364	6.0	0	50	£129470
108kWh (544) at EQS 580 AMG L	363	4.6	0	50	£139470
Business Class: add £14325					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
G-Class - 4873x1984mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
4.0 V8T (585) at AMG 63 4MAT	17.2	4.5	369	50	£174665
3.0T (330) at 400 d 4MAT AMG Line	26.4	6.4	289	N/A	£131335
Carbon Edition: add £7000 to AMG 63, Magno Edition: add £18730 to AMG 63					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
CLE-Class Coupe - 4850x1861mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0T (204) auto CLE 200 AMG L	44.1	7.4	145	N/A	£46605
2.0T (258) at CLE 300 4MT AMG L P	39.8	6.2	162	N/A	£55745
3.0T (381) at CLE 450 AMG L Prem	36.7	4.4	176	N/A	£66265
2.0 (197) auto CLE 200 d AMG Line	60.1	7.5	123	N/A	£49060

	MPG/EV range	0-60mph	CO2	Insurance group	List price
AMG SL - 4700x1915mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0T (381) auto SL 43 Premium	30.1	4.9	206	50	£108165
2.0T (381) at SL 43 Premium Plus	30.1	4.9	212	50	£117165
4.0 V8T (476) at SL 55 4MT Prem+	21.9	3.9	299	50	£147715
4.0 V8T (585) at SL 63 4MT Prem+	21.9	3.6	299	50	£171965
4.0 V8T (585) at SL 63 4MT Perf	21.9	3.6	297	50	£179465
Touring: same price as Premium (not SL 63)					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
MG7 - 4018x1729mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.5 (106) Excite	42.3	10.4	152	7	£13820
Exclusive Nav: add £1700 to Excite					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
MG4 - 4287x1836mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 66th					
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy L Range	270	7.9	0	29	£32495
64kWh (435) auto XPower	239	3.7	0	40	£36495

	MPG/EV range	0-60mph	CO2	Insurance group	List price
MG5 - 4600x1818mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
52.5kWh (156) auto SE	214	7.7	0	32	£30995
Trophy: add £2500 to SE					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
ZS - 4314x1809mm, EURO-NCAP ★★★★★ (EV ★★★★★)					
DRIVER POWER POS: N/A					
1.5 (106) Excite	42.7	10.4	149	15	£17820
1.0t GDi (111) Exclusive	42.7	10.5	149	15	£21570
1.0t GDi (111) auto Excite	39.0	12.1	163	14	£20355
51kWh (176) auto EV SE	198	8.0	0	21	£30495
73kWh (156) auto EV SE Long	273	8.2	0	21	£32995
Exclusive: add £2300 to Excite, Trophy: add £2500 to EV SE					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
HS - 4574x1876mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.5 T-GDi (162) Excite	37.2	9.9	168	16	£23495
1.5 T-GDi (162) auto Excite	36.2	9.9	174	16	£24995
1.5 T-GDi (258) auto Excite Plug-In	155.8	6.9	43	27	£31095
Exclusive: add £2500 to Excite					

MINI

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 148 / Warranty: 3 years/unlimited miles					
Cooper - 3858x1756mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.5T (156) auto C Classic	47.9	7.7	133	N/A	£23135
1.5T (156) auto C Exclusive	47.9	7.7	134	N/A	£25335
1.5T (156) auto C Sport	45.5	7.7	139	N/A	£26635
2.0T (204) auto S Classic	45.6	6.6	140	N/A	£26700
2.0T (204) auto S Exclusive	45.6	6.6	140	N/A	£29735
2.0T (204) auto S Sport	44.8	6.6	143	N/A	£31035
41kWh (184) auto E Classic	190	7.3	0	N/A	£29920
41kWh (184) auto E Exclusive	190	7.3	0	N/A	£32145
41kWh (184) auto E Sport	190	7.3	0	N/A	£33445
54kWh (218) auto SE Classic	250	6.7	0	N/A	£34445
54kWh (218) auto SE Exclusive	250	6.7	0	N/A	£36645
54kWh (218) auto SE Sport	250	6.7	0	N/A	£37945

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Clubman - 4253x1800mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.5T (136) auto Cooper	47.1	9.2	136	20	£27440
2.0T (178) auto Cooper S	44.1	7.2	145	26	£30365
2.0T (306) at John Cooper Works	38.2	4.9	169	40	£41000

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Convertible - 3821x1727mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.5T (136) Cooper	47.9	8.7	134	21	£25890
1.5T (136) auto Cooper	47.9	8.7	135	22	£25890
2.0T (178) Cooper S	43.5	7.1	148	27	£29515
2.0T (178) auto Cooper S	45.6	7.1	141	28	£29515
2.0T (231) John Cooper Works	40.9	6.5	156	29	£35965
2.0T (231) at John Cooper Works	40.9	6.5	156	29	£35965

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Countryman - TBC, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.5T (170) auto C Classic	46.3	8.3	138	N/A	£29025
1.5T (170) auto C Exclusive	46.3	8.3	138	N/A	£31525
2.0T (218) auto S Classic ALL4	41.5	7.1	155	N/A	£3425
2.0T (218) auto S Exclusive ALL4	41.5	7.1	155	N/A	£36925
2.0T (300) auto JCW ALL4	36.2	5.4	177	N/A	£40425
66kWh (204) auto E Classic	287	8.6	0	N/A	£42025
66kWh (204) auto E Exclusive	287	8.6	0	N/A	£44525
66kWh (313) auto SE Classic ALL4	269	5.6	0	N/A	£47125
66kWh (313) at SE Exclusive ALL4	269	5.6	0	N/A	£49625
Sport: add £1200 to Exclusive					

MORGAN

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 18 / Warranty: TBC					
Super 3 - 3581-1840mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Roadster - 3700-3890x1680-1756mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0T (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0T (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0T (335) auto Plus 4	34.0	4.2	180	N/A	£81995

NISSAN

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Dealers: 221 / Warranty: 3 years/60000 miles					
Leaf - 4490x1788mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 42nd					
40kWh (150) auto Acenta	168	7.9	0	21	£28995
62kWh (217) auto e+ N-Connecta	239	6.9	0	21	£34945
N-Connecta: add £1500 to Acenta, Tekna: add £3000 to Acenta, add £1500 to e+ N-Connecta					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Juke - 4210x1800mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 64th					
1.0 DIG-T (114) Visia	48.7	10.7	132	13	£20985
1.0 DIG-T (114) Acenta	48.7	10.7	133	13	£22585
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£24585
1.0 DIG-T (114) auto Acenta	47.1	11.8	137	13	£24085
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£26085
1.6 Hybrid (143) auto N-Connecta	55.4	10.1	112	N/A	£28210
Tekna: add £1500 to N-Connecta, Tekna: add £1400 to Tekna					

	MPG/EV range	0-60mph	CO2	Insurance group	List price
Qashqai - 4394x1806mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 48th					
1.3 DIG-T (140) Visia	44.5	10.2	143	11	£27120
1.3 DIG-T (140) Acenta Premium	44.7	10.2	143		

	MPG/EV range	0-60mph	CO ₂	Insurance group	List price
3.0TT (450) auto Carrera 5	26.6	3.9	241	50	£120000
3.0TT (450) Carrera 4S	27.2	4.4	235	50	£126000
3.0TT (450) auto Carrera 4S	26.4	3.8	242	50	£126000
3.0TT (480) Carrera GTS	26.9	4.3	239	50	£132000
3.0TT (480) auto Carrera GTS	25.9	3.6	248	50	£132000
3.0TT (480) Carrera 4 GTS	26.2	4.3	244	50	£138000
3.0TT (480) auto Carrera 4 GTS	25.7	3.5	249	50	£138000
3.7TT (580) auto Turbo	23.3	2.9	275	50	£169100
3.7TT (650) auto Turbo S	23.3	2.8	275	50	£190600
911 Targa: same price as Carrera 4/4S GTS					

RENAULT

Dealers: 158 / Warranty: 3 years/60000 miles
 Zoe - 4087x1787mm, **EURO-NCAP** Zero
DRIVER POWER POS: N/A

52kWh (135) auto Techno	239	9.5	0	18	£31195
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Iconic: add £800 to Techno

Clio - 4050x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.0 Tce (90) Evolution	54.3	12.2	118	10	£17795
1.0 Tce (90) Techno	53.3	12.2	119	11	£19195
1.0 Tce (90) Esprit Alpine	53.3	12.2	120	11	£20595
1.6 E-Tech (145) auto Evolution	67.3	9.3	96	15	£21295
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£22695
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24095

Megane E-Tech - 4200x1768mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

60kWh EV60 (220) auto Equilibre	280	7.5	0	26	£34495
60kWh EV60 (220) auto Techno	280	7.5	0	27	£36495
60kWh EV60 (220) auto Iconic	280	7.5	0	26	£38495

Traffic Passenger - 5080-5480x1956mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 Blue dCi (110) Advance	39.2	16.5	186	N/A	£45955
2.0 Blue dCi (110) Advance LWB	38.7	16.5	187	N/A	£47605
2.0 Blue dCi (110) Extra	38.7	16.5	188	N/A	£47775
2.0 Blue dCi (110) Extra LWB	38.7	16.5	189	N/A	£49405
2.0 Blue dCi (150) Advance	39.2	13.6	186	N/A	£47935
2.0 Blue dCi (150) Advance LWB	38.7	13.6	187	N/A	£49585
2.0 Blue dCi (150) Extra	38.7	13.6	188	N/A	£49735
2.0 Blue dCi (150) Extra LWB	38.2	13.6	189	N/A	£51385
2.0 Blue dCi (150) auto Advance	38.2	11.6	189	N/A	£51565
2.0 Blue dCi (150) auto Advance LWB	38.2	11.6	190	N/A	£53215
2.0 Blue dCi (170) auto Extra	37.7	10.6	191	N/A	£53890
2.0 Blue dCi (170) auto Extra LWB	37.7	10.6	192	N/A	£55540

Captur - 4227x1797mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 34th

1.0 Tce (90) Evolution	48.7	13.3	131	12	£21495
1.0 Tce (90) Techno	47.9	13.3	133	12	£22995
1.6 E-Tech Hyb (145) auto Evolution	60.1	10.6	106	19	£24795
1.6 E-Tech Hyb (145) auto Techno	58.9	10.6	107	19	£26295
1.6 E-Tech Hyb (145) auto E-T Eng ed	60.1	10.6	107	20	£28395

Arkana - 4568x1821mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.6 E-Tech hyb (145) auto Techno	60.1	10.8	105	16	£26995
1.6 E-Tech hyb (145) auto Techno Alp	60.1	10.8	105	16	£28995
1.6 E-Tech hyb (145) auto Esprit Alp	58.9	10.8	107	16	£31295

Scenic E-Tech - 4470x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

60kWh (170) auto Techno	260	8.6	0	N/A	£37495
87kWh (220) auto Techno	379	7.9	0	N/A	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	N/A	£43495
87kWh (220) auto Iconic	369	7.9	0	N/A	£45495

Austral - 4510x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: 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	105	22	£36695
1.2 E-Tech hyb (200) auto Iconic Alp	60.1	8.4	105	23	£39195

ROLLS-ROYCE

Dealers: 6 / Warranty: 4 years/unlimited miles

Cullinan - 5341x2164mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.75 V12 (571) auto	18.1	5.2	341	50	£312800
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£356600

Ghost - 5545-5715x2148mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

120kWh (577) auto	323	4.5	0	50	£332000
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SEAT

Dealers: 128 / Warranty: 3 years/60000 miles
 Ibiza - 4059x1780mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 MPI (80) SE	53.3	15.3	119	3	£18595
1.0 MPI (80) FR	50.4	15.3	125	4	£20895
1.0 TSI (95) SE	54.3	10.9	118	9	£19045
1.0 TSI (95) FR	52.3	10.9	124	11	£21425
1.0 TSI (95) Xcellence	51.4	10.9	126	11	£21640
1.0 TSI (110) FR	52.3	10.2	123	12	£21840
1.0 TSI (110) Xcellence	51.4	10.2	124	12	£21895
1.0 TSI (110) auto FR	47.9	10.0	132	13	£22965
1.0 TSI (110) auto Xcellence	47.9	10.0	133	13	£23020

SE Technology: add £1035 to SE, FR Sport: add £885 to FR, Xcellence Lux: add £1215 to Xcellence

Leon - 4368x1911mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 TSI (110) SE	51.4	10.9	124	11	£23335
1.0 TSI (110) FR	50.4	10.9	127	12	£26820
1.0eTSI (110) auto SE	51.4	10.8	124	12	£26365
1.0eTSI (110) auto FR	50.4	10.8	128	12	£29110
1.5 TSI Evo (130) SE	51.4	9.4	124	18	£24905
1.5 TSI Evo (130) FR	50.4	9.4	127	16	£27150
1.5 TSI Evo (150) FR	48.7	8.7	131	18	£28445
1.5 eTSI Evo (150) auto FR	49.6	8.5	130	19	£30505
2.0 TDI (115) SE	65.7	10.2	112	16	£26275
2.0 TDI (150) FR	64.2	8.9	116	20	£30505

Leon SE estate: add £1275 (selected models), SE Dynamic: add £1520 to SE, FR Sport: add £1730 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 59th

1.0 TSI (95) SE	52.3	11.5	124	9	£21695
1.0 TSI (110) FR	53.3	10.3	121	12	£25110
1.0 TSI (110) Xperience	53.3	10.3	120	12	£25830
1.0 TSI (110) auto SE	47.9	10.1	134	11	£22980
1.0 TSI (110) auto FR	47.9	10.1	135	13	£26235
1.0 TSI (110) auto Xperience	47.9	10.1	134	13	£26875
1.5 TSI (150) auto FR	45.6	8.2	140	18	£26475

SE Technology: add £1030 to SE, FR Sport: add £1130 to FR, Xperience Lux: add £1610 to Xperience

Ateca - 4381x1841mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 63rd

1.0 TSI (110) SE	46.3	11.4	138	10	£27330
1.5 Eco TSI (150) SE	44.8	8.5	142	18	£29225
1.5 Eco TSI (150) FR	42.8	8.5	149	18	£31125
1.5 Eco TSI (150) Xperience	42.8	8.5	150	18	£31410
1.5 Eco TSI (150) auto SE	44.1	8.6	145	18	£30875
1.5 Eco TSI (150) auto FR Black Ed	41.5	8.6	153	19	£35860
1.5 Eco TSI (150) auto Xperience	42.2	8.6	151	18	£33180

SE Technology: add £845 to SE, FR Sport: add £2465 to FR, Xperience Lux: add £3180 to Xperience

Tarraco - 4735x1839mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5 TSI Evo (150) SE	41.5	9.9	155	18	£33415
1.5 TSI Evo (150) auto SE	39.2	9.5	165	20	£34995
1.5 TSI Evo (150) auto FR	38.2	9.5	169	20	£38980
1.5 TSI Evo (150) auto Xperience	36.7	9.5	175	20	£38015
2.0 TDI (150) SE	52.3	10.2	143	20	£35215
2.0 TDI (150) auto SE	51.4	10.1	143	19	£36255
2.0 TDI (150) auto FR	50.4	10.1	146	20	£40240
2.0 TDI (150) auto Xperience	48.7	10.1	151	20	£39270

SE Technology: add £1535 to SE, FR Sport: add £1950 to FR, Xperience Lux: add £1950 to Xperience

SKODA

Dealers: 135 / Warranty: 3 years/60000 miles

Fabia - 4108x1780mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.0 MPI (80) SE Comfort	55.0	15.6	116	4	£18600
1.0 TSI (95) SE Comfort	54.9	10.7	117	10	£19150
1.0 TSI (110) SE Comfort	55.5	9.9	116	12	£19500
1.0 TSI (110) SE L	55.1	9.9	117	12	£21135
1.0 TSI (110) Monte Carlo	54.5	9.9	118	13	£21835
1.0 TSI (110) auto SE Comfort	50.7	9.8	126	12	£22135
1.0 TSI (110) auto SE L	50.4	9.8	127	13	£21525
1.0 TSI (110) auto Monte Carlo	49.9	9.8	128	13	£22835
1.5 TSI (150) auto Colour Edition	51.7	7.9	124	19	£23065
1.5 TSI (150) auto SE L	51.5	7.9	124	19	£24000
1.5 TSI (150) auto Monte Carlo	51.1	7.9	125	19	£24700

Colour Edition: add £700 to SE Comfort

Scala - 4362x1793mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 TSI (95) SE	53.3	10.9	119	11	£20800
1.0 TSI (110) SE	53.3	10.0	119	13	£21600
1.0 TSI (110) auto SE	49.6	10.0	130	13	£22995
1.5 TSI (150) SE	51.4	8.2	124	18	£23075
1.5 TSI (150) auto SE	48.7	8.2	131	18	£24385

SE L: add £2160 to SE, Monte Carlo: add £3995 to SE (not TSI 95)

Octavia - 4689x1829mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 TSI (110) SE	54.9	10.8	116	13	£24540
1.0 TSI e-Tec (110) auto SE	56.1	10.5	114	14	£26580
1.5 TSI (150) SE	52.7	8.4	121	19	£25965
1.5 TSI (150) SE L	52.8	8.4	121	19	£28680
1.5 TSI e-Tec (150) auto SE L	53.6	8.5	119	20	£30670
2.0 TDI (245) auto vRS	40.8	6.7	157	27	£36355
2.0 TDI (150) auto SE L	64.9	8.7	114	21	£32200
2.0 TDI (150) auto 4x4 SE L Estate	55.1	8.6	134	20	£34800
2.0 TDI (200) auto vRS	56.8	7.4	130	26	£36505
2.0 TDI (200) auto 4x4 vRS	51.2	6.8	145	26	£37950

Octavia Estate: add £980-£2125

Superb - 4856-4861x1864mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5 TSI (150) auto SE	45.6	9.2	141	20	£31325
1.5 TSI (150) auto SE L	43.5	9.2	147	21	£34485
2.0 TSI (190) auto SE L	39.2	7.7	163	26	£36590
2.0 TSI (280) auto 4x4 SportLine Plus	33.6	5.2	190	32	£44790
2.0 TSI (280) auto 4x4 LrIn & KlemT	33.6	5.2	190	32	£45310
2.0 TDI (150) auto SE	57.7	9.1	128	22	£32780
2.0 TDI (150) auto SE L	56.5	9.1	132	23	£35985
2.0 TDI (200) auto SE L	53.3	7.9	140	27	£38335
2.0 TDI (200) auto 4x4 SE L	47.9	7.2	154	28	£40285

Estate: add £1280, SportLine Plus: add £4285 to SE L, Laurin & Klement: add £4495 to SE L (2.0 TSI/2.0 TDI 200 only)

Kamiq - 4241x1793mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 TSI (95) SE	52.5	11.2	122	11	£22780
1.0 TSI (110) SE	52.6	10.3	122	14	£23535
1.0 TSI (110) auto SE	48.9	10.4	131	13	£24880
1.5 TSI (150) SE	49.8	8.2	128	19	£25100
1.5 TSI (150) auto SE	49.7	8.2	128	19	£26400

SE Drive: add £805 to SE, SE L Executive: add £2810 to SE (not 1.0 TSI 95), Monte Carlo: add £3270 to SE (not 1.0 TSI 95)

Enyaq IV - 4649x1879mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

62kWh (179) auto 60	246	8.4	0	23	£38970
82kWh (204) auto 80	339	8.2	0	26	£42925
82kWh (204) auto 80 SportLine Plus	332	8.2	0	28	£48605
82kWh (265) auto 80x SportLine Plus	317	6.7	0	33	£50805
82kWh (299) auto vRS	321	6.3	0	36	£52670

MPG/EV range	0-60mph	CO2	Insurance group	List price
DRIVER POWER POS: N/A				
71.4kWh (201) auto Pure FWD	318	7.5	0	£42860
71.4kWh (201) auto Motion AWD	313	7.5	0	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	£47810
Vision: add £3600 to Motion				

MPG/EV range	0-60mph	CO2	Insurance group	List price	
RAV4 - 4600x1855mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 30th					
2.5 VVTi Hyb (218) at Design FWD	50.4	8.4	129	26	£39875
2.5 VVTi Hyb (222) at Design AWD	48.7	8.1	131	28	£42255
2.5 VVTi PHV (300) auto Design AWD	28.4	6.0	22	28	£44175
Excel: add £2985 to Design (not PHEV), GR Sport: add £4545 to Hybrid Design AWD, add £4815 to PHEV Design					

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Hilux - 5325x1855-1900mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
2.4 D-4D (150) Double Cab Active	29.1	13.2	255	41	£36007
2.4 D-4D (150) Double Cab Icon	30.0	13.2	246	41	£38595
2.4 D-4D (150) Dbl Cab Invinible	30.0	13.2	247	42	£41590
2.4 D-4D (150) auto Dbl Cab Icon	30.7	12.8	241	41	£40118
2.4 D-4D (150) auto DC Invinible	30.7	12.8	242	42	£43112
2.8 D-4D (204) D Cab Invinible	33.2	10.1	224	45	£41945
2.8 D-4D (204) D Cab Invinible X	33.2	10.1	224	45	£46005
2.8 D-4D (204) at DC Invinible	30.0	10.7	246	45	£43467
2.8 D-4D (204) at DC Invinible X	30.0	10.7	246	45	£47527
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	246	45	£49735
2.8 D-4D (204) at Invinible X AT35	30.0	10.7	248	45	£73226

MPG/EV range	0-60mph	CO2	Insurance group	List price	
GR Supra - 4379x1854mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0T (254) auto GR Supra Pro	38.6	5.2	161	34	£50545
3.0T (335) GR Supra	32.1	4.3	198	36	£54630
3.0T (335) GR Supra Pro	32.1	4.3	198	36	£57130
3.0T (335) auto GR Supra Pro	34.9	4.6	183	37	£58580

MPG/EV range	0-60mph	CO2	Insurance group	List price	
VAUXHALL					
Dealers: 338 / Warranty: 3 years/60000 miles					
Corsa - 4060x1765mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.2 (75) Design	53.3	12.4	118	10	£19625
1.2 (75) GS	53.3	12.4	121	12	£22605
1.2 Turbo (100) Design	52.3	9.3	117	16	£20525
1.2 Turbo (100) Ultimate	52.3	9.3	119	17	£25685
1.2 Turbo (100) auto Design	48.7	10.2	121	16	£22555
1.2 Turbo (130) auto GS	50.4	8.2	123	22	£26205
1.2 Turbo (130) auto Ultimate	50.4	8.2	123	23	£28385
50kWh (136) auto Design	222	8.9	0	24	£32390
50kWh (136) auto Ultimate	222	8.9	0	25	£34025
54kWh (156) auto GS	246	8.2	0	24	£35475
54kWh (156) auto Ultimate	246	8.2	0	25	£38585

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Astra - 4374x1860mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.2 Turbo (110) Design	51.4	10.5	123	17	£26960
1.2 Turbo (130) Design	51.4	9.7	123	19	£27560
1.2 Turbo (130) GS	51.4	9.7	124	19	£29855
1.2 Turbo (130) Ultimate	51.4	9.7	124	19	£32970
1.2 Turbo (130) auto Design	50.4	9.7	127	20	£29060
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31355
1.2 Turbo (130) auto Ultimate	48.7	9.7	130	21	£34515
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (180) auto Ultimate	256.0	9.3	27	25	£41050
1.6 PHEV (225) auto GSe	256.0	7.5	25	25	£41200
54kWh (156) auto GS	254	9.2	0	25	£37795
54kWh (156) auto Ultimate	254	9.2	0	25	£39795
54kWh (156) auto Ultimate	254	9.2	0	26	£42910

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Astra Sports Tourer - 4374x1860mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.2 Turbo (110) Design	50.4	10.8	125	17	£28160
1.2 Turbo (130) Design	50.4	10.0	126	19	£28760
1.2 Turbo (130) GS	49.6	10.0	128	19	£31055
1.2 Turbo (130) auto Design	49.6	9.9	128	23	£30260
1.2 Turbo (130) auto GS	48.7	9.9	130	23	£32555
1.6 PHEV (180) auto GS	282.5	7.7	27	27	£39135
1.6 PHEV (225) auto GSe	256.8	7.5	26	31	£43400
54kWh (156) auto Design	254	9.2	0	N/A	£39995
54kWh (156) auto GS	254	9.2	0	N/A	£41995
54kWh (156) auto Ultimate	254	9.2	0	N/A	£45110

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Combo Life Elec. - 4403x4753x1921mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
50kWh (136) auto Design	174	11.7	0	N/A	£34835
50kWh (136) auto Ultimate	174	11.7	0	N/A	£35945
50kWh (136) auto Design XL 7st	174	11.7	0	N/A	£34685
50kWh (136) auto Ultimate XL 7st	174	11.7	0	N/A	£36695

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Vivaro Life Electric - 4956x5306x1920mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
50kWh (136) auto Combi Medium	143	13.1	0	36	£37145
50kWh (136) auto Design Long	143	13.1	0	36	£43725
50kWh (136) auto Ultimate Long	143	13.1	0	36	£48795

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Crossland - 4212x1765mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 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

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Mokka - 4151x1791mm, EURO-NCAP N/A					
DRIVER POWER POS: 75th					
1.2 Turbo (100) Design	51.4	10.6	125	13	£24660
1.2 Turbo (100) GS	50.4	10.6	126	14	£27035
1.2 Turbo (136) Design	51.4	9.1	125	20	£25860
1.2 Turbo (136) GS	51.4	9.1	126	20	£28235
1.2 Turbo (136) Ultimate	51.4	9.1	126	20	£31455
1.2 Turbo (130) auto Design	47.9	9.2	134	20	£27275
1.2 Turbo (130) auto GS	47.9	9.2	137	20	£29880
1.2 Turbo (130) auto Ultimate	47.1	9.2	135	19	£33100
50kWh (136) GS	201	8.7	0	22	£38985
50kWh (136) Ultimate	201	8.7	0	23	£41295

MPG/EV range	0-60mph	CO2	Insurance group	List price
Grandland - 4477x1855mm, EURO-NCAP ★★★★★				

MPG/EV range	0-60mph	CO2	Insurance group	List price	
DRIVER POWER POS: 52nd					
1.2 Turbo (130) Design	46.3	10.4	139	15	£29620
1.2 Turbo (130) GS	46.3	10.4	140	15	£31880
1.2 Turbo (130) Ultimate	45.8	10.4	140	15	£35380
1.2 Turbo (130) auto Design	44.1	10.3	144	15	£31120
1.2 Turbo (130) auto GS	44.1	10.3	145	16	£33380
1.2 Turbo (130) auto Ultimate	44.1	10.3	145	17	£37030
1.6 PHEV (225) auto GS	192.0	8.9	29	24	£40955
1.6 PHEV (225) auto Ultimate	192.0	8.9	29	25	£44510
1.6 PHEV (300) auto GSe	235.4	6.1	27	35	£45850
1.5 Turbo D (130) auto Design	55.4	12.3	133	14	£32120
1.5 Turbo D (130) auto GS	55.4	12.3	134	15	£34380
1.5 Turbo D (130) auto Ultimate	55.4	12.3	134	16	£38030

MPG/EV range	0-60mph	CO2	Insurance group	List price	
VOLKSWAGEN					
Dealers: 223 / Warranty: 3 years/60000 miles					
Polo - 4074x1751mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 62nd					
1.0 (80) Life	51.4	15.5	124	1	£20730
1.0 TSI (95) Life	54.3	10.8	118	8	£21670
1.0 TSI (95) R-Line	54.3	10.8	119	11	£24070
1.0 TSI (95) auto Life	51.4	11.3	125	8	£23105
1.0 TSI (95) auto R-Line	50.4	11.3	127	11	£25505
1.0 TSI (110) auto Life	50.4	10.4	128	11	£26730
2.0 TSI (207) auto GTI	43.5	5.5	147	23	£29945
2.0 TSI (207) auto GTI Edition 25	42.8	6.5	151	24	£32335
Style: add £3340 to 1.0 TSI (95) Life manual					

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Golf - 4284x1789mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.0 TSI (110) Life	52.3	10.2	123	14	£26705
1.0 eTSI (110) auto Life	54.3	10.2	117	15	£28625
1.5 TSI (130) Life	52.3	9.2	122	17	£27315
1.5 TSI (130) Style	51.4	9.2	124	18	£29270
1.5 eTSI (130) auto Style	50.4	9.2	126	18	£31190
1.5 TSI (150) Life	51.4	8.5	126	19	£28025
1.5 TSI (150) Style	49.6	8.5	129	20	£29980
1.5 eTSI (150) auto Life	51.4	8.5	126	20	£29845
1.5 eTSI (150) auto Style	49.6	8.5	128	21	£31800
1.4 TSI PHEV (204) auto Style	313.9	7.4	21	24	£36800
1.4 TSI PHEV (245) auto GTE	235.4	6.7	27	27	£40650
2.0 TSI (190) at 4MOTION Black Ed	38.7	6.7	165	26	£36320
2.0 TSI (245) auto GTI	38.7	6.3	167	28	£39575
2.0 TSI (200) auto GTI Clubsport	48.7	6.7	166	29	£42095
2.0 TSI (320) auto R	36.2	4.7	176	31	£44310
2.0 TSI (333) auto R 20 years	36.2	4.6	175	31	£49875
2.0 TDI (115) Life	67.3	10.2	110	17	£28305
2.0 TDI (115) auto Life	62.8	10.4	117	17	£29850
2.0 TDI (150) auto Style	62.8	8.8	119	23	£33025
2.0 TDI (200) auto GTD	54.3	7.1	136	27	£37160
R-Line: add £645 to Style (1.5 TSI (not 130) auto), 2.0 TDI 150 auto), Black Edition: add £1500 to 1.5 TSI (150) R-Line					

MPG/EV range	0-60mph	CO2	Insurance group	List price	
Golf Estate - 4633x1789mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.0 TSI (110) Life	51.4	10.5	124	14	£28075
1.0 eTSI (110) auto Life	54.3	10.6	119	15	£29995
1.5 TSI (130) Life	52.3	9.4	123	17	£28685
1.5 TSI (130) Style	50.4	9.4	126	18	£30640
1.5 eTSI (130) auto Life	51.4	9.4	125	18	£30605
1.5 eTSI (130) auto Style	50.4	9.4	128	18	£32560
1.5 TSI (150) Life	49.6	8.7	128	19	£29295
1.5 TSI (150) Style	48.7	8.7	131	20	£31205
1.5 eTSI (150) auto Life	49.6	8.7	128	20	£32125
1.5 eTSI (150) auto Style	48.7	8.7	131	21	£33215



AE IF May 2024 continues as feverishly as it started, there's a danger it'll become the maddest month for motor cars, motorists and motoring. Not that mad necessarily means bad, right?

Despite the tumultuous nature of May's first week, it had its marvellous moments, too – including yet more positive noises about the Chinese and Koreans bringing all-new, affordable, accessible pure-EVs to the UK. Likely inclusions: the BYD Seagull that would need to be priced well under £15,000; the baby Land Rover-like Hyundai Casper that could weigh in sub £20,000; plus its sister micro-SUV, the Kia EV1, which should be a quarter of the price of the EV9 that tops out at a hefty £79,000. These are globally significant pure EVs residing in the sub-four-metre urban-car sector that's so popular among buyers in a Britain, where roads and parking spaces are tight, and disposable incomes for new cars are tighter still.

Early May also included nods of approval from across mainland Europe for Chinese firms to build factories in Hungary, Italy and Spain, with France's President Macron also expressing a desire to have one.

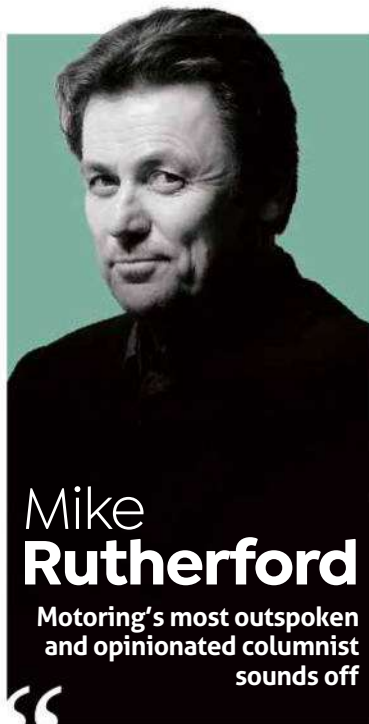
It's a classic if you can't beat 'em, join 'em approach from our continental cousins. But when it comes to the prospect of China (or Korea) creating jobs in the UK by building factories and state-of-the-art cars here – just as Japan did in the 1980s – there's a deafening silence. The Conservative Government is asleep at the wheel and about to crash and burn. As for Labour – it's been busily assisting with the re-election of London Mayor Khan, who'll continue the daily Congestion Charge of £15 on top of the £12.50 a day ULEZ tax, with an *additional* pence or pounds-per-mile 'system' now looking increasingly likely across the 607 square miles of Greater London that Labour rules.

Other memorable moments during week one of May included an admission from the UK's automotive industry that brand-new electric cars are still selling at disappointingly low levels to fleet buyers, while sales to private punters are, frankly, lousy. So buy cheaper, used EVs instead, the Society of Motor Manufacturers & Traders and others seem to be suggesting. But not before independent, highly qualified professionals check how much life is left in their equally second-hand batteries that are so costly to replace if/when they die.

At the same time, some of the SMMT's most influential companies dealt with the ongoing problem of underwhelming EV sales thus: Ford said it won't force them to the market when the demand isn't there. Land Rover continued to *not* offer a single pure-EV – but cheekily revealed its latest Defender with a *new* diesel (Page 14). Toyota made it known that its record profits were largely down to its hybrids rather than EVs.

And Ineos supremo Sir Jim Ratcliffe assured the Government (via its Telegraph 'house newspaper') that forcing him and other car makers down the pure-EV route as early as 2035 is "barmy". "Electric is fine for the short local journey," he said. "But should you decide to head off for the hills, forget it. Hence demand has dried up."

Mad or bad? You decide.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

When it comes to the prospect of China (or Korea) building state-of-the-art cars here, there's a deafening silence”

Do you agree with Mike?

Have your say at facebook.com/autoexpress @The_Rutherford

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