

BBC

NEW LOOK MAG!\*

\*Now with 26% more jokes

# Top Gear

MAY 2019 £4.90

NEW RETRO  
SECTION...  
BECAUSE  
OLD CARS  
ARE COOL



+

WHY DO NEW BMWs  
LOOK SO BAD?

# ELECTRIC

BEATS

# PETROL!

Posh SUV fight!  
New Evoque  
vs X2  
vs Macan

BABY DRIVERS  
WHEN DID  
F1 STARS  
GET SO YOUNG?

TESLA MODEL 3 OUTGUNS BMW M3  
SO ELON WASN'T TWEETING NONSENSE (FOR ONCE)







## A little rascal.

The Audi TT Black Edition.  
From £399 per month.

With black alloys, privacy glass and fixed rear spoiler, the Audi TT Black Edition has a look that's full of mischief. Available until 30 June 2019 on Personal Contract Hire\*, with an initial rental of £2,394.

See [audi.co.uk/blackedition](http://audi.co.uk/blackedition)

Official WLTP fuel consumption figures for the Audi TT Black Edition range in mpg (l/100km) from: Combined 33.6 (8.4) – 40.4 (7.0).

Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving CO<sub>2</sub> figures (known as WLTP). The CO<sub>2</sub> figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first ongoing approvals/changes. Please consult your Audi Centre for further information. Privacy glass from B-Pillar backwards. Image for illustrative purposes only.

\*No ownership option. Based on an Audi TT Coupé Black Edition 40 TFSI 197PS S tronic. 48-month Contract Hire agreement. Excess mileage charges apply and fair wear and tear charges may apply. All prices conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication 01/04/2019. Freepost Audi Financial Services.



NEDC equivalent CO<sub>2</sub> emissions: 161 – 138g/km.

results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and registration. For more information, please see [audi.co.uk/wltp](http://audi.co.uk/wltp) or consult your Audi Centre. Data correct at 20 March 2019. Figures quoted are for a range of configurations and are subject to change due

include VAT. 18s+. Subject to availability and status. T&Cs apply. Offer available for vehicles ordered by 30/06/2019 from participating Centres. Indemnities may be required. Offers are not available in



# PEUGEOT SUV RANGE

## NEVER HAVE SUVs GONE SO FAR



EXPERIENCE THE AWARD-WINNING  
PEUGEOT SUV RANGE



MOTION & e-MOTION

**PEUGEOT** RECOMMENDS **TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 3008 SUV range are: Combined 35.2 (8.0) – 56.3 (5.0) and CO<sub>2</sub> 132 – 106 g/km. For the PEUGEOT 5008

The fuel consumption you achieve, and CO<sub>2</sub> produced, in real world conditions will depend upon a number of factors: including the accessories fitted (post registration), variations in weather, driving styles and vehicle load. There is a correlation tool which converts WLTP figures to NEDC figures, however, these NEDCeq figures are based on the outgoing test cycle (NEDC\*\*) and will be used to calculate tax for first registration. Figures shown are for comparability. Models shown are a 2008 SUV Allure 1.2L PureTech 110 S & S, 3008 SUV Allure 1.2L PureTech 130 S & S with optional LED headlights, optional Grip Control® and optional Black Diamond Roof. 5008 SUV Allure 1.2L PureTech 130 S & S. Information correct at time of going to print.





**PEUGEOT**

PEUGEOT 2008 SUV range are: Combined 39.1 (7.2) – 67.0 (4.2) and CO<sub>2</sub> 133 - 93 g/km. For the PEUGEOT SUV range are: Combined 35.2 (8.0) – 56.3 (5.0) and CO<sub>2</sub> 132 – 106 g/km.

new test (WLTP\*) used to measure fuel consumption and CO<sub>2</sub> figures. The fuel consumption figures shown in this advert are calculated under the WLTP test. The CO<sub>2</sub> figures shown are NEDC equivalent (NEDCeq), calculated using EC purposes; you should only compare fuel consumption and CO<sub>2</sub> figures with other vehicles tested using the same technical standard. \*WLTP - Worldwide harmonised Light vehicles Test Procedure. \*\*NEDC - New European Driving Cycle. with optional Black Diamond Roof and optional Grip Control®. Award logos relate to the following awards: 3008 SUV won Best Medium SUV in the Carbuyer 2019 awards. 5008 SUV won Best Large SUV in the What Car? 2019 awards.





# #DontCrackUnderPressure



## TAG Heuer

SWISS AVANT-GARDE SINCE 1860

### TAG HEUER FORMULA 1 ASTON MARTIN RACING SPECIAL EDITION

Aston Martin Racing, the pursuit of beautiful. TAG Heuer, Swiss made dedicated to avant-garde. A perfect match for a #DontCrackUnderPressure mindset.

FLAGSHIP BOUTIQUE – 449 OXFORD STREET – LONDON





# WELCOME



CHARLIE  
TURNER

Editor-in-chief

@TopGearEditor

editor@bbctopgearmagazine.com

**E**lectric beats petrol. As headlines go, those three words carry huge significance, an impact I'm well aware is amplified when placed on the cover of the world's largest monthly car magazine. It's clearly a controversial statement but, such is the pace of change in our world, that a claim that only a matter of years ago would have been fanciful is now a reality.

While electric cars have beaten their traditional combustion-powered rivals in a number of key parameters since their inception, no EV has delivered pure driving thrills to match the heartland performance-car heroes. So when Elon tweeted that the "dual-motor, all-wheel-drive performance Model 3... will beat anything in its class on the track", we felt duty-bound to go and test the claim. The results will surprise many, irritate some and be instantly discredited by others, but the fact we're even debating if an EV can take it to an M3 on the track shows the relentless march of progress and should provide some hope for those of us who want to enjoy driving in the future, and not be transported in an autonomous box.

This punchy cover statement, and all it encapsulates, is the perfect way to kick off our first new-look issue. As the industry undergoes dramatic change, we've given your favourite mag a bit of a fettle. It's been designed to deliver more of the content you have always loved: this column (obviously); unrivalled access to the world's best cars; the most informed and opinionated columnists; honest, no-holds-barred appraisals of every car that matters (now complete with a harsher scoring system);

and a features section that takes you on a journey, offers escapism from the daily grind, introduces you to the most fascinating people in our world and bursts with new metal.

In addition, you'll notice a greater focus on covering and explaining the changes in our industry as the rise of the EVs continues. Also, while we look forward and help navigate the future, we're also keen to look back and celebrate. Our all-new Retro section will deliver a regular dose of the most iconic creations from the past... and Ollie's mouldy old Peugeot.

In short, in a world that is seeing ever-accelerating change, *TopGear* magazine, and the team tasked with delivering it, will help you navigate, celebrate and escape, wherever the road takes us.

Thank you for continuing to join us on the journey, and enjoy the issue,

*Charlie*

**"WE'VE GIVEN  
YOUR FAVOURITE  
MAG A BIT OF  
A FETTLE"**

facebook.com/  
TopGear

twitter.com/  
BBC\_TopGear



## DIRECTOR'S CUT



**Philipp Rupprecht**

"My first commission for TG, so I wanted to make a statement. Went fully backlit, lots of harsh shadows for maximum drama"



**Dan Read**

"Interviewing F1 rookie Lando Norris: he was on time, talkative and a gent from start to finish... He's got a lot to learn"



**Tom Ford**

"Idyllic, but a 40hr ferry in a Force 8 gale nearly finished me before we began. Had to tie myself to the bed... and not in a sexy way"





## CHARLIE TURNER

EDITOR-IN-CHIEF

**DEPUTY EDITOR** Jack Rix  
**MOTURING EDITOR** Oliver Marriage  
**ASSOCIATE EDITOR** Tom Ford  
**CONSULTANT EDITOR** Paul Horrell  
**EDITOR AT LARGE** Jason Barlow  
**SENIOR ROAD TEST EDITOR** Ollie Kew  
**STAFF WRITER** Tom Harrison  
**EDITORIAL ASSISTANT** Greg Potts

**BRAND MANAGING EDITOR** Esther Neve  
**HEAD OF COMMERCIAL CONTENT** Chris Mooney  
**EDITOR, TOPGEAR.COM** Vijay Pattni  
**DEPUTY EDITOR, TOPGEAR.COM** Stephen Dobie  
**DIGITAL EDITOR AT LARGE** Rowan Horncastle  
**SOCIAL MEDIA TEAM** Simon Bond, Olivia Morton  
**SUB-EDITOR** Tom Cobbe  
**DATA SUB-EDITOR** Craig Jamieson

## ART TEAM

**CREATIVE DIRECTOR** Andy Franklin  
**ART EDITOR** Elliott Webb  
**SENIOR DESIGNER** Peter Barnes

**DIGITAL ART DIRECTOR** Owen Norris  
**REPROGRAPHICS EXECUTIVE** Chris Rowles

## CONTRIBUTING EDITORS

Mike Channell, Chris Harris, Richard Holt, Timo Knees, Sam Philip, Dan Read, Rory Reid

## CONTRIBUTING PHOTOGRAPHERS

Lee Brimble, Mark Fagelson, Rowan Horncastle, Alex Howe,  
Jamie Lipman, Greg Pajo, Mark Riccioni, Philipp Rupprecht, John Wycherley

**ADVERTISING DIRECTOR** Jason Elson  
**HEAD OF PARTNERSHIPS** Phil Holland  
**GROUP TRADING HEAD** Dan Hellens  
**BUSINESS DEVELOPMENT MANAGER** Liam Kennedy,  
**SENIOR X-MEDIA SALES EXECUTIVES** Kit Brough,  
Lindsey Dobson

**REGIONAL BUSINESS DEVELOPMENT MANAGER**  
Jemma Rossiter  
**CLASSIFIED SALES EXECUTIVE** Alex McCarthy  
**INSERTS EXECUTIVE** James Law-Smith  
**DIGITAL SALES PLANNER** Isabel Burman

**DIRECTOR OF INTERNATIONAL LICENSING AND SYNDICATION** Tim Hudson  
**INTERNATIONAL PARTNERS MANAGER** Anna Brown  
**SYNDICATION MANAGER** Richard Bentley

**GROUP PRODUCTION MANAGER** Jo Beattie  
**PRODUCTION & REPRO DIRECTOR** Koli Pickersgill  
**CIRCULATION MANAGER** Gareth Viggers

**AD SERVICES COORDINATORS** Tony Dixon, James Webb  
**INSERT SERVICES COORDINATOR** Agata Wszeborska  
**PRODUCTION & AD SERVICES DIRECTOR** Sharon Thompson

**MARKETING MANAGER** Tom Townsend-Smith  
**MARKETING EXECUTIVE** Amy Donovan  
**SUBS MARKETING MANAGER** Sally Longstaff

**FINANCE DIRECTOR** Stephen Lavin  
**SENIOR MANAGEMENT ACCOUNTANT** Len Bright  
**MANAGEMENT ACCOUNTANT** Davina Swampillai

**PUBLISHING DIRECTOR** Simon Carrington

**GROUP PUBLISHING DIRECTOR** Alfie Lewis  
**CEO, IMMEDIATE MEDIA CO. LTD** Tom Bureau

**MANAGING DIRECTOR, TOPGEAR** Adam Waddell

## BBC STUDIOS, UK PUBLISHING

**DIRECTOR OF EDITORIAL GOVERNANCE** Nicholas Brett  
**PUBLISHING DIRECTOR UK** Mandy Thwaites  
**UK PUBLISHING COORDINATOR** Eva Abramik

**DIRECTOR OF CONSUMER PRODUCTS AND PUBLISHING**  
Andrew Moultrie

**EDITORIAL ADVISORY BOARD MEMBERS** Steve Goodman, Paul Luke, Anne Morrison, Alex Renton

WWW.BBCSTUDIOS.COM

© Immediate Media Company London Limited 2016

PRINTED BY WALSTEAD SOUTHERNPRINT IN THE UK



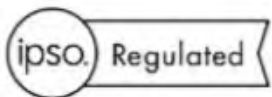
FOR MORE TOPGEAR VISIT TOPGEAR.COM



BBC TopGear magazine is owned by BBC Studios and produced on its behalf by Immediate Media Company Limited. BBC Studio's profits are returned to the BBC and help fund new BBC programmes

BBC Magazines/Immediate Media is working to ensure that all of its paper is sourced from well-managed forests. This magazine is printed on Forest Stewardship Council® (FSC®) certified paper. This magazine can be recycled, for use in newspapers and packaging. Please dispose of it at your local collection point

Text paper StellaPress HB, supplied by Stora Enso from Anjala Mill in Finland. Text paper NovaPress, supplied by Stora Enso from Veitsiluoto Mill in Finland



MAGAZINE IS PUBLISHED IN THE FOLLOWING TERRITORIES:

BULGARIA, CHINA, CZECH REPUBLIC, FRANCE, HONG KONG, INDIA, ITALY, JAPAN, LITHUANIA, MALAYSIA, NETHERLANDS, PHILIPPINES, PORTUGAL, RUSSIA, SINGAPORE,  
SOUTH AFRICA, SOUTH KOREA, SPAIN, SRI LANKA, TAIWAN, TURKEY, MIDDLE EAST (ENGLISH EDITION), MIDDLE EAST (ARABIC)

We abide by IPSO's rules and regulations. To give feedback about TopGear magazine, please visit immediate.co.uk,  
email editorialcomplaints@immediate.co.uk or write to BBC TopGear magazine, Immediate Media Co., Vineyard House, 44 Brook Green, London W6 7BT

# SUBSCRIBER OFFER

# SAVE 50%!



Pay £63.70 for  
26 issues when  
you subscribe  
to *TopGear*  
magazine –  
that's  
half  
price!

TWO  
YEARS FOR  
THE PRICE  
OF ONE

# TURN TO PAGE 60





# GRANDLAND X

## KEEPS CALM. CARRIES ON.



## 0% APR. £0 deposit.

Life's a journey. And there are few better ways to travel it than behind the wheel of a Grandland X.

[SEARCH GRANDLAND X OFFERS](#)



**VAUXHALL**  
British Brand since 1903

Fuel economy<sup>#</sup> and CO<sub>2</sub><sup>\*</sup> results for the Grandland X range. Combined mpg (l/100km) 37.2 (7.6) – 54.3 (5.3). CO<sub>2</sub> emissions: 128 – 111g/km.

Model shown is Grandland X Sport Nav 1.2 (130PS) with Metallic paint, dark-tinted rear windows, Winter Pack and Keyless Entry & Start. Offer subject to availability, on selected models at participating Retailers only. Conditional sale. Finance subject to status. Ts&Cs apply. Applicants must be 18+. Finance by Vauxhall Finance, CF15 7YT. 24-60 month term available. Offer applies to private individuals, Vauxhall Partners and small businesses 1-24 vehicles. Offer available on orders or registrations from 5 April to 4 July 2019. <sup>#</sup>Fuel consumption figures are determined according to the WLTP test cycle. <sup>\*</sup>CO<sub>2</sub> emissions figures are determined according to the WLTP test cycle however, a Government formula is then applied to translate these figures back to what they would have been under the outgoing NEDC test cycle, which WLTP replaces. The correct tax treatment is then applied. Figures are intended for comparability purposes only. The fuel consumption you achieve under real life driving conditions and CO<sub>2</sub> produced will depend upon a number of factors, including the accessories fitted after registration, variations in driving styles, weather conditions and vehicle load. Only compare fuel consumption and CO<sub>2</sub> with other vehicles tested using the same technical procedures. For more information contact your local Vauxhall Retailer. Correct at time of going to print.



ON ROAD. ON TRACK. **ON AVONS.**



ESTABLISHED 1885

 **AVON**  
TYRES



# CONTENTS

ISSUE 321 / MAY 2019

## FEATURES

### 062 TESLA vs BMW

Tesla Model 3 Performance takes the fight to the BMW M3. All because Elon got busy on Twitter

### 074 BABY F1

Back in the day, experience used to count for something; not so these days, when the F1 grid is populated by kids

### 078 LANDO NORRIS

We talk to one of the youngest of the new crop of Formula One drivers – the immensely talented Lando Norris

### 082 BENTLEY IN THE FAROES

The Conti GT is a shrine to leather and luxury. We take it to a tunnel underneath the Atlantic

### 094 KOENIGSEGG JESKO

Jesko is the name of the new 300mph Koenigsegg. It's also the name of Cvk's father. Coincidence? Of course not

### 102 MID-ENGINE ASTONS

We get studio time with Ferrari's nightmare: the new Aston AM-RB 003 and Vanquish Vision Concepts

### 116 BMW DESIGN

BMW has never shied away from controversial design. But maybe this time, it should have...

102



078

082



062



094

## TRENDING

FERRARI P80/C • KUGA • GAMING • TOP 9 • FUTURE

From Ferrari's latest one-off to Ben Fogle's dream garage – your one-stop shop for news, views and entertainment is here

012



## DRIVES

RR EVOQUE • SCALA • DS 3 • PISTA SPIDER • XE

Evoque vs X2 vs Macan in a battle of the handbags, the RS Megane Trophy leaves us lukewarm and Skoda keeps the Scala sensible

040



## RETRO

MZR 240Z • 306 RALLYE • PORSCHE 917 • TIMELINE

Datsuns in Bradford, the new R8 fights its grandad, our 306 barn find and a history of the stereo... Join us at nostalgia central

123



## GARAGE

GIULIA • VELAR • KODIAQ • A7 • MX-5 • SWIFT SPORT

This month it's hello to the Giulia, goodbye to the A7 and Swift Sport, and the Ateca and Kodiah have a bit of a tussle

132





# MARANELLO

■ #NEWCARS ■ #ENTERTAINMENT ■ #CARCULTURE



EVERYONE'S TALKING ABOUT

## FERRARI'S P80/C

Four years in the making, Maranello's latest one-off is for the hardcore enthusiast



# DING

■ # C E L E B R I T Y ■ # G A D G E T S ■ # G A M I N G

## WHO KNEW?

As it's not road-legal, there are no headlights. But there are 'ocular' apertures, so that the car doesn't look blind

**T**his is the P80/C, the latest in Ferrari's client-driven one-offs, and we'll stick our necks out and call it the best yet. Sure, any new Ferrari will provoke a debate so fierce it can get more heated than the sun, and these totally bespoke SP (special project) cars are often very personal interpretations of a theme. Former Ferrari CEO Amedeo Felisa says that the SP clients "effectively embody the marque, and go beyond just being a collector", and they certainly need to have the funds to back up the vision of designing their own car. Previous examples include

2009's P540 Superfast Aperta, a gold tribute to one of Federico Fellini's less successful films, as commissioned by the son of the bloke who invented American cable TV, and Eric Clapton's SP12 EC, which referenced his beloved 512 BB.

But the P80/C cranks things up a few notches: it's the most extreme one-off so far because it's also the first to use a racing car as its jumping-off point, which is a genius move in itself. Crucially that also means it's liberated from any road-car homologation requirements, enabling all involved to do something wilder than usual.

OK, so it's not a rebodied F1 car, but the P80/C is based on a 488 GT3 chassis, so its wheelbase is 50mm longer than the standard 488, as well as being fully combat-ready beneath the skin. This allowed Ferrari's Centro Stile to shift the visual balance forward, accentuating the rear end. Ferrari and its Corse Clienti division have raced so many of these cars now that they've got a mountain of aerodynamic data. The new car is said to be five per cent more efficient overall, and although elements of the rear diffuser are shared with the GT3, the front splitter and all the external surfaces are



unique. The body is made of carbon fibre; the most functional elements are left bare, the rest of the car finished in Rosso Vero.

Ferrari says that P80/C's aero treatment, in particular in the area above the engine bay, is influenced by the T-wing that appeared on the Scuderia's F1 cars in 2017, and helps reduce the length of the flow over the rear, providing a "strong recompression of the flow rearwards, reinforcing the downforce generated by the tail and the wing." More downforce, in plain English, and a serious commitment on a one-off.

Visually, the new car calls on a pool of historic references, including such beloved touchstones as the Le Mans 24 Hours-winning 250 LM, the Dino 206 S and especially the 330 P3/4, and is a contemporary homage to the period in Maranello history when the racing prototypes' styling licks would often transition to the road cars. But it's also determinedly doing its own thing: the side windows flow into the air intakes in a deliberate act of aesthetic disruption. Looked at from the side and above, there's more than a hint of Ford GT in the way the flying buttresses separate from the body, while the concave rear glass and aluminium louvres on the engine cover are another nod to the 330P3/4.

There are no head- and tail-lights to speak of, but a pair of small slashes in the bodywork at either end create what you might term an 'ocular' effect. Well, no one wants to look at a car with no eyes. Viewed directly from behind, a huge carbon-fibre wing predominates, but the clear line of sight into the car's 660bhp, 3.9-litre, twin-turbo V8 engine truly is something to behold. The P80/C also has an interesting duality: in race trim, it keeps the wing and uses 18in single-nut wheels, but the aero addenda can be removed and 21in wheels fitted to accentuate the car's form language.

"A Ferrari project always arises from a dream," design director Flavio Manzoni notes before adding pragmatically, "and then one also has to deal with the reality. This project was a way to evoke the spirit and power of those Sixties Sports Prototypes."

These things are highly subjective, of course, but we can confirm that it's the work of someone steeped in Ferrari mythology, with an acute aesthetic sense to match – not to mention a beautifully curated collection of other Ferraris, including two of the most revered historic racing cars. So although this is most definitely a one-off, it's no mere vanity project. It's a highly significant statement – for the lucky owner, but also for Ferrari. [Jason Barlow](#)



Roll cage and bucket seats are all well and good, but how do I get Radio 4?



## "A FERRARI PROJECT ALWAYS ARISES FROM A DREAM"





## COFFEE BREAK

What we're watching/  
listening/doing, while  
we should be working



### **Formula 1: Drive to Survive**

We're streaming this Netflix series about 2018's ups & downs – "It makes F1 way more enjoyable". SPOILER ALERT! May contain swearing from Haas



### **Six-hour Britpop playlist** It's spring... Wake up Boo!



**Foals – Everything Not  
Saved Will Be Lost Part 1**  
The Brit guitar band's new album has been getting us in the mood for going to press



### **This Time with Alan Partridge**

Alan's back at the Beeb! The series will have finished by now, but that won't stop us watching endless repeats on BBC iPlayer



**Off Menu with Ed Gamble  
and James Acaster podcast**  
Who knew food could be this funny?

TIMO KNEES

# DIARY OF A TEST DRIVER

Crack tester Timo Knees reports from the Arctic Circle, as he puts one of 2019's big launches through its final paces

**W**hen *TopGear*'s editor asked me if I'd write a diary of my life as a development driver, I immediately said yes, even before he got to the bit about not being able to pay me on account of recent budgetary restrictions.

Firstly because I hope that, in some small way, my story might inspire schoolkids to consider a career in the exciting world of automotive testing. But also because I have been stuck in Finland's frozen Kokapu testing facility, on my own, since September. The wi-fi went down six weeks ago. I need something to pass the time or I fear I may go crazy. My friend Niiko agrees. Niiko is an elk.

Growing up, I dreamed of being a development driver, risking my life to push the fastest new supercars to their very limits. And now I am living almost all parts of that dream, apart from the 'fastest' and 'supercar' bits, as lead tester for Rong Un Auto Works, the first North Korean manufacturer aiming to crack the global mainstream.

This is an exciting time in Rong Un's short, surprisingly bloody history, as we begin final testing on our all-new supermini, the Cheery Bong II. My mission is to ensure the new car surpasses its predecessor's high standards for reliability, refinement and 'not spontaneously bursting into flames'. It has been made clear that failure to achieve this mission is not an option.

No, Rong Un may not have the money of Porsche, Ford or Morgan, but what we lack in budget we make up in ingenuity, a can-do attitude, and thanks to the vagaries of North Korean employment law, the requirement to work shifts of up to 36 hours without a break. I would be honoured if you would join me on the Cheery Bong II's journey to production. And even more honoured if you would post me some books, ideally containing pictures of ladies.



PART  
ONE



If the standard one has 23-inch wheels, imagine what the RS version will look like



## CAR NEWS

# A3 GOES HANDS FREE

Meet AI:ME – the self-driving, plant-loving, all-electric hatchback of tomorrow

Audi doesn't specify exactly when you'll be able to summon this AI:ME self-driving city car to pick you up from bingo, probably because (as Paul Horrell explains on page 39) our driverless promised land is constantly slipping further into the future. However, it does paint a very clear picture of what its autonomous version of the Audi A3 will look like, once technology and legislation catches up.

Unlike the 2017 AI:CON concept (AI is Audi's autonomous sub-brand), which focused on long-range journeys and ditched the steering wheel altogether with Level 5 autonomy, the AI:ME is aimed specifically at urban driving. It's Level 4, so equipped to handle hands-off driving in designated parts of cities, but has a steering wheel and pedals to hand back control elsewhere. It's rear-wheel drive, all-electric with a 65kWh battery and has 168bhp at its disposal. But all this is inconsequential, says Audi, because when a computer is taking care of the driving, it's the interior ambience and functionality that matters.

First of all, it's big. Bigger than an A3 despite the same footprint on the road – you can thank shorter overhangs and a longer wheelbase for that. It has magnetic cupholders and plate holders so you enjoy a meal on the move... using metal crockery stolen from a prison canteen. Feel a food coma coming



Steering wheel folds away when not needed. Control panels on the door are in Corian, like your kitchen worktop



Actual vegetation helps to improve air quality, says Audi. We say, plant some strawberries for a tasty snack on the go



on? Stretch out using the foot rests under the dash, and stare at the actual plants growing from the ‘pergola’ in the back.

Snoozing shouldn’t be a problem, thanks to noise cancellation tech through the speakers. Or if you need entertaining, don a pair of VR goggles to watch a movie, browse the internet or transplant the car into an interactive fantasy landscape – such as the slopes of an erupting volcano.

From the outside, 23-inch wheels and rear-hinged doors offset mini-MPV proportions, while LED lights that stretch right over the wheelarches warn pedestrians of your arrival. It can even project images onto the road or surrounding walls, to let old ladies know they’re safe to cross the road.

Audi knows that once cars become self-operating, customers will be unlikely to own one outright, relying instead on ride-share apps. The advantage is you’ll be able to pre-configure your destination and entertainment demands before the car rocks up and, best of all, there’s no need to find a parking space when you arrive – the car will toddle back to the depot.

Welcome to a world where Audi does Uber. Problem is we haven’t the foggiest when it’ll happen. **Jack Rix**

**“DON VR GOGGLES TO WATCH A MOVIE OR BROWSE THE WEB”**



## SELF-DRIVING HEROES

Handing control to the computers is really nothing new



**Johnny Cab: Total Recall**  
A creepy robot chauffeur on a stick. Arnie didn’t approve



**Heathrow T5 Pods**  
Exciting in 2008, now smell like urinals in a kebab shop



**The DLR**  
Driverless trains in East London. Don’t go on strike



**The Tardis**  
No driver and can travel through time... hard to top



**Robot vacuum cleaners**  
Perfect for those who literally can’t be bothered to stand up



## CAR NEWS

# WELCOME TO KUGA TOWN

As you can imagine, the flow of electrons figures heavily...

If the headline didn't contain the word Kuga you might not have spotted it, but this is the new one. Ford's sucked it like a lozenge, smoothing off the edges, and the result is... well, a bit drab.

What's more exciting are the power options. Top of the bill is a plug-in hybrid. The electric-only range is 31 miles, enough to net it some handy tax breaks. Overall power output is 225bhp when everything's pulling together. There's also a standard hybrid, good for 50mpg, but that won't arrive for over a year.

And just as you thought diesel had gone to hide under a rock, here it is. Ford has added 48-volt mild hybrid tech so you've got 59mpg from the 1.5-litre and 50mpg from the 2.0-litre, which can also be had with AWD. Finally, the 1.5-litre three-cylinder petrol, as per the Focus, in 120bhp and 150bhp outputs.

Practical stuff: there's good room in the back, and those rear seats can slide, recline and warm your bum. Overall roominess is up, and the boot's bigger too. But then, it should be. The wheelbase is longer, but it's lighter by up to 90kg. The outgoing Kuga was a consistent top-10 seller in Britain, sandwiched between the Nissan Qashqai and the Kia Sportage, so this one has momentum behind it. [Paul Horrell](#)



## YOU CAN'T BUY TASTE



## CATERHAM 620S

Caterham has launched a configurator, and it's one of the best. Lots of options and no filter to stop you from building a hideously garish car (right) or the correct one (left).  
A triumph of procrastination.

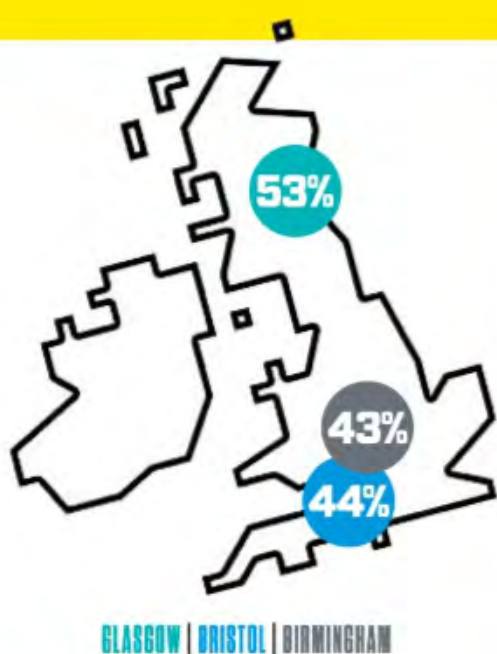






## BRITAIN IS FULL OF SWEARY MARYS

Road rage special! Glaswegians are the UK's biggest potty mouths, with 53 per cent admitting to traffic Tourette's, closely followed by Bristolians and Brummies. Cardiff is the goody two shoes – just nine per cent of drivers admitted to cursing on the road. Lying bastards.



GLASGOW | BRISTOL | BIRMINGHAM

IMAGES: GETTY, MANUFACTURER

## THE GRILL



FOUR QUESTIONS THEY REALLY DIDN'T WANT TO BE ASKED...

## ANDY PALMER

CEO, Aston Martin Lagonda

### 1 A Geneva stand with three concepts. Is this a business, or a rerun of the Lotus Paris 2010 vapourware-fest?

We've delivered three cars – DB11, Vantage, DBS – since I started our plan. The DBX is in pre-production so that's largely paid for. This flattens away the investment peaks.

### 2 So why is your share price falling?

I'm a petrolhead dreamer, but also, I like to think, a shrewd businessman who can prove the City wrong. There's been no new car company on the London Stock Exchange for 30 years. They don't understand we're not the same as the normal car industry.

### 3 Doesn't making a new car always require huge investment?

There's more carryover between cars than you'd expect – between the Lagonda and the DBX, or the Vanquish and the next DB11. And for our small-run cars, tooling is much cheaper. The Vulcan changed history for us. It was low investment [based on the One-77] and we saw we can take deposits from people for build slots. It brought us working capital.

### 4 A new hybrid V6 is a big-ticket item

Well, we have engineers. They did our turbo V12 and I didn't want to send them home. I want to make cars in the UK. But the UK doesn't know its arse from its elbow at the moment.





**“I STILL GET  
NOSTALGIC  
WHEN I SEE  
OLD MICRAS  
ON THE ROAD”**

PORTRAIT: FISHER CREATIVE



## MY LIFE IN CARS

BEN  
FOGLE

The presenter and adventurer talks animal ambulances and love for Land Rovers

**W**e definitely didn't have a standard family car while I was growing up. It was a miniscule Honda Acty camper van that my dad, who's a vet, had converted into an animal ambulance. I have two sisters, so there were three children, two golden retrievers and an African grey parrot to carry around. We all sat in the back around the operating table and played Monopoly.

It was noisy and there were often bits of different animals splattered around in it or oxygen bottles on the floor, but it was great – we'd go on trips to France and travel down to Sussex at weekends. It even had a green flashing light on the top.

We had that up until I was around 13, then by the time I was learning to drive we had a Toyota Space Cruiser. It was a highly advanced vehicle at the time and I loved it. Cars were purely functional for my parents, so I've never been obsessed with having the fastest or the best car – it's more about what they can do.

After I passed my test when I was 18 my dad bought me a grey Nissan Micra.

Unfortunately, he gave me the keys and I crashed it the very first time I took it out.

That was the first and the last crash I've ever had. I remember it vividly. Someone was in front of me indicating to the right and they initially moved to the left (obviously in order to do a full U-turn) but I thought they had just mis-indicated. So yeah, the car went off to the garage for a good month or so before I got it back and it was quite humiliating.

I put at least 100,000 miles on that car before we parted in 2001, though I think the extended family still use it, so it must have done crazy mileage by now. It was nicknamed Bubbles – I've no idea why. I still get nostalgic when I see old Micras on the road.

After that, I bought my first Land Rover. The Defender was the car I had been coveting all my life. It was the car that I always knew I would buy when I could afford it.

In 2001 I got a blue short-wheelbase 90 which I owned for a couple of years. Then I upgraded to a newer Defender which I had for about 15 years or so.



After that I dabbled with a Jeep Cherokee for a year or two. I love a boxy car, as you can tell. I kind of liked the Jeep but my heart lies with Land Rover and now I've got a soft-top Defender. It fits everything I need into it and does everything that I need it to do.

I can't wait to see the new one later this year. I think it'll be very hard to replicate the original. They're so unique in so many different ways. The classlessness of it is something I've always loved. It's an everyman vehicle. You could see the Queen in one, or a hard-working farmer, a drug dealer or a road-worker – that's something I think the price point and the curves of the new one might take away from. Saying that, though, I can't wait to take one out for a test drive.

I've also recently bought my second Land Rover Series 1 – it's my favourite car I've ever owned. I'd even say it's the greatest car ever built. Fast cars aren't my thing, and although I can appreciate good aesthetics, I just love my cars to be utilitarian.

MY  
DREAM  
GARAGE

Money no object, what Ben would buy...

ORIGINAL FJ40  
TOYOTA LAND CRUISER

I spent a lot of time in Latin America, and the FJ40 is king. I've desperately looked for one in the UK but no luck



## ICON BR

American company Icon adapt the FJ40, but they also do a very cool Ford Bronco called the BR – that's the vehicle that I'd have from them



## LAND ROVER SERIES 1

I'm in the incredibly lucky position to already own one of my three dream-garage cars. My Land Rover Series 1 is my happy place



## CAR NEWS

# 467,854 BRICKS LATER

First the Bugatti Chiron, now McLaren's Senna gets 1:1 Lego-fied

## WHO KNEW

Lego is the world's leading tyre maker, surpassing even Pirelli – it churns out 381 million every year

**W**hy are we showing you a photo of a McLaren pixellated and sent down a 56k modem? We're not. It's something vastly more wonderful. A Senna rendered in full size out of Lego. And it looks better than the real thing.

Not entirely out of Lego, mind. You can sit in its real Senna driver's seat, and twirl its real Senna steering wheel. The starter button is mounted in the correct position above your head. Press it and then tap the real Senna accelerator for a sampled V8 rev-up. Although the wheels and tyres are actual McLaren and Pirelli items, the brake discs and calipers behind them are plastic.

The statistics are quite mind-boggling. It uses 467,854 Lego pieces, and took 30 modelmakers 2,725 hours to build. Design and development, plus making the steel reinforcement frame, took another similar number of hours. The real thing takes 300 hours to assemble at the McLaren factory.

Downside? You can't pull it apart and build something else – the bricks are glued together for strength. Every section can withstand 50kg vertical load, in case some kid decides to use it as a climbing frame.

Out of the half-million parts, Lego designer Lubor Zelinka – also behind the full-size Lego Bugatti Chiron – says he used 20,000 specially designed pieces.

The doors, he says, do close, but not on hinges. They have to be taken off and wriggled into position. Not easy when they weigh 70kg each. In fact, the whole car is 1,700kg, making it surely the porkiest McLaren ever.

On a slightly more manageable scale, Lego also sells a £12.99 Senna kit. That one also uses special parts, but not as many as you'd think. For instance, its headlights are actually borrowed from Lego's fantasy figures line, where they're used as axe blades. [Paul Horrell](#)



## INSTA FAN

## WHY YOU SHOULD BE FOLLOWING... @YASIDDESIGN

Born in Mauritius, based in London, Al Yasid Oozeear is a designer whose Frankencar creations take inspiration from the gaming world he used to operate in, and transport us to a world we want to live in. A place where Beetles get jiggy with F1 cars and zero rules apply.





## THE GOOD

Looks stunning – even in that orangey red colour. £65k is a bargain too

Kamelo TG

### Itsniice

@markymarks76 TG

This is, in my opinion, the best looking coupe SUV. But that's like saying you have the best looking bulldog. As long as these cars keep the 911 cashflow coming in, I'm all for it.

Sideways 720S TG

I THINK I LIKE IT, WAS EXPECTING THE WORST

mod9 TG

LEAST STUPID LOOKING SUV COUPE THING SO FAR

John Parker f

## THE BAD

Panamera 3D on computer  
\*click scale button, drag up from right corner, click file, save as

@matt\_hooligan TG

Like someone took sandpaper to an Urus. Pass

@kuangeleven TG

COMMENTS:

# PORSCHE CAYENNE COUPE

## THE UGLY

N0000000  
00000000  
00000000

Charles TG

A GLOBAL WARMING MONSTROSITY AND BAD TASTE ROLLED INTO ONE

Russell Middleton f

### It looks dumpy...

Manicm TG

It's not a coupe. If I call a chicken a swan, it's still a chicken

Colin Wallace f

When will this s\*\*t show end?! :'[[(

Alexander Kislenko TG



**D**oes the world really need another fast SUV, especially one whose versatility is curtailed in the name of style? No, but since Porsche can make more money selling 256,255 cars – mostly SUVs – than Volkswagen does shifting umpteen million, the temptation to mine another profitable seam is overwhelming. Wonder what ‘ker-ching’ is in German?

Two engines are available at launch: the 3.0-litre, 335bhp V6 turbo, which'll hit 62mph in 6.0 seconds and reach 150mph, and the 4.0-litre 545bhp twin-turbo V8, that dusts 62mph in a

faintly silly 3.9 seconds and will reel in Autobahns at speeds of up to 177mph. No diesels here.

None of its rivals (Audi Q8, BMW X6, Merc GLE Coupe) is what you'd call a looker, but the Cayenne Coupe is a distinctive, typically well-resolved addition to the canon – Macan-plus rather than Cayenne-minus. The windscreen and A-pillar have a sharper rake, and the roof is 20mm lower than the standard car. The rear doors are new and the wheelarches more pumped, to the tune of 18mm. Those are the facts, here come the opinions. **JB**





## WATCHES

# THE SILVER FOX

Gianni Agnelli was not just a car industry giant but also had a bit of a thing about style...

If you inherit a business empire, what is your next move? Do you work hard to grow the company your family built up, or do you continue gadding about the place as an international playboy? If you are Gianni Agnelli, you do both.

When Agnelli took charge of Fiat in 1966, he quickly set his sights on a shopping list of Italian motoring jewels like Lancia and Ferrari. By the time he died in 2003, Agnelli had transformed the Turin automaker into a massive powerhouse, not only snorting up other car companies along the way, but also newspapers, vineyards and even a local football club called Juventus.

But as much as he will be remembered as a giant of industry worth billions, Agnelli also left a legacy that goes beyond his achievements in the boardroom. The Rake of the Riviera pursued countless glamorous women and took an interest in his appearance that was noteworthy, even for a man of an Italian persuasion. His own exquisitely particular style influenced the way that a generation of men saw clothes, shoes, neckties and, in particular, watches.

A favourite was Patek Philippe, but he was also seen wearing pieces by Audemars Piguet, Pulsar, Porsche Design, Eberhard and Omega. It was an oversized Omega Seamaster PloProf diving watch that could have inspired his best-known quirk of style: he would always wear a watch fastened very deliberately over the top of his shirt sleeve.

You may blame the Italian tailoring of the day, with slim shirt cuffs that didn't leave much room for a big diving watch. But Agnelli even wore his slender watches like this, so it is more likely that he just wanted to show off. This was a man, after all, who didn't care that the Testarossa was only available with a roof – when you're the boss, you have Ferrari build a Spider just for you.

But for all his flash, he managed to carry it off. The secret was looking like he wasn't trying too hard – even though he clearly was. And he continued to look razor-sharp, even as a silver-maned 80-year-old. He understood something that a lot of business types forget, especially in the watch industry. Substance is all very well, but if you don't have style, what have you got? **Richard Holt**





BLOW  
THE  
BUDGET

### PATEK PHILIPPE AQUANAUT

Back in Gianni Agnelli's day, you would never have seen a Patek Philippe in such a colour. Of course you can get still them in the style that L'avvocato would remember, because Patek understands as well as anyone the value of keeping the old guard happy. But these days everyone is cutting loose. And although the khaki rubber may be less familiar, the case is reassuringly precious white gold, and, if you flip it over, the open case back will show you a yellow-gold rotor powering an automatic movement that has been fashioned and polished by skilled craftspeople into a lovely little portable work of art.

[patek.com](http://patek.com); £30,390



UP TO  
£250

### MONDAINE ESSENCE

The company that made a name with Swiss railways clocks is now buffing up its green credentials with a watch that is made from renewable materials, like castor oil for the case, natural rubber for the strap and recycled PET bottles for the pouch. [mondaine.com](http://mondaine.com); £149



UP TO  
£1000

### FARER STANHOPE

This young British brand is quietly building a lot of fans as they expand the range with an increasing number of watches. All have Swiss movements – hand-wound in the case of this one, but also automatic and a few quartz – and crucially, the design is excellent. [farer.com](http://farer.com); £975



UP TO  
£3000

### TAG HEUER AUTAVIA

The Autavia name was first given to Heuer dashboard timers in the Thirties, then became the name of a wrist chrono in the Sixties. This year, Tag Heuer is launching a range of time-only Autavias, expanding a famous name to a wider audience. [tagheuer.com](http://tagheuer.com); £2,900





Bell & Ross | RENAULT  
FT TEAM  
OFFICIAL WATCH PARTNER

Bell & Ross

TIME INSTRUMENTS  
FROM THE COCKPIT TO THE WRIST



TOPGEAR TOP 9

## GARISH GRILLES



01

**BMW 7-Series**

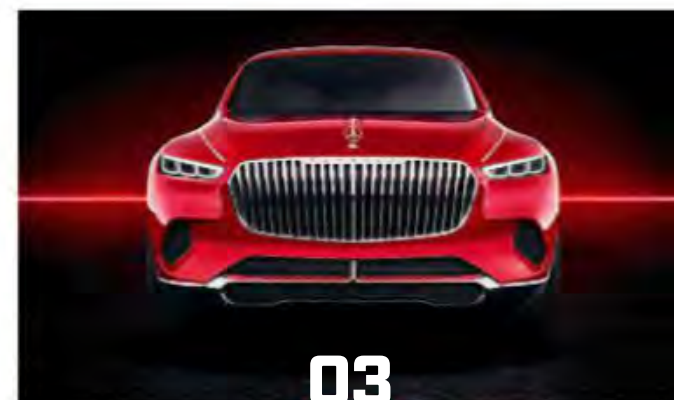
BMW says the new 7's monster-pig nostrils mean the lower bumper is less fussy, and the car looks more imposing. We think the designers didn't stand back and look at the whole car after they'd finished grafting on this conk. Angry Birds, anyone?



02

**Audi Q8**

Lots of marques use their flagships to make a massive grille statement. Audi especially loves making merry with mesh, and the A7 and A8 do just that. But the Q8's jutting gob takes the mickey. Come on, how insecure must you be to drive one of these?



03

**Vision Mercedes-Maybach Ultimate Luxury**

This odd jacked-up luxo-saloon sports one of the all-time giant grilles. What is the point of making the headlights such slim, intricate units, then clogging up the whole front with a mess of mesh?



04

**Rolls-Royce Phantom**

Rolls-Royce is the king among stately metal Parthenons ahead of the bonnet. It looks even more statesmanlike on the Phantom than the more bloated Cullinan. It's regal, it's self-righteous, it's car design shorthand for "Out of my way, peasants".



05

**Lincoln MKT**

The Americans will be back in this list, but here's a quick nod to Lincoln's MKT crossover, which has apparently been styled to resemble a wild tapir wearing Kanye West's shutter shades. Qashqai? Pah! 'Murica laughs in the polite face of your pathetic Euro-crossover.



06

**Lexus LS**

BMW owns the split double-oval grille. Audi owns the widemouth grille. What was Lexus to do, to grab its own slice of the mega-mesh pie? Answer: create the most angular, intricate, downright scary-looking mug ever affixed to a Japanese limo.



07

**Chevy Silverado Heavy Duty**

Here comes Team America. The 2020 Chevrolet Silverado Heavy Duty is more grille than front, really. It's just a giant gaping mouth, with a load bay behind. You get 910lb ft of torque, a 10spd auto 'box, and 43 square acres of supergrille.



08

**Ford F-Series Super Duty**

More chrome than an industrial accident at a bathroom furniture factory, with a Ford badge you could use as a medieval nettle shield. These truck faces have been getting blockier and brasher for decades now. Dare we ask – how will it end?



09

**Lexus LX570 S**

Having squeezed a whole chainlink fence onto the unsuspecting face of a luxury saloon, Lexus set about grafting the same features onto an ancient SUV it sells in the Middle East and Australia. Seriously, just buy a Land Cruiser.



# REPLACEMENT HIGH-FLOW AIR FILTERS™



## DESIGNED TO IMPROVE ENGINE POWER

This is the original High-Flow Air Filter™ invented by K&N®. It is made with layers of woven cotton for a washable filter that offers low restriction and high airflow for your engine. For better performance and value over the life of your car, you cannot go wrong with our most popular product.



**AVAILABLE FOR MOST CARS!**

**DROPS INTO YOUR FACTORY AIR BOX IN 5 MINUTES**

**CLEAN EVERY 50,000 MILES**

**UNDER NORMAL HIGHWAY DRIVING CONDITIONS**



**GUARANTEED TO INCREASE  
HORSEPOWER**

**ORDER YOURS ONLINE TODAY. [KNFILTERS.COM](http://KNFILTERS.COM)**

**50 K&N  
1969 YEARS 2019™**



GADGET OF THE MONTH

## GEAR

**Oculus Rift S**

With the impending launch of the Oculus Rift S, virtual-reality gaming is set to get a whole lot more powerful. The S will replace the original Rift and brings a higher-resolution display, brand-new sensors and updated handheld controllers to transport your movements into a whole new world from the comfort of your living room. The system runs on Oculus's own platform and connects to your PC – giving access to over 1,300 games. There's also a new, more comfortable headband and 'improved light blocking' so you'll be able to play until you forget what day it is. However, the new Passthrough+ feature means you can keep the headset on and see into the real world beyond.

What's that? Social interaction? No thanks. [oculus.com](https://www.oculus.com); \$399

ON  
THE  
RECORD

"Ummm... not quite sure how to say this, but Fernando Alonso Racing Team (FART), may not be the optimal name for an organisation... to use McLaren-speak. Fernando Alonso Motorsport Enterprises (FAME) might be a wiser choice..."

Joe Saward, F1 Journalist



GAMING

**DIRT RALLY 2.0**

Pass the pace notes, there's a new game called *Dirt Rally 2.0*, and you can download it now for your PC. Well, sort of. Released via online store Steam's 'Early Access' programme, the game is purchasable for £24.99 and playable today, but still very much in active development. So while there are already 17

cars from five decades of rallying – yes, including Group B – plus 32 stages, this is only a fraction of what you can expect as it evolves. An example of the nerdiness at work here: when you pitch your chosen tonne of metal into a slide on a loose surface, it calculates the amount of drag caused by gravel

bunching up against the tyre sidewalls... and you can feel that through the steering. That realism does mean a steeper learning curve, but also ultimately a more rewarding one. Expect to develop a new-found respect for the job Messrs Ogier and Meeke do every other weekend. [Mike Channell](#)



**TORO®**

## THE BRAND PROFESSIONALS TRUST

From Manchester United and Real Madrid football clubs to St Andrews Links, professionals count on Toro to deliver exceptional quality and results.



## POWERFUL IN BOTH DIRECTIONS

Every garden has that tough spot. One that gives you a hard time every time you mow. The playground set, fence corners, or rolling hills. Are you tired of putting your body through its paces? Take charge with the PowerReverse®, the easiest way to mow with power assist in both directions.

Learn more about the PowerReverse® at [TORO.COM/TOPGEAR](https://TORO.COM/TOPGEAR)  
or call 0800 781 1655 to request a brochure

©2019 The Toro Company. All rights reserved.



**POWERVERSE®**  
55 cm MOWER



## HERO

**MICK SCHUMACHER**

The 20-year-old son of Michael has announced himself at the top level – going second fastest in Bahrain in his first outing as a Ferrari F1 test driver. Chip off the old block.



01

The other stuff making us deliriously happy or horribly sad this month...

02

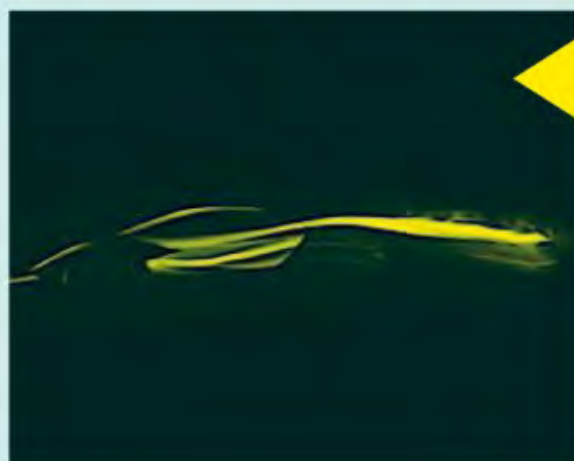
**BLOODHOUND IS BACK**

The mission to go beyond 1,000mph is back! To celebrate, Bloodhound's had a makeover. Credit to entrepreneur Ian Warhurst, who's saved the project with his own beer money.

03

**LOTUS TYPE 130**

No, not a slow-motion sneeze, but a cryptic glimpse of Lotus' first all-new car since 2008. An electric hypercar, no less, it'll be revealed in London later this year.



04

**ARES PANTHER**

Ares' 610bhp Huracán-based homage to the DeTomaso Pantera has finally shed its camo, and it looks as good as we hoped it would. Seven sold, 10 left. Chop, chop.

05

**ASTON RAPIDE E**

Aston's first EV is a 602bhp retro-fit Rapide with a range of 200 miles, an 800V architecture and a charging rate of 310 miles per hour. Nippy. Tech feeds future Lagondas.



06

**MERC GLB CONCEPT**

Designed to fill the sliver between GLA and GLC. Problem is, the real one won't get the chunky tyres and spotlights – thus sucking it back into the standard SUV soup. Boo.

07

**HYUNDAI N ROADSTER**

How very dare you, Hyundai? A hilarious April Fool's joke it might be, but showing us what this could look like, dangling the carrot, then snatching it away? Shame on you.



08

**FORD PUMA**

What's that hiding in the lasers? A new Ford Puma, apparently. Except not a lithe, agile coupe like we all remember, but a lard-arse SUV. An imposter! More angry words when we see it in June.

ZERO



# FUTURE

IT'S COMING.  
FORTUNATELY  
TOP GEAR IS  
HERE TO HOLD  
YOUR HAND



## UNBELIEVABLE TEKKERS

### HYUNDAI HAS REINVENTED THE WHEEL

#### SHOULD I CARE?

Probably not, but we'll plough on. This is Hyundai's vision of a future that involves replacing the majority of physical buttons with vast touch displays on the steering wheel.



#### SHOULD I BE SCARED?

If you're easily distracted, yes. You can adjust the volume, make and answer calls, listen to messages and cycle through the menu system on the instrument display in front of you, all by tapping away at the screens.



#### SHOULD I TELL MY FRIENDS?

Depends whether you value their friendship? We all like a bit of car chat, but this might be a bit niche for your local.



#### SHOULD I SPEND MY MONEY?

Not any time soon. The system still needs a lot of work before it's ready for public use, but secret customer clinics are underway. And not so secret journalist previews, of course.



## MYTH BUSTER

Debunking EV folk tales,  
one at a time



### "YOU CAN'T TAKE A EV THROUGH A CAR WASH... THE BATTERIES WILL CATCH FIRE"

We all know electricity and water don't mix. You wouldn't take a hair dryer into the bath, so you should never take an electric car through a car wash – you should only clean it gently with a soft, damp, lint-free cloth... only kidding. Electric carmakers have thought of this – everything high-voltage is thoroughly waterproofed. Of course, you can use an automatic car wash, or a bucket

## FACTOID

# 1900

### THE EV'S HEYDAY

28 per cent of  
cars produced in  
the US, and a third  
of those on NY  
roads, are electric...  
outnumbered only by  
disgruntled horses





and sponge if you're so inclined. Even a jet wash – just think of the force of water as you drive through motorway spray at 70mph. Jag claims the I-Pace can wade through water 500mm deep. That's up to your knee.

By that time, its main drive motors are completely submerged, so is its entire high-voltage battery. But you'll drive out of there as if nothing ever happened.

People say electric cars are dangerous, because of all those flammable lithium-ion batteries. To be fair, we've all heard about batteries catching fire, in laptops and phones, mainly. As a result, you're still not allowed to put them in your checked-in bags on airlines. Not to mention the actual plane batteries that went up in smoke a few years ago. And, yes, electric cars have caught fire.

Very few of them. You've probably seen photos of a burnt-to-a-crisp Tesla under a sensationalist headline. But look at the structure on an electric car that contains the battery, and the system that cools it. You're well protected. And have you seen what happens to the fuel tank when a petrol car catches fire? If petrol was invented today, it'd definitely be banned. [Paul Horrell](#)

## THINK TANK

# TOYOTA'S MOON BUGGY

Toyota: a brand that, until the GT86 and Supra, you probably associated with dependability. Sense. Tedium, perhaps. But now there's this. 'This' is a pressurised lunar rover, powered by fuel cells (like a Toyota Mirai) and able to travel 10,000km, or over 6,000 miles. Not on Earth, but in space. That's

because Toyota has teamed up with JAXA – the Japanese equivalent of NASA – to design a vehicle that'll accommodate up to four people on the Moon's surface, and with enough energy to drive a full lap of its chunkiest part. Perfect, then, for an average commute on UK's pockmarked roads.





# F A R E R

(Noun) Explorer  
Wayfarer, Seafarer, Farfarer.



## Different by design

Our watches are inspired by the halcyon era of watchmaking, when interesting colours and contrasting textures were combined with the very best craftsmanship. The new Farer Quartz Chronograph Split-Second Flybacks are high precision tool watches, powered by the super fast, highly accurate, ETA 251.294 FK PowerDrive Precision premium quartz movement.

Viewed through a beautiful, vintage style sapphire box case crystal, the dial is the defining feature of any Farer watch and this collection takes our use of colour combinations to new levels of detailing. Built around our classic 39.5mm diameter 316L high grade stainless steel case, developed to hold three chronograph button pushers, set at positions 2, 4 and 10 for the ultimate split-second timing.

FARER.COM



# CHRIS HARRIS



**How fast is too fast? And how slow is too slow?  
Chris unravels the compulsory speed limiter debate**

**The speed limiter debate puts anyone who loves driving** in a difficult position. If you stick your head above the parapet and suggest you think the European authorities have made a terrible decision, you find yourself in a tricky place: justifying lawless activity. I find that problematic, as I am a law-abiding citizen.

So perhaps the speed limiter debate – whether cars should have them fitted or not – is actually the wrong conversation. If speed limits were more reasonable in appropriate locations, then people wouldn't feel so aggrieved.

Is there any law more regularly flouted than the UK motorway speed limit? No. A good percentage of British citizens criminalise themselves daily, to the extent that you have to question the veracity of the law. If enough people ignore it – as they clearly do – then who does it serve? And to be absolutely clear, I wholly support 20mph limits in towns and variable limits during peak hours, but how anyone can argue that 90mph in a brand-new Audi A4 is unsafe at 9pm on the M4 is beyond me. These speed limits were set for the dynamic standards of the Ford Anglia.

The speed limit is just one of many political tools being used to try to kill the motorcar, so they will probably be reduced, not raised. Emissions are often cited as a reason for reducing limits, but that won't be relevant come the electric revolution, so that argument will just quietly disappear. And

this latest move, should it actually be introduced, could be the thing that kills the European car industry as we know it.

I'll tell you why. Carmakers are already bleeding from a vast technology shift away from diesel, poor Chinese sales and the cost of moving to the electric future they've been told is inevitable. Germany is the powerhouse of car production on this continent, and its profits come from making desirable, fast cars. Someone with a 2019 320d which can be driven freely isn't going to swap it for one that can only do 70mph in 2023. New car sales will collapse. Sales of high-margin sports car brands will effectively end in Europe, and Germany will be staring at a massive problem.

Which is just one of many reasons that make me wonder if this will happen. Germany bankrolls Europe, so why would it support legislation that will leave it financially weakened? Then there's the potential for litigation. You don't need to imagine a scenario where a car is overtaking and crosses into a lower speed limit zone, has its speed reduced (even if drivers will be able to override the system by flooring it) making it unable to complete the move and has a head-on, because it will happen. Hardware and software errors will happen too. And the US military may decide that the global GPS network, which it effectively controls, needs scrambling to unseat a nasty despot. That could be messy. So rather than reducing road deaths, as its conceivers claim, it may just produce new brands of accident.

But it is difficult to present any of this as a cogent argument, because in rubbishing mandatory speed limiters, you just stand accused of being some speed-renegade-lunatic, bent on killing people with your motorcar. A modern day Toad of Toad Hall.

**“THE SPEED LIMIT IS ONE OF MANY TOOLS  
BEING USED TO TRY TO KILL THE CAR”**



# POLE TO POLE EXTERIOR CAR CARE



PRE-WASH  
WASH  
PROTECT

PRESSURE WASH  
WITH AUTOGLYM POLAR

autoglym polar





# THE MIDDLE LANE

**TGTV script editor Sam Philip tackles the big crisis facing Britain today**



Britain's global influence may be receding faster than Prince William's hairline, but at least we're still world leaders in one automotive sector. Potholes. Big ones, small ones, some the size of your head – when it comes to potholes, we've got it nailed.

Last year, according to a recent RAC study, motorists reported over 500,000 potholes to local authorities. That's a rise of 44 per cent since 2015, though it's unclear whether that's because our roads are getting worse, or simply because Simon at Daventry Council HQ is finally bothering to answer all those calls to the Pothole Complaints Department hotline. (Who are these people? For most of us, surely, clanging a pothole is like leaving the barber with the exact opposite haircut of the one you asked for: inevitable, but not something you'd consider complaining about.)

The *Daily Mail* seized on this report as evidence of a 'pothole crisis' in Britain. Typical mainstream media, always doing Britain down. Let's shift the thinking on this. What if it's not a pothole crisis, but a pothole *opportunity*? You want fine food, visit Italy. Good weather? Southern Spain's for you. But if you want potholes – loads of potholes, really top-drawer potholes – come to the UK!

We've certainly got plenty. The RAC described those 500,000 reported potholes as "the tip of the iceberg", which is a somewhat

confusing metaphor, what with icebergs being the logical opposite of potholes. So how many potholes *do* we have in Britain? Well, that requires knowing what a pothole actually is.

In Worcestershire (yes, I looked this up), a divot must measure at least 20cm across to qualify as a pothole. But in neighbouring Gloucestershire, it's not officially a pothole until it reaches 30cm. (Road holes straddling the Gloucestershire-Worcestershire border? Don't even ask.) Scotland's Perth and Kinross Council recently reclassified its minimum pothole depth from four to six centimetres, which is the equivalent of reducing Post Office queues by making OAPs stand closer together.

So far as I can tell, there's nothing to stop councils redefining potholes as "large plant-eating mammals with prehensile trunks, long curved ivory tusks, and large ears," then immediately declaring their pothole problem solved overnight.

Certainly the government's current strategy doesn't seem to be working, despite recently boasting that "local authorities are fixing a pothole every 21 seconds". Last year, after allocating over £400m to fix Britain's roads, chancellor Philip Hammond was accused of prioritising potholes over criminals. But, to be fair, if you're a policeman on a pushbike, it's a lot easier to apprehend a pothole than a mugger on a moped.

*TopGear* has the answer. To eradicate the potholes, all we need to do is... nothing. Let potholes grow bigger and bigger, more and more numerous, the gaps between them smaller and smaller. Give it a few years, our entire road network will be one huge, smooth pothole, a few centimetres lower than before. Who needs the Grand Canyon when you've got the Nationwide Pothole?

**"WHAT IF IT'S NOT A POTHOLE CRISIS, BUT INSTEAD A POTHOLE OPPORTUNITY?"**



# THE SIMPLE WAY TO BUY NEW TYRES

At checkout, use code  
**TOPFIVE**  
for **5% OFF\***  
2 or more eligible tyres

T&Cs Apply



**2,000+**  
UK Fitting Centres



**1.5 MILLION+**  
Motorists Buy Their Tyres Online With Us



**2018/19 WINNER**  
Auto Express Best Online Tyre Retailer



 **blackcircles.com**  
click & fit<sup>®</sup> tyres

Blackcircles.com is the simple way to buy new tyres. Purchase your next set of tyres today to enjoy low prices, a tyre fitting appointment that suits you and first class customer care. \*Offer applies to Avon, Bridgestone, Kumho, Michelin and Yokohama tyres only and valid until 31/12/2019. Offer only eligible on qualifying orders of 2 or more eligible tyres. Blackcircles.com reserves the right to withdraw this offer or reduce discount value without prior notice. Code cannot be used in conjunction with any other Blackcircles.com promotion. Discount on cost of tyres only and excludes fitting, balancing, valves and disposal on fully fitted orders and excludes cost of delivery on mail order orders.



# FUTURE PROOF

**Paul Horrell, TG's human lidar sensor, on what's coming around the corner**



Back in the mid-2010s, we were ceaselessly told self-driving cars would be here in 2021–22. Lately, I've been asking some of the technology's most outspoken cheerleaders for a sitrep. Is that still the timing? In short, no. Not in a way a normal human, as opposed to an over-excited tech guru, would call self-driving.

Elon Musk said in 2015 that in 2017 a Tesla would go across the US without its 'driver' ever touching the controls. In 2019, it hasn't happened. I went for a ride around London in a self-driving Leaf two years ago. But it was an eerily quiet neighbourhood and the project leader admitted that to negotiate the middle of the city would need an almost unforeseeably cleverer system.

The other day I spoke to Philippe Klein, Nissan board member in charge of all this. Your firm used to say autonomy would be affordable in 2022: when will you have a car that will drive itself through the centre of a European city, avoiding the pedestrians and bikes? "I can't answer that. Probably five years in certain environments. Not driving around the Arc de Triomphe, though. For that, no one knows. The technology isn't ready. Nor the regulation. And then you will need social acceptance."

OK, let's move up the price chain. The BMW iNEXT technology flagship, to be launched in 2021, is claimed to be capable of

self-driving on a motorway, and in 2024 it might even allow the human to sleep until the off-ramp. Motorways being free of sharp bends, oncoming mopeds or pedestrians. I press BMW's head of R&D Klaus Fröhlich on when it'll drive me home to central London. No, he too says European cities are really difficult, and refuses to give a date. Yet he adds that once the tech arrives, laws will change fast. "If cities can solve their problems – congestion, pollution, accidents – of course they will allow it."

Launching the A8 in 2017, Audi called it the world's first car capable of 'level three' autonomy – going on major roads for long distances without the driver overseeing it. Then it emerged the car actually wasn't ready, because it would need a hardware update to meet the regulations. Regulations as yet unfinished. Now Audi's new CEO Bram Schot backpedals. "People underestimated the difficulty of legislation for level three, and of tech for level four." Anyway, he wonders if people want it. "There's an opportunity for level five in robotaxis, but for private cars I see little takeup."

Mercedes new-tech chief Jochen Hermann says the same. Taxis and vans will get it first, because there's a big cost saving in putting a paid driver out of work. "But for a private car it's so expensive." Wow, too dear, even for an S-Class.

According to BMW's autonomy chief, full self-driving won't happen until we see as-yet-unavailable computer power and algorithms come on stream, and better sensors, and changes in the law, and a connected AI centre to help the car out when it's baffled. Quite the laundry list.

Meantime, keep enjoying the DIY. The future is slipping further into the future.

**"VANS WILL GET SELF-DRIVING FIRST. THERE'S A COST SAVING IN PUTTING A DRIVER OUT OF WORK"**



# DRIV

**RANGE ROVER EVOQUE  
P300 R-DYNAMIC HSE**

£51,050



## ***The big test: small, posh SUVs***

The Evoque invented the trendy SUV. Now it's back to take on rivals that were inspired by the original

WORDS PAUL HORRELL PHOTOGRAPHY MARK RICCONI

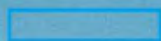


# ES



## **BMW X2 XDRIVE 20D M SPORT X**

**£39,140**



## **PORSCHE MACAN 2.0**

**£46,344**



**T**he first Evoque needed explaining, all right. A sport utility vehicle deprived of the utility... what was that all about? Well, it turned out that the world adores this mysterious idea. And so it came to pass that over the course of a single eight-year generation the Evoque went from the car that nobody understood to the car that needs no introduction.

As the car industry loves to do with a successful format, the Evoque has been boxed into a stereotype and made a 'sector'.

BMW made the X2 as a direct rival, so we brought one along. Lexus has its new UX. Audi is on course for its own rival, a low-roof Q3 counterpart called the Q4 (not to be confused with the all-electric Q4 e-Tron which it's also launching in a couple of years). Mercedes will shortly replace its GLA too.

Our third car here might at first be a surprise. The Porsche Macan is bigger, and longitudinally engined so it can be amped up to take a whole lot more power than the other two. In the past we've compared it with the Jaguar F-Pace. As you'll know because you

have a PhD in automotive platforms, Range Rover's mirror of the F-Pace is a Velar, not an Evoque. But never mind the engineering, because sure as eggs is eggs, the buyers don't mind the engineering.

All three cars cost roughly the same in the outfits presented here, so they're rivals, and there's an end to the matter. At first blush the Evoque seems avariciously priced, but it's actually no more than the previous generation, and that found lots of buyers. The base-model Macan looks well-equipped, and let's not forget *it's a Porsche, folks*.





“THE EVOQUE WON’T FIT MUCH OF A  
HAUL FROM BICESTER VILLAGE”



Thames Flood Barrier  
failing to hold back the  
tide of expensive SUVs







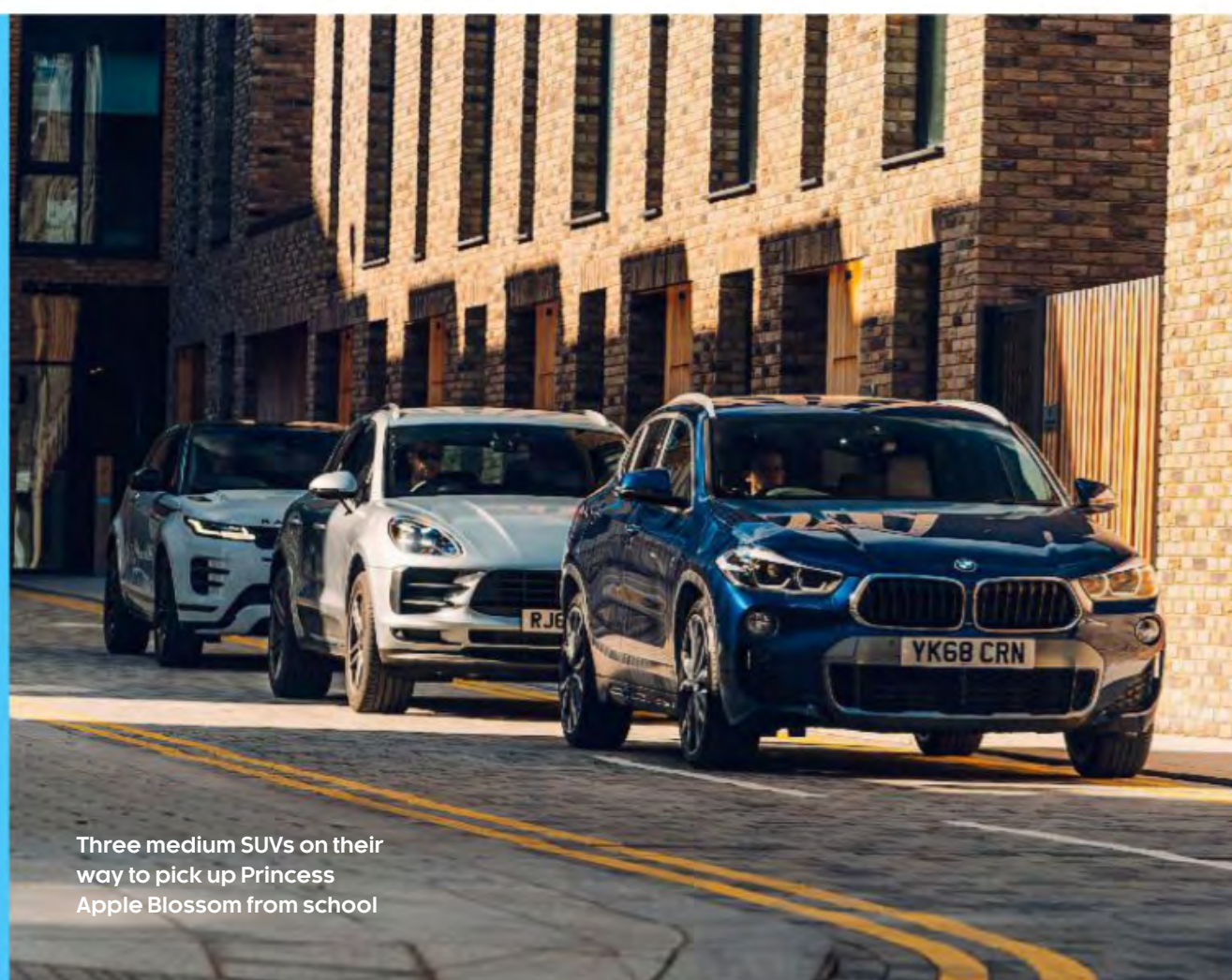
Engines also throw up a slight anomaly. Until the BMW arrives as X2 M35i, there's no quick one in the line-up, so we're using a 190bhp diesel. But Porsche says diesel is history and so the basic Macan has a petrol, of two litres and 245bhp. The Range Rover is also a 2.0-litre petrol, here in 300bhp tune. If you pay company car tax, the costs will diverge pretty wildly on account of the CO<sub>2</sub> difference: almost 190g/km with the petrols and a dramatically lower 124g/km for the diesel. And the consumption difference will bite if you buy your own fuel. The petrols are quieter and more fun to use, yes, but in objective terms they represent a whole bunch of expense just to save one scant second on the 0–62mph sprint.

The Evoque doesn't feel like 300bhp anyway. That'll be the effect of its heffalump mass – it's all but two tonnes, which is an unflattering bit of spec when they say it's an all-new car. Still, its mild hybrid system means economy isn't too shocking, and it also helps shorten turbo lag. This is quite a pleasant engine installation, smooth at low revs, zingy high up and only a bit grumbly in the middle. The transmission's nine speeds feel like too many and it's not always decisive in choosing between them. But that 'box does have one advantage: a super-low first that's useful off-road.

The Macan has a quick-witted seven-speed DCT. This, together with slightly less weight, plus some other magic not explained by the spec sheets, makes it overdeliver on its quoted power. It actually feels notably quicker than the Evoque, even if its engine doesn't hit the big revs as willingly as the Evoque's does.

Meanwhile, the BMW's diesel is less of a handicap than you'd think. Versus the Evoque it's lighter by four grown men, which does it a world of good. It's a notably quiet and free-revving engine, given the oily stuff it burns, and, as always with the Bavarians, the automatic gearbox is on-point. But when you're aiming at A-road overtakes, the petrol cars definitely have the legs of it.

Into some corners now. The Evoque's steering is light but has a damped, almost viscous quality to it. So does the whole car. It changes direction when you've deliberately asked, and not before. It's not without feel, but basically trucks around a bend without influence of throttle inputs. It's tidy, thanks to progressive build-up of roll, and it's supple enough not to be bothered by bumps on the way around. The ride seems a little firm for a Land Rover product, but then you drive the Porsche or BMW and forgive it. In town it's compliant, and on the motorway it stays nicely supple and doesn't kick up much tyre noise.



Three medium SUVs on their way to pick up Princess Apple Blossom from school



## RANGE ROVER EVOQUE

1. Rear-view mirror has switchable display from a rear-mounted camera, seeing past passengers or crammed boot
2. Steering-wheel touchpads have variable functions, but horrid inconsistent sensitivity
3. JLR does CarPlay at last
4. This touchscreen's for climate and drive mode, or music display with nav on upper screen. Has hardware ring controls embedded in
5. Many upholstery texture and colour choices, though this one has boring black



## BMW X2

1. One of the final BMWs to get nice clear round backlit clocks. Enjoy while you can
2. This is a touchscreen but you'll more likely use the iDrive controller down by your knee. Works really well these days
3. BMW's automatic transmission calibration is peerless. Makes the best of diesel torque
4. Climate controls and row of programmable shortcut buttons look old and messy but are ergonomic bliss





## PORSCHE MACAN

1. Small speedo dial reads to 175mph, so numbers are tiny. You'll look at the digital readout instead
2. Excellent touchscreen, with shortcut buttons too. Has CarPlay
3. But screen pushes the air vents down to belly-button height
4. Endless buttons down the console, but still some blanks to make you feel like a cheapskate
5. PDK transmission times shifts well, and responds sharply to your paddling



The Macan has an awesome reputation as a sporty SUV. Hoon the Turbo on a smooth surface and sure it is. But with less power to deploy and on a real British road, it stumbles. There's a wooden clunkiness to its ride, even in this optionally air-suspended sample. And it rocks you side-to-side on the straights because the anti-roll characteristic is forced. Sure, tyre grip and steering precision and cornering balance are superb. But it's humourless, lacking the real-world fluency and communication to live up to its rep.

The X2 tries not to be a crossover at all. But then as your doctoral thesis notes, it shares a platform with the bigger Minis. You sit low, and the steering's very quick off-centre so it jabs into bends, but once into the curve it has almost as much accuracy as the Porsche. Because you sit closer to the ground, you feel less of the lateral rocking, and so the anti-roll bars have been set up softer without harm to agility. The ride's firm and a little nuggety but its biggest chassis flaw is the tyre noise. At motorway speed you find yourself fiddling with the stereo volume every time you hit a new section of asphalt or concrete.

In towns, the BMW and Evoque have compactness on their side. The Porsche feels its bulk when snaking down narrow streets, but the upside is you feel like you've room to stretch when sitting in its front seats. The

Evoque is snug, though not actually cramped. As for their back seats, grown-ups do fit in the X2 and Evoque. The Porsche is a bit bigger back there but not to the extent its longer wheelbase predicts, because its longitudinal engine swallows space. Where the Macan really scores is the boot, thanks to that long overhang. The BMW is shorter but its rucksack isn't at all bad because it's deep. The bob-tail Evoque won't fit much of a haul from Bicester Village.

But you never see families aboard these things. Any talk about their cabins is really a discussion about the look and feel, and the amenities. All these three adhere zealously to the specifics of their brands. They're like hotel chains or rolled-out restaurant franchises. If you've ever been to their other branches, you'll know perfectly well whether you're going to like them before you cross the threshold.

So the Porsche cabin is all a bit 911-ish, but rendered more upright and chunky for the SUV mission. The furniture is solid and serious. The instruments can call up more powertrain info than a dynamometer printout. The central screen is powered by a superfast processor, and it too has enough configuration options to keep a Swabian software engineer happily diverted for days. But because it's a Porsche, many of the performance options have direct-access control buttons, laid out down the centre console alongside identical climate switchgear in a

## “THEY’RE LIKE HOTEL CHAINS OR ROLLED-OUT RESTAURANT FRANCHISES”



# Specifications

No.

1

RANGE ROVER  
EVOQUE

No.



















2

PORSCHE  
MACAN

No.

3

BMW  
X2

VERDICT	It's heavy, handicapping the engine. Dynamics are well-pitched. Style and interior take the win	Fine powertrain, and very solid engineering make it grippy and precise. The flipside is it's noisy	Sensible interior and dynamics, but a crossover-coupe isn't about sense. Get a lower-spec version
ENGINE	2.0 4cyl petrol	2.0 4cyl petrol	2.0 4cyl diesel
POWER	300bhp	245bhp	190bhp
TORQUE	295lb ft	273lb ft	295lb ft
ACCELERATION	0-62  6.6secs	0-62  6.7secs	0-62  7.7secs
TOP SPEED	 150 mph	 141 mph	 137 mph
ECONOMY/CO <sub>2</sub>	 30.3mpg, 186g/km	 34.9mpg, 185g/km	 58.9mpg, 126g/km
WEIGHT	 1925kg	 1870kg	 1675kg
TOWING CAPACITY	1800kg	2000kg	2000kg
BOOT CAPACITY	 475/1156	 500/1500	 470/1355
SCORE	 8/10	 7/10	 6/10





# “IN TOWN, THE BMW AND EVOQUE HAVE COMPACTNESS ON THEIR SIDE”



guitar-fret style. Changing the damper settings in a hurry is like trying to play ‘All Along the Watchtower’. The Hendrix version. Not that it matters; the defaults are best.

The Evoque’s cabin takes Range Rover themes of simplified masses and lots of soft natural materials, available (but not shown here) in several interesting colours. Onto this minimalist backdrop the Evoque fixes a stack of display screens. Mostly they work efficiently and look good. The annoyingly erratic touch controls on the steering wheel are the exception.

The BMW is best ergonomically: clear round dials, well-arranged switches and the still-unmatched iDrive controller. But it’s all set into a dash that looks generically ordinary compared with the others, and the already limp wow factor is further eroded by the fact it’s just the same as one of their MPVs.

On the outside, mind, the BMW designers have made more effort to be distinctive. Glance at it in isolation and you might mistake it for an X1, but the next X1 you see after that will strike you as ill-proportioned and chubby. Wasn’t the idea of a coupe to burnish the brand as a whole, not to undermine the mainstream

cars? In fact the X2 is cleverly packaged: it loses little practicality to the X1. That makes a more basic X2 a good buy, but at the price level of this test it’s just a bit ordinary.

The Macan meanwhile resembles a leaner, fitter Cayenne. It’ll be interesting to see how that plays when the Cayenne Coupe comes along. The Evoque looks special. It’s so well-considered, so shorn of anything random, and it’s well enough proportioned that it doesn’t need embellishing trickery to disguise things (unlike the big RR which has fake vents *on the door* to dissemble the side’s length).

It’s not just the Evoque’s silhouette that enables it to play at this price. The whole set-up is appropriate for its purpose. The Macan is a satisfying piece of precision engineering and well-equipped enough to justify the price, and it’ll carry more stuff. But in search of speed in what are, in all honesty, pretty abstract circumstances, Porsche has sacrificed too much of the warm embrace you want from a crossover. The Evoque is surprisingly more satisfying on a bumpy, slippery B-road, and considerably more refined for the towns and motorways where it’ll spend most of its time. That’s why it wins. **Paul Horrell**

1

10

## JUST TO CLARIFY...

Our scoring system has changed – be afraid

1

Run. Hide. Get as far away from this car as humanly possible

2

Like a common cold. Not actively lethal, but it’ll still ruin your weekend

3

Too forgettable and dreary to actually be terrible. Which is worse

4

Below-par. AKA “meh”. There’s too much good competition these days

5

Perfectly, exactly average. Does the job asked of it, nothing more

6

A decent car, but not a great one. We’d recommend it, except...

7

...you can do better. Why settle for mid-table? Good cars start here

8

An eight means great. Well-priced, good to drive: a fab package

9

Top of the class. The sort of car we’d auction off organs to drive again

10

A flawless, perfect car. Shouldn’t really exist, but there’s always hope

10

10





6


10

## RENAULTSPORT MEGANE TROPHY

# Fidget spinner

£31,835

					
1.8 4cyl turbo	296 bhp	6spd man	5.7 secs	34.4 mpg	183 g/km

 **FOR** Crisper, much improved 1.8-litre engine, huge grip and suspension control

 **AGAINST** As a road car it's too stiff and the four-wheel-steering integration is flawed



**W**e've pretty much driven this car already. The Trophy is the hardcore version of the RenaultSport Megane, but its suspension is carried directly over from the Cup chassis you could already option on the standard car. There, it's a £1,500 option (which includes Torsen limited-slip diff, red brake calipers and hydraulic bump stops as well as stiffer springs, dampers and anti-roll bars), while the Trophy costs £4,000 more.

You get more stuff, obviously: unique (and dubious) 19in wheels, sports exhaust, grooved bi-material brake discs, the RenaultSport performance monitor, a leather/Alcantara steering wheel and an 8kg lighter battery. But the headline modification, unusually for RenaultSport, isn't the chassis, but the engine.

Apparently the existing cylinder head didn't have the necessary cooling and stiffness to cope with the extra temperature and loadings, so had to be completely redesigned. Trouble was, the internal Renault department that needed to carry out the CFD analysis of the new designs was booked solid for several months. So RenaultSport got in touch with the F1 team and, less than a week later, they had the results back. Sped development up a treat.

In addition, the turbos now spin (at almost 200,000rpm) on ceramic bearings, reducing friction by a factor of three, lowering noise and improving response times. It all sounds a lot of work to go to when the power outputs are no more than class average. But then Renault only has 1.8 litres of capacity to call on when most rivals have at least 200cc more.

The engine's now notably crisper and harder-hitting. You notice the improved response and eagerness, not the extra power. The sports exhaust gives it some aural appeal and, when you lift off, there's a full repertoire

of pops and bangs. The six-speed manual isn't a classic, but shifts precisely enough and while there's not much feel through the uprated, 1.8kg-lighter-per-corner brakes, the stopping power is good.

On track, I suspect this is a brilliant performer. But on a road, especially the sort of British country road that you want a hot hatch to excel on, there are one or two issues. The quality of the damping is superb, but it's very stiff. Very. And the combination of direct steering rack and 4Control 4WS has made the Trophy ultra-keen to change direction. However, the systems don't quite work in perfect harmony, so you find yourself making constant steering corrections. It's too frenetic. You want it to calm down and carve a clean line, but on a bumpy road it just won't. So you never quite trust it, which makes you nervous, which transfers back into the car through your inputs. It's a vicious circle.

It doesn't help that on the bespoke Bridgestone Potenza S007 tyres, the grip levels are so high, the cornering speeds so great, it doesn't feel as if you're pushing the chassis. It's just a bit unsatisfying to drive. It does go around corners terrifically fast, and I suspect it'll be very rapid on a racetrack.

If you want the Recaro seats (which I always thought were standard on older Trophys), they're a £1,500 option. That's a lot of money to sit a fraction lower. And yes, they do offer more side support, but only if you're broad. Slender folk will find themselves with room to play with. And the centre touchscreen is poor: ugly graphics, laggy touchscreen, hard to jab the correct bit due to the suspension jiggle. In the end, the Trophy isn't the sweet spot in the hot Megane range. That honour goes to the basic £28k Sport. Try that before you upgrade. **Ollie Marriage**





# LSX

GIVE YOUR MUSIC THE SPACE IT DESERVES



## True Stereo Wireless Music System

Two speakers have always been better than one. That's why we developed the dynamic LSX, a fully wireless stereo system. 50 years of KEF acoustic innovation with all the convenience and connectivity of wireless. Unleash your music and give it the space to dance around the room. Don't just hear music, feel it.



KEF.COM

AirPlay 2 | Spotify Connect | TIDAL | Roon | Bluetooth

**KEF**





7

10

## DS 3 CROSSBACK PRESTIGE 130

# À la mode française

£30,950



1.2 3cyl  
turbo



130  
bhp



8spd  
auto



9.2  
secs



42.2  
mpg



115  
g/km

**↑ FOR** Decent dynamics and strong comfort, cabin design dares to be different

**↓ AGAINST** Once you get the kit you need, it starts becoming pricey, lack of visibility in the back

One look at the DS 3 Crossback tells you that it's no replacement for the DS 3. Indeed that little hatch, an old fave around here, lives on for a while. But the big picture is that three-door supermini sales are wilting as small crossovers rage across their turf.

While the bigger DS 7 Crossback wears conservative sheet metal, the little 3 rocks a freestyle shape. The surfaces are rippled, the openings florid. Family DNA shows in the nose's LED sideburns, and in the shark's-fin side pillar. The doorhandles motor out, then back to flush when you lock up or drive off.

Only the French would make a car interior quite like this. It's about the embellishment and the motifs. Sure enough, that diamond pattern reverberates across the cabin like the print on a headscarf. It's there in the shape of the switchgear, the graphics of the screens, the vents, the layout. And that's not knurling on the switches, it's *guillochage, s'il vous plaît*. Yes it's all a bit blingy, but you might find it refreshingly distinctive, and the materials are rich for this class.

The seats hold you nicely. The centre screen reacts snappily to your touch, but it could use a couple more hardware switches. All versions have screen instruments for the driver, and their graphics sacrifice clarity to the diamond design theme. Sigh. Better shell out for the usefully clear HUD, then.

Being stuck in the back isn't so great. Space doesn't quite match some of the

non-premium mob such as the Seat Ateca, VW Tiguan or Peugeot 3008. And the shark's fin subtracts from light and visibility. Small kids are going to hate that.

It's a car made out of the Peugeot Group's new compact platform that's also providing undergirdings for the new Peugeot 208 and then the Vauxhall Corsa, though those two will have a shorter wheelbase.

The engine selection reflects wider market trends, with just a solitary diesel that makes a measly 100bhp. A full-electric version arrives soon – see the box opposite. The petrols are all 1.2-litre three-cylinders, and come as a 100bhp manual, and 130bhp or 155bhp strapped to a well-behaved automatic gearbox.

Performance isn't bad at all because it's skinny: most versions are around 1,200kg. The three-cylinder engine is as chirpy as ever. The 130bhp version is torquey in the low to mid ranges, and enough for most jobs. When not being flogged, it burbles away in the background. The 155bhp version finds more poke at high revs, without entirely transforming things.

The chassis softly absorbs most bumps at all speeds. You feel the roll and pitch, of course, and a crest can send things into mild float. The high-g geared steering asks for careful easing into bends, or the roll can get out of phase with your inputs. But it's quite fun when you play by its rules: little understeer, decent traction







**“IT’S A BIT BLINGY,  
BUT YOU MIGHT FIND  
IT REFRESHINGLY  
DISTINCTIVE”**



DS agrees with Marilyn Monroe – you can never have too many diamonds

in tight bends and unexpected chassis feedback in quicker ones. Usual crossover rules apply, mind: if this stuff matters to you, buy a hatchback.

The driver assist and lane-keeping are pretty alert and well-calibrated as these things go. But more worthwhile are the excellent matrix LED headlamps, the sort where you leave them on high beam and they automatically cast shadows around other cars so’s not to dazzle.

Things kick off at £21,550, with phone mirroring, but rise steeply onward. For those fancy headlamps, watchstrap leather, HUD, and most (but not all) of the available driver assist, you’re into £31k. Or a tastily optioned Audi A3. [Paul Horrell](#)



## THE ELECTRIC E-TENSE

I’m driving a prototype of a car that’s on sale late 2019. It moves with liquid smoothness at town speeds, and zaps off the line without fuss or torque steer. At higher speed, it’s still instantly reactive, but power ebbs off, and it’s fighting a 300kg weight gain over the petrol car.

The stats: 136bhp, a 50kWh battery, 200-mile range WLTP, half-an-hour to charge to 80 per cent on 100kW. Heat-pump climate control should help meet the range target whatever the weather.

The battery is shaped to fit where there’s space vacated by absent combustion-engine stuff: under the front seats, in the exhaust tunnel, in place of the fuel tank. Legroom is unaffected and the boot intact.

Space and performance match the petrol one. Cost to own one does too – the EV will cost more to lease, but less to run. **PH**





**“A BLAST IN A PISTA SPIDER ON A SUNNY DAY WILL REMIND YOU WHAT’S GOOD ABOUT LIFE”**

9

10

## FERRARI 488 PISTA SPIDER

# Headless horsepower

**£252,765**

					
3.9 V8 bi-turbo	710 bhp	7spd auto	2.85 secs	24.6 mpg	263 g/km

**↑ FOR** Just like the Pista Coupe, but with a neat folding top. Now with added vitamin D

**↓ AGAINST** Some may see the Coupe as more ‘pure’, but there are few compromises here



**L**et’s get straight to the point: the Pista Spider is exactly the same as the Pista Coupe in most respects. It’s got the same ballistic, race-derived 710bhp engine, the same complicated set of e-diffs and electronic managers, the same joyously technical weave of aerodynamics and the same uncanny ability to make you worry you may actually swallow your tongue under full-bore acceleration.

Depending on the position of the *manettino* (wheel-mounted mode switch), it smacks through the gears with varying degrees of shotgun rapidity, howls through the lightweight Inconel exhaust in a variety of octaves and gradually loosens the traction control until you’re left unicycling on a knife-edge of grip balanced on a windy highwire of talent. The engine is faintly rabid – maximum power isn’t until 8,000rpm – the delivery remarkably naturally aspirated-feeling for a car that makes obvious and exciting use of a patently unnaturally aspirated torque curve, and it’s exciting and life-affirming and all the things a supercar should be. It’s a Pista.

Add to that little lot a slim, two-panel fold-away electric hard-top, and you have the added bonus of hearing the gears actually engage, as well as the ability to absorb a little bit more vitamin D while your ears cringe away from the shouty exhaust. At about 50kg more than the Coupe, truthfully you’ll struggle to feel the weight differential or any troubling dynamic difference unless you were driving both back-to-back on the same piece of road and have deeply sensitive buttocks. It’s easy to drive fast, hard to drive to its absolute full potential, and feels as dramatic as possible while still being an absolute doddle around town. It’s also

interesting how natural all the tech feels. Once you start delving into the systems of the Pista, you realise there’s a set of controls so massively complex you have to sit down with expert instruction for several hours to prevent your brain simply liquefying and dripping out of your ears. But on the road it just feels... right. In fact, there are situations where the Pista feels almost four-wheel-drive, dragging the front end around when you think it should wash wide, dealing with big bumps where you reckon it might just bounce. And the Spider does all of this with the exhaust howling harder than the Coupe, and the more intimate feeling of hearing those shotgun gearshifts engaging. Dropping from, say, fifth to second down through the gears for a tight hairpin is one of life’s great joys.

More theatrical than either a McLaren 720S Spider or Porsche 911 GT2/3 RS, more outright fun than a Lambo Performante Spyder, the Ferrari Pista Spider sits in a little niche of its own. OK, so the whole slightly arrogant Ferrari pitch is a bit offputting at times, but you can’t argue with the execution of the vehicle itself. I’m not a Ferrari devotee, but a blast in a Pista Spider on a sunny day on a good road will remind you what’s good about life. It will satisfy a racer and a poser in equal measure and delight pretty much everyone. The Spider loses very little dynamically when compared to the Pista Coupe, and gains quite a lot in terms of immersion in the wider experience. Convertibles – especially these neat little folding hardtops – don’t feel very compromised. If you don’t believe me, find a track, drop the top and launch to 124mph in eight seconds dead, and drop through the gears into a tight set of corners. You’ll be a convert in 10. **Tom Ford**



17-19 MAY 2019

# DOORSLAMMERS

"LET THE RACING  
DO THE TALKING"

£80,000  
PRIZE  
MONEY



Door Cars Only!

International Racers Welcome

Heads Up Racing (Exc. Bracket)

Random Pairings Drawn Out of a Hat

Qualifying is to Make The Field Only

Pro Tree (Exc. Bracket)

VP Racing Fuels  
Pro Doorslammer



The fastest doorslamers in Europe will do battle with no holds barred to find out who will be the ultimate king of Doorslammer racing in 2019.

Webster Race Engineering  
4 Cylinder



Small CC engines in all guises do battle for the top prize of £2,500. Watch as Fords take on VW's with a smattering of Japanese vehicles thrown in for good measure. All 4 cylinder setups welcome regardless of drivetrain.

6 Cylinder



The class accommodates some of the iconic Japanese engines such as the 2JZ and RB series which we know are capable of producing big power. The class also includes rotary setups and look out for some strong Audi entries too.

True Street



Targeted at the racer capable of driving to the track, competing and then driving home again, true street is the class for the pure road legal enthusiast. No wheelie bars, street tyres only, tax and MOT compulsory.

Ticket Type	Advance*	Standard
Saturday	£14	£20
Sunday	£14	£20
Saturday/Sunday	£25	£33
Weekend (Fri/Sat/Sun)	£35	£45

\*Fees apply & advance prices end Fri 10th May 2019, standard price thereafter. See website for full T's & C's. Gates open 8am each day & grandstand seats are FREE. Kids under 16 go free (3 per paying adult).

Santa Pod Raceway, Airfield Road,  
Podington, Wellingborough, Northants,  
NN29 7XA. Signposted from J14/15 M1.  
Tel: 01234 782828

Turbo Technics  
Pro Street



The pinnacle of street legal drag racing. Tax & MOT compulsory and no wheelie bars but beyond that, anything goes. Watch as these monster horsepower street cars have the opportunity to get unleashed on slick tyres.

Eibach  
FWD



The biggest class of 2018 returns. After a surprise winner last year, who knows what's in store for 2019. The rules are simple, FWD cars only, beyond that anything goes.

OCS Group  
Big Bracket



The only bracket class at the event provides big fields with big rewards for the winners. Random pairings and buy backs all add to the excitement.

**Santa Pod**  
Raceway

[www.theDOORSLAMMERS.co.uk](http://www.theDOORSLAMMERS.co.uk)







6


10


**SKODA  
SCALA 1.0 TSI SE**

# Scale model

**£18,580**

					
1.0 3cyl turbo	112 bhp	6spd man	9.8 secs	47.0 mpg	113 g/km

 **FOR** Inoffensive, quality mid-sized hatchback for small hatchback money

 **AGAINST** Excessive optioning misses the point. Conservative Scala is the best Scala



**J**ust what the world needed; another mid-sized hatchback. This time spun intricately by Skoda from the A0 (think Polo) subset of endless carmaking Lego that is the VAG MQB platform, aiming once again at the practical end of the market. It's called the Scala. Mind you, this makes sense for Skoda, because the Scala slips neatly into the gap left between Fabia (small hatch) and Octavia (big hatch/saloon/estate). Gap, plugged. It's targeting the less sexy end of one-stop-shop family car, so think Ford Focus, Kia C'eed, that sort of thing, trying to make a new VW Golf look expensive and a second hand Golf look... used. As ever with middle children though, there are complications.

The breakdown goes like this: there'll be three engines available from launch, with four different outputs, with either 5spd or 6spd manuals or a 7spd DSG paddleshift. A 1.0-litre TSI 3cyl petrol that comes in 93 or 112bhp flavours, another 4cyl petrol 1.5 TSI with 147bhp, or a similarly four-pot 1.6 TDI diesel with 112bhp. There are three trims, S, SE and SE L, with the walk-up generally meaning SE costs 1,185 quid more than the boggo S, and SE L running at £1,800 on top of the SE.

As with anything at the practical end of the range, there's a war fought in the trenches of standard equipment and it gets confusing quickly if you're not capable of reading several different spreadsheets simultaneously, in five dimensions. Even the base cars (S) on sale in the UK get 16in alloys, LED headlights, a 6in

infotainment screen, tinted windows and aircon, DAB radio, front and back electric windows and front head and side airbags, as well as some tweaky add-ons like standard lane assist, front assist and 'Easy Light Assist', which I am assuming isn't for cigarettes.

To be honest, the SE looks like the best compromise – you pump up the S's spec with an 8in touchscreen to fill in the dash, front fogs, rear parking sensors and a 'Jumbo box with stitching' (I kid you not – this is a thing), as well as the all-important alarm, which I have to say I thought was a standard feature on pretty much all new cars. Whatever, you can probably live without the SE L's 17in alloys, cornering fogs, folding door mirrors and slightly weird proliferation of chrome. Because shiny means expensive, right? The 9.2in Amundsen satnav and virtual cockpit shenanigans are nice, but not necessary. There are other spec differences, but to be honest, when it starts to drill down into which model gets a net in the centre console versus manual lumbar support for the passenger seat, I tend to try and find a happy place and go there in my mind until it stops. Rest assured, the options list is long and generally pointless (18in wheels, really?), because once you start to spec the Scala into Volkswagen Golf territory, then the temptation would be to, y'know, just buy a Golf.

Keep it at the lower end of the Scala scale (in-joke – 'Scala' is Latin for scale, measure or, um, ladder), and that's where sense is made. Bought conservatively, the Scala is a biggish





**“IT’S TARGETING  
THE LESS SEXY END  
OF ONE-STOP-SHOP  
FAMILY CAR”**



More Volkswagen in here  
than Volkswagen itself. The  
underdog has come of age

car for small-car money, and the kit list is enough – not ridiculous, but not de-contented to wicker seats, either. It’s a very decent size, with big back doors and plenty of space for everyone, and a useful boot for their kit. It’s inoffensive to look at, has some nice detail and the interior feels more Volkswagen than ever – and that’s not a criticism.

The good news continues when you drive it. Unsurprisingly, the cars available on the launch were all high-specification, but materials are good, ride, handling, noise all on the positive side. In fact, this is a solid little chassis set-up – especially with the active ride control that firms dampers, affects steering weight and throttle response – and could handle way more power than the maximum

147bhp from the most powerful engine. Will there be a vRS? Apparently not, but it could manage. But that’s not really what the Scala is for, is it? The best cars (so far) in the range turned out to be either of the 3cyl cars with the 6spd manual gearbox. The ’box itself is ridiculously easy to use, and the engine is gently characterful and with enough power to potter, even in the lowest state of tune. Excellent mpg and general cleanliness, a relatively simple daily proposition that’s not trying to be what it’s not. And that’s the key with the Scala – stay mid-range and off the options list, forget the DSG ’boxes and frippery, and you get a very competent, quality car for reasonable cash. And that’s where this Skoda makes sense. [Tom Ford](#)

## NEW vs USED

Or for the same money, you  
could have one of these...



### Audi S3

You want a five-door VW Group hatch? Have one with a posher badge. And four-wheel drive. And 300bhp. £19k buys a 48k-miler...



### Range Rover TDV8

OK, you need more space. Well, here’s a 2013 in dodgy salesman black for £19k with only 106k on the dial. Hmm. Need something faster?



### BMW M5 V10

One of the all-time maddest super-saloons, then. And thanks to 5mpg thirst and mechanicals made of chocolate, £19k buys a minter



### Cadillac Escalade

But what if you, erm, really want a car with ‘Scala’ in the name? Well, allow us to point you towards a 6.2 V8 Yank tank. It’s even got a fridge





## MERCEDES B180 SPORT

£26,975

1.3 4cyl turbo	136 bhp	7spd auto	9.0 secs	47.1 mpg	125 g/km

THERE AREN'T MANY CARS THAT ARE ACTIVELY obstructive, with drivetrains that require you to adapt your driving style beyond what is normal or indeed acceptable. The Mercedes B180 is one of them.

The problem is the gearbox. A left-over from the old A/B/CLA/GLA range, the 7spd DCT was those cars' weak point. And though Merc claims it's been revised for this new gen of small cars, it still isn't great.

There's lag when you pull away, which is annoying at junctions. And when the car does move, you lurch into the road with the elegance of a learner on a first lesson. The revs flare, then hang at 4,000rpm for a mite too long before the computers decide what you really need is another gear. This is annoying enough when the engine in question doesn't sound thrashy and cheap, which in the B-Class it very much does. Hunts on the motorway, too, sometimes preferring sixth or even fifth to top.

The rest of the car is alright. Not AMG Line, which means soft suspension and big sidewalls. Reasonable amount of space too, and the same wow-factor dashboard and infotainment system as the A-Class.

Not a bad little MPV, for the few people who might want such a thing instead of a crossover. Just get a different engine – the more powerful diesels are brilliant and get a much better eight-speed 'box. **TH**

JAGUAR XE P300  
R-DYNAMIC SSmarter  
suit

£41,005

2.0 4cyl turbo	296 bhp	8spd auto	5.7 secs	33.6 mpg	168 g/km

**FOR** Quiet and comfy yet brilliant fun to drive. Lots of new tech to play with

**AGAINST** Adults will be squeezed in the back, no estate version



**T**he Jaguar XE launched four years ago to great fanfare and huge praise, and proceeded to sell a mere fraction of what its big three German foes do. Thus there are a few changes for the facelift, to right some of its predecessor's wrongs. First up, sharpening its appearance, important when a

whole new Alfa Romeo has since joined the class. While the XE still looks familiar, neater lights, reshaped bumpers and an optional lip spoiler have turned it into a fantastically handsome thing.

Next, a wealth of new technology and plusher materials inside. Most notable are its *four* screens: one housing digital dials ahead of the driver, two in the centre console that can swap between nav, phone link-up and climate control at your whim, and one cleverly embedded in the rear-view mirror, its camera feed flicked on and off depending on how Luddite you're feeling.

It takes some getting used to, but offers a brilliantly wide-angle view that's far more informative than the sliver of rear screen you traditionally get in a saloon car (with no wiper to clean it). But boy, does it get warm when you're on the go for a few hours. Perhaps that's a teething problem of this early car we're driving, though given the XE we ran in the *TG* Garage suffered numerous electronic maladies, a question mark hangs over the long-term appeal of cramming in so much tech. There's wow factor now, at least.

Where our XE – indeed, all XEs – never put a foot wrong was dynamically, and so it remains. Its wholly four-cylinder engine range fails to inspire – this top-spec P300 petrol version doesn't gratify half as much as the V6 it effectively replaces, and you'll be just as well off in a sensible diesel – but the way Jaguar's engineering folk find a way of seamlessly balancing comfort and fun is simply unmatched.

I'm not sure a C-Class can ride this well, nor a 3-Series exhibit such fine balance, while elongated paddles and a proper gear selector make its standard-fit eight-speed auto more satisfying than ever too. It's a real handling-nerd's car and I'd struggle to choose any of its rivals instead. But, then, I don't regularly fill back seats or boots, and naturally a mid-life nip and tuck can't fix the XE's cramped rear quarters and the absence of an estate version. **Stephen Dobie**



A man and a woman are sitting in the front of a dark-colored convertible car. The woman is leaning her arms on the car's edge, and both are wearing dark sunglasses. The background shows a bright, sunny day.

BUILT TO  
ENDURE



SERENGETI®  
THE MOST ADVANCED EYEWEAR

AVAILABLE IN PRESCRIPTION



# The overrun

Small but perfectly formed reviews. The best of the rest from this month's drives



5

10

## BMW M850i CONVERTIBLE

£107,045

- FOR** Best-sounding BMW for ages. Doesn't ruffle your hair
- AGAINST** Neither a thrilling sportster, nor an opulent GT

4.4 V8 bi-turbo	523 bhp	3.7 secs	28.8 mpg	229 g/km

BMW puffs out its chest and declares that the new 8-Series drop-top is only two per cent less stiff than the coupe and "just as much of a proper sports car". Problem is, the 8 isn't a sports car – with or without a roof. It's in a no-man's land between a 911 or AMG GT, or true luxu GTs like DB11s, Contis or S-Class coupes. Apart from a few bits of chintz, the interior could've come from the new 3-Series. It's brutally fast, but not special enough for £100k. **OK**



8

10

## MERCEDES-BENZ E400d ALL-TERRAIN

£64,445

- FOR** Even better than the normal estate it's based on
- AGAINST** We get it, new cars are expensive, but £65k! Ouch

3.0 6cyl turbo	335 bhp	5.4 secs	36.2 mpg	168 g/km

There's something deeply satisfying about big, lifted estates. Fatter tyres, more ride height and a total disregard for pseudo-schportiness makes them more comfortable and more relaxing. The E-AT was Merc's first crack at a car like this, and it nailed the formula straight away. It's now even better, since the old V6 diesel was replaced with the new straight-six. One of the very best diesel engines anywhere. This is peak E-Class Estate. **TH**



7

10

## MERCEDES-AMG GT R PRO

£188,345

- FOR** Racer too hard? 'Normal' GT R too soft? Problem solved
- AGAINST** You've seen the price tag, right?

4.0 V8 bi-turbo	577 bhp	3.6 secs	22.8 mpg	284 g/km

How much more does the AMG GT have to give? Plenty, it seems. The GT R Pro's mission is to fill the space between the GT R and its track-only siblings. It optimises the R's power-to-weight ratio, increases downforce, adds active aero, and introduces adjustable coil-over suspension and racy bearings at the rear. It's only 25kg lighter than the R overall and has the same 577bhp power output but it's even sharper and better balanced. **JB**



8

10

## BMW 320d M SPORT XDRIVE

£38,170

- FOR** 600 miles on a tank. Much quieter than the old 320d.
- AGAINST** Fussy infotainment. xDrive muddies the handling

2.0 4cyl turbo	187 bhp	6.8 secs	61.4 mpg	120 g/km

Flowerbeds on roundabouts. Awful motorway service toilets. The 320d. All quintessential modern British road furniture. BMW's junior exec mated to a 2.0-litre TD is a class act, but it's not only up against Merc, Audi and Jag these days – it's got to fight diesel's reputation. If this is the final bow, it's a cracker – the smoothest 4cyl BMW diesel ever, fabulously quiet, responsive, reasonably nippy and unable to do less than 45mpg. **OK**



# Torquing point



There seems to be an acceptance these days that quality costs money, whether it be a car, suit – or watch. But the C7 Rapide Automatic is proof that world class engineering needn't be accompanied by a stratospheric sum. With a Swiss-made automatic movement housed inside our motorsport collection's dynamic four-piece case, it'll make you question that if we can make watches like this at such a price, why can't everyone else?

**Do your research.**



[christopherward.co.uk](http://christopherward.co.uk)



**TopGear**

SUBSCRIPTION

# SUBSCRIBE AND SAVE 50%!

Pay £63.70 for 26 issues when you subscribe to *TopGear* magazine – that's half price!\*



**TWO YEARS  
FOR THE PRICE  
OF ONE**





## Great reasons to subscribe

- Save 50% – pay £63.70 for 26 issues
- Britain's best-selling car magazine delivered direct to your door
- Unique and collectable covers – only seen by our subscribers
- Money-back guarantee – you can cancel at any time

SUBSCRIBING IS EASY: SIMPLY CALL OR GO ONLINE



[buysubscriptions.com/TGP519](https://buysubscriptions.com/TGP519)



**03330 162 130** and quote TGP519

Lines are open 8.00am – 6.00pm weekdays  
and 9.00am – 1.00pm Saturdays for orders only\*\*

\*This offer is open to UK delivery addresses only and is subject to availability. You will pay £63.70 every 26 issues – saving 50% on the usual shop price. All savings are calculated as a percentage of the full shop price. Should the magazine order change in frequency, we will honour the number of issues and not the term of the subscription. Full UK subscription price for 13 issues: £63.70, Europe/Eire £89, rest of the world £99.50. Offer ends 22 May 2019. \*\*UK calls will cost the same as other standard fixed line numbers (starting 01 or 02) and are included as part of any inclusive or free minutes allowances (if offered by your phone tariff). Outside of free call packages, call charges from mobile phones will cost between 3p and 55p per minute. Lines are open Mondays to Fridays 8am – 6pm and Saturdays 9am – 1pm.



CALLING

ELON'S

BLUFF

A Tesla Model 3 that can out-drag an M3... that we can believe, but one that out-classes it on track? Surely not, Elon. Stand by for some *TopGear* science

WORDS JACK RIX / PHOTOGRAPHY ROWAN HORNCastle









Remember his musings on Catherine the Great shagging a horse? A personal fave. Or his April fool joke claiming his (publicly listed) car company had gone totally bankrupt? Then there was the whole ‘paedo’ debacle... that was a low point. Elon Musk’s Twitter feed is wildly unpredictable at best and a catalogue of PR blunders at worst. It’s also indicative of a man with a limited set of social skills. I was three-back for his keynote at the Model Y reveal last month and witnessed some moves that made the Maybot look like a slickly choreographed routine. Don’t get me wrong – Tesla’s decade-long journey he was recounting was enthralling, but the delivery was more than a bit #accidentalpartridge.

I digress. Our mission here is to salvage some sanity from his 140-character ramblings, because in May last year he necked a whole bottle of brave pills and took aim at a pillar of the fast-car community. He bad-mouthed the BMW M3.

This is the frontline for petrolheads’ affections. We know electric has been making a mockery of petrol in a straight line for a while, but if, for the same amount of cash, EVs can turn as well as go, complete a lap faster and be more fun while they’re at it, well, that’s a fork in the road. That’s where the excuses for not going electric start to erode, fast.

Here’s the plan. Two cars: the Tesla Model 3 Performance and the BMW M3 (the standard one, so without the £3,000 Competition Pack fitted, for price parity) and the Thunderhill raceway in northern California. Four challenges, one point for each, one winner and a road drive for contemplation purposes at the end. Ready?





**“FOUR CHALLENGES,  
ONE POINT FOR  
EACH, ONE WINNER”**







## ▶ **ROUND ONE: DRAG RACE**

**A ¼ MILE, HEAD-TO-HEAD... LAST PAST THE POST MAKES THE TEA**

This should be low-hanging fruit for the Tesla: four-wheel drive plays rear-wheel drive, 444bhp takes on 425bhp, 0–60mph in 3.5 seconds versus 4.1, stomping on a pedal against actual driver skill to get the DCT-equipped BMW going. And the numbers don't lie. As the M3 dissipates precious energy into heat, noise and smoke off the line (trust us, we tried all day, a certain amount of slip is unavoidable), the Tesla raises its snout to the sky and romps mercilessly down the strip. No, the initial gut punch of thrust isn't quite as vivid as a Model S P100D, but it's delivered with the same instant slap. Nothing... THEN EVERYTHING.

The lead is a car length 10m from the start line, then, when the BMW breathes to change up a gear, the Tesla rams home its single-speed advantage, vaulting further into the distance. By halfway, it's well and truly over, although the gap stays fairly even for the final third. At least I think it does – by that point the BMW is a speck in my mirrors. Later consultation of the final quarter-mile speeds suggests the BMW was closing fast.

Some housekeeping points: There is no Ludicrous mode or battery pre-warming in the 3, just gun it and go. Despite Tesla telling us it gives you no advantage off the line (its benefits come in Round 3 and Round 4), I ran the Tesla in Track Mode, because we were on a track and it made me feel invincible – a digital placebo, if you will. With every run and subsequent cruise back to the start line, the Tesla was using around two per cent of its battery. Not important you might think – we were hardly about to ask 50 races in a row of it – but know that, as the charge level decreases, your acceleration will tail off slightly. If you want to really impress/destroy your mates at the drag strip, make sure you're fully charged.

**TESLA : 1 - 0 : BMW**

## ▶ **ROUND TWO: 0–100–0mph**

**A TEST OF ACCELERATION, BRAKING AND GCSE MATHS**

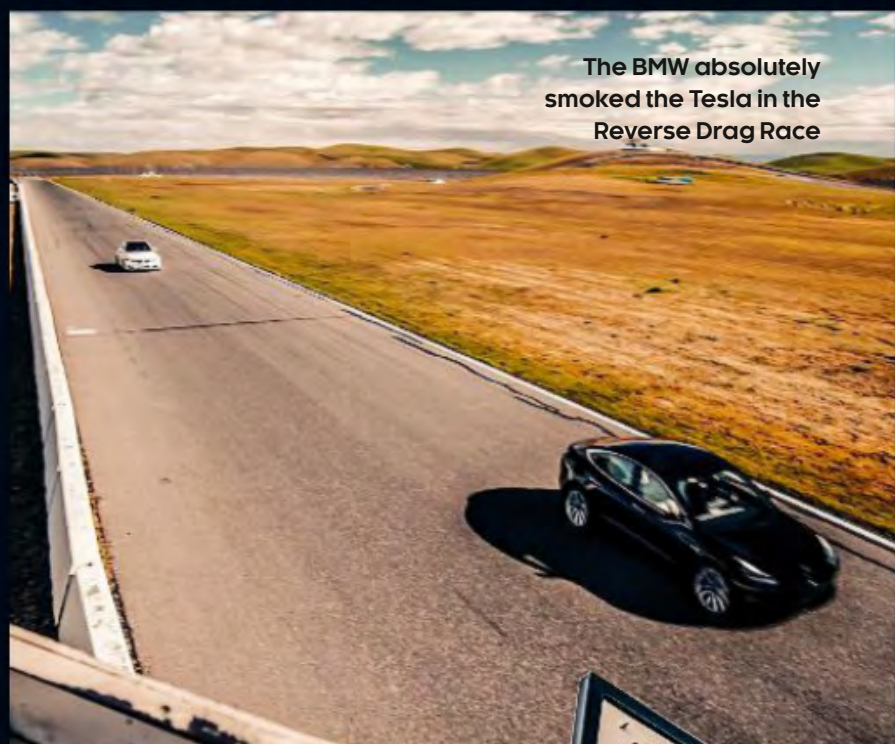
A straightforward 100–0mph brake test was mooted, but that would have been a fairly one-sided affair, given the BMW weighs a whole Californian Sea Lion less than the Tesla (1,560kg versus



# “I GET A STORMING START, THEN MURDER THE BRAKES”



The BMW absolutely smoked the Tesla in the Reverse Drag Race



1,850kg). The genius of a 0–100–0mph run is it levels the petrol-electric playing field, for what zaps silently to 100mph must shed that momentum too. As we saw in the drag race, the Tesla is in a different league from 0–60mph, but above that it's the BMW that builds speed more quickly so, assuming the Tesla can still get to 100mph first, its brakes then have the unenviable job of hauling many extra kilograms of lithium-ion to a standstill.

I get the same storming start in the Tesla and murder the brakes the moment our GPS-fed VBOX hits 100mph (indicated 105mph), expecting to see a BMW fly past my right flank. A glance in the mirrors during the final few feet and I see a BMW standing on its nose a couple of car lengths back.

Much swearing and hand gestures, and I'm convinced the BMW's won it. Only when I pause for breath and deploy basic arithmetic do I remember this test has nothing to do with distance, the winner is the one that stops first. Far too close to call from my vantage point, so it's over to the numbers. I time both as real 0–100–0 runs, making my reaction time a factor but equally so for both, and the results are in. Tesla has it... just.

**TESLA : 2 - 0 : BMW**





Choose Track Mode  
for off-road forays  
in the Tesla

### TESLA MODEL 3 PERFORMANCE

**Price:** \$65,200  
(UK price TBC)

**Engine:** Dual DC electric  
motors, 444bhp, 471lb ft

**Performance:** 0–60mph  
in 3.5 seconds, 155mph

**Transmission:**  
single-speed, 4WD

**Range:** 339 miles

**Weight:** 1850kg

### BMW M3

**Price:** \$66,500  
(£59,905 in the UK)

**Engine:** 2979cc twin-turbo  
straight-six, 425bhp, 406lb ft

**Performance:** 0–60mph  
in 4.1 seconds, 155mph

**Transmission:** 7spd  
DCT auto, RWD

**Economy:** 34.0mpg,  
194g/km CO<sub>2</sub>

**Weight:** 1560kg

## ▶ ROUND THREE: HOT(ISH) LAP

ONE AT A TIME AGAINST THE CLOCK, ZERO BONUS POINTS FOR STYLE

We could have drafted in The Stig for this one – he couldn’t care less whether a car is powered by petrol or electricity, and Californian Sea Lions are in his top-three otariids – but we made a judgement call. For this lap to be relevant to the overwhelming majority of you who aren’t mute racing drivers, and to keep things even, I, a man of adequate driving talents, would set the lap times. This strategy is immediately called into question, mostly by me, as I find myself sideways-beyond-the-point-of-return over a tricky little right-hand crest on Thunderhill’s West Course, skating through the boggy run-off area, watching a tsunami of mud rain down on the Tesla like Albatross droppings. Quick hose down, take two.

I’m not entirely to blame. You see, this Track Mode – exclusive to the Model 3 Performance – not only juggles torque to allow drifty shenanigans, it also increases the regen force to 0.3g, which has the hilarious effect of making it lift-off oversteer like an Eighties French hot hatch. Using it sparingly tightens your line, using it clumsily – say, over a blind crest where you’ve been told to not be a wuss and keep it pinned – results in mild off-roading.

Even so, it’s a welcome dose of character in the Model 3’s dynamic repertoire, because it’s just so capable and ruthless in the way it piles on the speed and dispatches corners with pristine body control, that it’s in danger of being dull.

That mule kick of acceleration means that if you’re facing the right direction, no matter how much understeer you encounter (quite a lot, if you come in too hot) and how dubious your lines are (creative – I like to call them creative), you can fire out of corners like a marble from a catapult. But there are issues. The steering is without feedback and fast, like Ferrari 488 Pista fast, which gives that feeling of instant agility on road, but slight nervousness on track. Then there’s the weight: the centre of gravity is supercar-low, so stability is exceptional, but mass can only be masked, not hidden forever. Once you have the measure of the handling, weight quickly becomes the limiting factor, the thing that stops it from ever feeling truly nimble. Drive an Alpine A110 and one of these back to back for a physics lesson through your fingers and butt cheeks. And then there’s the big fat elephant – you can only drive it for a handful of laps (three or four around this two-mile track) with full-fat performance

# “YOU FIRE OUT OF CORNERS LIKE A CATAPULTED MARBLE”





What's black and white and likely to end in a major shunt? This race...



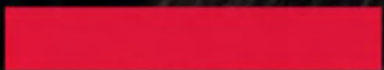
BMW M3 demonstrates  
Mandatory BMW M3  
Cornering Etiquette



TESLA MODEL 3 vs BMW M3



**“DRIFTING: NO  
MEASURABLES  
HERE, JUST THE  
SIZE OF MY GRIN”**







M3: smokier than the Tesla in literally every sense



before heat becomes an issue and the computer dial backs the power by what feels like 30 or 40 per cent. Not ideal.

From the first corner, the M3 feels less tied down, more up on its toes – unnerving at first, but then you realise you can lean on the front end harder, work the brakes later, and flick it around in places where the porky Tesla demands patience. Unfortunately, when you floor it, the throttle response is glacial by comparison, and the accompanying racket isn't quite as glorious as you remember – more of a distraction from listening to what the tyres are doing and getting on with the business of going fast. I bang in a timed lap in each, neither is the tidiest, and given another few hours I could have gone faster in both, but the delta is plain to see: Tesla takes it by almost two seconds.

**TESLA : 3 - 0 : BMW**

## ▶ **ROUND FOUR: DRIFT OFF**

**SAME CORNER FOR BOTH, MARKS FOR EASE AND AMUSEMENT**

Rules of engagement for this one: find a corner with a wide exit and the least amount of solid track furniture in the vicinity, and give it a bung. No measurables here, just the size of my grin. I had a fairly clear idea of how this one would go – the BMW, famed in non-Competition Pack trim for being a spiteful little bugger on the limit, would be a handful, while the Tesla would use its enormous brain to work out what exactly I was trying to do and juggle the torque accordingly to bestow upon me godlike sideways skills. That's not how it turned out.

The BMW goes first, everything off, and immediately makes itself at home, sliding predictably and naturally, the angle of my right foot directly proportional to how exotic the angle of the car.



Yes, there's a delay between asking for torque and it arriving in great gobs at the rear wheels, but keep your wits about you initially and the rest is easy.

Over to the Tesla and Track Mode, which requires a whole new approach. You can't just turn in and light 'em up like the BMW – the knack is to turn in and lift slightly to wipe out understeer and get the car pivoting, then, at the point it's neutral or just over-rotating... give it the boot. The software takes account of your steering angle, throttle position, speed, *g*-force, probably what you had for lunch, then launches you sideways until you start to take the lock off and the front wheels pull you straight. The sensation is similar to the Focus RS's drift mode, except it doesn't seem as natural. You have to give the sensors exactly what they want to instigate the fun, rather than them letting you hoon however you like. Tesla knows this, and is working on something it calls sliders – a software update that will let you choose the proportion of torque sent to the rear axle. We'll take 100 per cent and a set of spare tyres please... but that's for another day. Today, the BMW walks it to clinch a consolation point at the death.

### TESLA : 3 - 1 : BMW

A big 'W' for the Tesla then, and credit where it's due, for \$65,200 (before options, BMW is \$66,500) it's an astonishingly quick car. But here's the crunch: taking into account the repeatability of performance, the overall agility and the endorphin rush, it's the

BMW I'd take for one last lap of Thunderhill. Out on the road it's a different story. Where the BMW's comfort and refinement is conceded quite a bit to unlock its track potential, the Tesla is utterly uncompromised, besides having to find a Supercharger every 250 miles or so. It's unreasonably fast when you want it to be, but mostly glides along mute, cosseting, drifting and hot laps a hazy memory. If Tesla really wanted to produce a track-orientated 3, then half the batteries and twice the cooling – less weight, enough for 10 full-power laps, then into the pits for a 20-minute juice-up before heading back out – would do the trick. But let's celebrate where we find ourselves now – in a place where combustion is still unsurpassed for unbridled driving joy, but electric has already exceeded it for peak performance. And, once battery tech evolves, handling finesse will surely follow suit. So tweet this, Elon: you were right, you've won my awe and admiration, but the battle to win over petrolheads rages on. **TG**

# “IT'S FAST WHEN YOU WANT, BUT MOSTLY GLIDES ALONG MUTE”







**Now go watch it**

Head to [topgear.com](http://topgear.com) or the TopGear YouTube channel to witness electric getting one over on petrol, firsthand

# SCOREBOARD

## ▶ ROUND ONE: QUARTER-MILE

**Tesla** **11.9s**  
@112.6mph

**BMW** **12.6s**  
@119.1mph

## ▶ ROUND TWO: 0-100-0

**Tesla** **13.1s**

**BMW** **13.8s**

## ▶ ROUND THREE: HOT(ISH) LAP

**01:34:07** Tesla

**01:35:86** BMW

## ▶ ROUND FOUR: DRIFT OFF

**BMW**



## ▶ FINAL SCORE

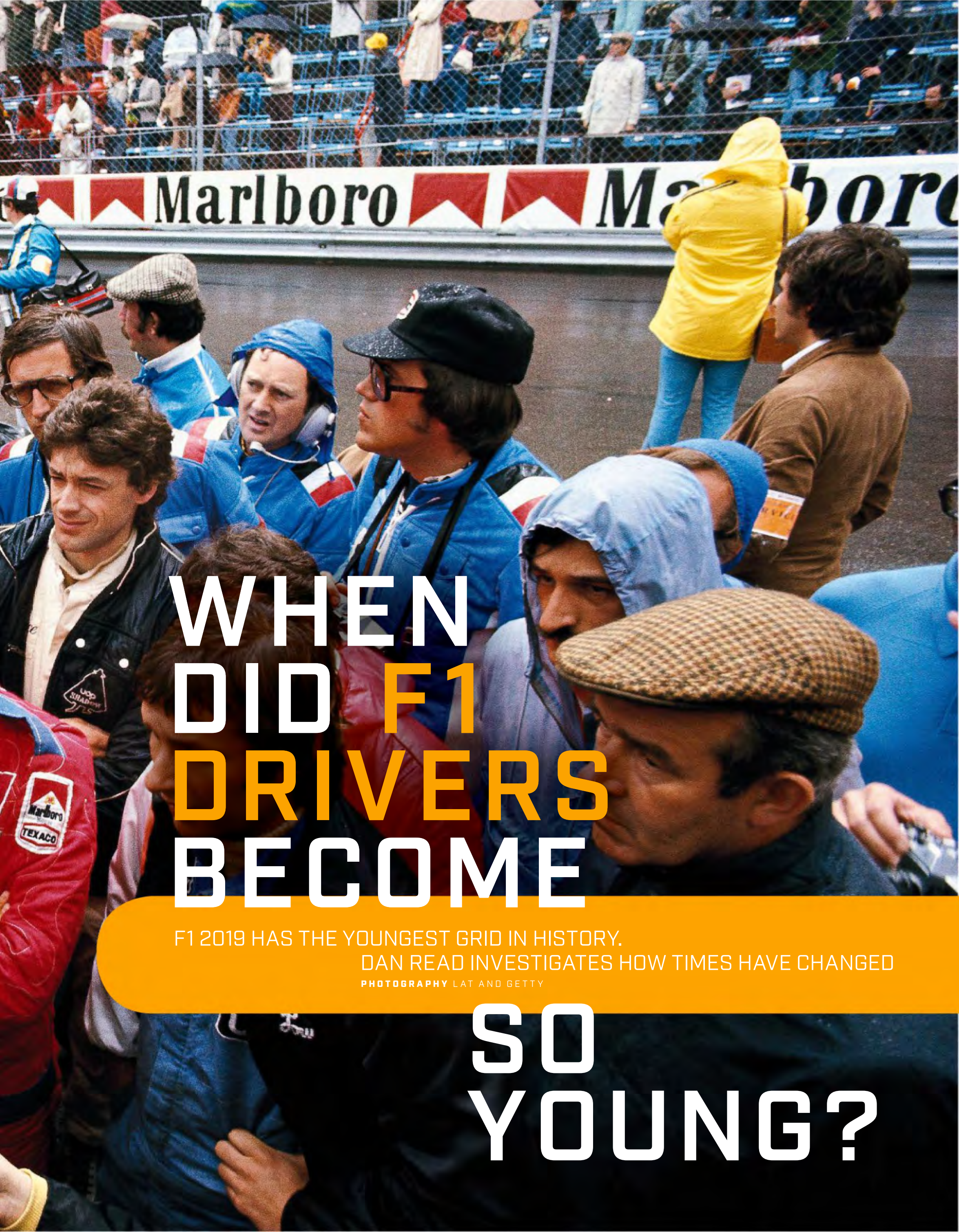
**3 : 1**  
Tesla BMW











# WHEN DID F1 DRIVERS BECOME

F1 2019 HAS THE YOUNGEST GRID IN HISTORY.

DAN READ INVESTIGATES HOW TIMES HAVE CHANGED

PHOTOGRAPHY LAT AND GETTY

# SO YOUNG?





On Saturday 13 May 1950, in front of His Royal Highness King George VI and 120,000 other wildly excited spectators at a dry and sunny Silverstone, Formula One held its first ever grand prix.

That day's driver line-up was, by modern standards, a bit weird. Among those taking their places on the grid was a popular jazz musician (who would soon drop dead of tuberculosis), a Swiss baron and a Thai prince named Birabongse Bhanudej Bhanubandh. But the most striking thing of all wasn't their health, wealth, nor their exotic names, but their age. Of the 21 starters in that inaugural race, three were in their fifties and five were over 40. The winner, former Italian cavalry officer Nino Farina, was knocking on 44 years old.

On Sunday 17 March this year, in front of 324,000 animated Aussies in Melbourne, F1 held its 998th Grand Prix. This time, the driver line-up was a little less wrinkly. In fact, the average age was a fresh-faced 26 years and three months, making this the youngest grid in the history of F1. A grid where half of the drivers were 25 or under. If it weren't for Kimi Räikkönen – a pensionable 39 years old – the average age would have been closer to that of a community crèche.

So when, exactly, did Formula One get so young? How did we go from flat caps and shirt sleeves to Snapchat and sleeve tats? And are we hurtling towards history's first fully adolescent grid?

In truth, the age of F1 drivers has been falling ever since that very first race. By the end of the Fifties, the average had dropped sharply to 32, where it hovered for the next few decades. There were, of course, a few exceptions. Plot a graph (actually we've done that for you, see right) and you'll notice the dips where some prodigy or other bursts onto the scene.

Take 1959, when 22-year-old Bruce McLaren became F1's youngest-ever race winner (at only his ninth attempt), a record that would stand for well over 40 years until Fernando Alonso won in Hungary in 2003.

Not long after McLaren's youthful triumphs, in 1963, Jim Clark became the youngest F1 world champ aged 27, just a year after his very first win.

Similarly, there are occasional spikes where some old trooper refused to shuffle into retirement – or perhaps more accurately, miraculously survived the mortal dangers of the time. Jack Brabham. Graham Hill. Mario Andretti. All were nudging 40 when they won world titles. The Nineties was also a surprisingly elderly era, giving us three of F1's oldest ever champs in Nigel Mansell, Alain Prost and Damon Hill.

At the same time, coming up fast behind the OAPs – and sometimes spearing right into their sidepods – was a young German by the name of Michael Schumacher, who at 25 became the youngest champion since Niki Lauda back in 1975. We all know how the Schumi story played out, but while he reigned, an even younger brigade was assembling outside the paddock.

It was 1998. McLaren had just launched its young driver programme and Red Bull would soon follow with one of its own. The idea was to scout quick young drivers, accelerate them through the single-seater ranks and shape them into F1 material, complete with corporate manners and pre-programmed personalities. And by the mid-2000s their first graduates emerged, in the shape of Lewis Hamilton and Sebastian Vettel.

Needless to say, they did alright. Before we knew it, other teams set up similar schools, and the grid began filling up with teenagers.

Red Bull even started an entire yooof team when, in 2006, it turned Minardi into Toro Rosso – the squad that gave Max Verstappen his GP debut as the candles on his 17th birthday cake still smouldered. That made him the youngest F1 driver of all time, a record he'll keep forever, after the FIA – fearing an enormous pile-up – swiftly imposed a minimum age of 18, also decreeing that F1 stars should have an actual driving licence before they're issued an F1-grade super-licence.



The moment when you realise you've left your helmet at home and brought your swimming hat

This season, 17 of the 20 drivers are graduates of a young driver programme, even if some of them have bit more facial hair these days. And when you take into account all the reserve drivers, and those in junior formulas earmarked for F1, today's teams have more young drivers than they know what to do with.

In fact, drivers are starting so early that by their early twenties they're starting to look like grizzled veterans. Max Verstappen – born in 1997 – is now the ninth most experienced of the current F1 drivers, level with Kevin Magnussen (born '92) and Carlos Sainz (born '94).





"And as soon as the race is done, we'll get you all back to the home for a nice cup of tea..."

**"HOW DID F1 GO FROM FLAT CAPS AND SHIRT SLEEVES TO SNAPCHAT AND SLEEVE TATS?"**

Damon Hill was almost 32 on his F1 debut.

All of which means that new recruits have about five minutes to prove themselves, or risk losing their seat to the next in line. Lewis Hamilton became world champion in his second season. But he is Lewis Hamilton. For every champagne-soaked career, another spins into the gravel on lap one. Consider just a few of Red Bull's juvenile rejects: Christian Klien, Jaime Alguersuari, Sébastien Buemi, Scott Speed. Whatever happened to them?

But still they keep coming. This year, there are no fewer than three rookies, all of which have been under the wings of big teams since way before their voices broke. They are 22-year-old Alexander Albon of Toro Rosso, 21-year-old George Russell of Williams, and 19-year-old Lando Norris of McLaren, who, as it happens, is the youngest Brit ever to start a Grand Prix.

In the year Lando was born (1999) McLaren had a champion in Mika Häkkinen. Since then, it's had another in Lewis Hamilton. And given his initial showing in Australia and Bahrain, the word is that Lando has what it takes to follow in their tracks. At the season opener, he comprehensively out-qualified teammate Carlos Sainz, sticking it

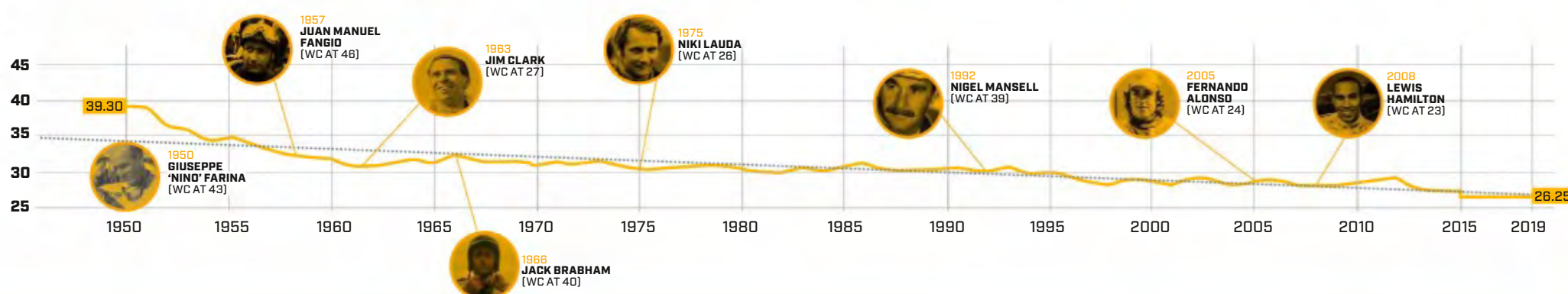


eighth on the grid (Alonso had just two forays into Q3 in the whole of last year). He finished the race a respectable 12th, genuinely gutted not to have done better. At the next race he was sixth, well into the points and happier, having mixed it with big hitters while showing none of the hot-headedness displayed by other youngsters (especially Dutch ones).

But what's it like, being the youngest driver on the youngest grid in F1 history? Does he know his way around the circuits? And can he remember a time when F1 drivers sported moustaches and comb-overs? To find out, we sat down with the man himself...

## AVERAGE DRIVER AGE BY YEAR

SOURCE: SARAH CONNORS





W H O

I S

# L A N D O

Graduate of the McLaren  
young drivers programme.  
Ex-wearer of lead shoes.  
Youngest Brit ever on an  
F1 grid. MotoGP fan.  
Will the real Lando Norris  
please stand up

WORDS DAN READ  
PHOTOGRAPHY TOM BARNES

N O R R I S ?







# JUST A WEEK BEFORE HIS FIRST-EVER FORMULA ONE GRAND PRIX,

on a blustery roof terrace above London's Trafalgar Square, 19-year-old F1 rookie Lando Norris already had the world at his feet. Now, after a storming start to the season, it's in palm of his hand too. But even he might not have seen that one coming...

**TG: HI LANDO. SO, WHEN DID YOU START WATCHING F1?**

**LN:** I must have been around six or seven. It was around 2005. I remember it more when Lewis joined McLaren, and the Alonso versus Hamilton season. Those are the first few races of Formula One that I can remember. I mean before that, when I was even younger, I actually wasn't so interested in Formula One. I was much more into MotoGP and motocross.

**WHO ARE YOUR F1 IDOLS?**

I haven't had many F1 idols. Since I was four or five, my hero has been Valentino Rossi; he's the one I've always loved watching and supported the most. There are people in F1 who I've grown up watching, and I've been inspired by different parts of them – some have great racecraft or qualifying pace or personality. You don't just want to idolise someone and be like them, you want to take little bits from everyone.

**WHO ARE YOU REALLY LOOKING FORWARD TO RACING AGAINST THIS SEASON?**

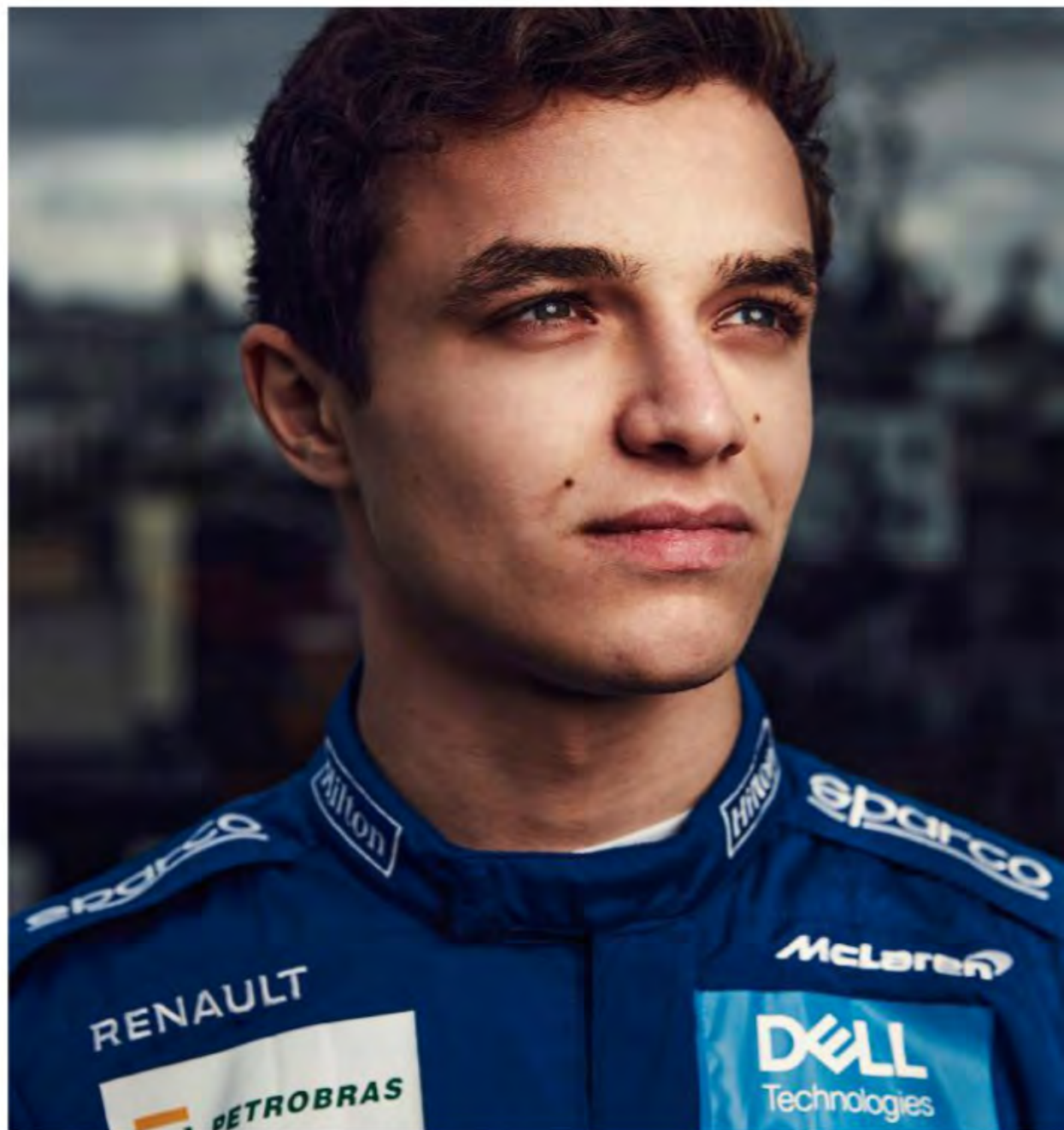
Nobody specific. Of course I would like to race against the top guys – Lewis, Vettel, Kimi. There are a lot of guys who hopefully I'll be able to race against, although maybe not so much Mercedes or Ferrari this year. Everyone in F1 is very good, so whoever it is, I know they're probably the best I've ever raced against. George [Russell] and I had a couple of good moments last year, but not as many as I would have liked!

**HOW WILL YOU FEEL WHEN LEWIS HAMILTON OR SEBASTIAN VETTEL APPEARS IN YOUR MIRRORS?**

I don't know! I'll be able to tell you once I start doing it. I respect the drivers so much, so if I do manage to overtake Lewis, that will be a cool thing to say. I doubt I'll be racing them much at this point in the season, so that's something I have to look forward to in the future.

**WHEN DID YOU GET YOUR DRIVING LICENCE?**

Around 17 and a half. I passed my practical first time, and my theory second time... I think I failed the first one on some stupid questions.



When B\*Witched topped the charts with 'C'est La Vie', Lando WASN'T EVEN BORN. Poor lad

**WHAT WAS YOUR FIRST ROAD CAR?**

A Mini Cooper D. I managed to get a bit of a deal through the BRDC, and it was a pretty nice first car. Then I got a Clio RS, through Renault [McLaren's F1 engine suppliers]. It was my first automatic.

**HAVEN'T THEY GIVEN YOU A McLAREN YET?**

I haven't got one! I'd definitely like one, but I'm away so much, I wouldn't get to drive it much anyway. I love the P1, and the 720S. One that I definitely would like to have as an everyday car is the 600LT – it's a bit smaller, looks very cool, and it's not as out there as the 720 or P1. Hopefully I can earn my way into one...

**IT'S AN INTERESTING TIME TO RACE FOR McLAREN, IN THIS SORT OF RESET PERIOD...**

I joined two years ago, so not in the best of times. It's not like I have to worry about how we stay at the front, like Lewis did when he joined. There's a lot more "How can we get back to the front?" and "How can I make the most of these few years and make sure I'm the best driver I can be?" for when those good times return.



**TELL US ABOUT YOUR SIM RACING...**

I play iRacing, under my own name, which I should probably change soon. Did you see the video of Verstappen recently? We're on the same iRacing team. He was doing some laps, and this guy kept getting in his way, so Max ended up taking him out. I guess you get a bit annoyed, because you just want to have a bit of fun. I understand that people want to say they've raced against an F1 driver, but it can quite quickly get into the news and give you a bad reputation.

**WHAT'S YOUR FAVOURITE CIRCUIT IN THE REAL WORLD?**

It's between Spa, Austin and Silverstone. But I'm looking forward to driving four tracks I've never driven before – Singapore, Shanghai, Montreal and Australia. I've not been to those countries, either.

**THERE'S A MINIMUM DRIVER WEIGHT THIS YEAR...**

Yep, 80 kilos including the seat. With kit I'm around 71kg, without the seat. So they have to add ballast, and I have free rein to eat what I like, as long as I don't go overweight. Being 10 kilos overweight can cost you around two or three tenths. You don't want to give away that kind of performance.

**BEST LAY OFF THE PIES, THEN**

I've always been on the lighter side. Even in karting, when I was 11, there was a minimum driver weight of 40kg. I was 38kg. So I wore lead insoles and lead ankle 'protectors'. Obviously you

**“IF I DO MANAGE TO OVERTAKE LEWIS, THAT WILL BE A COOL THING TO SAY”**

weren't meant to have all that stuff. So someone complained and I ended up getting strip-searched at one of the races.

**YOU'RE RACING ALONGSIDE CARLOS SAINZ THIS YEAR. HOW ARE YOU GETTING ON?**

Very well. It's the first time apart from in F2 where I've only had one teammate, so I don't know really what to expect. He's a very nice guy, he's very quick, and I've got a lot to learn from him – this is his fifth year in F1. He has a lot more experience than I do, so I need to make the most of it, and learn as much as I can.

**DO YOU HAVE ANY MENTORS?**

Not mentors exactly, but people who have helped me a lot to get where I am. My dad. My trainer. And my manager, who is also my driving coach. He's been to all my races and will come to all the F1 races. Fernando was at pre-season testing in Barcelona for a couple of days. He was in the debrief and gave his advice. And, of course, I raced with him at Daytona too...

**ARE YOU A QUICK LEARNER?**

Part of my work over the winter was going through my feedback to the engineers. I had to listen back to what I said to them after each run in testing, because they record everything. It's like Formula One homework. I've improved a lot! Every little thing you can improve enhances performance.



## MIKE COLLIER McLAREN YOUNG DRIVER TRAINER

*Around F1 for 20 years (a large part of which as Jenson Button's fitness guru), now head of McLaren's Human Performance Centre, Collier's helping to shape the next generation of drivers, who could be even sharper than the current batch*



**“To come into a sport – whether it's on a pitch, a field or a track – at a young age is more and more common, especially with the support mechanisms that weren't there 30 years ago. With our new DNA programme, for example, we're getting young karters to understand the basics of engineering and car set-up, so that when they get into a single-seater for the first time they understand what it should feel like and how they communicate that.**

**We all know that the great F1 drivers were karters, but not all great karters make single-seater racing drivers, because the transition is significant. We help that by educating them with experts on mindset, nutrition, movement, recovery – to iron out early problems that perhaps wouldn't have been addressed before.**

**But we're not saying it's F1 or nothing. We're trying to accelerate a driver's progress, whether that be into touring cars, GT cars or F3. As long as they can continue their career path in something.”**





# WHAT LIES BENEATH

As old as time but underpinned by modern marvels, the Conti GT and the Faroes have a lot in common

WORDS TOM FORD  
PHOTOGRAPHY MARK RICCONI







“It’s the first gasoline car that’s ever been down here. Actually, it’s the first car. Definitely the first Bentley,” ponders Teitur Samuelsen, CEO of P/F Eystur-og Sandoyartunlar as we gingerly drive a brand-new Bentley Continental GT into a giant and appallingly

dirty hole. “Are you *sure* it’s going to be OK? It can get pretty rough.”

“Everything is fine,” I mutter back through the walkie-talkie, quietly yet firmly stabbing the lift button on the Conti’s air suspension. “We have raised the suspension and have four-wheel drive. This car is essentially made for this kind of environment.”

I can feel the side-eye through 20ft of clear air and a double-glazed, 70kg car door.

Probably because I’m lying. The Continental – in this spec – is a £202k super-sports GT, and I’m crawling it into a very much unfinished subsea tunnel over rocks the size of grapefruits. The Bentley’s red, glossy paintwork slides under the harsh, wildly intermittent lighting like a clot of blood oozing through an artery. I am beginning to regret my overconfidence. Again.

“We’ve paused the blasting for 90 minutes,” replies Teitur, with only the slightest of dubious pauses. “So we need to do whatever you need to do quickly. We just passed under the seabed, by the way. The roundabout is about another three-quarters of a kilometre.”

And, with glorious understatement, we become a submarine. Or, more precisely, a sub-seabed tunneller, currently about a kilometre into a new island-to-island tunnel that connects Eysturoy to Streymoy, two of the larger landmasses in the Faroe Islands, itself a place that appears as a random scatter of geography cast adrift between Denmark and Iceland. A place on the map where, more commonly, *here be dragons*. Usually, the tunnels would be slathered with asphalt and lighting and very much more... finished. But keen to see the tunnels on this trip, we’ve arranged some privileged access to the 7.1km proto-tunnel (it only runs to just past an as-yet very basic roundabout at the moment) that burrows from Tórshavn on Streymoy towards Eysturoy’s Skálafjørður inlet. It splits in two at a roundabout to connect both sides of the landmass at Rókini in Saltnes and Sjógv at Strendur, cutting the distances travelled from 55km to 17, and knocking nearly an hour off the current transit time. Useful if you’re transporting fresh seafood. It opens in 2020, and there is another tunnel being built to Sandoy (the more southern island), due to open in 2023. What this means is that one, there is a *gravel roundabout* under the North Atlantic, and two, nobody has ever done a donut around it in a Bentley.

Which is how I came to find myself idly seeing how much I can drift a big AWD GT around a very large subsea basalt pillar before



When you said your local  
transport was boring, we  
didn't think you meant...

What it lacked in compact  
elegance, the Conti's wiring  
loom made up for in durability

**“WITH GLORIOUS  
UNDERSTATEMENT,  
WE BECOME A  
SUBMARINE”**



A Bentley, far beneath  
the sea. Just call it  
the Sub-Continental







**“THE CONTI’S LIGHTS  
SWEEP ACROSS ROCK  
WALLS THAT SWEAT  
WITH DISPLEASURE”**







someone tells me off, or I get squashed by one of the enormous drilling rigs that occasionally trundle by, like unused props from Alien. The Conti's bright white lights sweep across bare rock walls that sweat their displeasure at being forced through the seabed, and the unnaturally aspirated W12 grunts quietly to itself like a dreaming buffalo, wastegates sneezing discreetly with every throttle lift.

It's horribly filthy, surprisingly warm, and there are several tunnelling specialists preparing shaped charges of explosive about half a mile away, but hey, drifts gravel roundabout. Of course, the roundabout was not, in fact, created exclusively for pointless-but-satisfying stupidity, but to connect these various limbs of the Faroese geographical skeleton. This big tunnelling project seems like overkill, seeing as how the Faroe Islands has a total population of only 50,000. But there's some weird stuff going on that makes the Faroe Islands possibly the most fascinating infrastructure project in the world.

There are 18 major volcanic islands that make up the Faroes, all with too many consonants, all with views and topography that's a



Wow, this tunnel is so big  
it feels like it has its own  
weather systems

**“LIVE HERE, AND YOU  
WILL NEVER BE MORE  
THAN THREE MILES  
FROM THE OCEAN”**





strange and wonderful mix of high-Scottish and Scandinavian fjord. Live here, and you will never be more than three miles from the ocean in any direction, and the coastline is gouged by the fat, greedy fingers of a relentless sea, made ragged by time and salty determination. But there's more than meets the eye, and we've come to see a small part of what lies beneath. Literally beneath. I'm not being obtuse.

The Faroe Islands, in a somewhat incongruous twist, is implementing a huge civil engineering and rural development project to connect up most of the archipelago and turn the entire set into what has been referred to as a 'network' or 'dispersed' city. Which just means that with the investment in roads, bridges and monster tunnels, the Faroes creates a "coherent economic and cultural sphere which covers almost 90 per cent of the population", according to the Faroese government – it basically stops being a series of islands or regions and is counted as one place, with distributed services and a hydra-headed series of 'centres'. The upshot is that it's going to have – for its size – one of the most

modern and interesting road networks in the world, and there's even talk of yet another tunnel (this one a giant 20-ish kilometres long, making it the longest subsea tunnel globally) between Sandoy and Suðuroy that would mean that 99 per cent of the Faroes would be connected by roads. It's an epic project on a relatively small and forgotten little set of islands. With the tunnels completed, the Faroe Islands will be a very traditional-looking set of communities with a supremely modern transport infrastructure underpinning it. A bit like a Bentley Continental: traditional on top, technological below.

To be fair, the trip to get here has not been uneventful. The first leg was simple enough: a 14-hour slog across Europe, dispatched with the quiet billow of that 626bhp W12 and six-and-a-half-grand Naim stereo set to random podcast. We averaged 28.4mpg, and on Germany's derestricted 'bahn it was as fast and stable and dominant as you could ever wish it to be, even if the winter tyres on this Rubino Red GT topped out just past 160mph and the mpg fell like a dropped rock.

## BENTLEY CONTINENTAL GT

**Price:** £159,100

**Engine:** 5998cc, W12,  
626bhp, 664lb ft

**Transmission:** 8spd  
auto, AWD

**Performance:** 0–62mph  
in 3.7secs, 207mph

**Economy:** 23.2mpg,  
278g/km CO<sub>2</sub>

**Weight:** 2244kg







STRENDUR

ESTUROY

ROKIN

HVÍTANES

STREYMOY





But it's a point arrogantly proved – if you've got a big modern Bentley, then the usual constraints of distance-over-time ease past like oil in a bearing. We then caught a ferry from Hirtshals at the top of Denmark, and crashed through bits of various angry seas, taking in the unforgettable experience of nine-metre waves and the unique ambition of trying to strap myself into a narrow bed using a series of belts. After some 40+ hours of other people's seasickness, we arrived at 6am in the main port of Tórshavn in the dark, and pottered out of the religiously practical town centre and up into the hills. My first sight of the Faroes proper was on a small mountainside on Streymoy Island, at dawn, just past where the small city peters out in an apparent loss of interest in even the plainest architecture. The violently colourful sunrise looked like a unicorn had thrown up all over the horizon.

We drove around for a while and had a little marvel. This is an amazing, weirdly foreign but familiar place. The main road is well maintained and easy – the Gulf Stream meaning that the Faroes might get a lot of rain, but rarely debilitating amounts of snow – the minor roads narrow, twirly and suspiciously free from barriers. But it feels wild. Views that dominate, the small mountains jutting up through the seascape like the spine of some island-sized leviathan. And then there's the smell. Or lack of it. A crisp, salty tang that has as much to do with the sea as the lack of industrial excess. Your lungs are scoured and refreshed, and every time I got out of the cossetting womb of the Bentley, I needed at least three slow blinks to arrange thoughts into some sort of order.

Exploration continued for a couple of days, and we visited grass-roofed houses occupied by the same family since the 17th century, and villages that boasted of being the first place where the Vikings made landfall. We ran up and over the mountains on gradually narrowing roads. We fought to a standstill with all four wheels spinning on one icy uphill back road where gnarled, wind-blasted trees canted backwards away from the sea and over the tarmac as if they were shying away from the weather. It was like the foliage was mounting an exceptionally patient ambush, waiting for our grip to fail.

We delved into the new tunnels on both sides of the islands, met an endless stream of warm, welcoming and endlessly interested and interesting people. And we wandered all over the islands in a big red

**“THIS IS AN  
AMAZING, WEIRDLY  
FOREIGN BUT  
FAMILIAR PLACE”**



Bentley, taking in the views. There are islets and skerries and sea stacks littering the sea. Randomly scattered off the sides of the bigger landmasses like rocky chaff, where the ocean has slowly eaten away at the land like sugar on a tooth, aeons of tireless erosion have left nothing but craggy, rotten stumps. You shoot through single-lane tunnels injected into hills, swoop out onto two-lane carriageways that curl around the hillsides like loving arms. The weather is on the psychotic side of changeable, and you can ascend a hill in fog and descend in bright sunshine. Or hail. Or rain. Or sleet. You cross modern bridges, and five hundred metres later find yourself squeezing the Conti's warm bulk between a 17th-century church and a grass-roofed house where the favoured method of mowing is to put the smallest sheep in the flock on the roof for a few days.

Bizarrely, the Bentley suits this place. You'd think this would be an ideal venue for some sort of winched 4x4 or lithe little sports car, but the Bentley is at home with an epic backdrop. Where other cars are engineered of malice and painted with pure irritation, the Conti takes a different tack. It's soft but gently relentless, building speed rather than shocking with it: a catapult of a car, rather than a shotgun blast. This is a car that still happily eats perspective, chomps down on the sightlines. And this Bentley, like a lot of these cars that can't be pigeonholed neatly, takes time and distance and familiarity to figure out. It's the difference between a spike of





adrenaline and a comforting wash of endorphins. Some cars are created from cobwebs and fashion, lightweighted and hollowed, and they feel strong in the same way that a Tupperware box feels strong. A Bentley is no such thing. It feels as dense as old oak, as heavy as history. It's not a car layered thick with flamboyance, but it is very much rendered slick with subtlety. Much like the Faroes. This isn't some intense cityscape, all neon, populous and intense, but a quieter, more considered recipe for awe. The detail is there, the brilliance real – it's just that the presentation is a slower burn.

It's a strange place. I stand and look out across another random, hugely heroic view, at one end of an island where a sparse village huddles in the embrace of a tiny bay, and wonder. It wants more tourism, but the uncrowded, wild feel of the place would be spoiled by hordes of coach parties. The villages trace their origins directly to Viking landings, but you access them via some of the newest, most interesting bits of roadway in the world. In fact, it really is like the modern Bentley: resolute in its traditions, keen to modernise, trying very hard to find balance. But after four days on the islands, we board the ferry in a Force 8 gale, looking forward to a 40+ hour voyage and a 20-hour run across Europe all the way back to Lincolnshire, and realise that, sometimes, balancing tradition and the modern world takes time. But the two can find harmony. The Bentley Continental GT proves it every single mile home. **TG**

## NOW GO AND DO IT!



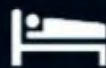
### Flights

Atlantic Airways does flights to Vágar (the only airport) in the Faroes twice a week from March to December, and the flight takes about an hour, for roughly £220 return.



### Transport

You can hire a car at Vágar, but they aren't cheap – a 24hr rental of a Kia Rio is around £105, so better to stick to the island tours (of which there are many). You'll get more info that way as well. If you want to take your own car, Smyril Line ferries sail all year from about £240 from Denmark.



### Accommodation

We stayed in the Hotel Føroyar just above Tórshavn, cost around £87 per room for two sharing, depending on the time of year, or whether there's one of the excellent music festivals going on at the time. That said, there is a surprising amount of small hotels and B&Bs, and an increasing number of Airbnbs.



HOW TO  
BUILD A

# 3000 MPH CAR

Welcome to the world's slowest  
car factory, birthplace of  
the world's fastest car

WORDS JACK RIX  
PHOTOGRAPHY MARK RICCONI









We're no experts, Christian, but we think you're going to need bigger wheels than that

**T**

here exists a simple formula for calculating the theoretical amount of power you require to hit a certain top speed for a car with a given drag coefficient and frontal area. It's fascinating stuff, honestly, but I shan't put us through it here. Ten quid says John Hennessey has it tattooed on the back of his eyelids, though. Because when it comes to his ongoing, road-legal 300mph project – the Venom F5 – you get the sense he's designed something that looks cool and slippery, then cranked up the turbo boost until his calculator says the top speed is sufficiently large. After spending a day with Christian von Koenigsegg (CvK), touring his factory in Ångelholm, Sweden and exploring the all-new Jesko hypercar (literally hours before it was packed off to the Geneva motor show), I can confirm that he has a very different approach.

“There is a version of this car which we call the Jesko 300, where we have a slightly different aero package. That car, according to our simulations, is capable of going faster than 300mph. In fact, we set everything up for at least 310mph, so there's a little bit of buffer for error as well.” He drops this, nonchalantly, into our conversation as





He's creepy and he's kooky, mysterious and spooky, he's all together ooky, he's Christian von Koenigsegg



Self-levelling screen tilts with steering angle, like a Rolls-Royce wheel cap. Nifty



if it's just another entry for the growing list of mind-bending stats that swirl around his latest project. Probably because, in his mind, it is. The Jesko is simply the culmination of everything he's learned after 25 years in the hypercar business, a money-no-object showcase of bespoke engineering, material science and speed. The fact that a computer says it'll crack 300mph appears to be a pleasant surprise, a nice-to-have, but all that really matters is that this is the car – “a celebration of the traditional hypercar with no electrification, a true successor to the Agera RS; visceral, direct and as lightweight as possible” – he's always wanted to make.

That's why he named it after his dad. Jesko is the man who helped him set up a supercar company when he was a skint 22-year-old with a dream, and has supported him every step of the way. Now 80 years old, this is Christian's way of thanking him, and it definitely beats chocolates and a card. Better still, the name was kept a secret from Jesko until the car's unveil in Geneva. Christian even had his PR team work up a fake press release to placate his dad, who was desperate to know all the details... as, I'm sure, are you.

Let's start with the engine, a heavily modified version of the Agera's 5.0-litre twin-turbo V8, now with a flat-plane crank shaft that's 5kg lighter than the old 90-degree one, which allows it to rev to 8,500rpm and “changes the exhaust note quite a bit,” says Christian, grinning. Two wagon-wheel turbos are supplemented by a 20-litre carbon tank (topped up by a small electric compressor) that fires jets of air into the turbos at 20 bar, to help them spool up and reduce lag. The result is 1,262bhp running on 95 unleaded, and 1,578bhp and 1,106lb ft of torque if you fill it with E85 biofuel.

The carbon tub is now 40mm longer and 22mm higher than the Agera to create “enough space for a 2m person”, rear-wheel steering has been added and so has a Triplex damper at the front and rear (a socking great horizontal damper to prevent the car squatting under acceleration at the rear, and to keep it level under extreme downforce at the front) to complement traditional Öhlins dampers. About now, it'll be dawning on you engineering isn't just a tool box for Christian, a means to solve problems quickly and get production moving – it's a fetish and he gets his kicks from taking it to the nth degree.





## “THE FINAL CAR IS GIVEN A WORKOUT ON KOENIGSEGG’S OWN RUNWAY”

What next? Oh yes, downforce. It has some. Quite a lot, actually. Thanks to that enormous front splitter and boomerang-shaped, tilting rear wing, around 800kg of it at 155mph, 1,000kg at 171mph and 1,400kg at its undisclosed top speed. That’s around 30 per cent more than the One:1, previously its highest-downforce model. The whole car weighs a little over 1,400kg, so no, it can’t drive on the ceiling – if it could, you know Koenigsegg would give it a good go.

And the lunacy doesn’t end there; Christian has a kink for manufacturing, too. Most car companies buy in bits wherever they can, but at Koenigsegg, if it can be made in-house, it is. Around 30 to 40 per cent of the carbon components are produced in Ängelholm – beginning life as a roll of pre-preg carbon, before being cut, hand-laid, vacuum-packed, baked in the autoclave and polished to a fine finish. Body panels are prepped and painted, the chassis impregnated with engine, gearbox and more wiring than Oxford Street in December and then the final product is given a workout

on Koenigsegg’s own runway – a handy bonus of setting up shop in hangars previously belonging to the Swedish air force fighter jet squadron No. 1, hence their ghost logo on every car.

Take the wheels – Koenigsegg’s largest yet lightest carbon-fibre rims – 21-inch and 7.7kg at the rear, 20-inch and 5.9kg at the front, fitted with Michelin Pilot Sport Cup 2s as standard and optional Cup 2 Rs. “We use hollow carbon technology, so there’s no metal inserts at all – it’s just carbon being locked onto the axle directly,” Christian explains, picking one up like it’s a loaf of bread. “Slightly heavier, cheaper carbon wheel technology takes around four or five hours per wheel; this is 40 hours because it’s hand laid up, pre-preg, autoclave-cured, with much less epoxy and higher carbon content.” So that’s one man working nine-to-five, for one working week, to make one wheel. No wonder they cost \$65k a set.

Think that’s over the top? Because you can’t buy a Chiron’s DSG off the shelf, Koenigsegg just shrugged and designed its own gearbox, from scratch, except it’s even smarter, smaller and, at 90kg, a lot lighter than Bugatti’s. Dubbed the Light Speed Gearbox, it’s a 9spd multi-clutch transmission. A bit like a bike that has three big cogs at the front and seven at the back to make 21 possible ratios, here there’s two sets of three, with six forward clutches (and one for reverse) that can select any combination at any time. As a result, you can jump from one gear to any other without going through the ratios between.

Pull the two-stage paddle half way and you’ll swap down one gear (shifts take 20–30 milliseconds); pull it all the way and it’ll jump to the gear that offers the best acceleration at that time. Because, y’know, when you’re driving a Koenigsegg, you need all the help you can get. Koenigsegg’s evocative name for the system is UPOD –





01



02



03

1. Analogue G-force meter a typically eccentric option. Sits atop the dash, behind the wheel, where a traditional instrument cluster would normally be. 2. Nope, not a no-seat, lightweight Jesko RS, merely a car being frantically finished before its date in Geneva 3. One of the great car logos, inherited from the Swedish Air Force 4. This a turbo. A big one. The Jesko has two 5. Oh stop it. Even the exhaust internals look immaculate



05



04





## HERE'S A Regera WE MADE EARLIER

How to build a 1,479bhp hybrid hypercar in eight easy steps



### 1. Wheel of fortune

Each 'hollow core' carbon wheel takes around 40 hours to complete. Caution: this man hasn't slept in days



### 2. Bake off

Autoclave used for curing vacuum-bagged carbon parts. Around 30 mins at 180 should do it, 35 mins if you like it crispy



### 3. Mind the gap

Before painting, panel fit is checked on a wooden buck, stripes – worth 50bhp a piece – are marked out for painting later



### 6. The marriage

V8 engine, direct-drive gearbox, battery pack, high-voltage cables. Some of these things could be in this picture – it's hard to tell



### 5. Spaghetti junction

Either this man is figuring out CvK's new surround-sound home cinema system, or the Regera has a lot of wiring



### 4. The engine room

Exclusive spy shots of Koenigsegg's next-gen, raised 'trolley' architecture caused a bit of a stir



### 7. Job done

Panels on, interior in, fluids topped up, the finished article. Brown paper and bubblewrap trim a £74,000 option



### 8. First steps

I ride shotgun for this Regera's 'gentle' bedding-in session. Involves a full-bore 0–186–0mph run and nothing falls off, including my face. Result!





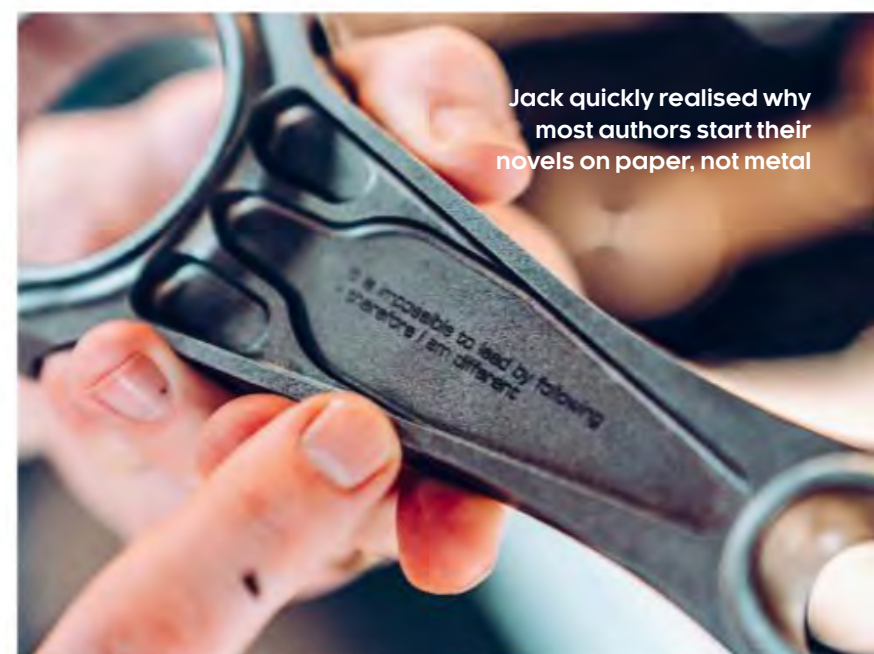
**Strutting its stuff**  
Electric dihedral synchro-helix doors a Koenigsegg staple – beware of high kerbs. For maximum peacock mode, the front bonnet, doors and rear clamshell can all be opened on hydraulic struts at the touch of a key fob

Ultimate Power on Demand. “This is a thing you’re not supposed to do as a small carmaker,” says Christian, looking delighted with himself.

And Koenigsegg is a small car manufacturer. In the past 25 years it’s produced just over 150 cars. In total. It will build 125 Jeskos (all sold out, despite starting at £2.5m) at an unprecedented rate of 40 to 50 cars a year. This time next year, we’ll see another new model – a joint venture with electric car specialists NEVS – a hybrid set to be built in larger numbers (think hundreds, not thousands) at a lower price (around \$1m). What form that car will take we’ll have to wait and see, but we’re told to expect something entirely different. A crossover? Perhaps. Either way, it’s looking like the Jesko will be Koenigsegg’s last purely combustion-powered car.

## “IN 25 YEARS IT’S PRODUCED JUST OVER 150 CARS”

Whether it’ll ever beat Bugatti and Hennessey and see the twinkly side of 300mph is anyone’s guess. “You have to find a venue, you have to find the right car, you have to find a driver who is willing to do it and a tyre manufacturer that supports your effort. It’s very dangerous and scary – for the Agera RS, we had wildlife running around, birds sitting on the road, anything can happen at these speeds.” You get the sense that Mr Koenigsegg doesn’t really care whether the simulations are ever proved right – screw the formula. For him it’s about pushing the envelope with both hands and making something capable of such feats that matters. That, and making his dad proud. **TG**



Jack quickly realised why most authors start their novels on paper, not metal



Koenigsegg’s attempt to improve the humble starfish was off to a strong start



# ASTON A NEW



The AM-RB 003 and Vanquish Concept aren't just Geneva show stealers – they're part of Aston Martin's ambitious plan for world domination...

WORDS JASON BARLOW  
PHOTOGRAPHY PHILIPP RUPPRECHT




ASTON MARTIN

# FORN D A W N



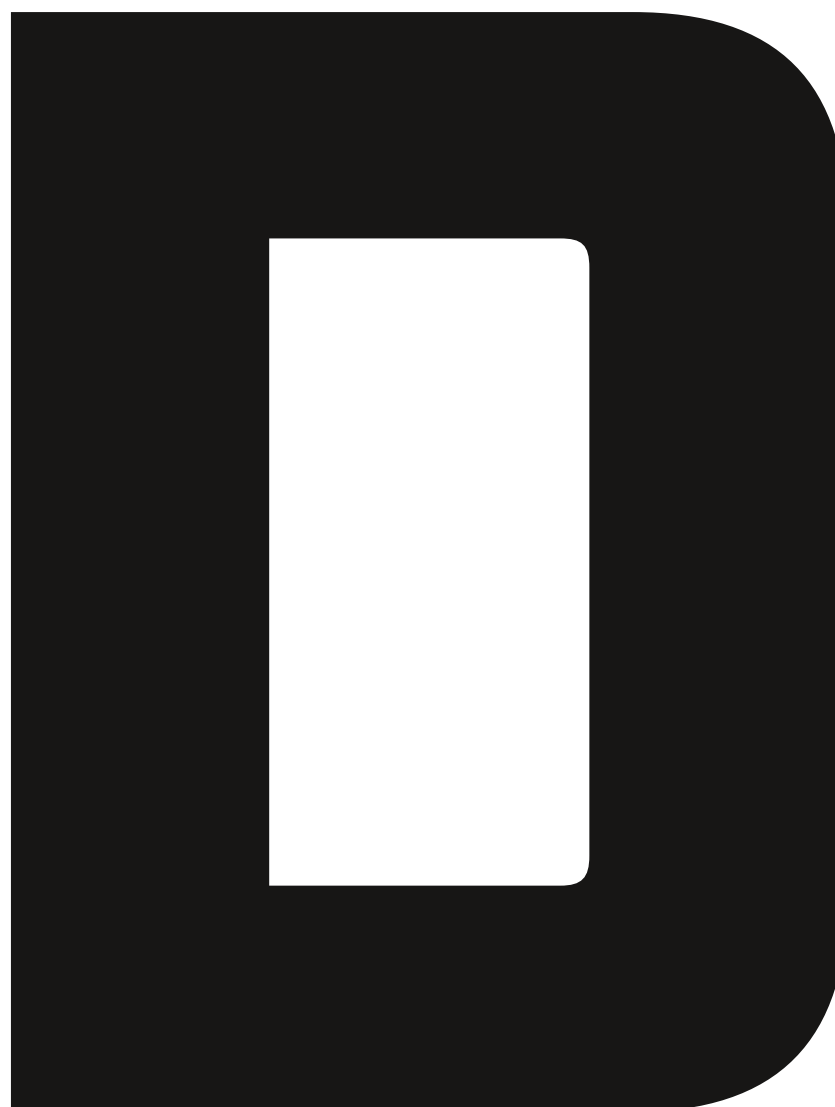




**“WHEEL IS LOZENGE-  
SHAPED, LIKE THE  
RED BULL F1 CAR’S”**








Do you remember the Bulldog? Like the spaceship-shaped Lagonda, this was another of Aston Martin's Seventies forays into crazy town – long, low, absurdly fast, and mooted for a limited production run but destined to exist only as a lonely one-off.

It was also mid-engined, a format Aston toyed with again in the early Noughties when the Vantage was being conceived. A full-size mock-up was built but, as we know, the production car was defiantly front-engined. The boss at the time, Dr Bez, wasn't keen on it.

Ensconced since 2014, boss Dr Andy Palmer is no longer strictly new, but the next phase of his 'Second Century Plan' certainly feels it. The forward progress is relentless, to the extent that when Aston unveiled the AM-RB 003 and the (Vision) Vanquish (Concept) at the Geneva show the other month, it caught plenty of people off guard and prompted lots of snarky comments about bolstering the share price and pumping investor confidence.

Whatever. Not one but two mid-engined Astons, wrapped in bodies that draw heavily on the skeletal form of the Valkyrie, that use their configuration to propel Aston Martin into a different sector of the market. The AM-RB 003 will run to 500 units only, at a proposed cost of £1m each, a son-of-Valkyrie entry into the territory most recently staked out by the LaFerrari, McLaren P1, and Porsche 918. It will have an all-carbon-fibre chassis. The Vanquish Vision Concept is mostly aluminium and will be pitched against the Ferrari F8 Tributo and McLaren 720S.

Both cars will use an all-new twin-turbo V6 engine, hybridised in major and minor forms in the now familiar supercar manner, taking advantage of the technology's low-end torque-fill to enhance performance and drivability, with the added benefit of optimising efficiency and reducing fuel consumption.

The engine is currently under development, guided by Joerg Ross, lately of Maserati, but with Scuderia Ferrari and Ford also on his CV. 





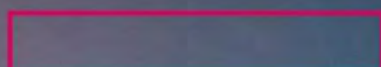
AM-RB 003 (above) puts flesh on the Valkyrie's bones, but not much. Aston has opened a studio in Milton Keynes, close to Red Bull Racing's HQ, and Adrian Newey will be overseeing the £1m, 500-cars-only son-of-Valkyrie. Its packaging is less extreme, but it will still deliver huge downforce and LaFerrari/P1/918 performance. Vanquish concept (below) shares 003's all-new twin-turbo hybrid V6, but its body is bonded aluminium rather than carbon fibre. Mid-engined layout appeals to customers in emerging markets who want something more 'showy'







**“WE’RE NOT BEING EXCESSIVE  
WITH THE AERO – WE’RE  
BEING EFFICIENT WITH IT”**





It's the first V6 in Aston's history, and the first all-new engine since Tadek Marek's V8 in the Fifties.

Max Szwaj, Aston Martin's chief technical officer, arrived at the company a few years ago following stints at BMW, Ferrari and Porsche; he worked on the Noughties Mini, Carrera GT and LaFerrari, among others. Chris Goodwin, seemingly a McLaren lifer, jumped ship 18 months ago, and has spent the last year in the Red Bull simulator honing the Valkyrie. He'll work on the mid-engined cars' chassis integrity, with Matt Becker across the hallway sprinkling his magic dust on the GTs. It's a formidable line-up, all in the service of Palmer's masterplan.

"It's a portfolio," the boss explains in his appealingly matter-of-fact way, as if running a high-end luxury brand was a job any fool could do. "Widen it so you're not completely reliant on the GT market. Deepen it, so we're now selling in 53 countries. Basically, it's about de-risking being a small-volume car manufacturer."

He continues: "We think there are 17m people out there who are potential customers, people with money in their bank accounts that they can spend on discretionary things. It's a figure that's growing at about six per cent per year. It's a good place to be, but it's moving

east, so you've got to be comfortable with that territory. Fortunately I am. Nobody is serving all those customers, so they're going to different brands to satisfy their requirements. Our ambition, and I hope this doesn't sound too arrogant, is to go beyond being the British Ferrari to somewhere different."

Palmer calls up a schematic on his laptop. It's work he says he began before he'd even accepted the Aston job in 2014.

"The whole exercise of getting into F1, creating Valkyrie, and then the son of Valkyrie, it gives you the legitimacy to go into the mid-engined market, to have a go at Ferrari's heartland. Ferrari exists here, we'll exist here... but we're also over *here* [points to the graphic]. And that makes us a very different proposition."

Indeed; Ferrari has yet to design an apartment building, powerboat, or submarine. Inside Aston's design wing, chief creative officer Marek Reichman is waiting for us, along with design director Miles Nurnberger ("They really are geniuses," Palmer says, "the best I've ever come across.") There are half a dozen cars in here, including a full-size clay, some unfamiliar shapes still undercover, and the 3D-printed flotsam and jetsam typical of a 21st-century creative hub. A mood board features an image of David Bowie and

Concave bottoms – mark  
our words, will be the next  
fashion to hit the streets





Concorde as part of a series of inspirations informing Lagonda (the SUV was also at Geneva).

But it's the Vanquish concept and 003 that grab all your attention. Reichman has talked us through new Astons on countless occasions, but never so animatedly. Probably because the mid-engined cars, though forging a new path for the company, also complete the design picture begun by the DB11 and Vantage. If you thought the former's C-pillar overly disruptive, or the latter's grille and front-end treatment off-beam, then look again in the context of these new cars. These things take time to settle, but the narrative is pretty much complete. (The DBX SUV sits between and has more formality, but that's for later.)

The Red Bull collaboration, Reichman insists, has been critical. A second design studio has been opened in Milton Keynes, close to the F1 guys to maximise the potential, overseen by ex-VW designer Tobias Sühlmann. Expect F1/aeronautical tech like FlexFoil, which allows wing composites to alter shape without hurting their structural integrity, to feature. Like the Valkyrie, the 003's underbody is ruthlessly aero-optimised, but this time it's more defined by what's there than what isn't. It's fuller.

"We've learnt about crash structure, packaging engines amidships, downforce, things we didn't have here, from simply the best in the world," Reichman says firmly. "It's not been easy, but if it was, everyone could do it. It's why that car [the Valkyrie] performs the way it does. There is a direct bloodline, you can see it visually, but there's an engineering story that sits below it, too. We're not being excessive with the aero – we're being efficient with it."

He keeps going. "The Valkyrie is an insect. An ant doesn't have any excess on it. It's a beautiful thing when you examine it closely, but it's insect-like. We're in awe of what it can do. Now take the ant and add shape and volume to it. It doesn't need 1,800kg of downforce, it doesn't have a naturally aspirated V12, you relax the ant, you relax the capability so you can get beauty into the form."

Having sat in a Valkyrie, we can attest to its astonishing packaging and uncompromising cabin. The AM 003 also relaxes that aspect, apparent when we get to try a foam buck of its cockpit. As well as being unexpectedly robust, it's also spacious and easy to get in and out of. There's an adjustable steering wheel, lozenge-shaped like the one in a Red Bull F1 car, and prominent front wings. The driving position is perfect, the view ahead excellent (no idea about



**“WE THINK THERE ARE 17M POTENTIAL CUSTOMERS”**





rear-three-quarter visibility, because there's nothing there, not even foam). If the Valkyrie is necessarily tricky to access, and positions the occupants in an intimately recumbent quasi-embrace, the AM 003 feels usable and civilised. The show car interior moves the game on hugely, concentrating the information on readouts ahead of and within the wheel, and minimising the real estate elsewhere. Simply dock your phone for entertainment and connectivity. Reduce.

"We call them 'Becker points'," Marek says of the visible front wings, "because he insists on those to help you in terms of positioning the car on the road. This will be an extremely high performance machine, but we want you to be able to park it at Waitrose, too."

The Vanquish concept more obviously connects Aston's GT cars to the new mid-engined series. It's notably 'cab-forward', and the area where the front wheel arch meets the door is suffused with aero-driven drama. But the roof and rear end treatment are almost reductionist versions of the DB11, augmented by a wild rear diffuser.

"We worked hard on the break point between the windscreen and bonnet, so you can get much more of a single surface," Reichman says. "The language of the face is 'Valkyrie reduced', but it also comes from Vulcan and Vantage. The Vulcan supplied the race heritage face, took you away from brogues and a Savile Row suit. The Vantage picks up on that, and questions the traditionalist view. But it's still related to a sports car, it's the model we take WEC racing, the one we'll win with at Le Mans, hopefully. And we're evolving that thinking into these cars."

Andy Palmer has dreams of taking on luxury goods behemoths like LVMH or Richemont; margins here are so fat that their shareholders are permanently in clover when they're not on their private jets. But he's also an engineer at heart and by trade, and has firmly tied his company to one of the UK's most visionary tech companies. "Our mid-engined cars are being developed in Milton Keynes. Adrian [Newey] is involved in the AM-RB 009," Palmer says. "And Adrian forces you to rethink everything you think you know about a car." **TG**

**"WE WANT  
YOU TO BE  
ABLE TO  
PARK IT IN  
WAITROSE  
TOO"**





A 1,160bhp Aston,  
an F1 sim and  
a man prone to  
motion sickness.  
He's gonna spew!

WORDS CHRIS HARRIS /  
PHOTOGRAPHY DREW GIBSON

# HARRIS DRIVES THE VALKYRIE

[ V I R T U A L L Y ]





**W**e now know enough about the Valkyrie to be certain that it will be the fastest, most extreme road car ever built. Others might have a higher top speed, or more power, but for the only true measurement of overall performance – lap time – this Aston Martin will be in a class of one. We know what it will look like, what it will sound like, and we can even tell you how much it understeers through Spa's treacherous Pouhon corner (answer: hardly at all). But Aston has only just shown Valkyrie prototype #1, with an engine plumbed in, at the Geneva show. Until recently, the car only existed in the virtual world.

This is effectively an extreme motorsport project – with a numberplate – and, as such, Adrian Newey and his team have deployed the same methodology that brought Red Bull multiple Formula One World Championships. And that extends to driving. Aston Martin high performance test driver Chris Goodwin has been driving the fastest Aston ever for months now, refining suspension components and aerodynamic performance without the thing actually existing. They've invited us to come and see how they're getting on. This will be my first-ever virtual car review.

A Formula One team appears to employ lots and lots of people. The car park at Red Bull's Milton Keynes HQ spills out onto the surrounding roads, and the place bustles with activity. The reception area is a shrine to the team's racing success and, just to the right of the security desk, is a door that leads to every teenage gamer's dream: a fully functioning simulator. It's dark, lacking air and has a small antechamber containing the racing boots and gloves of those who work there, and a massive fridge full of the energy drink that pays for the place.

Goodwin explains what they're going to demonstrate today – laps of Spa-Francorchamps in what they call a



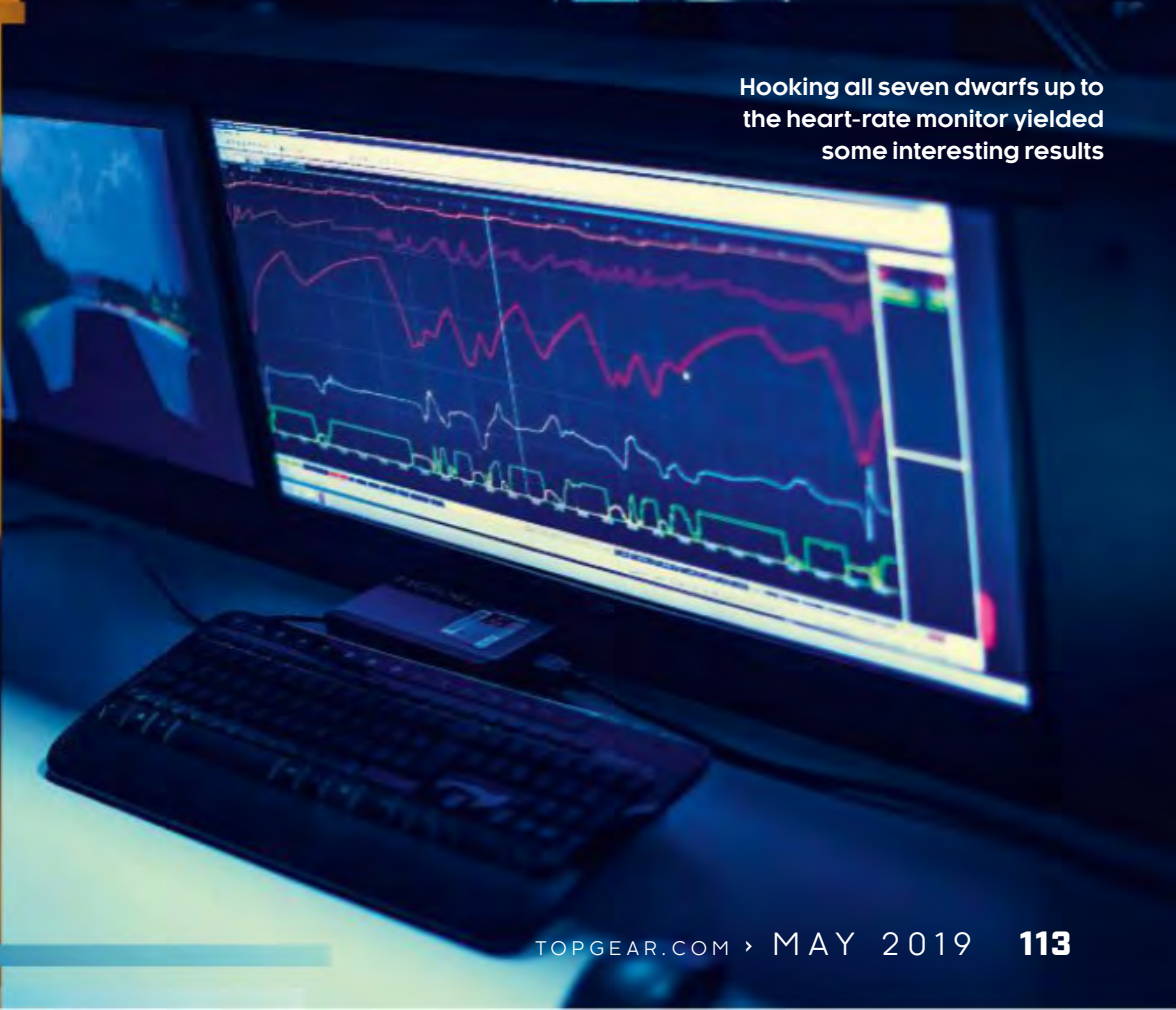


Goodwin shows Harris his prized virtual watermelon



That's CH's 'big acceleration' face. At least, we really hope that's CH's 'big acceleration' face

**“THIS WILL  
BE MY FIRST-  
EVER VIRTUAL  
CAR REVIEW”**



Hooking all seven dwarfs up to the heart-rate monitor yielded some interesting results





"He does know he's not supposed to knock down every single tree, right?"

"When TG promised me a relaxing spa day, this wasn't quite what I had in mind..."

## "MY DRIVING IS, AT FIRST, UTTER BILGE"

'generic' supercar, versus an older configuration of the Valkyrie. The generic car is a machine whose performance and handling is loosely defined on the existing 700bhp club – not a specific make and model.

The simulator itself is all very James Bond and, to me, pretty intimidating. It sits high up on a platform you climb onto – the front section of what I'd guess is a 2004 Formula One chassis faces a vast screen that fills your field of vision. Just sitting in it and grasping the pukka F1 steering wheel makes me feel intimidated and nervous. Just trying to make my eyes properly focus on the screen has my lunch suggesting that it might want to make a break for freedom.

The controls are light and the steering has simulated resistance. My driving, for someone who has done many, many laps of Spa, is, at first, utter bilge. I pile into braking zones too fast and I rely too much on the feel of the simulator controls, which are ultimately far more mute than those of a

normal car. After three laps, I have to admit I don't quite know what the point of this exercise is – other than to make me chunder and question how on earth the most extreme hypercar can be developed using this instrument of torture.

Goodwin then talks me through how he works the process, and it begins to make a little more sense. You need to use very subtle, smooth inputs and feel your way into the feedback. He's right – a few more laps and I begin to turn into corners more accurately and consistently. But as I become more comfortable with the machine, so the virtual car I'm driving seems lazier and less keen to change direction. At the top of the circuit, Les Combes, it's all understeer in the slow corners, and when I try to use the right pedal to move the rear a bit more, I end up failing to catch the imaginary oversteer.

So we switch to the Valkyrie. I carry the same speed through Eau Rouge as before, and the car seems to be idling, hardly trying at all. And then I brake into Les Combes using the same reference points as I did in the other car, only to have to accelerate back up to the corner. So I probably make the most rookiest of errors and try much harder, which results in a series of missed apexes, spins and swearing.

But even in this brief, half-hour session, I begin to understand how the machine works, what to look for and, crucially, how this car performs differently from the last one.

This whole platform is flatter and more responsive – just plain sharper. You can use far more aggressive steering inputs on the way into a corner and, on the exit, get on the gas much sooner. Once I've managed one clean lap, it seems a good time





## Back to reality

When we drive the real thing, expect violence. Naturally aspirated 6.5-litre V12 revs to over 11,000rpm, and produces 1,160bhp along with a hybrid system. Fastest road car ever? We'd bet our house on it



to stop, have a chat with the simulator operators and see how loudly Goodwin is laughing at the spin-athon he's just witnessed.

Of course, I'm miles off his time, but I now understand how you can begin developing a car without actually having a moving machine. I still think it's a cold, unemotional process, but it must save hundreds of millions of pounds doing it this way. Sometimes they tell Chris what changes they've made; sometimes they just let him get on with it and find out for himself. After months and months of this work and data crunching, the Valkyrie's complicated cross-linked hydraulic suspension will effectively be mostly developed before it is even built.

And how fast was it in the virtual world? I guessed 5secs; it was actually 12 seconds faster. If I drove you around Spa in a GT2 RS, then stopped and told you there was a street-legal car capable of going 12secs quicker, you'd be dumbfounded. And, as Goodwin says before I go: "That's an old calibration. The new one is faster."

The Valkyrie will be unlike anything we've seen before. **TG**



## VIRTUAL INSANITY

Four cars that only exist in the virtual world



**Chevrolet Chaparral 2X**  
240mph, 900bhp, 0-60mph in 1.5secs. A frickin' 671kW laser. There's even a life-size model. The best Vision GT by far



**New/old Toyota Supra**  
All the new Supra's missing is a little more MkIV. Thanks to the spoiler and offset exhaust in this pic, now it has it




**Yasid Design Tyrell**  
Here's an idea for jazzing up F1 – a grid of monster six-wheel, pickup-based, Tyrell tributes. Too extreme?



**The Grumobile – Despicable Me**  
Armour-plated, rocket-powered and as high as a house. This is where the super SUV will lead us

IMAGES: ROMAN MIAH; YASID OOOZEER





# HAS BMW DESIGN LOST THE PLOT?

Aesthetics are personal, but it can't just be us? BMW's new 7-Series and X7 are a new low point for BMW design. Discuss

**WORDS** PAUL HORRELL & OLLIE KEW





**BAFFLING  
DASHBOARD  
GRAPHICS**

**MORE CHROME  
THAN YOUR  
EN SUITE**

**PIZZA-SIZED  
BADGE**

**VAST  
SNOUT**

**GURNING  
MOUTH**



**Paul Horrell** We've been here before, so perhaps history can teach us. The 2001 BMW 7-Series threw our world into spasm. Its jowly face, slabby sides and grotesquely stepped rear stopped everyone in their tracks. Anyone who got behind the wheel found themselves faced with the first iDrive and its brutally hostile learning curve. Controlled by just the selector wheel and no shortcut buttons at all, it was a rabbit warren of fathomless menu hierarchies.

Now BMW is making another audacious move, with a new face at the top of its range. And what a face! It's like those people you see emerging from the first-class lounges as they fly between Nice and Geneva, Malaga and Frankfurt. Orange-tanned skin pulled tight over the cheekbones, suspiciously inflated upper lips, pinched eyes. Mouths agape as they bark into their mobiles, whitened teeth glinting in the expensive sunlight. Expensive cosmetic work can be tragically vulgar. Someone tell BMW.

This face-lifted 7-Series isn't just an isolated and regrettable case of the surgeon's knife slipping a little too

deep. Nothing at BMW ever happens unless part of a bigger strategy. The 7-Series is one of a tripartite top-of-the range foray, joined by the 8-Series GT cars and the X7 enormo-SUV. All three wear the same facial characteristics. Inside, you'll find similar driver interfaces, cabin jewellery and materials.

I've been driving the X7 in what is literally (it's built in the US) and metaphorically its homeland. Crossing a swathe of the west I ended up on the glitter gulch of Las Vegas. Meanwhile, Ollie Kew has been getting to grips with the 7-Series in Europe's physically more constraining and aesthetically more subtle environment.

**Ollie Kew** Yep, the southern tip of Portugal, to be precise. Cannily, it's not that busy in the spring, but every time I wafted towards a Faro-ite minding their own business, the same look of bemused revulsion spread across their face. For me, a luxu barge should, more than any other car besides a hearse, project an image of dignified serenity. This one's a thrusting caricature. And a little insecure in its itself. What the hell is that grille compensating for, besides the piggy laser



**“WHAT IS THAT GRILLE COMPENSATING FOR, APART FROM THE PIGGY LIGHTS?”**



#### Engine room

The 262bhp 30d is the sensible one, the 335bhp straight-six 40i is the one you want and the quad-turbo, £87k M50d (391bhp, 561lb ft) is the one the X7 deserves



#### High rollers

Look at you and your pathetic little castors! What you want is the X7 M Sport and a set of mahoosive Y-spoke 22-inch rims



headlights? You know how those criminal e-fit illustrations drop into the uncanny valley, because the victim emphasises the miscreant's most noticeable features? That's what the Seven's become. An e-fit BMW.

But we're Europeans, and this car isn't for us. It's for Asia. Annexing 40 per cent share of the market in China speaks for itself. Asia asked BMW to make the new Seven look more different to the 3- and 5-Series, to have more presence, and more novelty features. So, it's now got animated LED lamp flourishes and the expression of a Pixar villain.

In Asia, bougie rules. The M760Li V12 is the top-selling version, despite a tax bill bigger than Greece's GDP. BMW literally can't build V12s quickly enough. In Europe, we still want the diesel 730d and the plug-in 745Le hybrid, and its 36-mile range of zero-emission silence. It's maximum limo for minimum cost – to you or your employer.

**PH** The X7 is a limo too, with epic rear-seat luxury. And as an SUV, it's off on the right foot for the prosperous in Asia and America. Like the 7-Series, the X7 is quite the

visual statement piece. By making even an aftermarket-tuner Range Rover look like a wallflower, it's drawing aesthetic resonances from Cadillac and Lincoln.

The three-row function might provide a rational reason to buy, but the emotional reason is all there in the pair of thrones that lie behind the chauffeur. They're adjusted by a plethora of electric motors; they're heated, individually climate-controlled and multimedia-entertained. Oh sure, it's also a useful car, provided you've got the road space, but I've a solid hunch the sort of people who want utility in their BMWs will get the X5 or a Touring.

Fortunately there's little brash about the way it goes down the road. Correlation between 'SUV' and 'refined and dynamic' is usually too close to zero. But this one is extremely well sorted.

**OK** Annoyingly, the 7-Series is a good car too. But in an odd, almost irrelevant way: it's engaging to drive. You'd expect that of a BMW. But the ultimate driving limousine? You're not paying your chauffeur to respect the pleasantly weighted



#### Stick the boot in

It's the size of a cruise liner, but with all seven seats up, the boot is a Fiesta-sized 326 litres. All back seats down there's 2,120 litres – more than in an Audi Q7



# “I THINK I SPEAK FOR A LOT OF CAR FOLK WHEN I SAY: I MISS CHRIS BANGLE”

## Embrace change

According to the Seven's product manager, the president of BMW Korea hugged the designers when they demo'd the animated lights



steering and extend the magnificently smooth new 4.4-litre, 523bhp V8 BMW's plumbed into the 750i. You'll want that as hushed as possible. While you set your vigorous massage just so, and wonder why the ride isn't as pillowy as you'd hope.

**PH** The X7's comfort is mighty fine, certainly so for an SUV. A bit of wind noise hisses around, but that's the only tiny dent in a wonderfully refined nature. To drive, it's simply a bigger BMW crossover: more stable, more thoughtful in its reactions than the X1-X6. But still precise. And actually you'll be able to specify a chassis of active wizardry that allows it to be yanked around the N\*!!!\*?ring faster than a V8 M3. Which is as relevant as the fact its boot is big enough to take four fattened calves to the livestock market.

The end-to-end richness of this cabin's furnishing is truly impressive. BMW's iDrive, after that disastrous start all those years ago, had by last year evolved into a fabulous operating system. But now it's been updated into gimmickry.

The polygonal instruments are distracting and surprisingly hard to read, and some of the interfaces are plain silly. I turned gesture control off after my conversational gestures to the passenger kept turning the radio up. If my child were deaf I'd learn sign language, but I can't be bothered to do it just to operate the stereo.

**OK** I never thought I'd say this, but I think I speak for a lot of car folk when I say: I miss Chris Bangle. OK, that first 7-Series was wobbly, but his 5-Series, his 6 Coupe, his Z4 – they've aged fabulously. Better than the cars that have replaced them, in fact. So, just to play an ocean-going amount of devil's advocate, perhaps we're going to come around to the X7 and its ilk. Maybe they'll look fresh and cool in a decade's time and... argh, who am I kidding? This is an end-of-days blind alley for BMW, chasing Audi down the übergrille rabbit hole.

**PH** Once in a while, BMW has a brainstorm. It makes a leap of borderline-reckless magnitude. Then over the succeeding





### Expect turbulence

This drag-reducing 'Air Breather' vent used to lean forward, to look rakish. Now it stands upright and taller, to make the 7 more butch



### Loss of control

Hurrah for heater control buttons and volume knobs living on. Pity the flush iDrive shortcut buttons, and 'octagonal' dials are fussy



years it starts to look less crazy. BMW has always claimed this is because it's us who are moving around to its way of thinking – that it blazes a trail and we eventually manage to get on board. I disagree.

If you look at the styling of that 2001 7-Series, or the first iDrive, or even the first Valvetronic engines, or the first-generation active steering, well, they were horrid when new and they remained horrid. BMW subsequently evolved those ideas, finessing them until they came good.

When BMW makes a leap, it doesn't drag us all the way to that destination. It quietly goes into reverse, and we meet in the middle. So just wait for the facelift X7, and the 7-Series after this. They'll probably be quite likeable. **TG**



## EXPLAIN YOURSELF!

BMW Group design boss Adrian van Hooydonk defends his bold new direction...



**TG** Hi Adrian, we need to talk about grilles...

**AvH** Of course people have talked about the size of the grille, but if you look at our history, we've had even taller grilles. Narrow, tall, wide – we've had it all. In this model generation we can offer a bit more variety in the size of the grilles, but the grille has to be in proportion to the size of the vehicle. And I think it is. The whole front end is designed in a very precise manner: thin headlamps, tall grille and a not overly aggressive bumper. It is no bigger or taller than a Range Rover or GLS.

**TG** How hard is it to transfer BMW design cues to a car the X7's size?

**AvH** It's a challenge because it's a new car – you don't have a reference point. But it's a challenge we like. It's a car our dealers have been asking for for a long time, and we felt that space in the market was there for us. It has all the attributes you need to be successful in this segment: the proportions, the wheel size – we have 22s – you need these things and then you have to have a certain presence, but also a certain restraint and formality.

**TG** Is this a deliberately audacious step by BMW to give space to ease back later?

**AvH** The BMW 7-Series and the X7 now have the presence that customers in this segment are looking for, and what most other vehicles in that segment already offer. I think we will get used to it.



300MPH  
DRAG RACING

# THE MAIN EVENT



SANTA POD RACEWAY

24-27 MAY 2019

WWW.SANTAPOD.COM

EUROPEAN DRAG RACING • MONSTER TRUCKS  
JET CARS • STUNT SHOWS • FAMILY CIRCUS



**KIDS UNDER 16  
GO FREE!**  
Maximum 3 per adult

**HOSPITALITY  
PACKAGES**  
Available from £109+vat

TICKET TYPE	ADVANCE	STANDARD
FRIDAY	£18	£25
SATURDAY	£35	£45
SUNDAY	£35	£45
MONDAY	£35	£45
SAT/SUN	£65	£75
SUN/MON	£65	£75
SAT/SUN/MON	£75	£90
ALL 4 DAYS	£85	£100

Santa Pod Raceway, Airfield Road, Podington, Nr. Wellingborough, Northants NN29 7XA. Signposted From J14/15 M1  
Adult day tickets from £35\*, 4 day weekend tickets from £85\*. Booking fees apply  
\*Advance price available until 5pm Friday 17th May – standard price thereafter!



# RETRO

BECAUSE THEY DON'T MAKE 'EM LIKE THEY USED TO

PLUS

We buy  
and run our  
own retro  
project



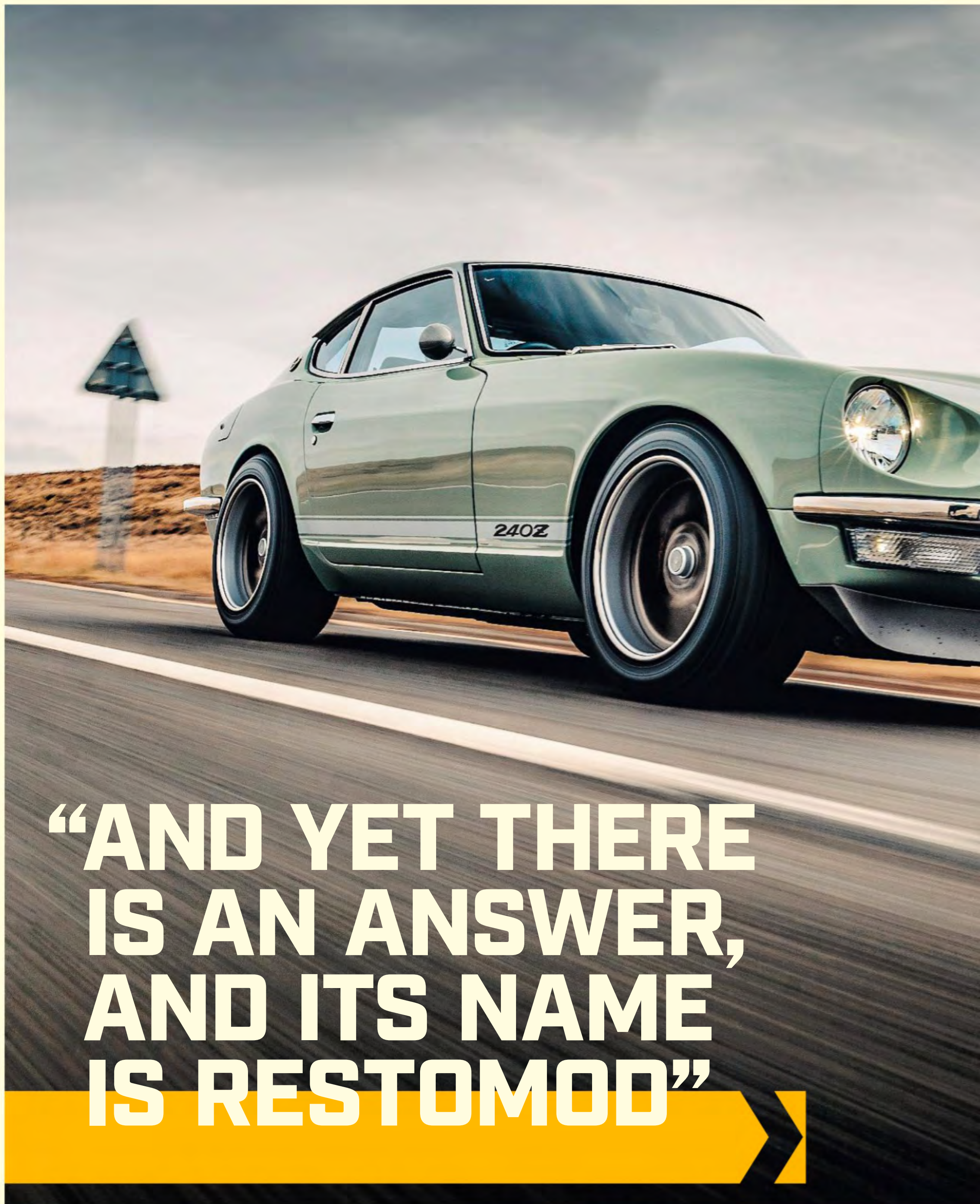
HEADLINER

## Z'S SHED

Meet the Bradford boys giving restomod a good name

WORDS TOM FORD PHOTOGRAPHY MARK RICCONI





**“AND YET THERE  
IS AN ANSWER,  
AND ITS NAME  
IS RESTOMOD”**





Old sports cars are cool. Compared with most modern fast things they seem impossibly tiny, slim-pillared and delicate. They say volumes more about your character than any casually bought modern lump, have an air of romance and style that cares little for servo assistance, pedestrian safety, crash structures, airbags or death in general. They are rebellious, a little dangerous, gorgeously *arrogant*. Unfortunately, they are also, generally, lightly terrible. Noisy. Comparatively slow. They wander, fail to stop properly, fail to go properly and will terminally and completely fail at random intervals, just to remind you how romantic they can be. Old sports cars therefore must be used under the caveat that they are cool *when they work*.

And yet there is an answer, and its name is restomod. A term we've become more and more familiar with as cars get ever fatter and blithely homogenous, leaving us seeking that old-school look but finding ourselves indelibly seduced by the convenience of modernity. Simple things like actually starting, or failing to bleed vital fluids on the M1, for instance. Or brakes that stop when and where we want to.

The recipe for restomod is therefore is fairly simple. Purchase a car from an era of gorgeousness, and sympathetically underpin it with modern engineering, taking care not to slice off any vital chunks of character. The watchword for success – in my opinion – being subtlety. Some do it well; others badly.

MZR Roadsports in Bradford does it very, very well.

So I've spoiled the surprise a bit, but who cares? I've always loved the Datsun 240Z (latterly the 260Z, 280Z, Nissan S30 and/or Fairlady Z, depending on who you talk to), and MZR are making what was a nice little Seventies sports car into a properly brilliant one. Run by two immensely, infectiously likeable blokes called Rahail Tariq and Martin Ryland out of a slightly scrubby industrial estate on the west side of Bradford, they take – predominantly rust-free US imported – Z-cars and fettle them onto the far side of desirable.

It's familiar stuff done well. Cars are sourced to spec, shells and chassis are stripped, dipped and stitch-welded, beefed-up, sealed and armoured with sound-deadening and judicious reinforcement. On goes adjustable damping, bespoke suspension and heavy-duty limited-slip diffs, modern 5spd or 6spd 'boxes, contemporary brakes, a slick exhaust and fuel tank. Engines come in various original straight-six flavours from 2.9 to 3.1 litres, stretching from about 240 to 280bhp, though in a car this light – just over a tonne – they actually don't need more. The engine bay is rigorously tidied, EFI (electronic fuel injection) is added,

Martin Ryland – one half of the brains behind MZR. Not to be confused with the BFG actor







**“THESE ARE CARS  
PUT TOGETHER BY  
MEN WHO TRULY  
LOVE WHAT THEY DO”**



Rahail and Martin admire their handiwork / a Datsun shell pre-paint beautification / Drink in the details, delight in the workmanship / Straps ideal for securing the hound



and a wiring loom worthy of a high-end racing car plumbed in. After all that, convenience is introduced, with barely-there power-assisted steering, proper heating and air-conditioning, gorgeous seating and interior trim. Wheels, paint, bespoke to the far reaches of your wallet and imagination. Pretty much all par for the restomod course.

Well, it would be, but these are cars put together by men who truly love what they do, and the really special bit is how authentic these cars feel. Because an MZR doesn't come across like a restomod. It feels like an optimisation. A streamlined, enhanced, progressed, developed and evolved Z car. You look out across the same plastic dash, ponder the same binnacles and needles. You stare through a frame of thin chrome pillars across a long bonnet, tucked up cab-rearward near that sloping rear hatch. There isn't much to see on the inside – no interior nappa-leathered into a porn dungeon, no blazing bright TFT screen or dancing LEDs, no multi-stage traction management dial or confusing barnacle of wheel-mounted controls. It's as pared-back and perfect as a Scandi showhome. Just you, a small, leather-wrapped wheel, three pedals and an endlessly tactile nugget of a wooden gearknob.

Engage the engine, and it barks into life with joy. Grab first, release the light clutch, and the car pulls away with a massless, tippy-toe feel that makes a modern sports car feel like a pudding. Thread it through town and it's slim, direct and so easy to place on the road that something like a Golf R feels like an untidy, nerveless behemoth. The upgrades aren't fanciful or indeed very noticeable without an un-remade car to compare them with – the 240 just seems to potter along quite happily not acting like a temperamental oldie from the first half of the Seventies. And then you get to a crappy, bumpy, twisty moorland road, and you realise that this is nothing like it should be. The engine spins up the dial as if it's excited to be outside, always asking for a few more revs, always with the urgency you don't get from modern cars with their mapped-for-torque mid-range. The steering feels a little nervous at first, but soon settles with you, dipping into corners lightly, delicately. I'd probably set the adjustable dampers slightly softer, to make the most of the generous grip, but that's a matter of a few clicks of a knob and a couple of hours working out what you prefer. The car has a radio. Apparently. I never even thought to switch it on.

All this and no squeaks or rattles, no hissy fits on start-up, no crunchy gears or overheating. No misaligned carbs or flat spots. No hassle. It's all the good bits of a stylish old sports car without the bad, the epitome of what a good restomod should be. But it's also not as simple as it sounds. This isn't a random aggregation of expensive bits, kitchen-sinked at a low-key icon. It's a car put together by people with passion, skill and experience, experience gleaned from years of trial-and-error, old-school skill and bright, contagious passion. It's one of the most joyful, absorbing and fun cars I've driven in a long time, where bald statistics fail to be relevant, numbers mean nothing and success is measured in the width of a grin. Old sports cars are cool. And this is one of the coolest.



Hard to believe how gnarled the 240Zs look before MZR gets to work



Several versions are available: Sport Design, Sport Edition or this one – Maximum Arch Edition, presumably





ART OF RACING

# SUNOCO PORSCHE 917/30, 1973

Sunoco, Roger Penske and his driver, the thoughtful and brilliantly versatile Mark Donohue, remains something of a holy trinity for motorsport fans. Livery and racecar co-define each other, rarely more so than in the Porsche 917/30. Can-Am – the Canadian American Challenge Cup – was famously unlimited but even by its wild standards the 917/30 was a heady beast. It was powered by a 5.4-litre twin-turbo flat-12, good for around 1,100bhp running 1.3bar of boost, but capable of 1,500bhp. Given that it weighed 800kg dry, its performance was vivid, and blunted not a lot by the presence of 400 litres of fuel when fully loaded. It won six of the eight rounds of the '73 Can-Am series, a dominion that led the organisers to limit fuel consumption, prompting Porsche to withdraw. In 1975, Donohue set a record when he lapped the Talladega racetrack at an average speed of 221.03mph in a 917/30. A week later, and having come out of retirement to race for Penske in Formula One, a tyre failure caused him to crash during practice for the Austrian Grand Prix.

He died of a cerebral haemorrhage a few days later. **Jason Barlow**





## TIMELINE

# THE CAR STEREO

1933



**FIRST PURPOSE-BUILT IN-CAR RADIO**

Galvin Manufacturing Corp's \$130 Motorola radio was compatible with most cars

1955



**FIRST IN-CAR RECORD PLAYER. KINDA**

Chrysler's Highway Hi-Fi only played proprietary 7in records... was thus a fairly spectacular failure

1965



**FIRST 8-TRACK**

Ford Mustang was the first car with a factory-fitted in-dash 8-track tape player

1985



**FIRST FACTORY-FITTED CD PLAYER**

Pioneer released first in-car CD player, but Mercs were first to get factory-fitted head-units

2011



**BYE-BYE CASSETTES...**

The last new car with a tape player – the Ford Crown Victoria – went out of production

2014



**... AND HELLO CARPLAY**

Ferrari FF: first car with the full version of Apple CarPlay. Digital formats replace CD players

IMAGES: GETTY, ROWAN HORNCastle

# WE'VE BOUGHT A 306 RALLYE SO YOU DON'T HAVE TO

**Ollie Marriage gets his hands dirty with a slice of the Nineties**

The barn find: unearthing an old car from a shed or lock-up. People get very excited about this, but it's not exactly difficult. I mean look what I found – a 20-year-old, 88,000-mile Peugeot 306 Rallye that had lain undisturbed in a garage for several years.

To be fair, I thought I was going to find it in the lock-up next door. That's where I remember parking it.

T916 JKP is my embarrassment and now I'm giving it an airing. God knows it needs it – when I opened the door and reached inside to check for cobwebs and run my hands over things, I'd forgotten it had an Alcantara steering wheel. It doesn't. That's mould.

I'd like to point out now that I do genuinely love this car. It's just that life got in the way. I bought it back in 2009 for £1,950 and proceeded to spend jack-all on it. Well, that's not strictly true. I paid £74.60 on eBay for two new Cyclone wheels to replace the cracked rims it came on, sourced original Pirelli P6000 tyres for even less, sorted out the tracking and taxed, MoT'd and insured it. The bill for that last one – £464 – was more than the rest of it put together.



Mould-covered technology – it'll probably still play 'Lust for Life' if you turn it on

2.0 4cyl n/a	167 bhp	6spd man	0-62 7.8 secs	30 mpg	n/a g/km

But due to an unforeseen issue it couldn't live at home. It became my dirty secret, stashed a mile from home, and gradually used less and less. I never forgot about it, but six months of tax each year eventually became SORN. It's been three years since I last opened the garage door.

The corrugated roof has leaked. There are water stains all over the red paint, mould around the fuel cap, the tyres are flat and there's not a drop of life in the battery. It's going to cost more than £464 to get it road-worthy. But that's the plan, to give it a new lease of life. The Rallye was the lightweight version of the 167bhp 306 GTi-6 – 52kg stripped out for an all-in 1,163kg. No electric windows or mirrors, no leather trim or front fogs, either. Less sound deadening, too. Just 500 were built, all for the hot hatch-obsessed UK market.

With the aid of a phone torch and Rowan Horncastle's camera flashes, I conduct a more in-depth investigation. First impressions are dire, but aside from cobwebs and (hopefully) superficial staining, I start to feel more upbeat. The doors open and close freely. Mice haven't found their way into the cabin. The six-disc CD autochanger in the boot doesn't look too rusty. Elsewhere corrosion seems to have stayed at bay, although I cross my fingers rather than stick my head underneath the sills.

And then I open the bonnet. Time hasn't been so kind here. Again, no gnawing evident, but the ravages of climate and damp can be seen in rusty bolts and corroded terminals. But at least I've had a look. And that's not all...

**NEXT MONTH: I'M GOING TO TRY TO GET IT OUT OF THE GARAGE**





PROGRESS REPORT

# AUDI R8 V10 vs AUDI R8 V8

A sports car that beat Porsche 12 years ago duels its 612bhp grandson

## HAS THE AUDI R8 GROWN UP MUCH?

The recipe hasn't changed, really: build the most user-friendly, easy-to-drive supercar on the planet. But the numbers have been rocket-boostered into orbit. Now packing a V10 with 612bhp, it monsters ye olde R8's 414bhp, from an RS4-pinned non-turbo V8.

## WHY WAS THE OLD R8 A LANDMARK?

Because it made us take Audi seriously, beyond repmobiles. The R8 was a driver's car. An anti-understeer device. Basically an entry-level Lambo Gallardo with an engine swap, smarter interior and ultra-crisp V8/open-gate manual combo taking centre stage. Like the Honda NSX, it shifted the needle for everyday-liveable exotica, and it gave the Porsche 911 a much sexier rival to chew on. Later on, Audi added a 5.2-litre V10, a terrible paddleshift gearbox (R tronic) a way better dual-clutch auto (S tronic), and roofless Spyder versions. There was even a lighter, rarer R8 GT: all 333 of 'em. But the base £77k R8 V8 remained the sweetest fruit from the R8 tree. This grey example featured on TG telly, no less.

## THE NEW ONE LOOKS A BIT...PLASTICKY

Ah, that's the facelift. Audi obviously over-ordered its infamous grilles last year, and threw a big box of mesh at the new R8 V10 Performance. Too many of those intakes are fake. We're suckers for the huge new mineshaft exhausts, though. And what a noise...

## DOES THE OLD-TIMER STILL HOLD UP IN 2019?

Oh, lawd yes. Just bear in mind, it ain't supposed to be a supercar, even though it's a super car. It was a Porsche Carrera and Aston V8 Vantage rival, so it's not mega quick. What it does have is a fabulously responsive motor, and a gearchange you have to really think about, and luxuriate in. It's not a hyperfast insta-steer land missile. Slow down. Enjoy it. Revel in the V8 bark and sense of connection that's slightly been lost in the ballistic successor.

## SO, WHERE'S THE PROGRESS BEEN MADE?

Much as we prefer the manual, the new car's flappy-paddle 'box is unflappably good. The fleet of cameras and sensors makes life easier too. It's a cleverer, faster machine, the new R8, but on the road, it's a licence-loser. Crucially, it's not as much old-school fun.

## WHICH SHOULD I PUT ON THE LOTTERY LIST?

Ideally, both. R8 MkIII (if it happens) might be an electric e-tron flagship. This is the last of the big atmospheric V10s. It's a magical, baleful engine, and stomps all over the case for twin-turboing every other supercar. This V10 is musical, characterful, and world-class to use: a future classic. Meanwhile, the original 4.2 V8 has that gearbox, the cleanest looks, and right now they're swapping hands for less than £40k. It's one of the sports car bargains of the moment. But the world will catch on. **Ollie Kew**





## FAST ESTATES



SKODA OCTAVIA vRS (2007)

**Price Now: £3,500**

**Harris says:** Alright, it looks a bit like a minicab. And it has 136,000 miles, so it might actually have been a minicab. But it basically has a Golf GTI's turbo engine, and an eminently tunable one, at that.

LESS  
THAN  
£5K



VOLVO 850 T5R (1995)

**Price Now: £7,000**

**Harris says:** It doesn't put 240bhp through its front wheels anything like a modern hot hatch can, but its five-cylinder turbo sounds mega and there was a British Touring Car version, too. YouTube it.

LESS  
THAN  
£10K



MERCEDES C63 AMG  
ESTATE (2008)

**Price Now: £17,000**

**Harris says:** One of the last AMGs to use a naturally aspirated engine, and what an engine. It's worth most of the price alone, so all that load space at the back is just a bonus. Prepare for tyre bills.

LESS  
THAN  
£20K



**Honest Harris'**  
**Bargain Corner**



#1

# OUT RUN

SEGA, ARCADE 1986

REMEMBERING  
RETRO GAMING  
THE CLASSICS

No real-time tyre degradation or dynamic weather systems here; just you, a generic red convertible (that, if some Italian lawyers come knocking, definitely isn't a chop-top Ferrari Testarossa) with a charming 16-bit blonde in the passenger seat and a near infinity of American freeway. All accompanied by some of the most infectious videogame music ever committed to silicon.

When *Out Run* arrived in arcades in 1986 it instantly transported you from standing in a sticky puddle of spilt Fanta at your local Megabowl to embarking on the greatest roadtrip gaming had ever seen. You'd pick your favourite tune by twiddling the dial on the FM radio and, with a chirp of the tyres, pull up to the start of a *Cannonball Run*-esque dash across the continent. This is a game that understood the romantic pull of the open road and, better yet, was able to emulate it on technology that nowadays you wouldn't trust to run a mixed load cycle on your washing machine.

It was the sheer speed of the thing that was most intoxicating, though. The breakneck pace at which you scythed past traffic was unprecedented at the time and was paired with the tactile rush of jamming the shifter into high gear and clinging onto the cabinet's chunky wheel for dear life as the kph figure climbed.

Boasting scenery that evolved as you completed each stage and a choice of routes to five finishes, *Out Run* also had surprising depth for a game designed to swallow as much of your pocket money as possible. And with whiplash-inducing sequences of high-speed corners on the more challenging routes, anyone determined to complete it could expect to shell out a small fortune for the privilege. Although as far as we're concerned, for a spot on the high scores board and a steamy 15 minutes with the best arcade racer of the Eighties, that's fine value. **Mike Channell**





# TOPGEAR

TOPGEAR'S LONG-TERM CARS. TESTED & VERIFIED





## Alfa Romeo Giulia 2.0

### HELLO

£33,190 OTR/£39,270 as tested/£452pcm

### WHY IT'S HERE

Is a standard Giulia as brilliant as the QV?

### DRIVER

Esther Neve



### SOME OF YOU WILL RECALL THAT A COUPLE OF YEARS BACK, WE

were lucky enough to run an Alfa Romeo Giulia QV. Well, I say “lucky”... the truth is, as lovely as it was, it did break down on us on more than one occasion. And as a result, it did also cause us a notable amount of stress.





However, we did still love it. The question was: did we love it because it was the QV or because it was a Giulia? Well, with the arrival of RX68 HJY, that's something we're looking forward to finding out.

Our new Alfa Romeo Giulia was spec'd by *TopGear* Garage Captain Ollie Kew to be an everyman version. Therefore, the bottom-specification Giulia Super 2.0 turbo you see here has 198bhp and 244lb ft of torque. It costs £33,190 before options; after options, it costs £39,270. According to Hitachi Capital Finance, an optionless version of this car on a monthly deal will cost £452 (six months' deposit, 10,000 miles per year). As ever, if you're signing up to PCP or PCH, best to ensure you have enough mileage for your lifestyle.

Options added to the car are Montecarlo Blue paint (£695), 17-inch seven-hole alloy wheels (£395), Climate Pack (£250), electrically adjustable seats (£650), Cold Weather Pack (£550), Sport Pack (£975), Driver Assistance Pack Plus (£950), yellow brake calipers (£450), electrically adjustable and folding door mirrors (£275) and active cruise control (£890). Six months with them will enlighten us as to whether they're worth the extra cash.

So far, only three of us in the office have driven the Giulia – Ollie Kew, Tom Cobbe and I. All reports have been positive. In the six months we'll have the Giulia, there'll be a brand-new BMW 3-Series, the facelifted Jag XE and the fresh Volvo S60 will land in the UK – can the Alfa compete?

### SPECIFICATION

-  1995cc, 4cyl turbo petrol, FWD, 198bhp, 244lb ft
-  36.2mpg, 153g/km CO<sub>2</sub>
-  0–62mph in 6.6secs, 146mph
-  1429kg

MILEAGE: 3505 OUR MPG: 31.8

### GOOD STUFF

The office loves the Giulia's styling and design. Drives sweetly.

### BAD STUFF

TFuel consumption could be better, but the engine is still bedding in.





## Range Rover Velar D300

### REPORT 2

£67,740 OTR/£72,145 as tested/£892pcm

### WHY IT'S HERE

Is there more to the Velar than style alone?

### DRIVER

Ollie Marriage



**TOWING. ROOF-BOXING. HAULING. THE TRADITIONAL TASKS OF A FAMILY SUV,** basically. A few years back, I ran a Disco, and this was its forte. The infotainment was dire, but it worked like a shire horse. I didn't expect the same from the Velar. Too much the prissy urbanite, I thought. Somewhere along the lines, the engineers would have had to compromise on their 4x4 values. But last month it coped admirably with mountain bikes. And this month it's played an absolute blinder.





Size first. I'd always thought the Velar was relatively small. In fact it's only 75mm shorter than big brother Range Rover Sport. No wonder I'd been surprised with the amount I could fit in it. Back seats folded, a single mattress slid straight in. And the bed that went with it. And being 150mm lower than a Sport, at 1665mm, made it relatively easy to lift a roofbox on top when the passenger + luggage equation failed to add up. The side rails – a no-cost option – can be either black or silver and are neatly integrated, so when you don't have a roofbox on top, your Velar still looks sleek.

Anyone used to towing will appreciate just how much of a luxury an electric towbar is. No scrabbling in the dirt under the rear bumper with 5kg of greasy steel. Instead, just press a button and fold your arms in happy satisfaction. The cost of it is £985, which does sting, but only until you use it for the first time. Last month it was a bike rack, this month a whole trailer

full of logs. The Velar tows as effortlessly as you'd expect from a big diesel with 516lb ft of torque. More than that, it's heavy enough, at 2,029kg, that the tail can't wag the dog. Better yet, the towbar metalwork is well insulated, so you don't get the clanks and rattles back through the chassis.

So the Velar has passed every test. Except one. The boot opening button is by your right knee, just below the press-on handbrake. On two occasions recently I wondered why the boot was opening as I got out of the car.

### SPECIFICATION

-  2993cc, V6 turbodiesel, 4WD, 296bhp, 516lb ft
-  44.1mpg, 167g/km CO<sub>2</sub>
-  0–62mph in 6.5secs, 150mph
-  2029kg

**MILEAGE: 15,475 OUR MPG: 32.4**

### GOOD STUFF

On a couple of occasions I have managed to tempt the 296bhp, '6.1secs to 60mph' Velar to better 40mpg. But not when towing.

### BAD STUFF

I have a scratched tailgate. Should the boot have a sensor to stop it opening into things?





## VOLVO V60 D4

### REPORT 2

£34,410/£44,055/£433

### WHY IT'S HERE





We loved our XC40, but is the wagon better to live with?

### DRIVER

Adam Waddell

**LOOKING AT THE SPEC SHEET FOR** our long-term V60 test car, I noticed a £745 option called 'Polestar Engineered Optimisation'. Having not the slightest clue what this might mean, I started digging. Polestar has run Volvo motorsport programmes since 1996, was bought outright by the company in 2015 and has more recently launched as a standalone electric performance brand. However, you can still have Polestar breathe on your Volvo, either at the factory or later on at a dealer where the software upgrade takes an hour. What you get for your £750 is an extra 10bhp, better throttle response and faster gearshifts, all of which kick in when you need it, such as when overtaking. All good stuff, but if this software upgrade really does make for an enhanced driving experience, one has to ask why all Volvos don't come with it installed.

### SPECIFICATION

-  1969cc, 4cyl twin-TD, FWD, 200bhp, 325lb ft
-  60.1mpg, 125g/km CO<sub>2</sub>
-  0-62mph in 7.8secs, 137mph
-  1739kg

**MILEAGE: 1480 OUR MPG: 29.8**

### DEARLY DEPARTED

## JAGUAR XJ

Long-termers we still miss

**Tom Ford:** The one modern Jaguar that made my jaw drop when I first saw it in 2009, the 'new' XJ 351 turned out to be one of my favourite daily drives. It had its foibles – the windscreen wipers fell off during a storm once – but in 3.0 diesel format, it managed distance with all the trad Jag traits of space, pace and grace. Jaguar still shifts 7k per year, but I can't forget 'my' one.



## Volkswagen Up GTI

### REPORT 5

£14,055 OTR/£16,330 as tested/£240pcm

### WHY IT'S HERE

The badge is ace. Tartan seats too. But does the novelty wear off?

### DRIVER

Tom Harrison

**WHAT WE'VE GOT HERE IS A 'HIGH UP', WHICH IN VW LAND IS THE HIGHEST-spec** and therefore most expensive 'regular' Up you can buy. No fancy trim, no exhaust-note fakery, small wheels and a very sensible, grown-up way of going about its business. In some ways, it's actually better than the GTI.

Its 90bhp engine doesn't feel any less gutsy than the GTI's 115bhp from 0-40mph, so there's still punch enough to exploit gaps as and when they appear. Even with the longer gearing of the 5spd 'box versus the GTI's sixer.

Meanwhile, the High Up's softer springs and smaller alloys (with bigger sidewalls) make it better at speed bumps and less bouncy over pockmarked surfaces. And while the lack of a sound symposer means the fruity exhaust note is no more, the quiet refinement that replaces it is impressive.

You feel and appreciate the GTI's extra power, the changes to the chassis, suspension and steering on a B-road, but it's not a performance car. Never has been and, in fairness, wasn't really intended to be.





Said changes are minor – the MacPherson strut and torsion beam suspension layout is the same, just with beefier mounting points. The springs and dampers are uprated and the body sits 15mm closer to the ground.

Still masses of fun wherever you drive it, but it's the same kind of fun you have driving the regular Up – by driving a small car quickly, by maintaining momentum at all costs. The GTI sacrifices a bit of day-to-day usability, but arguably doesn't give very much back dynamically.

Most of your extra money goes on character. The firmer ride makes it feel more serious, while the fake noise, tartan seats, lovely alloys and proper steering wheel add up to make a proper little scamp of a thing.

Not the follow-up to the Lupo GTI we hoped it might be, but an even more loveable version of an already very good car.

### SPECIFICATION

-  999cc, 3cyl turbo petrol, FWD, 113bhp, 148lb ft
-  58.9mpg, 110g/km CO<sub>2</sub>
-  0-62mph in 8.8secs, 122mph
-  1070kg

**MILEAGE: 6406 OUR MPG: 48.0**

### GOOD STUFF

5dr High Up has validated our decision to go 3dr. Access to rear is better, but you don't get any more space & it spoils the looks.

### BAD STUFF

Up does many motorway miles. Firm ride and boomy exhaust starting to irritate after 6k miles.







## Skoda Kodiaq vRS

### REPORT 3

£42,870 OTR/£47,350 as tested/£526pcm

### WHY IT'S HERE

It's TG's favourite family SUV – but faster. Worth £43,000, though?

### DRIVER

Jack Rix

**JR:** Ah, Mr Norris, I've been expecting you. We can't put this off any longer... time for the battle of the dad wagons. Give me your best shot, but be warned I'm armed with wet wipes and rusks.

**ON:** You'll need them. I've been playing this 'what's the ultimate dad wagon' game for five years now and this is the closest I've got to perfection. I need a big (but not too big as I live in London), safe car ideally with the option to press a button and have an exciting(ish) drive once I've dropped the kids off. So to speak.

**JR:** Heart-warming image right there. Basically, Seat should have hired you to appear in the brochure is what you're saying. Except, silly me, this isn't a Seat, is it... it's a Cupra. How are you getting on with the whole rebranding, copper accents, tramp-stamp logo thing?

**ON:** I'm not. At all. What's getting boring is people just staring at me in traffic with a blank WTF expression, wondering what they are seeing. I assume they're thinking it's some sort of tuner kit special and I'm a massive idiot. I usually just sink slowly into my seat, embarrassed. I'm guessing you're blending into traffic nicely, considering the vRS doesn't exactly look very sporty.

**JR:** Yes, like a massive blue chameleon. Can't remember any admiring

## Cupra Ateca

### REPORT 2

£35,900 OTR/£41,175 as tested/£344pcm

### WHY IT'S HERE





Does this new Cupra brand thing work? And does a hot-hatch-SUV?

### DRIVER

Owen Norris

glances, except for one very specific occasion – when I drop my daughter off at nursery in it, it's catnip for the other dads. Must be the combination of the manufacturer (Skoda says “I know good value when I see it”), the size (blimey, I could fit the kids *and* my bike in there) and the funny little vRS badge (that'll be something to impress my mates in the pub with). Clearly, at this point, they don't know how much it costs. If you're

### KODIAQ SPEC

-  1968cc, 4cyl turbodiesel, 4WD, 237bhp, 369lb ft
-  44.1mpg, 167g/km CO<sub>2</sub>
-  0–62mph in 7.0secs, 136mph
-  1880kg

**MILEAGE: 3674 OUR MPG: 33.3**

### GOOD STUFF

It's a seven-seat Skoda – cars don't get more useful than this. Looks to be proud of, too.

### BAD STUFF

Engine is a belter, but true sportiness limited to the vRS badge on the boot.





embarrassed to be seen in yours then that's game over, surely? Who wants that in their life?

**ON:** Exactly, but there is a way to solve that problem. Seat makes a Leon Cupra now and instead of the Twattoo (twat tattoo) badge, they've a very fetching gold 'S' badge on the front. Whack one front and back. Problem solved. What about driving, though? Have you thrown the big Czech bus down a decent road yet?

**JR:** Yes I have, and it handles... like a Kodiaq, which is fairly tidy, given its heft, but it's no hot hatch. The twin-turbodiesel engine is bloody superb – torquey, responsive and it does an odd impression of a petrol V8 if you switch on the sound simulator, which I did constantly for the first month, and now it's permanently off. But here's what I've come to realise: you don't want this car to handle well and ride like an Elise... you want it to be a big, fast, comfy bus with just enough pizzazz to impress your mates and give the kids something to talk about at school. So go on, then, what's yours like to drive?

**ON:** I have to admit, after driving your Skoda back from Wales last

month, it was very pleasant on the motorway. But every time I've gotten in it since, the fake V8 burble is switched on and it's just weird, especially when you open the window and you get the rattly diesel too. Switch the Cupra mode on in mine, and at least the pops and crackles are believable. I've also realised that I don't want the full hot-hatch sharpness for my family runabout for 90 per cent of the time. Yours is definitely softer in Comfort than mine, which is very welcome for an old man. What do you make of the interior? I'm glad I've got actual buttons to control the systems with.

**JR:** The fact that the home button on the vRS's screen is on the opposite side, so you have to lean right over to prod it, isn't ideal, but few complaints about the quality. The seats are perfect too, and the heated steering wheel – heating steering wheels should be law. Don't take this the wrong way, but I reckon yours feels cheaper inside, and the central screen is a bit Commodore 64 to my Xbox.

**ON:** Alright. You've got me there. I do like the switchable modes twisty knob in the Ateca, mind. Makes it very easy to knock it into Sport if you suddenly feel the need. I can do it without even looking down, whereas you have to mash a button down near the handbrake. I would've overtaken the lorry before you'd even crashed into it.

**JR:** You are assuming that I actually put the Skoda into Sport... I don't, which says it all really. Even so, I love my big comfy Czech bus. Even if it doesn't live up to the vRS badge, it's a bloody great car in isolation. Come on, are you saying that as a dad of two you'd have the Poopra over the Kodiaq?

**ON:** I think I actually would. It's the perfect size for me, living in London. At times, the Kodiaq felt a good chunk bigger and more unwieldy in back streets. And my back can stand the harder ride, so the ability to switch to a much sharper car is a big bonus for me. I'd have to get a couple of gold 'S' badges to replace the Cupra ones, mind.

## ATECA SPEC



1984cc, 4cyl turbo petrol, AWD, 296bhp, 295lb ft



38.2mpg, 168g/km CO<sub>2</sub>



0–62mph in 5.2secs, 153mph



1615kg

MILEAGE: 5129 OUR MPG: 24.1



## GOOD STUFF

Engine and gearbox loosening up nicely with miles, making the commute less jerky than it used to be.



## BAD STUFF

Economy is not very good in town. Might be the fault of the Cupra mode being used a lot.





## Audi A7 S line 50 TDI

### GOODBYE

£56,955 OTR/£73,875 as tested/£757pcm

### WHY IT'S HERE

Which is better: an SUV or essentially the same car, but lower down?

### DRIVER

Tom Ford



**THE SAME ENGINE, SAME QUATTRO FOUR-WHEEL DRIVE, SAME GEARBOX,** same number of seats and doors, same swoopy four-door visual aesthetic – the Q8 and A7 have plenty in common. But which one is the better car? Some metrics you didn't need to be a psychic to work out, and have proven true: the A7 handles more intuitively, does more mpg, is more sprightly and cheaper. It's more subtle, with similar usable space. But after sampling both for many thousand miles, there's a winner. And it's not the one you think.





The issues with the A7 (and in certain specifics, the Q8, too) centre around what sound like inconsequential nonsense. First, the various bits of technology that irritate rather than integrate: radar sensors and headlight assistants that variously and regularly warn that they cannot function for one reason or another, or the lane-keep assist that will guide the steering wheel away from the centre line with some vehemence, even when you're trying to pass a parked car. Straight back at the parked car. We're keen on new technology, but it has to be convenient – there's no point if you just switch it off at the beginning of every journey.

But then it gets confusing and makes everyone sound a little spoiled. The more subjective fact is that the A7 is a solid 7/10 car in pretty much every area – ride, handling, engine, mpg, looks, practicality – and yet struggles with the one thing that makes you want it. It fusses around the

edges of a USP... but never quite gets there. It's a bit by-the-numbers, and that makes it somehow bland. I like it, but there's been precious little love.

Which means that it's the Q8 that makes the more interesting car, for very little loss of practicality or usability. Mainly because its in-er-face styling is something to grab hold of intellectually. You can love it for *something*. The fact is that competency is an admirable trait rather than a loveable one – I'd accept 6/10 in some areas, for one perfect 10.

### SPECIFICATION

-  2967cc, V6 bi-turbodiesel, AWD, 286bhp, 442lb ft
-  44.1mpg, 150g/km CO<sub>2</sub>
-  0–62mph in 5.7secs, 155mph
-  1880kg

**MILEAGE: 7257 OUR MPG: 42.2**

### GOOD STUFF

Accomplished, ergonomic. Crisp and modern interior. Subtle but striking exterior.

### BAD STUFF

Some tech is irritating. This is an 7/10 car all round, yet lacks a USP.



## WHAT ELSE WE'RE RUNNING

REPORT 4

### FORD FIESTA ST-3



The Fiesta is a small car. But even so, its door mirrors are absolutely diddy. But they work remarkably well – unlike the Tesla Model 3 that I drove recently drove, where the bigger wing mirrors were useless. Actually, the overall visibility in the Fiesta ST is brilliant – allowing you to zip around pretty much everywhere in confidence you're not going to clatter an alloy. **RH**

REPORT 3

### MERCEDES-AMG G63



It doesn't make a bit of difference if you've got three diff locks and 577bhp... if you haven't got the correct tyres you're not going anywhere. That's why the G63 has lost its Pirelli Scorpion Zero Asimmetrico tyres and got some Goodyear winters ahead of a trip to the Alps. Hopefully, it's now less likely to turn into a 2.5-tonne leather-stitched curling stone as soon as the temp drops. **RH**

REPORT 6

### MERCEDES-BENZ A200



Paul Horrell borrowed the A-Class to go to European Car of the Year judging last month. Thanks to a shortage of A-Classes, COTY stickers were slammed on its doors on arrival and a plethora of judges got behind the wheel. They agreed with our verdict on the A200, though; of the seven finalists, it finished last, the I-Pace triumphing. **SD**



## OVERHEARD IN THE OFFICE

The Swift Sport is loved by some, but loathed by others...

**Stephen Dobie:**

I've just spent the weekend in this Suzuki Swift Sport you moan so incessantly about. I really like it. In fact, I think it's pretty mega.

**Ollie Kew:** Are you feeling alright? What exactly was it about the character-vacuum engine, clunky gearchange, saggy yet brittle damping and steering inspired by an Alfa Romeo 4C on remoulds that did it for you?

**SD:** Wrong on every count, Kew. It doesn't suffer engine character or steering feel issues any more readily than the bulk of its contemporary rivals. And I can only assume you're benchmarking the gearshift against a Honda S2000... or an open-gate Ferrari F355 Challenge. There's nowt wrong with it.

## HYUNDAI SANTA FE PREMIUM SE 4WD

REPORT 4

£43,295/£44,485/£528

WHY IT'S HERE

It's a 'premium SUV' from a value brand. Still need a Disco?

DRIVER

Andy Franklin

WITH THE EU ANNOUNCING A

whole new raft of permanent safety regulations for new cars from 2021, it got me thinking about how the lane departure on the Santa Fe is quite annoying. I've found on occasion that it can pull the steering wheel when on narrow country lanes, presumably getting confused by ridges in the side of the road being lines. So, every time I drive it, I have to press the button to disable it. So far, I can't find a way to disable it permanently. If it didn't come as standard, I think I definitely wouldn't tick it in the options list.

Yet in the same breath there are some great options on the Santa Fe. The head-up display is brilliant, adjustable for both tall and short people, and it's one of the clearest ones I've used.



## SPECIFICATION

- 2199cc, 4cyl TD, 4WD, 197bhp, 325lb ft
- 44.8mpg, 164g/km CO<sub>2</sub>
- 0-62mph in 9.3secs, 127mph
- 1895kg

MILEAGE: 8736 OUR MPG: 32.5





## Mazda MX-5 RF 2.0

### REPORT 5

£27,795 OTR/£28,815 as tested/£290pcm

### WHY IT'S HERE

Do a hard-top roof and big buttresses add to the MX-5 experience?

### DRIVER

Jason Barlow

ABARTH IS 70 THIS YEAR, A MINOR ANNIVERSARY IN THE GRAND SCHEME of things. Yet anyone who chanced upon the collection of Abarths at the far end of the Geneva show's hall will know, Carlo Abarth's Fifties and Sixties cars were magic. In a parallel world, he could have been another Ferrari.

A made-over Mazda MX-5 might seem a rather unhappy legacy, but as tribute acts go, the Abarth 124 Spider is better than a slap in the face. Having never driven one, mostly I was curious to see how – if – the same ingredients can be seasoned differently. The Abarth is a good deal more salty. Its 1.4-litre MultiAir engine is obviously smaller and less powerful, but it's turbocharged, so its character and behaviour are markedly different to the Mazda's. Down the same tricky, undulating country road, there's not much in it in terms of actual pace, and the Mazda is a deceptively swift car. But the Abarth pulls harder from 3,000rpm, has 184lb ft versus the Mazda's 151, and makes the sort of sound that beardy road testers from days of yore habitually described as 'rorty'. The Mazda is much more polite, a little more effete and a lot less extrovert. The Abarth pops and parps, and generally announces itself in a way the Mazda would find faintly embarrassing.

Can't separate them in handling terms, though. The Abarth is more fidgety and less precise. Turn off the traction control, and it's also far more up for old-school RWD second-gear opposite-lock hairpin exit buffoonery. On which basis, it's more fun. Except that the Mazda's responses are neater and more precise up to that point, if not quite as amusing on or over the limit. They both use Bilstein dampers, a limited-slip diff, and strut brace. Throw in some Alcantara trim inside and actually what we have here are two strongly related cars that go their own way. The Mazda steers more sweetly, and would be easier to live with day-to-day. Which is handy.

### SPECIFICATION

- 1998cc, 4cyl, RWD, 181bhp, 151lb ft
- 40.9mpg, 156g/km CO<sub>2</sub>
- 0–62mph in 6.8secs, 137mph
- 1148kg

MILEAGE: 4750 OUR MPG: 41.1

### GOOD STUFF

Deceptive turn of speed, more precise handling than the Abarth Spider, excellent economy, finally the roof can come down.

### BAD STUFF

Tiddly fuel tank, tinny door feel, still can't quite get my head around the styling – it's too cute.



## WHAT WERE THEY THINKING?

What exactly is the matter with just having a normal key?

### Adam Waddell:

Keyless entry is great but I do like to press a button to lock and unlock my car. In this respect, the Kia Stinger has a great key. It's very clear which buttons you press to lock and unlock – and the lock button makes the ten year old in me feel like I'm releasing a depth charge every time I press it. The Volvo key however is a case of design over function – the buttons are small and indistinguishable, with the lock and unlock icons so tiny that they are illegible to anyone over 40 – like most Volvo owners, I imagine. Yes, the key looks sleek but I'm forever pressing lock when I want to unlock and vice versa, which is starting to grate a little.

## MITSUBISHI OUTLANDER PHEV

### REPORT 7

£39,500/£39,500/£331

### WHY IT'S HERE

The grant is gone. What's left to recommend the Outlander?

### DRIVER

Sam Philip

I GRANT IT'S A NICHE PURSUIT, BUT if you, like me, enjoy driving your car into the middle of a big field, better to appreciate the majesty of nature and so forth, the Outlander PHEV is very much the car for you.

Yes, there are plenty of 4x4s out there that'll pick their way across a muddy meadow (with appropriate permissions from the landowner, obvs), but many fewer that'll do it in silky electric silence.

A rowling V8 may be all very well when you're giving it Maximum Beans on a Challenging B-Road. But if you wish to luxuriate in the gentle sounds and dungy smells of the great outdoors, without disturbing the beavers and the condors and the like, the Outlander PHEV's battery-powered bumbling is just the ticket.



### SPECIFICATION

- 2360cc, 4cyl petrol + electric, 4WD, 175bhp, 156lb ft
- 139.0mpg, 46g/km CO<sub>2</sub>
- 0–62mph in 10.5secs, 106mph
- 1880kg

MILEAGE: 6009 OUR MPG: 40.9





## Suzuki Swift Sport

### GOODBYE

£17,999 OTR/£17,999 as tested/£224pcm

### WHY IT'S HERE

Is it still a bargain hot hatch now its engine and price are turboed?

### DRIVER

Ollie Kew



WHO WOULD HAVE THOUGHT THAT ONE OF THE SIMPLEST, CHEAPEST cars in the TG Garage would end up proving so controversial? I've never known a car here split opinion like it. I'm staunchly in the nonplussed column, but several colleagues actually found the SSS fun to frolic around in. What's more, Stevie adored it (last time he gets an office cuppa off me) and Charlie, the boss, is a big fan too. Ah. Milk and two sugars, sir?

Here's the two reasons I never gelled with the third-gen Swift Sport, during its two-thirds of a year at TG. One: the price. The old car was a gem at £14k. This one's got faster and techier, sure, but it doesn't feel £4k better. Not in a world where the Up GTI and Fiesta Zetec S exist. The SSS is now just the top of the range Swift, which happens to have a bodykit.

Suzuki says it's been hobbled by the exchange rate and wanted to make the car easy to spec, which is why there are no options and you get a terrible touchscreen with Apple CarPlay as standard. You also get auto climate control (good), a pixelated rear-view camera (OK-ish) and the worst calibrated anti-crash frontal alerts in history (atrocious).

I never escaped the feeling that a £15k Swift Sport without the electrical wotnots would be an easier car to live with and an easier cost to swallow. And then, it'd be less disappointing that the gearchange is baggier than a Jimmy's, and the engine makes fewer characterful noises than my dishwasher.

I liked its quickness. I liked the support of its chunky seats. I liked the ultra-bright all-LED headlights – how far supermini headlamps have come. And I loved the fact it weighed under a tonne. That's exactly what the car industry should be doing right now, working to make cars lighter. Shame it never seemed to pay dividends at the fuel pumps, nor make the Swift dance through corners like the old one. It's a bit phoned in as a hot hatch, if you ask me. If you don't, you'll get a totally different reaction...

### SPECIFICATION



1373cc, 4cyl turbo, FWD, 134bhp, 170lb ft



47.1mpg, 135g/km CO<sub>2</sub>



0-62mph in 8.1secs, 130mph



975kg

MILEAGE: 6215 OUR MPG: 34.0



### GOOD STUFF

Well done, Suzuki, for making a modern supermini weigh 975kg. A great lead others should follow.



### BAD STUFF

Light weight never translated into joyful handling. Make the next one simpler, please.



# ARE YOU BUYING A NEW CAR? *TOPGEAR* WILL HELP YOU



## NEW ISSUE

Two luxe superminis fight it out for supremacy



## COMPREHENSIVE DATA

Every car on sale in the UK today listed and rated



## GREATER ANALYSIS

The top 10 cars to buy in every class



# DATA

## EVERYTHING YOU NEED TO KNOW ABOUT BUYING NEW CARS\*

### ABARTH

#### TopGear on Abarth:

Tuned Fiats brimming with back-street garage attitude. Fond of a loud exhaust, but not so keen on subtlety...

#### 595/695

Short on talent, long on appeal, that's the rufy-tufy Abarth. Pogo stick ride but ever so eager with it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T 595	£16,480	7.8	131	145	152	47.1	139	4/10
1.4T 695 Rivale	£23,880	6.9	140	180	184	47.1	139	3/10

Length x Width x Height in mm: 3660x1630x1490. 35-litre fuel tank. 185/610-litre boot. Euro NCAP ★★★★★

#### 124 SPIDER

Fiat's turbo MX-5 gains a whopping... um, 30bhp. For £30k. Hugely characterful and sweeter to drive than a Mazda, mind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T 170	£29,775	6.8	144	170	184	44.1	148	7/10

Length x Width x Height in mm: 4045x1740x1233. 45-litre fuel tank. 140-litre boot. Euro NCAP n/a

### ALFA ROMEO

#### TopGear on Alfa Romeo:

After decades of hit-and-miss, Alfa's finally delivering reliable (yep, really) hits. Even when it's an SUV...

#### GIULIA

At long last, Alfa's back in the small sports saloon game with an agile, comfy, RWD...blinder. Wonders shall never cease.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.9T Quadrifoglio*	£63,500	3.9	190	503	443	34.4	189	9/10
2.2d Super	£33,190	7.1	143	178	280	67.3	109	6/10
2.0T Super	£33,190	6.6	146	197	243	47.9	138	6/10
2.0T Veloce	£39,675	5.7	149	276	295	46.3	141	7/10

Length x Width x Height in mm: 4639x1426x1873. 58-litre fuel tank. 480-litre boot. Euro NCAP ★★★★★

#### 4C

Lotus by Alfa, with the odd Alfa foible to boot. But when a car's this pretty, light and engaging, you just want one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7T Spider	£59,835	4.5	160	237	258	41.5	157	3/10

Length x Width x Height in mm: 3989x1864x1183. 40-litre fuel tank. 110-litre boot. Euro NCAP n/a

#### STELVIO

Alfa's first SUV is predictably good, because it's based on the talented Giulia. Even the diesel is a good steer.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2d Super	£37,490	7.6	130	180	332	58.9	124	7/10
2.0T Milano	£47,090	5.7	134	276	295	40.4	161	6/10
2.9T Quadrifoglio*	£69,470	3.8	176	503	443	31.4	210	8/10

Length x Width x Height in mm: 4687x1903x1671. 58-litre fuel tank. 525-litre boot. Euro NCAP ★★★★★

### ALPINE

#### TopGear on Alpine:

French outfit known for the old A110 in the Seventies, now back to spread the gospel of lightweight fun.

#### A110

A return to the limelight for a legend of yesteryear and also a beacon for future sports cars to follow. Yeah, that good.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8T Pure	£48,905	4.5	155	249	236	46.0	141	9/10
1.8T Legendre	£50,805	4.5	155	249	236	46.0	141	9/10

Length x Width x Height in mm: 4180x1798x1252. 45-litre fuel tank. 196-litre boot. Euro NCAP n/a

### ARIEL

#### TopGear on Ariel:

Artfully shaped metalwork containing frenzied engines and a man clinging on for dear life. Hectic, addictive.

#### ATOM

Now on its fourth iteration, the Atom gets the Civic Type R's turbo engine and a whole new chassis set-up to cope.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£39,975	2.8	162	320	310	TBA	TBA	9/10

Length x Width x Height in mm: 3410x1890x1195. 42-litre fuel tank. n/a-litre boot. Euro NCAP n/a

#### NOMAD

Part special forces all-terrain fast attack vehicle, part latter-day beach buggy. This is Tamiya made real, and it's awesome.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.4	£33,500	3.4	125	235	221	TBA	TBA	10/10

Length x Width x Height in mm: 3215x1850x1425. 42-litre fuel tank. n/a-litre boot. Euro NCAP n/a

### ASTON MARTIN

#### TopGear on Aston Martin:

New engines, new models and a healthy dose of old-school cool continue to carry Aston onwards and upwards.

#### DB11

Replaces a car that defined modern Astons. No pressure. Turbos rob character but, as an intercontinental GT, it's world class.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T V8	£147,900	4.0	187	503	498	28.5	230	7/10
5.2T V12 AMR	£174,995	3.7	208	630	516	24.8	265	6/10

Length x Width x Height in mm: 4739x1940x1279. 78-litre fuel tank. 270-litre boot. Euro NCAP n/a

#### VANTAGE

The Vantage is back, and it's an angrier beast than ever before. Hey – if you want waftability, get the DB11, yeah?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T V8	£120,900	3.7	195	503	505	26.8	251	6/10

Length x Width x Height in mm: 4465x1942x1273. n/a-litre fuel tank. 350-litre boot. Euro NCAP n/a

### DBS SUPERLEGGERA

The DBS is back, this time with an Italian suffix. Frankly absurd shove from the engine is matched by better dynamics.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2T V12	£225,000	3.4	211	715	663	22.9	285	8/10

Length x Width x Height in mm: 4739x1940x1279. 78-litre fuel tank. 270-litre boot. Euro NCAP n/a

### AUDI

#### TopGear on Audi:

Aspirational premium brand is inventing so many niches, if there's not one for you today, there will be by tomorrow.



#### A1

As an ownership prospect, the new A1 excels. But it's let down by distinctly average road manners and mediocre engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T S line	£21,660	9.5	126	116	148	57.6	111	5/10

Length x Width x Height in mm: 3973x1740x1416. 40-litre fuel tank. 335-litre boot. Euro NCAP ★★★★★

#### A3

Quiet, sensible, well-built thing that has a lovely interior and no real joie de vivre. Then there's the 395bhp RS3. Which does.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T RS3	£44,755	4.1	155	395	354	34.0	189	5/10

Length x Width x Height in mm: 4241 (4313)x1777x1424. 50/55-litre fuel tank. 365/1100-litre boot. Euro NCAP ★★★★★

#### A4

Meet the regional boss's new A4. Just like the regional boss's old A4. It's lighter and smarter. Unlike the regional boss.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T SE	£30,590	7.3	149	187	236	50.4	127	7/10
2.9T RS4 Avant	£62,215	4.1	155	444	443	32.1	199	6/10

Length x Width x Height in mm: 4726x1842x1427. 58-litre fuel tank. 480-litre boot. Euro NCAP ★★★★★

#### A5

Don't worry the picture's small. You still can't tell it's the new one in real life. About as memorable as an algebra exam.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T S5	£48,880	4.7	155	354	369	36.7	174	6/10

Length x Width x Height in mm: 4673x1846x1371. 58-litre fuel tank. 465-litre boot. Euro NCAP ★★★★★

#### A6


The new one shares much with the A7 and A8, including a mystifying naming scheme, which we refuse to use here.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d Sp't Avant	£50,210	5.7	155	286	457	48.7	151	6/10


Length x Width x Height in mm: 4939x1886x1457. 63-litre fuel tank. 530-litre boot. Euro NCAP ★★★★★



A7


The hyper-clinical yet oddly wonderful A7 gets A8 levels of tech and space without looking like an executive airport limo.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T S-line	£58,740	5.3	155	335	369	39.8	161	6/10
3.0d S-line	£58,840	5.7	155	286	457	48.7	150	6/10
Length x Width x Height in mm: 4969x1908x1422. 73-litre fuel tank. 535/1390-litre boot. Euro NCAP n/a								

A8


Audi's flagship doubles down on tech, but not all of it is actually available (or entirely legal) yet. Until then, get an S-Class.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d quattro	£69,955	5.9	155	286	443	50.4	148	7/10
Length x Width x Height in mm: 5135/5270x1949x1460. 90-litre fuel tank. 520-litre boot. Euro NCAP n/a								

TT


Audi's given the MkIII TT some midlife fiddling for a subtly different look and mildly better driving. How Audi-ish.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T RS	£52,480	3.7	155	395	354	34.4	187	5/10
2.0d S Line	£33,740	7.1	150	197	280	60.1	124	TBA
2.0T S	£41,205	4.9	155	306	280	38.7	168	6/10
2.0T S Line	£35,300	6.0	155	245	273	46.3	141	TBA
Length x Width x Height in mm: 4177x1832x1353. 50-litre fuel tank. 305/712-litre boot. Euro NCAP *****								

R8


The R8 is still the most everyday of the everyday supercars, and, better yet, keeps its screaming, naturally aspirated V10. Good.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2 V10	£128,000	3.5	199	562	398	23.9	275	8/10
5.2 V10 Perf'	£143,000	3.2	205	614	413	22.8	289	8/10
5.2 V10 Spyder	£136,000	3.6	197	562	398	24.1	277	8/10
Length x Width x Height in mm: 4470x1240x1940. 83/73-litre fuel tank. 112/338-litre boot. Euro NCAP n/a								

Q2


Finally, Audi bins the styling photocopier and creates a trendy crossover with Evoque levels of desirability for Qashqai money.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T Sport	£25,990	8.5	131	148	184	51.4	124	5/10
1.6d SE	£24,730	10.3	122	113	184	64.2	114	5/10
Length x Width x Height in mm: 4190x1790x1510. 50-litre fuel tank. 405/1050-litre boot. Euro NCAP *****								

Q3


Finally, a proper update for the Q3. And yet the hesitant engines... give us pause? We'll see ourselves out.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T SE	TBA	9.2	129	150	185	TBA	TBA	5/10
1.5T Sport	TBA	9.2	129	150	185	TBA	TBA	5/10
Length x Width x Height in mm: 4385x1831x1608. 64-litre fuel tank. 420/1325-litre boot. Euro NCAP *****								

Q5


Doesn't look all-new, but Audi assures us it is. Sits on same platform as new A4 and A5 and is all the better for it.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d Sport	£41,200	7.9	135	187	295	56.5	132	6/10
3.0T SQ5	£51,955	5.4	155	354	369	34.0	189	5/10
Length x Width x Height in mm: 4663x1893x1659. 65/70-litre fuel tank. 550/1550-litre boot. Euro NCAP *****								

Q7


The latest Audi Q7 is smaller on the outside, bigger where it matters. Marginally less offensive than before, too.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d S line	£59,295	6.3	145	286	442	49.5	153	7/10
4.0d SQ7	£74,385	4.9	155	435	664	39.2	190	8/10
Length x Width x Height in mm: 5053x1963x1730. 100-litre fuel tank. 295/2075-litre boot. Euro NCAP *****								

Q8


Audi's subtlety-free SUV gets an incredible interior and the ability to make 'Kuwait' jokes. Although we wouldn't, to be honest.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d S line	£65,790	6.3	152	286	443	41.5	178	5/10
3.0d Vorsprung	£83,790	6.3	152	286	443	41.5	178	5/10
Length x Width x Height in mm: 4986x1995x1705. 85-litre fuel tank. 605-litre boot. Euro NCAP *****								


BAC

**TopGear on BAC:**  
A car so good to drive that you'll need to take everyone you know out for a ride in it. Oh, wait...

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3T	£150,000	2.8	170	280	206	N/A	N/A	9/10
Length x Width x Height in mm: 3952x1800x1110. 35-litre fuel tank. n/a-litre boot. Euro NCAP n/a								

BENTLEY

**TopGear on Bentley:**  
"Speak softly and carry a big stick," as W.O. Bentley literally never said.

CONTINENTAL GT


All new and somehow even better at all the things you want from a cross-continental grand tourer. It's all in the name...

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0T W12	£159,100	3.7	207	626	664	23.2	278	8/10
Length x Width x Height in mm: 4850x1966x1405. 90-litre fuel tank. 358-litre boot. Euro NCAP n/a								

MULSANNE

The replacement for the Arnage, and every bit as opulent and grand. Recent facelift hasn't done the styling any favours.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75 V8	£229,360	5.1	184	512	752	16.8	393	7/10
6.75 V8 Speed	£252,000	4.8	190	537	812	19.3	342	7/10
Length x Width x Height in mm: 5570x1930x1530. 96-litre fuel tank. 443-litre boot. Euro NCAP n/a								


BENTAYGA

Now with a lovely V8 – shared with the fearsome Lambo Urus – the Bentayga remains exceptionally quick and luxurious.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0T W12	£162,700	4.1	187	592	663	21.6	296	6/10
4.0T V8	£136,200	4.5	180	542	568	24.8	296	7/10
Length x Width x Height in mm: 5140x1998x1742. 85-litre fuel tank. 431-litre boot. Euro NCAP n/a								


BMW

**TopGear on BMW:**  
i cars good, 2-Series Active Tourer bad. We'll leave you to put the rest of BMW's range on the swing-o-meter.

i3


The future is here, it's electric and we love it. Now gets even more range, thanks to an even more energy-dense battery.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i3s EV	£37,665	6.9	99	184	199	-	0	9/10
i3 EV	£35,175	7.3	93	170	184	-	0	9/10
Length x Width x Height in mm: 3999x1775x1578. 260-litre boot. 120Ah battery. Euro NCAP *****								

1-SERIES


As the last holdout of rear-drive hatches, the 1-Series thrashes the opposition for driving. M140i is bargainous gem.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d 120d Sport	£27,200	7.1	142	190	295	65.7	114	6/10
3.0T M140i 3dr	£35,240	4.8	155	340	369	36.2	179	7/10
Length x Width x Height in mm: 4329x1765x1421. 50/52-litre fuel tank. 360/1200-litre boot. Euro NCAP *****								

2-SERIES


2-Series follows BMW's latest naming strategy, but is very much its own car. And a rather good one at that.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d 220d Sport	£29,885	7.2	143	190	295	61.4	122	5/10
3.0T M240i	£37,360	4.8	155	340	369	36.2	179	6/10
3.0T M2 Comp'	£49,285	4.4	155	404	406	TBA	205	8/10
Length x Width x Height in mm: 4432x1774x1418. 52-litre fuel tank. 390-litre boot. Euro NCAP n/a								

3-SERIES


A benchmark small exec, and one of the best saloons of all. New one is even sharper in its engines and its handling.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T 330i Sport	£37,660	5.8	155	258	295	48.7	132	7/10
3.0T M3 (F30)	£59,905	4.3	155	431	406	32.1	204	8/10
2.0d 320d	£33,610	7.1	143	190	280	64.2	115	9/10
3.0d 330d (F30)	£42,885	5.3	155	258	413	48.7	154	8/10
Length x Width x Height in mm: 4624x1811x1429. 57/60-litre fuel tank. 480-litre boot. Euro NCAP *****								

4-SERIES


The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T M4	£60,985	4.3	155	431	406	32.1	204	7/10
3.0T M4 CS	£91,055	3.8	190	460	443	34.0	197	8/10
2.0d 420d Sport	£36,575	7.4	149	190	295	58.9	125	6/10
Length x Width x Height in mm: 4638x1825x1362. 57/60-litre fuel tank. 445/480-litre boot. Euro NCAP n/a								

5-SERIES


Evolution of the Five has resulted in one of the most complete cars on sale. It's engaging, refined and very clever.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.4T M5	£89,705	3.4	155	592	553	26.9	241	8/10
2.0d 520d SE	£37,775	7.5	146	190	295	62.8	119	8/10
3.0d 530d SE	£46,195	5.7	155	265	458	64.2	134	8/10
Length x Width x Height in mm: 4936x1868x1479. 70-litre fuel tank. 410/510-litre boot. Euro NCAP *****								

7-SERIES


The new Seven's probably a fine car underneath, but what manner of dummkopf signs off that grille?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.4T 750i	£93,875	4.0	155	526	553	25.7	217	TBA
Length x Width x Height in mm: 5120/5238x2169x1467. 78-litre fuel tank. 515-litre boot. Euro NCAP n/a								

8-SERIES


Yes, the Eight is back – but pop-up headlights are banned, and the Conti GT has stolen its thunder. The M8 may solve this.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d 840d	£76,270	4.9	155	320	501	46.3	160	4/10
4.4T M850i	£99,525	3.7	155	530	553	29.1	221	4/10
Length x Width x Height in mm: 4851x1890x1346. 68-litre fuel tank. 420-litre boot. Euro NCAP n/a								

i8

A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T i8	£112,735	4.4	155	374	420	149.8	42	9/10
Length x Width x Height in mm: 4689x1942x1298. 42-litre fuel tank. 154-litre boot. Euro NCAP n/a								

X1

Latest X1 uses FWD platform from 2-Series Active Tourer. Is less objectionable than old one in every single way.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d xDrive20d	£33,300	7.8	136	190	295	58.9	126	6/10
Length x Width x Height in mm: 4439x1821x1598. 61-litre fuel tank. 505/1505-litre boot. Euro NCAP *****								



X2

Reworked, coupe-ish version of the X1 that breaks with BMW tradition by not compromising practicality too much.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 sDrive20i	£31,490	7.7	141	189	207	51.4	126	6/10
2.0d xDrive20d	£34,030	7.7	137	187	295	60.1	124	6/10

Length x Width x Height in mm: 4360x1824x1526. 51-litre fuel tank. 505/1505-litre boot. Euro NCAP

X3

Far superior to older ones. So much so that you question the need for the X5. X3 is more socially acceptable, too.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d xDrive30d	£46,055	5.8	149	265	457	49.6	154	6/10

Length x Width x Height in mm: 4648x1881x1675. 67-litre fuel tank. 550/1600-litre boot. Euro NCAP

X5

New platform, toys and tech for the first of BMW's SUV brigade. Comfort is up but so is bling. Do kids still say bling?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T 40i M Sport	£62,385	5.5	152	340	332	32.4	197	7/10

Length x Width x Height in mm: 4896x1938x1762. 85-litre fuel tank. 650/1870-litre boot. Euro NCAP

BUGATTI

**TopGear on Bugatti:**  
Makers of the world's fastest, most expensive cars. Numbers matter here, so pay attention.

CHIRON

A "car that does things no other car can," says a certain Mr Harris. A landmark piece of engineering, nothing less.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
8.0T W16	£2.5m	<2.5	261	1479	1180	12.6	516	10/10

Length x Width x Height in mm: 4544x2038x1212. 100-litre fuel tank. n/a-litre boot. Euro NCAP n/a

CATERHAM

**TopGear on Caterham:**  
Small, light and nimble 50-year old cars remain all that. But they didn't have to negotiate X6s in 1965.

SEVEN

As old as the hills, yet as energetic as a spring lamb. The small, light, flimsy template still serves the Seven well.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.6T 160	£17,495	6.9	100	80	79	57.6	114	9/10

Length x Width x Height in mm: 3530x1690x1140. 36-litre fuel tank. 75-litre boot. Euro NCAP n/a

CHEVROLET

**TopGear on Chevrolet:**  
Chevrolet's realised that we're not interested in rebadged Daewoos, offering tasty V8 muscle machines instead.

CORVETTE STINGRAY

The Americans have finally got serious about taking on the Porsche 911. Others have tried before, but rarely as well as this.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2S Z06	£92,805	3.4	186	650	650	20.0	322	5/10

Length x Width x Height in mm: 4495x1780x1235. n/a-litre fuel tank. n/a-litre boot. Euro NCAP n/a

CITROEN

**TopGear on Citroen:**  
Design-led brand that's the most 'French' of the French car firms. Undergoing a bit of a renaissance these days.

C1

The first time Citroen got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Touch 3d	£9,450	14.3	98	69	69	68.9	95	4/10

Length x Width x Height in mm: 3460x1620x1430. 35-litre fuel tank. 196/780-litre boot. Euro NCAP

C3

The Cactus-inspired new C3 is a top-notch supermini from Citroen. Much better than we ever imagined.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Touch	£11,900	N/A	107	68	78	60.1	108	8/10
1.2T Flair	£16,090	9.3	117	109	151	61.4	103	8/10

Length x Width x Height in mm: 3996x1749x1474. 45-litre fuel tank. 300/922-litre boot. Euro NCAP

C3 AIRCROSS

The wilfully different C3 Aircross is comfy and spacious, if not terrific to drive. But tell us which crossover is.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Touch	£14,725	15.9	103	82	87	55.4	116	7/10
1.2T Feel	£15,830	11.3	115	109	151	56.5	115	7/10

Euro NCAP Length x Width x Height in mm: 4150x1760x1640, 45-litre fuel

C4 CACTUS

Pricier and no longer the happy little crossover it used to be, the C4 Cactus is now just an OK, if very comfy, hatch.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 82 Feel	£18,505	13.1	105	81	87	60.1	108	7/10
1.2T 110 Flair	£20,405	9.4	117	108	151	62.8	104	7/10

Length x Width x Height in mm: 4157x1729x1480. 45-litre fuel tank. 358/1170-litre boot. Euro NCAP

GRAND C4 SPACETOURER

Funky shapeliness from Citroen, helping make the world of MPVs more acceptable. Headlights a particular success.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Feel	£23,760	10.8	125	130	170	56.5	116	5/10
1.6d Feel	£26,475	11.3	117	130	221	70.6	106	5/10

Length x Width x Height in mm: 4590x1830x1630. 60-litre fuel tank. 537/1851-litre boot. Euro NCAP

DACIA

**TopGear on Dacia:**  
Cheap cars from Eastern Europe, via France for a bit of *je ne sais quoi*, and then on to the budget-conscious.

DUSTER

Simple, high-riding TopGear favourite gets a brand-new face but remains good value, surprisingly able, and very tough.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Essential	£13,695	11.8	111	115	191	64.2	115	8/10
1.6 Comfort	£13,395	11.9	107	115	115	43.4	149	7/10

Length x Width x Height in mm: 4341x1804x1682/1693. 50-litre fuel tank. 475/1636-litre boot. Euro NCAP

SANDERO

The UK's cheapest new car - you can lease one for less than a Sky TV package. Nothing here besides simple transport.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Access	£6,995	14.2	101	75	78	54.3	117	4/10
0.9T Essential	£8,595	11.1	109	90	99	57.6	109	5/10
0.9T Comfort	£9,595	11.1	109	90	99	57.6	109	5/10
0.9T Stepway	£9,595	12.4	104	90	99	50.4	127	4/10

Length x Width x Height in mm: 4060x1730x1520. 50-litre fuel tank. 320/1200-litre boot. Euro NCAP

DS

**TopGear on DS:**  
Citroen's sub-brand focuses on style, tech and luxury. Think Lexus. Only French-er.

DS 3

A former Car of the Year and a gigantic leap forward for Citroen. Not fast, but a kick up the arse for Mini.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Prestige	£20,985	8.9	127	129	170	62.8	105	4/10
1.2T Cafe Racer	£22,095	8.9	127	129	170	62.8	105	4/10

Length x Width x Height in mm: 3948x1715x1483. 50-litre fuel tank. 285/975-litre boot. Euro NCAP

DS 5

Not as inspiring as the DS 3, and the ride should be better. Write in if you've ever actually seen one on the road...

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d Elegance	£29,685	10.6	127	148	272	65.7	113	2/10
1.6T Perf' Line	£31,645	9.5	126	163	177	47.9	136	2/10
2.0d Prestige	£34,755	9.9	137	178	295	62.8	117	2/10

Length x Width x Height in mm: 4530x1870x1540. 60-litre fuel tank. 325/465-litre boot. Euro NCAP

DS 7

The French firm's crack at a car that people will buy, rather than admire from a distance like the old Citroen C6.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5d Elegance	£28,635	11.7	121	128	221	68.9	107	4/10
1.6T Performan'	£35,530	8.3	141	222	221	48.7	134	4/10
2.0d Prestige	£39,920	9.9	134	178	295	57.6	128	4/10

Length x Width x Height in mm: 4570x1895x1625. 62-litre fuel tank. 555/1752-litre boot. Euro NCAP

FERRARI

**TopGear on Ferrari:**  
Art and science blended into the most alluring and diverse supercar range in the company's history.

PORTOFINO

Say "Later, dude" to the Yank-spec, cruisey California and "Buongiorno" to the harder-edged Ferrari Portofino.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.9T V8	£166,241	3.5	199	592	561	26.4	245	6/10

Length x Width x Height in mm: 4586x1938x1318. 78-litre fuel tank. 240/340-litre boot. Euro NCAP n/a

488

So long, natural aspiration. Twin-turbo 488 is new-age fast, but not quite as fizzy as the car it replaces. Mighty nonetheless.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.9T GTB	£183,984	3.0	205	661	560	24.7	260	9/10
3.9T Pista	£253,715	2.9	211	710	568	24.6	263	10/10

Length x Width x Height in mm: 4568x1952x1213. 78-litre fuel tank. 230-litre boot. Euro NCAP n/a

812

Ferrari's latest V12 GT car gets even more power, tech and ability to cross continents at speeds that'll land you in a courtroom.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.5 Superfast	£263,963	2.9	211	789	508	19.0	340	9/10

Length x Width x Height in mm: 4657x1971x1276. 92-litre fuel tank. 350-litre boot. Euro NCAP n/a

GTC4

A much-needed sharpening for the FF, now with a turbo V8. Excellent, if perhaps overshadowed by the fearsome 812.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12 Lusso	£240,272	3.4	208	681	514	18.8	360	7/10
3.9T V8	£200,235	3.5	199	603	560	24.8	265	8/10

Length x Width x Height in mm: 4922x1980x1383. 91-litre fuel tank. 450/800-litre boot. Euro NCAP n/a

FIAT

**TopGear on Fiat:**  
Good when they do the small stuff, bad when they go beyond it. Buy a Panda and be content.

500

Not quite the Sixties revival Fiat was angling for, but the 500 has stayed cute as the Mini keeps bloating.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Pop	£12,010	12.9	99	69	75	60.1	110	3/10
0.9T T'Air Lou'	£15,010	11.0	107	84	107	74.3	90	5/10
0.9T TwinAir S	£15,160	10.0	117	105	107	67.3	99	5/10
0.9T TwinAir S C	£17,790	10.0	117	105	107	67.3	99	5/10

Length x Width x Height in mm: 3571x1627x1488. 38-litre fuel tank. 185-litre boot. Euro NCAP



PANDA

It's back, it's slightly rounder and it's still brilliant. But, as Euro NCAP found, not the safest thing on the road...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Easy	£10,565	14.8	102	69	75	54.3	118	6/10
0.9T 4x4	£14,710	12.0	104	84	107	57.6	114	6/10

Length x Width x Height in mm: 3650x1640x1550. 35-litre fuel tank. 225/870-litre boot. Euro NCAP \*\*\*\*\*

500X

The quest to cash in on the 500 continues. Similar lights, but otherwise there's nothing 500-ish here.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Urban	£16,995	11.5	112	110	112	42.2	154	3/10
1.0T City Cross	£18,995	10.9	117	120	140	48.7	133	3/10

Length x Width x Height in mm: 4248x1796x1600. 48-litre fuel tank. 350/1000-litre boot. Euro NCAP \*\*\*\*\*

TIPO

An old name brought back from the grave to add a mite of flair to a humdrum cheap hatch-back. No vices, but no virtues, either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T Easy Plus	£15,970	9.6	124	118	159	47.1	139	3/10
1.6d Easy Plus	£17,990	9.8	124	118	236	76.3	98	3/10

LxWxH in mm: 4370x1790x1500. 48-litre fuel tank. 440-litre boot. Euro NCAP \*\*\*\*\*

124 SPIDER

Fiat's MX-5 looks to be going the way of the dodo. What will people buy now? Oh yeah, the MX-5. Like they always should've.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T Classica	£21,055	7.5	134	138	177	44.1	148	7/10

Length x Width x Height in mm: 4054x1740x1233. 45-litre fuel tank. 140-litre boot. Euro NCAP n/a

FORD



**TopGear on Ford:**  
Proof that mass market motoring can have an edge. Note: this does not apply to the disappointing EcoSport.

FIESTA

The latest version of what's arguably the best supermini on sale gets a new look and a better interior. We're sold.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£16,065	10.5	113	99	125	65.7	97	9/10
1.5T ST-2	£20,495	6.7	144	197	214	47.1	136	9/10

Length x Width x Height in mm: 4040x1735x1476. 42-litre fuel tank. 292/1093-litre boot. Euro NCAP \*\*\*\*\*

FOCUS

The fourth-gen Focus is here, and it's roomier, techier and safer than ever. And also, somehow, lighter. Witchcraft.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£19,800	10.0	124	125	125	58.9	108	7/10
1.5T ST-Line	£21,805	8.8	130	150	170	52.3	123	7/10

Length x Width x Height in mm: 4378x1825x1454. 53-litre fuel tank. 341/1320-litre boot. Euro NCAP \*\*\*\*\*

MONDEO

Was on sale in the US for years; now it's just for Yoo-rup and Aw-straylia. You've got to wonder how long it'll last here, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Zetec	£21,495	9.2	138	158	177	48.7	134	4/10
2.0d Tita' estate	£26,545	9.5	130	148	258	67.3	109	4/10

Length x Width x Height in mm: 4780x1890x1500. 70-litre fuel tank. 540/1460-litre boot. Euro NCAP \*\*\*\*\*

C-MAX

Now with added grille. C-Max gets Ford's new family face and myriad very welcome improvements elsewhere.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Titanium	£26,520	10.2	124	150	177	37.2	174	4/10

Length x Width x Height in mm: 4380/4519x1860x1620. 53/60-litre fuel tank. 432/1723-litre boot. Euro NCAP \*\*\*\*\*

S-MAX

Second-gen of Ford's low-roofed MPV keeps its dad's fine dynamics, with a much smarter interior.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d ST-Line	£37,145	8.8	135	240	369	47.1	154	6/10
2.0d Zetec	£29,495	10.8	123	148	258	56.5	129	6/10

Length x Width x Height in mm: 4796x1916x1655. 70-litre fuel tank. 285/2200-litre boot. Euro NCAP \*\*\*\*\*

KUGA

The Kuga has grown up and bought some sensible slacks. Sure, it's highly competent, but so are others.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Zetec	£24,010	9.7	121	148	177	44.8	145	5/10
2.0d AWD Zetec	£27,425	9.9	119	148	273	54.3	135	5/10

Length x Width x Height in mm: 4524x1838x1689. 57-litre fuel tank. 406/1603-litre boot. Euro NCAP \*\*\*\*\*

MUSTANG

At last, a muscle car to call our own. Mustang now here in right-hand drive, still feels very American. Also large.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3T	£37,645	5.8	155	287	325	31.4	199	6/10
5.0 V8 GT	£42,745	4.6	155	444	389	22.8	277	6/10

Length x Width x Height in mm: 4784x1916x1381. 61-litre fuel tank. 408-litre boot. Euro NCAP \*\*\*\*\*

GT

Ford's Le Mans-racer turned road-car. Substitutes traditional V8 for blown V6 and much aero.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5T V6	£420,000	3.0	216	647	550	TBA	TBA	9/10

Length x Width x Height in mm: 4779x2238x1109. 57-litre fuel tank. n/a-litre boot. Euro NCAP n/a

HONDA

**TopGear on Honda:**  
Reliable, practical model range that seems a lot brighter now the NSX and Civic Type R are here.

JAZZ

Latest Jazz is clever. Very clever. But not what you'd call interesting. Still has a distinct air of old-age pensioner about it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3 SE	£15,860	11.3	118	102	91	55.4	116	4/10

Length x Width x Height in mm: 3995x1694x1550. 40-litre fuel tank. 354/897-litre boot. Euro NCAP \*\*\*\*\*

CIVIC

New Civic loses clever folding seats and cheap suspension. Result? It's better to drive, but less roomy. Priorities?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SE	£19,100	10.8	126	127	148	58.9	110	6/10
1.5T Sport	£23,540	8.2	n/a	180	162	46.3	133	6/10
2.0T Type R	£31,525	5.8	169	316	295	36.7	176	9/10

Length x Width x Height in mm: 4518x1799x1434. 50-litre fuel tank. 478/1267-litre boot. Euro NCAP \*\*\*\*\*

HR-V

Honda Jazz with a bit more chunk and the option of 4WD. Smaller than a Qashqai. Think Mazda CX-3.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 S	£19,795	10.2	119	130	114	50.4	130	5/10

Length x Width x Height in mm: 4294x1772x1605. 50-litre fuel tank. 453/1026-litre boot. Euro NCAP \*\*\*\*\*

CR-V

A car engineered for accountants. It's a great all-rounder but deeply boring with it. There are few more reliable SUVs.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T SE 2WD	£27,855	10.0	124	190	179	39.8	162	6/10

Length x Width x Height in mm: 4600x1820x1689. 57-litre fuel tank. 561/1756-litre boot. Euro NCAP \*\*\*\*\*

NSX

NSX has had perhaps the longest gestation of any car ever. It feels heavy and complex, but it's still flipping fast.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5T hybrid	£144,825	<3.0	191	573	476	28.2	228	6/10

Length x Width x Height in mm: 4470x1940x1215. 60-litre fuel tank. n/a-litre boot. Euro NCAP n/a

HYUNDAI



**TopGear on Hyundai:**  
Value-pack car maker has earned a proper reputation for capable cars, and even fun ones in the shape of the i30N.

i10

Lacks the charisma of the Panda and the sheer polish of the Up but actually, if you don't care about cars, buy this one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE	£11,195	14.7	97	66	69	60.1	108	6/10

Length x Width x Height in mm: 3665x1660x1500. 40-litre fuel tank. 218/1012-litre boot. Euro NCAP \*\*\*\*\*

i20

It's the latest i20! It's not that exciting! Otherwise a very worthy and competent supermini, now with decent 1.0 engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SE	£16,395	10.8	117	100	127	58.5	114	5/10
1.2 S	£13,995	13.6	99	74	90	49.6	130	5/10

Length x Width x Height in mm: 4035x1734x1474. 50-litre fuel tank. 301/1042-litre boot. Euro NCAP \*\*\*\*\*

KONA

There are two cars here – one's another pointless crossover, the other's perhaps the first affordable, daily-driveable EV.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Premium	£19,500	12.0	112	118	127	52.3	125	6/10
Prem' SE 64kWh	£36,295	7.6	104	204	291	-	0	8/10

Length x Width x Height in mm: 4165x1800x1550. 50-litre fuel tank. 361/1143-litre boot. Euro NCAP \*\*\*\*\*

i30

The i30 is further proof Hyundai is catching up with Kia in the design stakes, and everyone else everywhere else.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d SE	£20,375	11.0	117	110	207	74.3	99	5/10
1.4T Premium	£22,525	8.9	130	138	178	42.8	124	5/10
2.0T N Perf'	£28,760	6.1	155	271	260	41.3	163	9/10

Length x Width x Height in mm: 4340x1795x1455. 50-litre fuel tank. 395/1301-litre boot. Euro NCAP \*\*\*\*\*

IONIQ

Hyundai takes a swipe at Toyota's Prius – and floors it first time. It's £4,000 cheaper too. South Korea one, Japan nil.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 hybrid SE	£21,790	10.8	115	106	108	78.5	79	8/10

Length x Width x Height in mm: 4470x1820x1450. 45-litre fuel tank. 443/1505-litre boot. Euro NCAP \*\*\*\*\*

TUCSON

Just what the world needed. Another SUV. Silly name, but if you're into this kind of thing, quite good.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6T SE Nav	£25,445	9.2	126	175	195	37.7	173	5/10

Length x Width x Height in mm: 4475x1850x1645. 62-litre fuel tank. 513/1503-litre boot. Euro NCAP \*\*\*\*\*

SANTA FE

Hyundai's UK flagship sails for ever richer waters. That a £40k Hyundai feels like good value tells you all you need to know.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2d Premium	£38,995	9.4	127	197	325	TBA	158	7/10

Length x Width x Height in mm: 4770x1890x1703. n/a-litre fuel tank. 547-litre boot. Euro NCAP \*\*\*\*\*



# INFINITI

**TopGear on Infiniti:**  
Posh Nissan offshoot that's on its way out of Europe. Perhaps more finite than the name suggests, then.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6T Pure	£21,300	9.4	124	122	148	42.2	154	2/10

Length x Width x Height in mm: 4425x1805x1495. 50-litre fuel tank. 368-litre boot. Euro NCAP \*\*\*\*\*

# QX30

It's a Q30 – that's the Infiniti hatch that you've totally heard of before, by the way – gussied up into a crossover-type thing.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2d Luxe	£29,720	8.5	134	170	258	47.9	155	3/10

Length x Width x Height in mm: 4425x1815x1515. 56-litre fuel tank. 430-litre boot. Euro NCAP n/a

# Q50

Sharply styled but otherwise anonymous saloon from Nissan's luxe wing. This time aimed at the BMW 3-Series.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2d SE	£29,860	8.7	144	170	295	64.2	114	2/10

Length x Width x Height in mm: 4790x1820x1450. 74-litre fuel tank. 400/500-litre boot. Euro NCAP \*\*\*\*\*

# JAGUAR

**TopGear on Jaguar:**  
Callum design and a raffish demeanour get you so far. Over-powered engines take you the rest of the way.

# XE

Forget the F-Type, this is actually the most important Jaguar of the last decade. Needs to banish all memory of the X-Type. Oops.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d Prestige	£33,315	7.8	140	178	317	67.3	109	6/10

Length x Width x Height in mm: 4672x1850x1416. 56/63-litre fuel tank. 450-litre boot. Euro NCAP \*\*\*\*\*

# E-PAGE

Jag's crossover still offers Ian Callum styling, Ingenium engines and the ability to say, "Let's take the Jaaaag." Lovely.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T P300 HSE	£47,290	6.4	151	296	295	35.3	181	6/10

Length x Width x Height in mm: 4411x1900x1649. 69-litre fuel tank. 425/1234-litre boot. Euro NCAP \*\*\*\*\*

# XF

New XF is good. Probably-better-than-a-5-Series good. Lovely inside too, just not big enough for plutocrat bellies.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T Sp'tbrake	£40,500	6.6	152	248	269	41.5	155	6/10
3.0d S	£52,010	5.8	155	297	516	51.4	144	6/10

Length x Width x Height in mm: 4954x1880x1457. 55/66/74-litre fuel tank. 540/963-litre boot. Euro NCAP \*\*\*\*\*

# F-PAGE

Not as pointy as a Porsche Macan, but cleverly pitched and good to drive. A sure-fire hit for Jag.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d Prestige	£39,095	8.5	129	178	317	55.4	134	6/10
5.0S SVR	£74,835	4.1	176	550	502	23.7	272	TBA

Length x Width x Height in mm: 4731x1936x1652. 60-litre fuel tank. 650-litre boot. Euro NCAP \*\*\*\*\*

# F-TYPE

Genuinely hilarious combination of cartoonishly overpowered engines and eensy-weensy cabins.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0S V8 R AWD	£93,215	4.1	186	542	501	25.0	269	6/10

Length x Width x Height in mm: 4470x1920x1300. 70-litre fuel tank. 196/315-litre boot. Euro NCAP n/a

# XJ

The XJ is rapid, refined and beautiful, but why did Jag drop the thunderous V8s from the line-up?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d Luxury	£62,360	5.9	155	297	516	49.6	149	5/10
3.0d R-Sport	£74,480	5.9	155	297	516	49.6	149	5/10
3.0d LWB Autob'	£83,105	5.9	155	297	516	49.6	149	5/10

Length x Width x Height in mm: 5130/5260x1890x1490. 77/82-litre fuel tank. 520-litre boot. Euro NCAP n/a

# I-PAGE

Jag's first EV is a rapid, desirable, good-looking SUV that just happens to be powered by electricity. How about that?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV400 S	£63,495	4.5	124	395	513	-	0	8/10
EV400 HSE	£74,445	4.5	124	395	513	-	0	8/10

Length x Width x Height in mm: 4682x1565x1661. 90kWh battery. 577/1453-litre boot. Euro NCAP \*\*\*\*\*

# JEEP

**TopGear on Jeep:**  
Oblong-obsessed 4x4 experts still trading off WWII heroics. Don't mention the Italian and German oily bits underneath.

# RENEGADE

Big-selling little Jeep actually has the nous to go off-roading, if you get the right one. But would you?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d Sport	£20,100	10.2	111	120	236	64.2	115	4/10
1.6d Limited	£24,900	10.2	111	120	236	64.2	115	4/10
2.0d Trail' 4WD	£30,140	8.9	122	168	258	47.9	155	4/10

Length x Width x Height in mm: 4236x1805x1667. 48-litre fuel tank. 351/1356-litre boot. Euro NCAP \*\*\*\*\*

# COMPASS

New Compass in nowhere near as gawky or rubbish as the old one. So, Jeep's pointing in the right direction, eh?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d Sport 4x2	£23,040	11.0	115	118	236	20.2	117	TBA
1.4T Limited 4x4	£32,510	9.3	127	168	184	40.9	160	4/10

Length x Width x Height in mm: 4394x2032x1641. 60-litre fuel tank. 1053/1693-litre boot. Euro NCAP \*\*\*\*\*

# WRANGLER

Samey looks belie a top-to-tail redesign for Jeep's most recognisable model. In the absence of a new Land Defender...

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2d Rubicon 4dr	£48,365	10.3	100	197	332	35.8	209	5/10
2.2d Sahara 2dr	£44,865	8.9	112	197	332	38.2	195	5/10

Length x Width x Height in mm: 4882 (4334)x1894x1901, 81 (66)-litre fuel tank, 533/1044 (192/587)-litre boot. Euro NCAP \*\*\*\*\*

# KIA

**TopGear on Kia:**  
Thoroughly warrantied range of whitegoods with barely a duffer among 'em. We're as surprised as you are.

# PICANTO

A Kia cracker. Latest Picanto looks good, drives well, costs little and is warrantied to the max.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.25 GT-Line S	£14,220	11.6	107	83	90	61.4	106	6/10

Length x Width x Height in mm: 3595x1595x1485. 35-litre fuel tank. 255/1010-litre boot. Euro NCAP \*\*\*\*\*

# CEED

Kia improves things yet again. Refinement, styling and interior quality are nearly as good as anything else. Nearly...

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T 2	£18,295	10.9	116	118	127	52.3	122	5/10
1.4T 3	£21,505	8.6	130	138	178	48.7	132	5/10

Length x Width x Height in mm: 4310x1800x1447. 53-litre fuel tank. 395-litre boot. Euro NCAP \*\*\*\*\*

# STINGER

Forgive the name, look past the badge and there's a 365bhp, 4dr GT for £40k. But will anyone overlook Audi and Merc?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.3T GT S	£40,535	4.7	168	365	376	28.5	225	8/10
2.0T GT-Line	£32,435	5.8	149	244	260	35.8	181	5/10

Length x Width x Height in mm: 4830x1870x1400. 60-litre fuel tank. 406-litre boot. Euro NCAP \*\*\*\*\*

# SPORTAGE

Kias are normally somewhat pleasant-looking. This one isn't, even after a face-lift. Good though, so don't discount it.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 1	£20,305	11.1	113	128	119	44.8	147	6/10
2.0d 4	£32,545	9.2	125	182	295	47.9	166	6/10

Length x Width x Height in mm: 4480x1855x1635. 62-litre fuel tank. 491/1480-litre boot. Euro NCAP \*\*\*\*\*

# KOENIGSEGG

**TopGear on Koenigsegg:**  
Swedish purveyors of deeply outrageous supercars. Big and shouty, yes, but also quite clever.

# JESKO

Absolutely insane power, truly innovative technology and incredible performance claims – eat your heart out, Bugatti...

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0T V8	c.£2.7m	TBA	300*	1578	1106	TBA	TBA	TBA

Length x Width x Height in mm: 4610x2030x1210. 72-litre fuel tank. 150-litre boot. Euro NCAP n/a

# LAMBORGHINI

**TopGear on Lamborghini:**  
The supercar for those who don't care about lap times. Or The Green Party. Or visibility. But like hexagons.

# HURACAN

Lambo's riposte to the 458 and 650S now doing battle with the 488 and 720S. Clash of the titans, then?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2 LP 580-2	£155,400	3.4	199	572	398	23.7	278	7/10
5.2 Performante	£207,925	2.9	202	631	443	20.6	314	8/10

Length x Width x Height in mm: 4459x1924x1165. 80-litre fuel tank. n/a-litre boot. Euro NCAP n/a

# URUS

Massive Lamborghini SUV uses every trick in the book to deliver supercar figures in a Range-sized package.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T	£164,950	3.6	189	641	627	23.0	279	7/10

Length x Width x Height in mm: 5112x2016x1638. 85-litre fuel tank. 616-litre boot. Euro NCAP n/a

# AVENTADOR S

Lambo's face-lifted V12 screamer brings the hallowed SV, with new looks and more power, plus rear-steer.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.5 SV	£319,073	2.8	217+	740	509	17.7	370	7/10
6.5 SVJ	£356,000	2.8	217+	759	531	TBA	TBA	8/10

Length x Width x Height in mm: 4780x2030x1140. 90-litre fuel tank. n/a-litre boot. Euro NCAP n/a

# LAND ROVER

**TopGear on Land Rover:**  
Everyone's nuts for luxe off-roaders these days. Luckily enough, that's what Land Rover made its name doing.

# DISCOVERY SPORT

Freelander gets a new name, and much more besides. Not cheap, but it's still a yummy-mummy favourite.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d 180 SE	£34,315	9.9	117	178	317	53.3	139	7/10

Length x Width x Height in mm: 4599x1895x1724. 54-litre fuel tank. 195/1698-litre boot. Euro NCAP \*\*\*\*\*



DISCOVERY

The new, posho Disco is as capable as ever – even more adroit off-road, and exceptionally well settled back on it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d HSE Luxury	£70,405	7.7	130	258	443	39.2	189	7/10
2.0d S	£47,625	8.0	121	237	369	43.5	171	7/10
3.0d HSE	£65,205	7.7	130	258	443	39.2	189	7/10

Length x Width x Height in mm: 4970x2000x1888. 77-litre fuel tank. 2342-litre boot. Euro NCAP ★★★★★

RANGE ROVER EVOQUE

Updated inside and out, and now looks like a blend of Velar and Evoque. This can only be a good thing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d D150	£35,100	10.5	125	150	280	44.9	143	6/10
2.0d D180	£35,850	9.3	127	180	317	41.3	150	6/10
2.0d D240	£38,600	7.7	140	240	368	40.4	163	6/10
2.0T P300	£40,350	6.6	150	300	295	30.3	186	6/10

Length x Width x Height in mm: 4360x1960x1610. 60/70-litre fuel tank. 550/1445-litre boot. Euro NCAP ★★★★★

RANGE ROVER SPORT

A prettier RRS would be a contradiction in terms, but the latest one definitely comes with less thuggishness.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0S SVR	£101,145	4.4	176	575	516	22.1	294	7/10
3.0d HSE	£67,500	6.8	130	306	517	40.4	185	7/10
2.0T HSE PHEV	£72,185	6.4	137	404	472	101	64	7/10

Length x Width x Height in mm: 4850x1983x1780. 80-litre fuel tank. 784/1761-litre boot. Euro NCAP n/a

RANGE ROVER VELAR

Smaller than a Sport, bigger than an Evoque, the Velar shares its platform and engines with the Jag F-Pace.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d 180	£45,135	8.9	130	178	317	52.3	142	6/10
2.0d 240	£48,540	6.8	135	237	369	48.7	154	6/10
3.0d R-Dyn' S	£59,640	6.2	150	297	516	44.1	167	6/10

Length x Width x Height in mm: 4803x1930x1655. 60-litre fuel tank. 558/1731-litre boot. Euro NCAP ★★★★★

RANGE ROVER

This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or GALC. Hmm, catchy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0S SVA' Dyn'	£142,285	5.1	155	565	516	22.1	294	7/10
3.0d Vogue	£81,900	7.6	130	258	442	40.9	182	9/10
4.4d Vogue SE	£94,805	6.5	135	339	546	33.6	219	9/10

Length x Width x Height in mm: 5000/5199x2070x1840. 85/105-litre fuel tank. 909/2030-litre boot. Euro NCAP ★★★★★

LEXUS

**TopGear on Lexus:** Angular luxu-Toyotas that range from sleepy hybrids to intoxicatingly awesome, naturally aspirated V8s.

IS

3-Series drive too well for you? Then buy this – it's worse. In other areas, the IS gives the Germans a much tougher time.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5h 300h	£32,900	8.4	125	223	221	65.7	101	4/10
2.5h 300h Prem'	£40,630	8.4	125	223	221	65.7	101	4/10

Length x Width x Height in mm: 4670x1810x1430. 66-litre fuel tank. 450/480-litre boot. Euro NCAP ★★★★★

LC

Last bastion (well, almost) of the nat-asp V8 is a futuristic-looking Lexus GT. Who'd have thought?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 500	£76,595	4.7	155	471	398	24.6	263	8/10
5.0 500 Sport	£80,595	4.7	155	471	398	24.4	267	8/10
3.5h 500h Sport	£80,595	5.0	168	354	257	44.1	145	5/10

Length x Width x Height in mm: 4770x1920x1345. 82-litre fuel tank. 197-litre boot. Euro NCAP n/a

NX

It's a posh small SUV that's... well, that's about it, actually. Drives, stops, and steers in the most average way possible.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T 200t	£40,040	7.1	124	238	258	35.8	183	4/10

Length x Width x Height in mm: 4630x1845x1645. 60-litre fuel tank. 500/1545-litre boot. Euro NCAP ★★★★★

RC

Bit heavier than we hoped, but roaring V8 gives BMW's M4 a few headaches. Good thing, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 RC F	£61,310	4.5	168	463	384	25.0	258	7/10

Length x Width x Height in mm: 4705x1845x1390. 66-litre fuel tank. 366-litre boot. Euro NCAP n/a

RX

Much better than the old one, but suffers from the same flaws. New RX-L gains seven cramped seats. Woo-hoo.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5h 450h SE	£48,690	7.7	124	304	247	54.3	120	5/10

Length x Width x Height in mm: 4890/5000x1895x1690. 65-litre fuel tank (42 in L). 453-litre boot (495 in L). Euro NCAP ★★★★★

LS

Welcome to left-field luxury, as Lexus distances itself from play-it-safe Toyota. Needs more torque and a better 'box.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5h Luxury	£79,995	5.4	155	359	258	43.5	147	6/10

Length x Width x Height in mm: 5235x1900x1460. 82-litre fuel tank. 430-litre boot. Euro NCAP ★★★★★

LOTUS

**TopGear on Lotus:** Overlook shaky economics and turnip farmer jokes and you'll find sports cars close to driving nirvana.

ELISE

Still a joy, the current Elise offers visceral driving thrills in a relatively usable package. This is steering feel.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8S Cup 260	£59,500	3.8	151	250	188	n/a	n/a	7/10
1.8S Sport 220	£44,640	4.6	145	217	184	37.7	173	7/10
1.8S Cup 250	£47,900	4.3	154	243	184	37.7	175	7/10

Length x Width x Height in mm: 3790x1850x1120. 44-litre fuel tank. 112-litre boot. Euro NCAP n/a

EVORA

More power = good, more money = bad. 430 is astonishingly good to drive but hard to choose over the 911 GT3.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5S 400	£73,500	4.1	186	395	303	29.1	225	7/10
3.5S 430	£112,500	3.8	196	424	325	28.8	234	7/10

Length x Width x Height in mm: 4340x1850x1220. 55-litre fuel tank. 160-litre boot. Euro NCAP n/a

EXIGE

Lotus's track car has grown up and got heavier. But don't worry, this makes it more usable. Deliriously good to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5S 350	£57,200	3.9	170	345	295	28.0	235	7/10

Length x Width x Height in mm: 4084x1802x1129. 40-litre fuel tank. n/a-litre boot. Euro NCAP n/a

3-ELEVEN

The extraordinary Lotus 3-Eleven is a remarkable driver's car with thrilling speed and mesmerising on-road talent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5S	£83,900	3.4	174	410	302	n/a	n/a	7/10

Length x Width x Height in mm: n/a. n/a-litre fuel tank. 40-litre boot. Euro NCAP n/a

MASERATI

**TopGear on Maserati:** Ferrari's moody cousin. Every model beaten in every way by German opposition, save for cachet, cool, and style.

GHIBLI

Maserati builds a BMW 5-Series. It's available with a diesel engine. Well, they think it's a good idea.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T Gransport	£62,700	5.5	166	350	369	31.7	257	5/10
3.0d Granlusso	£59,100	6.3	155	271	442	47.9	158	4/10

Length x Width x Height in mm: 4970x1950x1460. 80-litre fuel tank. 500-litre boot. Euro NCAP ★★★★★

QUATTROPORTE

Noooo – what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T Gransport	£66,675	5.5	166	350	369	31.7	257	5/10
3.0d Granlusso	£80,950	6.4	155	271	442	45.6	163	5/10

Length x Width x Height in mm: 5050x1900x1440. 90-litre fuel tank. 450-litre boot. Euro NCAP n/a

GRANTURISMO

Muscular, pretty coupe that's more GT than sports car. Nothing wrong there and the MC Strad has bite if you need it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.7 Sport	£92,230	4.8	185	454	384	19.7	331	7/10
4.7 MC	£107,865	4.8	185	454	384	19.7	331	7/10
4.7 Cabrio MC	£114,330	5.0	177	454	384	19.5	337	7/10

Length x Width x Height in mm: 4880x1920x1350. 86-litre fuel tank. 260-litre boot. Euro NCAP n/a

LEVANTE

Get over the slightly Cayenne-copy styling and you'll find a seriously well-sorted SUV. Cayenne Turbo still monsters it, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d	£58,315	6.9	142	271	443	39.2	189	6/10
3.0T S	£72,525	5.2	164	424	428	25.9	253	6/10

Length x Width x Height in mm: 5003x1968x1679. 70-litre fuel tank. 580-litre boot. Euro NCAP n/a

MAZDA

**TopGear on Mazda:** Remember when every single Ford was the best to drive in its class? Well, Mazda's nicked that mantle.

3

Mazda's quiet contrariness continues in the 3. So does the handling verve. New, prettier one is imminent, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE-L	£20,595	8.9	121	118	155	55.4	119	6/10
2.0 Sport	£23,195	8.2	130	163	155	48.7	135	6/10
1.5d SE-L	£22,695	11.0	115	104	199	74.3	99	6/10

Length x Width x Height in mm: 4465x1795x1450. 51-litre fuel tank. 364-litre boot. Euro NCAP ★★★★★

6

Handsome mid-size saloon with some clever engine tech underneath. Drives well, possibly a bit middle management.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Sport	£25,995	9.1	134	163	155	47.9	135	6/10
2.2d 184 Sport	£28,495	7.9	139	184	310	62.8	119	7/10

Length x Width x Height in mm: 4870x1840x1450. 62-litre fuel tank. 489-litre boot. Euro NCAP ★★★★★

MX-5

Ignore the stereotypes: the MX-5 is back and, crucially, better than ever. RF gets folding hard-top.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£18,995	8.3	127	131	111	47.1	139	9/10
2.0 Sport	£24,795	6.5	136	184	151	40.9	156	9/10

Length x Width x Height in mm: 3915x1735x1225. 45-litre fuel tank. 130-litre boot. Euro NCAP ★★★★★



CX-3

Because the Nissan Juke doesn't have enough rivals already. CX-3 is pretty and drives well, though.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5d SE	£22,895	10.1	110	104	199	70.6	105	7/10
2.0 Sport AWD	£23,795	8.7	124	148	150	44.1	150	7/10

Length x Width x Height in mm: 4275x1765x1535. 48-litre fuel tank. 350/1260-litre boot. Euro NCAP



CX-5

Better than the already very good car it replaces. As good to drive as anything else in this class. And better-looking.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE-L	£24,795	10.4	125	163	155	44.1	149	7/10
2.2d Sport 150	£29,695	9.4	127	148	280	56.5	132	8/10

Length x Width x Height in mm: 4550x1840x1675. 56-litre fuel tank. 506/1620-litre boot. Euro NCAP

243 151 343 193" data-label="Image">

McLAREN

TopGear on McLaren:  
Hyper-clinical British outfit spinning ever more baffling model choices off its bi-turbo V8 and carbon tub.

SENNA

Like the man it was named after, it's resolutely focused and exceptionally talented. Less Brazilian, though.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T V8	£750,000	2.8	211	789	590	n/a	n/a	8/10

Length x Width x Height in mm: 4744x1958x1229. n/a-litre fuel tank. n/a litre boot. Euro NCAP n/a

243 320 343 362" data-label="Image">

SPORTS SERIES

Meet McLaren's bonny, bouncy baby. As if. 570S is as focused and fast as its Super Series siblings. Just cheaper.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8T 540C	£135,000	3.4	199	532	399	25.5	258	8/10
3.8T 570S	£149,000	3.1	204	562	443	26.4	249	8/10
3.8T 570GT	£157,000	3.4	204	562	443	26.6	249	8/10
3.8T 570S Spid'	£164,750	3.2	204	562	443	26.6	249	8/10

Length x Width x Height in mm: 4530x1910x1202. 72-litre fuel tank. 150-litre boot. Euro NCAP n/a

243 415 343 457" data-label="Image">

SUPER SERIES

720S replaces the 650S. Much is new (91 per cent, it claims). Looks and performance are truly next-level.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T 720S	£208,600	2.9	212	710	568	26.4	249	10/10

Length x Width x Height in mm: 4543x1930x1196. n/a-litre fuel tank. 360-litre boot. Euro NCAP n/a

243 549 343 591" data-label="Image">

MERCEDES-BENZ

TopGear on Mercedes-Benz:  
More letter combos than a bath of alphabet soup. Slurp through that and the cars are very tasty.

A-CLASS

New A puts comfort before sportiness and adds an exceptionally fancy interior. Solid, safe and packed with tech, too.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5d A180d SE	£26,025	10.5	125	114	192	68.9	108	4/10
1.3T A200 Sport	£26,165	8.0	139	161	184	51.4	123	4/10
2.0T A250	£30,465	6.2	155	221	258	45.6	141	3/10

Length x Width x Height in mm: 4531x1796x1440. 43-litre fuel tank. 370/1210-litre boot. Euro NCAP

243 705 343 747" data-label="Image">

GLA

Based on the old A-Class, the GLA is little more than a curiosity on paper. In reality it's a pretty well-judged crossover.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T GLA45	£47,960	4.4	155	381	351	38.2	172	4/10
2.0T GLA250	£33,920	6.6	143	211	250	43.5	155	4/10

Length x Width x Height in mm: 4417x1804x1494. 50/56-litre fuel tank. 481-litre boot. Euro NCAP n/a

243 825 343 867" data-label="Image">

B-CLASS

The new B gets all the tech and toys of the new A, bundled with more space. Not as practical as a proper MPV, mind.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5d B180d	£28,365	10.7	124	116	192	60.1	112	5/10
2.0d B220d	£29,625	7.2	145	190	295	56.5	116	5/10
1.3T B200	£29,725	8.2	139	163	184	46.3	126	5/10

Length x Width x Height in mm: 4360x1790x1560. 50-litre fuel tank. 488-litre boot. Euro NCAP

544 41 645 84" data-label="Image">

C-CLASS

Freshly updated with a new face, new interior tech and more powerful engines, the C is better than ever.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T C43	£49,675	4.7	155	385	384	31.0	208	6/10
4.0T C63S	£75,408	4.0	180	503	517	34.5	192	9/10
2.0d C220d	£35,690	7.7	145	194	295	64.2	103	7/10
2.0T C300	£37,900	5.9	155	258	273	42.2	153	7/10

Length x Width x Height in mm: 4685x1810x1447. 66-litre fuel tank. 480-litre boot. Euro NCAP

544 162 645 205" data-label="Image">

GLC

Take one Merc C-Class Estate, add a bit of length, some height and a pinch of off-road ability. Hey presto – the GLC.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T GLC43	£49,845	4.9	155	362	384	34.0	189	6/10
2.1d GLC250d	£40,645	7.6	138	201	369	56.5	129	6/10
2.1d GLC220d	£37,340	8.3	130	168	295	56.5	129	6/10
4.0T GLC63S	£76,440	3.8	155	503	516	26.4	244	8/10
2.0T GLC250	£40,645	7.3	138	211	258	37.7	174	6/10

Length x Width x Height in mm: 4759x1890x1644. 66-litre fuel tank. 550/1600-litre boot. Euro NCAP

544 297 645 339" data-label="Image">

SLC

An all-new name but not an all-new car – and you can tell. The V8 AMG is gone too. Prices keener to compensate.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T SLC43	£48,400	4.7	155	362	384	34.5	186	4/10
2.0T SLC200	£35,675	6.9	147	184	221	42.2	153	4/10

Length x Width x Height in mm: 4143x1810x1300. 60-litre fuel tank. 225/335-litre boot. Euro NCAP

544 442 645 484" data-label="Image">

SL

Perhaps the best all-round, usable hard-top convertible on sale today. Practical, fast, excellent quality and dynamics.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T SL400	£77,395	4.9	155	362	369	36.7	175	6/10
4.7T SL500	£84,955	4.3	155	449	516	31.4	205	6/10
5.5T SL63	£118,095	4.1	155	577	664	28.0	234	7/10

Length x Width x Height in mm: 4631x1877x1314. 75-litre fuel tank. 364-litre boot. Euro NCAP n/a

544 545 645 587" data-label="Image">

AMG GT

Merc-AMG's sports car gets a mild update with better steering and rear suspension, but retains the madness.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T S	£115,330	3.8	193	510	480	30.1	219	6/10
4.0T R	£145,730	3.6	193	577	516	24.8	259	8/10
4.0T C	£130,530	3.7	196	549	502	24.8	259	6/10

Length x Width x Height in mm: 4546x1939x1287. 85-litre fuel tank. 285-litre boot. Euro NCAP n/a

544 665 645 707" data-label="Image">

E-CLASS

Laden with tech and wonderfully calming. New E gets Merc back in the big exec game. AMG E63 is tremendous.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T E63S	£94,275	3.4	155	604	627	31.0	207	9/10
3.0d E400d	£52,685	4.9	155	335	516	48.7	154	8/10
2.0d E220d est'	£39,565	7.3	149	191	295	72.4	102	8/10
2.0d E220d	£37,565	7.3	149	191	295	72.4	102	7/10
3.0T E53 estate	£65,790	4.5	155	429	389	32.5	200	6/10

Length x Width x Height in mm: 4923x1852x1468. 66-litre fuel tank. 540-litre boot. Euro NCAP

544 788 645 830" data-label="Image">

GLE

The GLE gets a full do-over: longer wheel-base, heaps of tech inside and new engines. Comfy, not sporty. Good.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d 300d (5st)	£55,685	7.2	140	245	369	39.2	162	7/10
2.0d 300d	£57,680	7.2	140	245	369	39.2	162	7/10
3.0d 350d	£61,955	6.9	143	272	443	36.2	184	7/10
3.0d 400d	£64,230	5.8	149	330	443	35.3	184	7/10
3.0T 450	£62,300	5.7	155	367	369	32.5	191	7/10

Length x Width x Height in mm: 4924x1797x1947. 85-litre fuel tank. 630-690/2055-litre boot. Euro NCAP

844 41 947 84" data-label="Image">

CLS

The new one is here, and is predictably good, but we'll miss the old CLS63 estate more than we probably should.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T CLS53	£74,525	4.5	155	429	384	32.5	203	6/10
2.9d CLS350d	£58,315	5.7	155	282	443	48.7	156	5/10
2.9d CLS400d	£61,215	5.0	155	335	516	47.9	156	7/10

Length x Width x Height in mm: 4920x1850x1470. 580-litre fuel tank. 520-litre boot. Euro NCAP n/a

844 188 947 230" data-label="Image">

S-CLASS

Meet the car that has single-handedly saved the luxury car class from the SUV incursion. Sublime in most ways.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T S500L	£87,180	4.8	155	429	384	40.9	169	9/10
3.0d S350d	£75,285	6.8	155	282	457	50.4	153	9/10
4.0T S63L	£128,200	4.3	155	603	664	28.0	237	7/10

Length x Width x Height in mm: 5110/5250x1900x1490. 70/80-litre fuel tank. 510/530-litre boot. Euro NCAP n/a

844 308 947 350" data-label="Image">

S-CLASS COUPE

Loads of tech, loads of power, loads of class, quite a bit of cash. New coupe is good enough to justify it all.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T S560	£105,875	4.6	155	463	516	34.0	228	8/10
4.0T S63	£129,275	4.2	155	603	663	31.7	203	8/10
6.0T S65	£190,885	4.1	155	621	738	23.7	279	7/10

Length x Width x Height in mm: 5027x1899x1411. 80-litre fuel tank. 400-litre boot. Euro NCAP n/a

844 431 947 473" data-label="Image">

AMG GT 4DR

Not actually a lengthened GT, but definitely in the same vein everywhere else, i.e. inordinately fast and rumbley.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T 63	£124,950	3.4	193	577	590	25.2	256	8/10
4.0T 63S	£139,150	3.2	196	630	664	25.0	257	8/10

Length x Width x Height in mm: 5054x1953x1442. 80-litre fuel tank. 461-litre boot. Euro NCAP n/a

844 545 947 587" data-label="Image">

G-CLASS

The big G returns with completely new underpinnings, engines and tech, so it actually drives like a modern SUV.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0T G63	£143,305	4.5	137	577	627	21.4	299	7/10
4.0T G63 F' Ed'	£164,495	4.5	137	577	627	21.4	299	7/10

Length x Width x Height in mm: 4613x1984x1969. 100-litre fuel tank. 667/1941-litre boot. Euro NCAP

844 655 947 697" data-label="Image">

MG

TopGear on MG:  
Chinese-backed resurrection. Sells fewer cars annually than Ford shifts in the time it takes to read this.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 Explore	£9,495	10.9	108	105	101	51.5	124	3/10

Length x Width x Height in mm: 4018x1729x1507. 45-litre fuel tank. 285-litre boot. Euro NCAP


844 825 947 867" data-label="Image">

FOR ALL THE FACTS AND STATS YOU NEED TO KNOW ABOUT EVERY CAR ON SALE IN THE UK GO TO [TOPGEAR.COM/REVIEWS](https://www.topgear.com/reviews)



ZS

MG's rather spacious crossover is actually the best 21st-century MG yet. Other faint praise is available.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Exclusive	£17,795	12.4	112	109	118	44.9	144	3/10

Length x Width x Height in mm: 4314x1809x1611. 55-litre fuel tank. 448/1375-litre boot. Euro NCAP ★★★★★

GS

Finally, MG MkII approaches relevance with an OK-looking, OK-driving crossover that's predictably cheap.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Explore	£15,095	9.6	118	164	184	46.3	139	2/10


Length x Width x Height in mm: 4500x1855x1665. 55-litre fuel tank. 235/1,366-litre boot. Euro NCAP n/a

MINI

**TopGear on Mini:**  
New hatch uglier but more sorted, with lovely turbo petrols. The larger cars are somehow less successful.

HATCH

It's bigger, and that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 One	£16,190	10.1	121	100	140	57.6	111	6/10
1.5T Cooper	£17,630	7.9	130	134	162	62.7	105	7/10
2.0T Cooper S	£20,920	6.8	146	189	221	47.1	138	7/10
1.5 One 5dr	£16,890	10.1	121	100	140	57.6	111	5/10

Length x Width x Height in mm: 3821x1727x1414. 40/44-litre fuel tank. 211-litre boot. Euro NCAP ★★★★★

CONVERTIBLE

Take Mini, lop the roof off, et voilà. Mini Cab is exactly like you'd expect. Good news for inner-city estate agents.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Cooper	£20,080	8.8	129	134	162	54.3	119	6/10
2.0T Cooper S	£24,430	7.2	143	189	221	41.5	154	6/10

Length x Width x Height in mm: 3821x1727x1415. 40-litre fuel tank. 215-litre boot. Euro NCAP n/a

CLUBMAN

No rear-hinged doors this time around. Current Clubman is based on BMW's 2-Series and shares its mediocrity.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Cooper	£21,085	9.1	127	134	170	55.4	118	5/10
1.5d Cooper D	£23,855	8.6	132	148	244	65.7	112	5/10
2.0T Cooper S	£24,095	7.2	142	189	221	45.6	144	5/10

Length x Width x Height in mm: 4253x1800x1441. 48-litre fuel tank. 360/1250-litre boot. Euro NCAP ★★★★★

COUNTRYMAN

The Countryman is a big Mini with a sense of humour failure, but it is a better all-rounder than its predecessor.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Cooper	£23,385	9.6	126	134	162	51.4	126	5/10
1.5d Cooper D	£25,385	8.9	129	148	244	65.7	113	5/10
2.0T Cooper S	£25,585	7.5	140	189	207	45.6	141	5/10
1.5T Cooper E	£31,895	6.8	123	224	284	113.0	56	5/10

Length x Width x Height in mm: 4299x1882x1557. 51-litre fuel tank. 350/1170-litre boot. Euro NCAP ★★★★★


MITSUBISHI

**TopGear on Mitsubishi:**  
Hard to care now Evo is dead, but electro-Outlander is somehow Britain's top-selling EV. Nope. Still not fussed.



**OUTLANDER**

No-nonsense seven-seat SUV. Fair to mid-dling. Plug-in hybrid version offered too. Green, but only gets five seats.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.4 PHEV Juro	£36,755	10.5	106	200	245	139	46	4/10

Length x Width x Height in mm: 4695x1800x1710. 60-litre fuel tank. 436-550/1755-litre boot. Euro NCAP ★★★★★

ECLIPSE CROSS

No, not the Eclipse of old, tuned and befitted with gargantuan body kits. This one's a crossover. React as you choose.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 2	£21,290	10.3	127	161	184	42.8	151	4/10
1.5 3	£22,810	10.3	127	161	184	42.8	151	4/10
1.5 3 4WD	£25,920	9.8	127	161	184	40.4	159	4/10

Length x Width x Height in mm: 4405x1805x1685. 63-litre fuel tank. 448-litre boot. Euro NCAP ★★★★★

ASX

Another me-too crossover, with a tinny interior and zero street cred. Subject to more facelifts than Donatella Versace.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d 4 AWD	£25,070	11.5	112	110	199	56.5	132	3/10
1.6 Juro	£19,195	11.5	114	113	114	48.7	135	3/10
2.2d 5 AWD	£29,485	10.8	118	145	265	48.7	152	3/10


Length x Width x Height in mm: 4355x1810x1640. 60-litre fuel tank. 442/1193-litre boot. Euro NCAP ★★★★★

MORGAN

**TopGear on Morgan:**  
Idiosyncratic British sports cars designed to give you wood and a healthy exposure to the elements. Poop poop.

3WHEELER

Eccentric and impractical, but for putting a smile on your face, nothing this side of a Tiger Moth competes.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Sport	£40,074	7.0	115	68	95	34.9	187	8/10

Length x Width x Height in mm: n/a. 40-litre fuel tank. n/a-litre boot. Euro NCAP n/a

4

Possibly the only new car that looks like it belongs on the starting grid at the Goodwood Revival.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 4/4	£40,206	8.0	117	110	97	44.1	143	6/10
2.0 Plus 4	£44,106	7.5	118	154	148	39.8	215	6/10

Length x Width x Height in mm: 4010x1630/1720x1220. 50-litre fuel tank. n/a-litre boot. Euro NCAP n/a

PLUS 6

A straight-six-powered Morgan – it just doesn't get any more correct than that. But a turbocharged Morgan? Er... hmm.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T	£77,995	4.2	166	335	369	38.2	170	TBA


Length x Width x Height in mm: 3890x1756x1220. 46-litre fuel tank. n/a-litre boot. Euro NCAP n/a

NISSAN

**TopGear on Nissan:**  
Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

MICRA

Micra is pricier than before but genuinely chuckable, and the hi-fi is world class. Fiesta's still better, mind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9T Acenta	£15,985	12.1	109	89	111	64.2	99	6/10
0.9T Tekna	£18,510	12.1	109	89	111	61.4	104	6/10
1.5d Visia+	£16,210	11.9	111	90	162	88.3	85	6/10

Length x Width x Height in mm: 3999x1743x1455. 41-litre fuel tank. 360/1004-litre boot. Euro NCAP ★★★★★

JUKE

Clever little SUV crossover is nice, if a little odd. But why did Nissan have to go and drop the Nismo RS?




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Acenta	£17,450	12.5	111	112	106	38.7	166	5/10
1.5d Visia	£17,450	11.2	109	108	192	70.6	104	5/10

Length x Width x Height in mm: 4135x1765x1565. 46-litre fuel tank. 350/1181-litre boot. Euro NCAP ★★★★★

LEAF

The old Leaf was a bit fish-faced, but the new 'un is more straightforward. Also qualifies for a government grant.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Acenta	£27,290	7.9	89	148	236	-	0	4/10
Tekna	£32,890	7.9	89	148	236	-	0	4/10

Length x Width x Height in mm: 4450x1780x1570. 40kWh battery. 330/680-litre boot. Euro NCAP ★★★★★

QASHQAI

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, y'know, family stuff.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3T Visia	£19,595	11.0	120	140	177	49.4	130	6/10
1.3T N-Connect'	£25,095	8.9	124	160	192	49.4	130	6/10
1.5d N-Connect'	£25,295	11.1	118	115	192	67.2	110	6/10
1.3T Tekna	£27,595	8.9	124	160	192	49.4	130	6/10

Length x Width x Height in mm: 4370x1800x1595. 55-litre fuel tank. 430-litre boot. Euro NCAP ★★★★★

X-TRAIL

The X-Trail used to be a rufty-tufty thing. Now it's been emasculated. As a result, we think it's better. Fickle? Us?

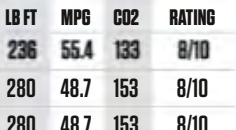


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d N-Conn'	£30,700	10.5	116	128	236	55.4	133	8/10
2.0d N-Conn'	£34,865	9.4	126	173	280	48.7	153	8/10
2.0d Tekna	£37,525	9.4	126	173	280	48.7	153	8/10
1.6T Tekna	£32,590	9.7	124	161	177	44.1	149	8/10

Length x Width x Height in mm: 4643x1820x1695. 60-litre fuel tank. 135(550)/1982-litre boot. Euro NCAP ★★★★★

370Z

Z still looks great, but where's the fire-breathing brilliance of the old one, Nissan? GT86 has highlighted its shortcomings.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6	£29,805	5.3	155	324	268	26.6	248	4/10
3.7 V6 Nismo	£40,305	5.2	155	339	274	26.6	248	4/10

Length x Width x Height in mm: 4250x1850x1320. 72-litre fuel tank. 235-litre boot. Euro NCAP n/a

GT-R

The GT-R is an über-techy, violently capable, ruthlessly rapid speed machine. Nismo is silly money, though.




	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8T Pure	£81,995	2.7	196	562	470	23.9	275	8/10
3.8T Nismo	£151,995	2.7	196	592	481	23.9	275	8/10

Length x Width x Height in mm: 4710x1895x1370. 74-litre fuel tank. 315-litre boot. Euro NCAP n/a

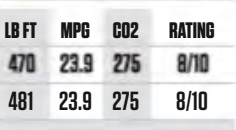
NOBLE

**TopGear on Noble:**  
Yes, it's from the home of pork pies. Yes, the engine's from a schoolrun bus. Doesn't stop Noble being a supercar force.



**M600**

Powered by a twin-turbo Volvo XC90 V8, the old-school M600 is epically fast and amazingly supple. Major want.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.4T V8	£248,184	3.0	225	641	604	n/a	n/a	7/10


Length x Width x Height in mm: 4360x1910x1120. 68-litre fuel tank. n/a-litre boot. Euro NCAP n/a

PAGANI

**TopGear on Pagani:**  
The greatest exponents of artistic Italian pageantry and Hulk-spec power the world has yet seen.

HUAYRA

The name is what you exclaim when you nail the throttle in this twin-turbo V12'd, active aero'd hypercar.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0T V12	£990,000	3.2	230	730	811	23.5	300	8/10
6.0T V12 BC	£2.1m	N/A	N/A	789	811	N/A	N/A	8/10

Length x Width x Height in mm: 4610x2040x1170. 85-litre fuel tank. n/a-litre boot. Euro NCAP n/a



## PEUGEOT

### TopGear on Peugeot:

Chassis bods have refound their mojo with 208 GTi. Design needs to be more Onyx, less ordinary.

### 108

Now more refined and comfortable, and in possession of a 1.0-litre engine from Toyota.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Access 3dr	£9,504	13.0	99	68	70	68.9	95	5/10
1.0 Allure 5dr	£13,049	10.9	106	81	87	65.7	99	5/10

Length x Width x Height in mm: 3475x1615x1460. 35-litre fuel tank. 196/780-litre boot. Euro NCAP ★★★★

### 208

It's only taken Peugeot 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Active	£14,654	13.8	103	68	78	60.1	108	6/10
1.6T GTi by PS	£23,555	8.5	143	205	221	52.3	125	7/10
1.5d GT Line	£18,279	TBA	109	100	184	76.3	97	6/10

Length x Width x Height in mm: 3970x1740x1460. 50-litre fuel tank. 285/1152-litre boot. Euro NCAP ★★★★★

### 308

Well, knock us down with a feather. Out of nowhere, Peugeot gives us a hatch good to drive and own. Gobs smacked.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6T GTi	£29,564	8.0	155	262	243	47.1	139	6/10
1.5d Active	£21,414	9.4	128	129	207	78.5	94	6/10
1.2T Active	£19,644	10.1	127	108	151	57.6	113	6/10
2.0d GT	£28,024	8.4	136	177	295	70.6	105	6/10

Length x Width x Height in mm: 4253x1804x1457. 53-litre fuel tank. 470/1309-litre boot. Euro NCAP ★★★★★

### 508

Second-gen 508 doubles down on Peugeot's brand of unique design (inside and out). So, who's tempted?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6T GT	£36,014	7.3	155	224	221	49.6	131	7/10
1.5d Active	£25,039	9.7	129	131	221	74.3	101	6/10
2.0d Allure	£29,339	8.4	143	163	295	62.8	118	6/10

Length x Width x Height in mm: 4750x1859x1403. 55/62-litre fuel tank. 487/1537-litre boot. Euro NCAP ★★★★★

### 2008

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Active	£17,424	13.5	105	79	87	57.6	114	4/10
1.5d Allure	£21,214	10.6	113	102	184	70.6	98	4/10

Length x Width x Height in mm: 4160x1740x1560. 50-litre fuel tank. 360/1172-litre boot. Euro NCAP ★★★★★

### 3008

It's 2017's Euro CoTY – with an Audi-beating cabin, in design and execution. Drives as well as it needs to.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Allure	£25,909	10.8	117	130	170	47.1	117	6/10
1.5d GT Line	£29,729	10.8	119	130	221	68.9	108	6/10
1.6T GT Line	£31,409	8.9	128	163	177	48.7	129	6/10
2.0d GT	£36,379	9.0	134	175	295	58.9	129	6/10

Length x Width x Height in mm: 4447x1841x1624. 53-litre fuel tank. 591/1670-litre boot. Euro NCAP ★★★★★

### 5008

Remember the old 5008 MPV? Well, now forget it – the new one's a crossover, and a much better car besides.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5d Active	£28,179	11.1	119	130	221	68.9	107	6/10
1.2T GT Line	£29,959	10.9	117	130	170	55.4	117	6/10

Length x Width x Height in mm: 4641x1844x1640. 56-litre fuel tank. 780/1940-litre boot. Euro NCAP ★★★★★

## PORSCHE

### TopGear on Porsche:

Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed '911-fighter'...

### 718 BOXSTER

Gasp – flat-six engine becomes boxer turbo four. More speed, economy but less aural satisfaction. Er, sound good?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T S	£53,714	4.6	177	345	310	34.9	184	7/10
2.5T GTS	£64,721	4.6	180	361	310	31.4	205	7/10

Length x Width x Height in mm: 4379x1801x1281. 54/64-litre fuel tank. 130/275-litre boot. Euro NCAP n/a

### 718 CAYMAN

Now the world's second-best sports coupe, after the Alpine A110. Still a fantastic-handling machine, mind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T S	£51,853	4.6	177	345	310	34.9	184	7/10
2.5T GTS	£62,860	4.6	180	361	310	31.4	205	7/10

Length x Width x Height in mm: 4379x1801x1295. 64-litre fuel tank. 150/425-litre boot. Euro NCAP n/a

### 911

Porsche proving it's the world's best sports car builder. Base cars are great, of course, but new GT3 is truly epic.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T Carr' S (992)	£93,110	3.7	191	450	390	28.5	205	8/10
4.0 GT3 Man'	£111,802	3.9	198	493	339	21.9	290	10/10
3.8T GT2 RS	£207,506	2.8	211	691	553	23.9	269	9/10
3.8T Turbo S	£147,540	2.9	205	573	552	31.0	212	7/10

Length x Width x Height in mm: 4499x1808x1294. 64-litre fuel tank. 135-litre boot. Euro NCAP n/a

### PANAMERA

New Panam no longer looks like a whale carcass, but it's still just as roomy in that 22nd-century cabin. Seriously fast.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.9T 4S	£90,291	4.4	179	434	406	34.9	184	6/10
4.0T S Hyb' ST	£139,287	3.4	192	671	623	94.2	69	7/10
4.0T Turbo ST	£118,656	3.8	188	542	568	30.1	215	8/10

Length x Width x Height in mm: 5049x1937x1423. 90-litre fuel tank. 495/1304-litre boot. Euro NCAP n/a

### MACAN

Porsche's Range Rover Evoque is a tidy looker that has image – and badge – by the bucketload. Quick, but heavy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T S	£48,287	5.4	157	335	339	32.5	204	7/10
3.6T Turbo PP	£69,505	4.4	189	434	443	29.1	224	7/10

Length x Width x Height in mm: 4684x1923x1624. 65-litre fuel tank. 500/1500-litre boot. Euro NCAP ★★★★★

### CAYENNE

Sporting SUV that's very capable and now better to look at. It no longer has a ride that ruins your spine, either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T	£55,965	6.2	152	335	332	30.7	209	6/10
4.0T Turbo	£99,291	4.1	177	542	568	23.7	272	7/10

Length x Width x Height in mm: 4855x1939x1705. 100-litre fuel tank. 670/1780-litre boot. Euro NCAP n/a

## RADICAL

### TopGear on Radical:

Super-fast, super-intense, Nürburgring-humbling racecars. Wait... what? They're road-legal? Oh my.

### RXC GT

The RXC gains a GT badge. Oh, and the same engine as the Ford GT. Excuse us while we gibber for a bit.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5T V6	£135,000	2.8	179	400	n/a	n/a	n/a	TBA
3.5T V6	£152,000	2.7	180	650	520	16.0	343	TBA

Length x Width x Height in mm: 4300x1960x1127. 50-litre fuel tank. n/a-litre boot. Euro NCAP n/a

## RENAULT

### TopGear on Renault:

Still a pervading sense of flimsiness about Renaults. We wish the new RS Megane were as lovely as the old one.

### TWINGO

Rear-engined, rear drive... it's a mini 911! Er, no. It's actually a cheeky little city car. If it's your cup of tea, go for the turbo.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9T Iconic	£12,555	10.8	103	89	100	65.7	99	6/10
1.0 Play	£10,750	14.5	94	69	67	56.5	112	5/10

Length x Width x Height in mm: 3595x1646x1554. 35-litre fuel tank. 188/980-litre boot. Euro NCAP ★★★★★

### TWIZY

God knows what's got into us, but we badly want a Twizy. Mainly to sneak up on other cars in electrical silence.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
13kW	£6,690	n/a	50	17	42	n/a	0	5/10

Length x Width x Height in mm: 2340x1240x1460. 6kWh battery. 31-litre boot. Euro NCAP ★★★★★

### ZOE

The Zoe looks great, costs little and, as a leccy car, qualifies for a grant to reward your environmental contribution.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Dyn' Nav	£22,920	11.4	84	107	166	-	0	6/10

Length x Width x Height in mm: 4090x1730x1560. 40kWh battery. 328/1225-litre boot. Euro NCAP ★★★★★

### CLIO

A return to form for Renault. Clio MkIV is good-looking and drives well. New one's incoming, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9T Play	£13,500	12.3	110	75	89	60.1	114	5/10
1.6T RS Trophy	£23,000	6.6	146	217	192	47.9	135	5/10
0.9T Iconic	£15,180	12.1	110	90	103	60.1	114	5/10

Length x Width x Height in mm: 4062x1732x1448. 40/45-litre fuel tank. 320/1146-litre boot. Euro NCAP ★★★★★

### CAPTUR

Renault's take on the Juke that's, perhaps unsurprisingly, more style than substance. Clio for us, please.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9T Iconic	£16,500	13.1	106	90	103	52.3	122	5/10
1.5d Play	£16,860	13.1	106	90	162	67.3	110	5/10

Length x Width x Height in mm: 4120x1780x1560. 45-litre fuel tank. 377/1235-litre boot. Euro NCAP ★★★★★

### MEGANE

The standard hatches are pert, but below par to drive, and the new RS makes us wish for the old one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3T Play	£17,715	10.6	127	140	151	50.4	128	5/10
1.6T RS	£27,495	5.8	155	277	288	40.9	155	6/10

Length x Width x Height in mm: 4359x1814x1447. 47-litre fuel tank. 384-litre boot. Euro NCAP ★★★★★

### KADJAR

Much better than Renault's last crack at a big crossover, the Koleos. The Kadjar is a Qashqai rival with genuine appeal.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3T Express' +	£20,430	9.4	121	140	177	47.9	134	6/10
1.5d Express' +	£22,460	11.7	120	115	192	65.7	113	6/10

Length x Width x Height in mm: 4449x1836x1607. 55-litre fuel tank. 864/1620-litre boot. Euro NCAP ★★★★★

### SCENIC

Nobody buys MPVs anymore, which is why the Scenic has gone all crossover. Gets 20s as standard. Really.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3T Express'	£22,010	11.3	113	115	140	52.3	122	6/10
1.5d Dyn' Nav	£24,090	12.4	114	110	192	72.4	100	6/10

Length x Width x Height in mm: 4406/4634x1866x1653. 60-litre fuel tank. 506-litre boot. Euro NCAP ★★★★★



# ROLLS-ROYCE

**TopGear on Rolls-Royce:**  
Wheeled pleasure yachts that’ve seen off the challenge of Maybach and offer more charm than Bentley.

## GHOST

A car for the junior plutocrat, since his boss will clearly be in a Phantom. Wave at him – he needs your pity.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£233,235	4.7	155	571	576	20.8	327	8/10
6.6 V12 EWB	£265,455	4.8	155	571	576	20.6	329	8/10

Length x Width x Height in mm: 5399/5569x1948x1550. 82-litre fuel tank. 490-litre boot. Euro NCAP n/a

## PHANTOM

Faster, quieter and more opulent than ever, the new Phantom is a luxury land-yacht that drives as well as it soothes.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75T V12	£362,055	5.1	155	563	664	20.3	318	10/10

Length x Width x Height in mm: 5830/6090x1999x1640. 100-litre fuel tank. 460-litre boot. Euro NCAP n/a

## WRAITH

If the Grand Tour still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£251,295	4.4	155	624	590	20.2	327	9/10

Length x Width x Height in mm: 5269x1947x1507, 82-litre fuel tank, 470-litre boot. Euro NCAP n/a

## DAWN

This is how you do luxury in the modern age. Not just a car, but a practically unbeatable luxury experience.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£275,295	4.9	155	563	575	19.9	330	8/10

Length x Width x Height in mm: 5285x1947x1502. 82-litre fuel tank. 244/295-litre boot. Euro NCAP n/a

# SEAT

**TopGear on Seat:**  
Supposedly the sporty arm of the VW Group behemoth. So why does it make a seven-seat MPV, then?

## MII

Don't go expecting loads of Spanish flair here. VW doesn't permit that. This is just a very sensible Up-based city car.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Design 3dr	£11,690	14.4	99	60	67	64.2	102	7/10
1.0 FR Line 3dr	£12,210	13.2	106	75	70	64.2	102	7/10

Length x Width x Height in mm: 3560x1640x1480. 35-litre fuel tank. 238/951-litre boot. Euro NCAP \*\*\*\*\*

## IBIZA

The Ibiza is now just about as good as the Fiesta. Look at you, all spoiled for choice and such.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T FR	£18,900	7.9	134	150	184	57.6	112	7/10
1.0T SE	£14,255	10.9	113	95	129	61.4	105	7/10

Length x Width x Height in mm: 4059x1780x1444. 40-litre fuel tank. 355-litre boot. Euro NCAP \*\*\*\*\*

## LEON

Seat has really upped its game with the all-new Leon. Super-hot Cupra 300 now has optional AWD.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T FR	£23,045	8.0	134	150	184	55.4	117	6/10
1.6d SE	£19,635	9.8	122	113	184	70.6	105	6/10
2.0d FR	£24,810	7.5	142	181	280	62.8	118	6/10
2.0d ST Xcel'	£27,435	7.8	142	181	280	61.4	121	6/10
2.0T Cupra	£30,095	5.7	155	296	280	40.9	158	8/10
2.0T C'ra ST 4x4	£33,175	4.9	155	296	280	39.2	164	7/10

Length x Width x Height in mm: 4260x1780x1460. 50-litre fuel tank. 380-litre boot. Euro NCAP \*\*\*\*\*

## ATECA

Seat's first crossover is so good you'd think it was an old hand. Handsome, well built, and it's not another Qashqai, is it?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T S	£21,880	11.0	113	113	148	54.3	121	8/10
2.0d SE 4x4	£28,300	9.0	125	148	251	55.4	133	8/10
2.0T Cupra	£35,900	5.2	153	300	295	38.2	168	6/10
1.4T FR	£25,690	8.5	125	148	184	52.3	123	TBA

Length x Width x Height in mm: 4363x1841x1615. 50/55-litre fuel tank. 510-litre boot. Euro NCAP \*\*\*\*\*

## ALHAMBRA

One of the very best MPVs around. If you don't want an S-Max, this is a worthy alternative. Lots of seats, lots of space.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d SE	£30,895	10.2	124	148	251	56.5	130	6/10
1.4T SE	£28,985	9.9	124	148	184	43.5	150	TBA

Length x Width x Height in mm: 4850x1900x1720. 70-litre fuel tank. 267/2297-litre boot. Euro NCAP \*\*\*\*\*

# SKODA

**TopGear on Skoda:**  
Supposedly the cheap 'n' cheerful arm of the VW Group behemoth. So why does it make a £30k barge, then?

## CITIGO

Of course you recognise it – the Citigo is a lightly altered VW Up. Which makes it a very fine city car indeed.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S	£8,860	14.4	100	60	70	68.9	101	7/10
1.0 SE L	£11,075	13.2	107	75	70	67.3	96	7/10

Length x Width x Height in mm: 3560x1640x1480. 35-litre fuel tank. 251/951-litre boot. Euro NCAP \*\*\*\*\*

## FABIA

The Polo and Ibiza get a new platform; the Fabia... gets some new headlights. Fine enough car, though.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S	£12,840	14.7	107	75	70	57.6	111	5/10
1.0T SE	£15,495	9.5	122	108	148	64.2	103	5/10

Length x Width x Height in mm: 3992x1732x1467. 45-litre fuel tank. 330/1150-litre boot. Euro NCAP \*\*\*\*\*

## OCTAVIA

Skoda, VW's practicality-obsessed arm, gives you all the car you'll ever need. Facelift gives, erm... more headlights.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SE	£19,095	9.9	126	113	148	62.8	110	6/10
2.0T vRS	£26,965	6.7	155	227	258	43.5	149	6/10
1.6d SE	£21,205	10.6	122	113	184	74.3	106	6/10
2.0d L&K est' 4x4	£32,600	8.5	134	148	251	64.2	126	TBA

Length x Width x Height in mm: 4670x1814x1448. 50-litre fuel tank. 590/1580-litre boot. Euro NCAP n/a

## SUPERB

Enormous Skoda catches Audi-itus. Styled with a ruler, but we don't care because it's like an A8 for A3 money.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T SE	£23,410	8.6	137	148	184	54.3	119	7/10
2.0d SE	£24,255	9.1	137	148	251	65.7	112	7/10
2.0d SE L estate	£28,730	8.1	146	187	295	67.3	110	9/10
2.0T 4x4 Sp' est'	£36,225	5.8	155	276	258	39.2	164	8/10

Length x Width x Height in mm: 4861x1864x1470. 66-litre fuel tank. 625/1760-litre boot. Euro NCAP \*\*\*\*\*

## KAROQ

Bemoan the demise of the Yeti all you like; the Karoq is a better car in most respects – barring personality, of course.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d Scout	£30,590	8.9	121	148	251	55.4	134	6/10
1.5T SE L	£24,520	8.4	126	148	184	51.4	125	6/10

Length x Width x Height in mm: 4382x1841x1603. 50/55-litre fuel tank. 521/1630/1810-litre boot. Euro NCAP \*\*\*\*\*

## KODIAQ

Skodiaq is the paragon of family-first motoring. Seats seven, good tech, feels solid – a Disco Sport without the badge.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T SE	£28,260	10.5	118	123	148	46.3	139	8/10
2.0d 4x4 SE L	£32,465	9.7	122	148	251	52.3	141	8/10

Length x Width x Height in mm: 4697x1882x1655. 60-litre fuel tank. 720/2065-litre boot (5 seat). Euro NCAP \*\*\*\*\*

# SMART

**TopGear on Smart:**  
Best yet execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.

## FORTWO

A doddle to park, a delight around town, but what on earth was Smart thinking when it signed off the design?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£10,895	14.4	94	70	67	68.9	93	5/10
0.9T Prime	£12,185	10.4	96	90	83	67.3	97	5/10
0.9T BRAB Cab	£22,350	9.5	103	106	125	61.4	104	5/10

Length x Width x Height in mm: 2695x1663x1555. 35-litre fuel tank. 260/350-litre boot. Euro NCAP \*\*\*\*\*

## FORFOUR

Same front end as the previous car. Concerning. Otherwise, it's a decent city car. But our eyes hurt.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,399	15.9	94	70	67	67.3	97	4/10
0.9T Passion	£11,985	11.2	103	90	100	65.7	99	4/10
0.9T Brabus	£20,705	10.5	112	107	125	61.4	104	4/10

Length x Width x Height in mm: 3495x1665x1555. 35-litre fuel tank. 185/975-litre boot. Euro NCAP \*\*\*\*\*

# SSANGYONG

**TopGear on SsangYong:**  
Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

## TIVOLI

Neat-looking crossover is SsangYong's more practical take on the Nissan Juke. Storming value, at least.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 SE	£13,995	12.0	106	126	118	44.1	149	3/10

Length x Width x Height in mm: 4195/4440x1795x1590. 47-litre fuel tank. 423-litre boot (720-litre XLV). Euro NCAP \*\*\*\*\*

# SUBARU

**TopGear on Subaru:**  
Ex-WRC legend seems to be rebuilding its brand with chunky, rugged 4x4 estates and saloons. And the BRZ.

## OUTBACK

More of the unfashionable same from Subaru, but that's what owners love. New one is handily sized, very capable.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Premium	£33,010	10.2	123	173	173	38.7	166	5/10

Length x Width x Height in mm: 4815x1840x1605. 60-litre fuel tank. 559/1848-litre boot. Euro NCAP \*\*\*\*\*

## LEVORG

If you write the name backwards, it spells 'grovel'. We're not sure what to do with that information.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6T GT	£30,010	8.9	130	168	184	39.8	164	3/10

Length x Width x Height in mm: 4690x1780x1490. 60-litre fuel tank. 522/1466-litre boot. Euro NCAP \*\*\*\*\*

## BRZ

An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86...

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE Lux	£27,025	7.6	140	197	151	36.2	180	8/10

Length x Width x Height in mm: 4240x1780x1430. 55-litre fuel tank. 245-litre boot. Euro NCAP n/a



## FORESTER

Lacks schoolrun glam, but that's not the point – this is rugged transport. Pity the 240bhp XT Turbo is so ignorable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0i XE Premium	£29,010	10.6	118	150	146	40.9	160	6/10

Length x Width x Height in mm: 4560x1780x1700. 64-litre fuel tank. 450/1610-litre boot. Euro NCAP ★★★★★

## IMPREZA

Subaru at its most basic. The ingredients are there – AWD, boxer engine – as is the loyal fanbase.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE	£25,010	9.8	127	154	145	42.8	147	4/10

Length x Width x Height in mm: 4420x1740x1465. 55-litre fuel tank. 380/1270-litre boot. Euro NCAP ★★★★★

## XV

Miniature Outback or off-road Levorg? Er, neither, really. It's an Impreza on stilts. Decent-looking thing, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE Premium	£28,510	10.4	121	154	145	40.9	155	4/10
1.6 SE	£25,310	13.9	109	112	111	44.1	145	TBA

Length x Width x Height in mm: 4450x1570x1615. 60-litre fuel tank. 380/1270-litre boot. Euro NCAP ★★★★★

## SUZUKI

### TopGear on Suzuki:

Purveyor of rather cheap and quite unpretentious SUVs and city cars. Swift and Ignis are the happiest picks.

## JIMNY

The Jimny is what it's always been – an honest off-roader – but retro-pastiche looks mean everyone wants one now.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SZ-4	£15,499	TBA	90	100	95	35.8	178	7/10

Length x Width x Height in mm: 3645x1645x1725. 40-litre fuel tank. 85/377-litre boot. Euro NCAP ★★★★★

## SWIFT

Like the old one, by not trying too hard, this no-nonsense supermini succeeds in being rather good. Sport is joyous fun.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SZ-T	£13,999	10.6	121	109	125	61.4	104	5/10
1.4T Sport	£17,999	8.1	130	138	170	50.4	135	6/10
1.2 SZ3	£11,999	11.9	112	89	89	65.7	98	5/10

Length x Width x Height in mm: 3840x1735x1495. 37-litre fuel tank. 265/579-litre boot. Euro NCAP ★★★★★

## IGNIS

A car that proudly wears its cheapness on its sleeve. Do you like unsophisticated unpretentiousness? You'll love this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 SZ3	£11,499	11.8	106	89	89	61.4	104	7/10
1.2 SZ-T	£12,999	12.2	106	89	89	61.4	104	7/10
1.2 SZ5	£14,499	11.8	106	89	89	65.7	97	7/10
1.2 SZ5 4x4	£15,499	11.5	103	89	89	60.1	106	7/10

Length x Width x Height in mm: 3700x1660x1595. 35-litre fuel tank. 267/501-litre boot. Euro NCAP ★★★★★

## S-CROSS

Out with the SX4, in with the S-Cross. Same Qashqai-rivalling concept, same slight surprise at how decent it is.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SZ-T	£20,749	11.0	112	109	125	58.5	113	4/10

Length x Width x Height in mm: 4300x1765x1575. 50-litre fuel tank. 430-litre boot. Euro NCAP ★★★★★

## VITARA

This one caught us rather by surprise. Vitara is a perfectly good alternative to a Qashqai or Juke. Well done, Suzuki.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d SZ-T	£19,499	11.5	112	118	236	70.6	106	5/10

Length x Width x Height in mm: 4175x1775x1610. 47-litre fuel tank. 375/710-litre boot. Euro NCAP ★★★★★

## TESLA

### TopGear on Tesla:

All-electric cars done properly. Model S is so good, you could almost use one as your one and only car. Almost.

## MODEL S

The most credible alternative to the German execs yet launched. Fast, well designed and utterly silent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
75D	£70,950	4.2	140	510	487	-	0	8/10
100D	£93,150	4.1	155	510	487	-	0	8/10
P100D	£127,750	2.5	155	611	713	-	0	8/10

Length x Width x Height in mm: 4970x1964x1445. 75/100kWh battery. 745/1645-litre boot. Euro NCAP ★★★★★

## MODEL X

An SUV EV with Porsche pace. And 'falcon' doors. Pricey, but isn't this what the future was supposed to look like?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
75D	£78,000	4.9	130	518	487	-	0	7/10
100D	£95,150	4.7	155	518	487	-	0	7/10
P100D	£134,150	2.9	155	611	713	-	0	7/10

Length x Width x Height in mm: 5036x1999x1684. 75/100kWh battery. 200/2490-litre boot. Euro NCAP n/a

## TOYOTA

### TopGear on Toyota:

Maker of many boring things. And the GT86. Which is so good, it almost makes up for the rest of 'em.

## AYGO

Face-lifted city car now looks like it's trying to be one of the X-Men. Still cheap, still good around town.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 x-play	£11,375	13.8	99	71	70	68.9	93	6/10
1.0 x-clusiv	£13,895	13.8	99	71	70	68.9	93	6/10

Length x Width x Height in mm: 3455x1615x1460. 35-litre fuel tank. 168-litre boot. Euro NCAP ★★★★★

## YARIS

A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 Icon	£15,620	11.0	109	109	100	58.9	109	3/10
1.5h Icon	£17,975	11.8	103	98	92	85.6	75	3/10

Length x Width x Height in mm: 3890x1700x1510. 42-litre fuel tank. 347/768-litre boot. Euro NCAP ★★★★★

## COROLLA

So, it's goodbye Auris and welcome back, Corolla. Still the anti-enthusiast's choice, but that's what it's for.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Icon	£21,300	9.3	124	116	136	44.8	128	6/10
2.0h Design	£27,550	7.9	111	180	140	53.2	106	6/10

Length x Width x Height in mm: 4370x1790x1435. 43-litre fuel tank. 313/361-litre boot. Euro NCAP n/a

## PRIUS

It looks totally bizarre, but the weird styling conceals a well-resolved hybrid. Note the economy: who needs diesel?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8h Active	£24,245	10.6	112	118	105	83.1	78	5/10
1.8h PHEV	£31,695	11.1	112	118	105	235	28	5/10

Length x Width x Height in mm: 4540x1760x1470. 45-litre fuel tank. 445/1120-litre boot. Euro NCAP ★★★★★

## RAV4

Zero fun, but that's not what anyone's bought them for since the two-door took its acid-washed jeans and left.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5h Icon	£29,635	8.4	112	218	163	65.7	102	5/10
2.5h Excel AWD	£35,850	8.1	112	222	163	64.2	108	5/10

Length x Width x Height in mm: 4600x1855x1685, TBA-litre fuel tank, TBA-litre boot. Euro NCAP n/a

## MIRAI

Powered only by hydrogen and smugness, the Mirai is proof hydrogen cars are ready for the mainstream. Nearly.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Mirai FCV	£66,000	9.6	111	152	247	N/A	0	6/10

Length x Width x Height in mm: 4890x1815x1535. 5kg hydrogen tank. 361-litre boot. Euro NCAP n/a

## GT86

A gobbler face, smaller steering wheel and new media system, but everything else is wonderfully old-school.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0	£27,285	7.7	130	197	151	36.2	180	8/10

Length x Width x Height in mm: 4240x1780x1430. 50-litre fuel tank. 245-litre boot. Euro NCAP n/a

## C-HR

Wacky-looking crossover aims to taser Toyota's ailing creativity. Actually city-sized, which is something.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Icon	£21,880	10.9	118	113	137	47.8	135	7/10
1.8h Icon	£24,500	11.0	106	120	105	74.3	86	7/10

Length x Width x Height in mm: 4360x1795x1555. 45-litre fuel tank. 377-litre boot. Euro NCAP ★★★★★

## LAND CRUISER

If your commute involves sections of the Kalahari, this is your best bet. Otherwise, look elsewhere.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.8d Icon	£49,240	12.7	109	174	332	39.2	194	4/10

Length x Width x Height in mm: 4760x1885x1890. 87-litre fuel tank. 403/1695-litre boot. Euro NCAP n/a

## VAUXHALL

### TopGear on Vauxhall:

Along with Ford, the bread and butter of British motoring. Even though one's American and the other's now French.

## ADAM

They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 Slam	£16,360	11.5	115	98	96	53.3	125	4/10
1.4T S	£18,875	8.5	130	148	162	47.9	139	4/10

Length x Width x Height in mm: 3740x1680x1590. 45-litre fuel tank. 170/663-litre boot. Euro NCAP ★★★★★

## VIVA

Vauxhall revives Viva name, but only in the UK. Viva is called Karl elsewhere. Is quite cheap. Also quite cheerful.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE	£10,175	13.1	108	72	70	54.3	117	3/10

Length x Width x Height in mm: 3675x1595x1485, 32-litre fuel tank, 206/1013-litre boot. Euro NCAP ★★★★★

## CORSA

Lovely little 1.0-litre turbo, very refined and vastly improved all round. But it's still a Vauxhall. Need we say more?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 Design 3dr	£13,015	14.9	101	74	96	50.4	130	4/10
1.4T SRi 5dr	£17,215	11.0	115	98	148	51.4	128	4/10
1.6T GSi 3dr	£19,290	8.9	129	150	162	47.1	138	4/10

Length x Width x Height in mm: 4020x1736x1479. 45-litre fuel tank. 285/1120-litre boot. Euro NCAP ★★★★★

## ASTRA

Yes, yawn, it's the new Astra. Trouble is, this one really takes the fight to the Focus. Onboard connectivity is superb.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Design	£18,635	10.5	124	103	125	64.2	124	5/10
1.4T SRi	£21,855	7.8	134	148	181	51.4	128	5/10
1.6d Elite	£24,900	9.0	127	136	236	72.4	103	5/10

Length x Width x Height in mm: 4370x1871x1485. 48-litre fuel tank. 370/1210-litre boot. Euro NCAP ★★★★★



## INSIGNIA GRAND SPORT

Say hello to your next company car. Comfortable cruiser, quieter than before and entirely unmemorable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d Des' Nav	£21,640	9.9	131	134	236	65.7	114	6/10
2.0d Elite Nav	£27,840	8.2	140	168	295	54.3	136	6/10

Length x Width x Height in mm: 4830x1860x1530. 70-litre fuel tank. 530/1470-litre boot. Euro NCAP ★★★★★

## INSIGNIA TOURER

Estate (and therefore better) version of the comfy, if anonymous, GS. Off-roady version is the ultimate niche.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Elite Nav	£27,490	8.6	135	165	184	46.3	149	7/10

Length x Width x Height in mm: 4986x1863x1500. 65-litre fuel tank. 560/1665-litre boot. Euro NCAP ★★★★★

## CROSSLAND X

Vauxhall thinks MPVs are dead, clearly, because it's replaced the Meriva with yet another crossover.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Elite Nav	£20,615	10.6	117	108	151	57.6	111	5/10

Length x Width x Height in mm: 4212x1825x1597, 45-litre fuel tank, 410/1255-litre boot. Euro NCAP ★★★★★

## GRANDLAND X

Vauxhall's SUV uses the Peugeot 3008 platform to lesser effect. Comfy, safe and packed with tech, but so very dull.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Tech Line	£23,750	11.1	117	128	170	55.4	117	4/10
1.5d Elite	£29,350	12.2	115	128	221	67.3	110	4/10

Length x Width x Height in mm: 4477x1811x1630. 54-litre fuel tank. 514/1652-litre boot. Euro NCAP ★★★★★

## VOLKSWAGEN

**TopGear on Volkswagen:** Quietly brilliant, thoroughly deserving of every accolade chunked its way. Up and Golf particular highlights.

### UP

A VW city car you want to own, with neat styling and packaging to shame Ikea's finest. GTI is all kinds of cheap fun.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T GTI	£14,055	8.8	122	113	142	58.9	110	7/10
1.0T High 5dr	£13,100	9.9	114	89	118	60.1	108	7/10

Length x Width x Height in mm: 3540x1640x1490. 35-litre fuel tank. 251/951-litre boot. Euro NCAP ★★★★★

### POLO

A comprehensive little supermini that feels like a smaller Golf – and there's nothing wrong with that.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d SE	£17,830	12.9	109	80	170	76.3	97	5/10
2.0T GTI	£21,520	6.7	147	197	236	47.9	134	6/10
1.0T beats	£17,360	10.8	116	94	129	62.8	103	6/10
1.0 S	£14,235	15.5	100	65	70	58.9	110	TBA

Length x Width x Height in mm: 4053x1751x1446. 45-litre fuel tank. 351-litre boot. Euro NCAP ★★★★★

### GOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T SE 5dr	£21,615	9.1	130	128	148	58.9	113	8/10
2.0T GTI Per' 5dr	£30,585	6.2	155	242	273	44.8	144	8/10
2.0T R 5dr	£33,535	5.1	155	306	280	37.7	180	9/10
2.0d GTD 5dr	£28,465	7.5	143	181	258	61.4	125	8/10
1.0T S 3dr	£18,340	11.9	112	85	129	58.9	108	TBA
1.6d GT 5dr	£24,060	10.7	123	115	184	67.3	105	TBA
1.5T R-Line 5dr	£25,015	8.3	134	150	184	55.4	116	TBA

Length x Width x Height in mm: 4258x1799x1492. 50-litre fuel tank. 380/1270-litre boot. Euro NCAP ★★★★★

## ARTEON

VW's 'not a replacement for the CC' kind of is. Looks great, but still won't set your trousers on fire. But do you want that?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T R-Line	£39,850	5.6	155	276	258	38.7	164	6/10

Length x Width x Height in mm: 4800x1860x1420. 70-litre fuel tank. 532-litre boot. Euro NCAP n/a

## PASSAT

The driver likes to pretend he's an exec, when in truth he's a rep that's made his monthly bonus. Fine car, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d S	£24,170	10.8	128	118	185	70.6	105	5/10
2.0d S	£25,295	8.7	137	148	251	67.3	109	5/10
2.0d GT	£32,045	7.9	147	187	295	67.3	109	5/10

Length x Width x Height in mm: 4767x1832x1456. 59/66-litre fuel tank. 586/1152-litre boot. Euro NCAP ★★★★★

## T-ROC

If you needed an object lesson on what 'phoning it in' looks like, try the T-Roc. It's safe, in every sense of the word.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SE	£20,620	10.1	116	113	148	55.4	117	6/10
1.5T Design	£23,095	8.4	127	148	184	53.3	121	6/10
2.0T SEL 4x4	£31,690	7.2	134	187	236	41.5	155	6/10

Length x Width x Height in mm: 4234x1819x1573. 55-litre fuel tank. 445-litre boot. Euro NCAP ★★★★★

## TOURAN

New Touran sits on same MQB architecture as latest Golf. As before, a dull but capable way to ferry many people.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6d SE	£27,130	11.9	116	113	185	61.4	119	5/10

Length x Width x Height in mm: 4527x1814x1628. 58-litre fuel tank. 137/1857-litre boot. Euro NCAP ★★★★★

## SHARAN

More VW MPV-ery, this time quite good. It's comfortable, practical, seats seven easily and gets decent engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T SE	£30,505	10.7	122	148	177	43.5	150	6/10
2.0d SE	£32,280	10.3	124	148	251	56.5	130	6/10

Length x Width x Height in mm: 4850x1900x1720. 70-litre fuel tank. 300/2297-litre boot. Euro NCAP ★★★★★

## TIGUAN

Smart-looking all-new Tiguan is bigger than the old car and now a much more able Discovery Sport alternative.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d SE Nav	£29,225	9.3	127	148	251	58.9	125	7/10
2.0T R-Line	£36,145	7.7	129	178	236	39.8	165	7/10

Length x Width x Height in mm: 4486x1839x1632. 60-litre fuel tank. 615/1650-litre boot. Euro NCAP ★★★★★

## TOUAREG

Underpinned by a new chassis and stuffed full of tech, the Touareg ditches its off-road cred for on-road luxe.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0d SEL	£51,595	6.1	146	282	443	40.9	182	7/10
3.0d R-Line	£55,095	6.1	146	282	443	40.9	182	7/10

Length x Width x Height in mm: 4878x1985x1709. 85-litre fuel tank. 810/1800-litre boot. Euro NCAP ★★★★★

## VOLVO

**TopGear on Volvo:** Far removed from Volvo of old, and far more than just boxes on wheels. Even though they are boxy.

### V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. Now face-lifted with an XC90 front end.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T T3 R-Des'	£24,750	8.9	149	150	184	47.9	139	5/10

Length x Width x Height in mm: 4370x1857x1470. 62-litre fuel tank. 335/1032-litre boot. Euro NCAP ★★★★★

## XC40

Volvo's little crossover majors in what you want from one – all-weather safety, comfort and practicality. Job done.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d D4 R-Desl'	£35,870	7.9	130	187	295	56.5	127	8/10

Length x Width x Height in mm: 4425x1910x1658. 54-litre fuel tank. 586/1335-litre boot. Euro NCAP ★★★★★

## S60

Understated Scandi styling, a cosy interior and all the safety of the NORAD bunker – just like the V60, actually.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T T5 R-Design	£37,920	6.7	145	250	258	42.8	152	7/10
2.0T T5 Inscrip'	£TBA	6.7	145	250	258	42.8	152	7/10

Length x Width x Height in mm: TBAxTBAxTBA. TBA-litre fuel tank. 442-litre boot. Euro NCAP ★★★★★

## V60

Sensible and safe, just as you'd expect. The estate car of choice if comfort means more to you than handling.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d D4 Momen'	£33,410	7.2	140	187	295	64.2	117	7/10
2.0d D4 Inscrip'	£36,910	7.2	140	187	295	64.2	117	7/10

Length x Width x Height in mm: 4761x1916x1427. 55-litre fuel tank. 529-litre boot. Euro NCAP ★★★★★

## S90

Think XC90, only a bit lower and without the two extra seats. Much Swedish coolness thrown in for free.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d D4 Momen'	£36,260	8.2	143	187	295	64.2	123	7/10
2.0T T8 Ins' Pro	£58,555	4.8	155	385	472	147	48	7/10

Length x Width x Height in mm: 4963x1895x1443. 55-litre fuel tank. 500-litre boot. Euro NCAP ★★★★★

## V90

Big estates are back, and the V90 is our favourite. Get it in soft hues with a bright interior. Very zen.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d D4 Momen'	£38,260	8.5	140	187	295	62.8	129	8/10
2.0T T8 Ins' Pro	£60,555	4.8	155	385	472	147	49	8/10

Length x Width x Height in mm: 4936x1895x1475. 55-litre fuel tank. 723/1526-litre boot. Euro NCAP ★★★★★

## XC60

New mini-XC90 will be Volvo's bread and butter in the UK. Good thing it's not messed it up, then.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T T5 R-D' Pro	£47,285	6.8	137	247	258	38.7	178	7/10

Length x Width x Height in mm: 4688x2117x1658. 60-litre fuel tank. 635-litre boot. Euro NCAP ★★★★★

## XC90

Everything we hoped it would be, and more besides. Superb safety systems, fantastic tech and practicality.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0d D5 Momen'	£52,410	7.4	137	228	347	49.6	158	9/10
2.0T T6 R-Des'	£58,860	6.1	143	306	295	34.9	187	9/10
2.0T T8 Inscrip'	£67,895	5.6	143	385	472	114.2	59	8/10

Length x Width x Height in mm: 4950x2008x1776. 50/71-litre fuel tank. 397/1951-litre boot. Euro NCAP ★★★★★

## VUHL

**TopGear on Vuhl:** Thought up by a pair of Mexican brothers with a background in industrial design. 05 is a promising start.

### 05

Looks like a little British track thing. Isn't. Mexican money, Italian design, Ford power. Good effort.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£59,995	3.7	152	285	310	n/a	n/a	7/10

Length x Width x Height in mm: 3718x1876x1120. 40-litre fuel tank. 70-litre boot. Euro NCAP n/a



# Spring into action.

Grab our spring kit and get stand out shine.

Contains:

- Glass Cleaner 500ml
- Alloy Wheel Cleaner 400ml
- Tyre & Trim Dressing 400ml
- pH Neutral Shampoo 10x20ml
- Alloy Wheel Brush
- Microfibre Cloth x 2
- Ridgeback Sponge

RRP. ~~£48.75~~

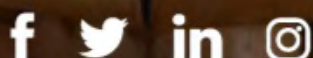
**£29.95**

Head to [supagardshop.co.uk](http://supagardshop.co.uk)  
before they're all gone.

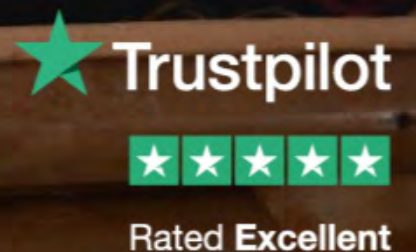


**Supagard**<sup>®</sup>

[supagardshop.co.uk](http://supagardshop.co.uk)  
Tel: +44 (0) 141 633 5933



**30<sup>TH</sup>**  
ANNIVERSARY  
EST 1988







MEMORIES OF A...

# NISSAN GT-R



## AN ENDURANCE RACING LEGEND... IN HIS OWN BEDROOM

WHO: **ROWAN HORNCastle, EDITOR-AT-LARGE**

My first GT-R experience got me grounded. As a hormonally unstable prepubescent, I'd spent a whole week completing *Gran Turismo*'s enduro league to win the GT-R to beat all GT-Rs – the rarest road-going GT-R on the planet, the LM. But, having not seen sunlight in a week, my mother stormed in mid-six-hour race and yanked the plug out of the back of the PlayStation. At this point, I regretfully called her something I shouldn't have. "YOU'RE GROUNDED!" she replied.

Fast-forward 15 years and I was lucky enough to have a one-on-one meeting with the homologation special that got me in the doghouse. I begged and begged to drive it but that was out the question. Even Carlos Ghosn – Nissan's former chairman, president, CEO and newfound porridge enthusiast – was never allowed to get behind the wheel. But that didn't stop me contemplating stealing it in order to see what it's like to drive without a PlayStation controller.

## THIRD PARTY, FIRE AND THEFT

WHO: **OLLIE KEW, RT EDITOR**

I'm still not old enough to drive an R35 on Nissan's insurance. So naturally I've raced one across an ice lake against a Tesla and driven one with 1,300bhp, set up to do the world's fastest drift at an old RAF base.

## 'RING 24HR JISMO DRIVE BACK

WHO: **JACK RIX, DEP EDITOR**

A Nismo to London, back from the Nürburgring 24hrs in 2014. Combo of a nuclear-grade hangover and no sleep thanks to a randy German in the next room (who insisted on shouting "Oh shizer" repeatedly) meant I'd felt fresher. Granite ride not my friend that day. Still hit 175mph on the 'bahn.

## HORRELL'S ENTIRE GT-R CV, CRASHY IN PLACES

WHO: **PAUL HORRELL, CONSULTANT EDITOR**

1997: Drove the first R33 in Britain.  
1999: Went to Japan to the R34 launch.  
1999: Visited Nismo and drove their R33 400R – bored and stroked, titanium exhaust, belligerent performance.  
2001: Tokyo Show to see GT-R concept, which became R35.  
2008: Drove first R35 in UK to and around Isle of Man. Reversed at some speed into Mr Barlow in the first Audi RS6 in the UK.  
2010: Tested the face-lifted R35 in Buckinghamshire. Biblically wet.  
2016: Drove 2017 update on a lap of Iceland, 900 miles, sunrise to sunset. Take yer pick...







## Dura Garage Interiors

Clear your garage from clutter, and transform this space into every petrolhead's dream – showcasing your pride and joy! Dura design and install beautifully organised garage interiors – with modular cabinets for general storage, a 'clip-on' wall system for bulkier items, plus luxurious floor tiles and lighting to complete the room. For a FREE brochure call 0845 371 0041 or visit our website for inspiration! [duragarages.com](http://duragarages.com)



## Bespoke TV, AV and WIFI Solutions

Here at J L Audio Visual we can design, supply & install your very own AV setup. Whether you are having WiFi/TV signal issues or have always dreamed of having your own cinema room, J L Audio Visual are here to make it happen. With over 16 years of expertise we pride ourselves on providing an innovative and in depth service. Covering the south east of England. Call **07572829961** today for your free on site consultation. Social Media @JLaudiovisualtd

## The Knife Sharpener Guy

The Knife Sharpener Guy sells the World's BEST knife sharpener. Customers are now seeing the exciting new range of colours including Iridescent, Purple, Copper, Brass and Wolfram and these are proving to be our best sellers. Check out the website to find the ideal gift, but be aware you'll want to treat yourself first. [theknifesharpenerguy.co.uk](http://theknifesharpenerguy.co.uk)



## Get Jack'd Up

Mornings just got amped. Urban Jack Shave Serum is a brilliant fusion of shave gel and oil. The serum produces an outrageously smooth glide and is clear so you can cut ultra sharp lines. Used as a regime, Urban Jack Shave Serum will help to reduce shaving rash, help to fight free radicals and moisturise the skin. Made in the UK and 96% natural you gotta give the big bunny a go. [urbanjack.com](http://urbanjack.com)



## The Boutique Glamping Hotel

Ultimate Glamping experience for the Silverstone Grand Prix weekend. Located 6 miles from Silverstone Track, the pop-up hotel offers 150 spacious tents, complimentary luxury shuttle service to and from the circuit. After a day at the track come back to unwind at the bar, enjoy dinner by the fire bowl then get ready to dance the night away with different live music every night. Three-night packages start from £990. [theboutiqueglampinghotel.com](http://theboutiqueglampinghotel.com)



## KitSound Immerse Noise Cancelling Headphones

With impressive Active Noise Cancelling technology, the Immerse Headphones are accurately named as you can immerse yourself in your music, and avoid other distractions. The memory foam earcup padding provides extra comfort for the 12 hours of playtime you get on a single charge, and the foldable arms and included carry case, make them a must-have accessory for long journeys. RRP £60.00. Available at [Amazon.co.uk](http://Amazon.co.uk)

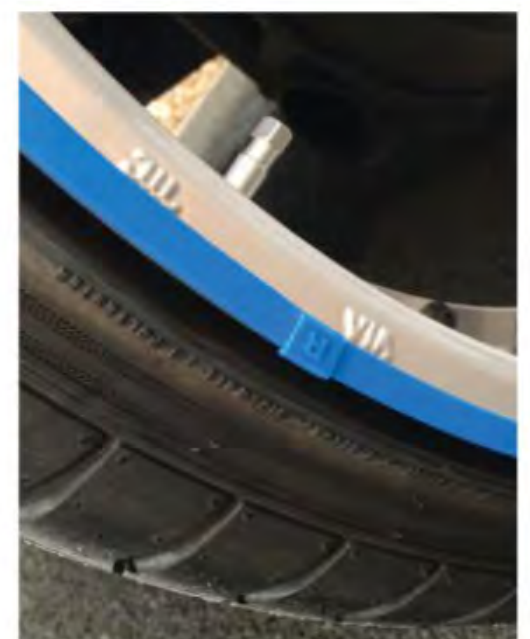
## Kitvision Observer Dashboard Camera

The Kitvision Observer Dashboard Camera with GPS & Wi-Fi from Kitvision is the ultimate back-up. Easy to install, the auto-start will make sure you record every drive whilst G-Sensor collision detection, speed overlay and Full HD 1080p camera will ensure you have it all saved, just in case. Capture in HD day or night, stay on track with basic GPS mapping and share your footage to your smartphone wirelessly. Having an Observer whilst you drive makes sense. RRP £84.99. Available now at Amazon UK. [kitvision.co.uk](http://kitvision.co.uk)



## Protecting Wheels with Style

Rimsavers are an alloy wheel rim protection and styling product designed for easy DIY installation using a 3M VHB tape. They add a colour trim to alloy wheels, cover up existing damage and prevent kerb rash and are available in a range of 12 colours. Also look out for Rimsavers Pro coming soon. A new high quality concept in wheel protection & styling for professional only fitting [rimsavers.com](http://rimsavers.com)







# MidlandCredit.co.uk

Getting the Nation Driving

## NEED CAR FINANCE?

# BUY ANY CAR from *any* DEALER



**FAST DECISION** ✓ **NO DEPOSIT** ✓  
WITHIN 1 HOUR

**POOR CREDIT** ✓ **NO FEES** ✓

26.9% APR REPRESENTATIVE



TRUSTPILOT

FINANCE FROM  
**£3,000 to £50,000**

**NO ADMIN FEES**



**APPLY ONLINE NOW!**

**www.midlandcredit.co.uk**



Or Call us NOW on  
**03339 00 00 00**



Midland Credit Ltd is a licensed credit broker and not a Lender and is authorised and regulated by the Financial Conduct Authority for consumer credit  
FCA no. 732202. 26.9% Apr representative written quotations available upon request, the rate you will be offered will depend upon your personal circumstances



We paid out over  
**£2 million\***  
on warranty claims in 2018.

Are you still paying for your car repairs?

Our largest payout was  
£22,570 on a Porsche 911  
Carrera S Coupe engine!

Get your quote today  
by calling 0800 731 7001  
or visit [warrantydirect.co.uk](http://warrantydirect.co.uk)

 **warrantydirect**  
A BNP Paribas Cardif Brand

\*£2,206,587.32 paid out to and on behalf of Warranty Direct customers from 1 January to 31 December 2018

Warranty Direct is a trading style of BNP Paribas Cardif Limited. BNP Paribas Cardif Limited is a company, registered in England and Wales No. 3233010 at Pinnacle House, A1 Barnet Way, Borehamwood, Herts, WD6 2XX and is authorised and regulated by the Financial Conduct Authority, Register No. 309075.



# The UK's Best Used Car Warranty

## WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

Warrantywise gives you total peace of mind when your car goes bang! We cover every make and model of vehicle and all of our plans include car hire, hotel & onwards travel expenses and recovery as standard.

**95%**  
POSITIVE  
FEEDBACK  
★★★★★

OVER  
**400,000**  
WARRANTIES  
**SOLD**

**30DAY**  
MONEY BACK  
GUARANTEE

★ Trustpilot **feefo**

*Quentin Willson*  
Designed by Quentin Willson



Warrantywise

Visit **warrantywise.co.uk/TG** or call **0800 678 3705**

Terms and conditions apply. Accurate at the time of printing.

# woop car insurance

specialist black box insurance  
for new and young drivers



★ Trustpilot  
★★★★★  
TrustScore 8.5

**car.woopcover.com/tg**  
**0333 323 2647**

woop is a trading name of Woop Cover Limited, registered in England (No. 07751791). Registered office at Suffolk House, 7 Hydra Orion Court, Addison Way, Ipswich, IP6 0LW. Woop Cover Limited is an appointed representative of Insurance Factory Limited under reference number 715433. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority under registration number 306164



★ Trustpilot  
★★★★★  
Over 6000 reviews

  
**01582 967777** 8am-10pm

7 BN	9 DV	2 FE	I HO	LE I	PE 8	I VK
BO 2	E 2	FJ I	HR I	LF 7	RM 8	VP I
BR 6	EF 8	5 FS	9 HV	LO I	I RO	WC I
I BU	5 EG	GA I	HW 9	LZ I	RY 9	I WE
I BV	EK 3	GL I	IT I	MO I	SH I	7 WM
BW 2	I EN	GM 6	IY I	9 MV	SU 5	I YD
I BY	EP 2	GN 4	I JU	8 ND	4 TL	YH I
5 CL	I ET	3 GV	KE I	I NJ	TN I	I YL
2 CY	I EV	GY I	4 KV	OT 8	TP I	I YR
DL I	FD 5	HH I	KW I	I OY	TY 6	8 YT

**THE UK'S LARGEST PRIVATE NUMBER PLATE DEALER**  
Established 1982 • Over a Million Satisfied Customers  
Over 48 Million Numbers Online • Free Celebrity Magazine



## £ CAPITAL CAR FINANCE

We are an established car finance provider specialising in low rate PCP and Lease purchase and can deal with most UK based car dealers.

Simply negotiate the purchase of your vehicle directly with them and let us provide the finance for you at much lower rates, it couldn't be easier!

### Personal Contract Purchase

For used cars up to 3 years old.

### Lease Purchase

For used cars up to 6 years old.

### Established Business

Trading online over 12 years.

Telephone: 01925 589020

[www.capitalcarfinance.co.uk](http://www.capitalcarfinance.co.uk)

Rates from just  
**5.5%**

## Q CAR SLEUTH

Car buying services for busy people



### NEED A NEW CAR?

Car Sleuth is a trusted car buying service that can help!

We provide a personalised shortlist of new or used cars to fit your needs and do all the price negotiating for you.

**NO HASSLE, NO STRESS AND NO WASTED TIME!**

Call Scott Hylton on **07880 646098**

[scott@carsleuth.co.uk](mailto:scott@carsleuth.co.uk) • [www.carsleuth.co.uk](http://www.carsleuth.co.uk)

LET **CAR SLEUTH** FIND YOU THE PERFECT CAR

## Elite Registrations

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

Tel: 01380 818181 [elitereg.co.uk](http://elitereg.co.uk)

All registrations are offered on a first come, first served basis. All are subject to VAT and the £80 Dept. for Transport transfer fee. Prices may fluctuate. See website for full terms. We have been trading for over 40 years. Write: P.O. Box 100, Devizes, SN10 4TE

L18 ABS	£750	N27 BEN	£1500	36 CY	£3400
53 ABT	£1500	P27 BEN	£1400	DAL 9E	£2700
G19 ABY	£950	R23 BEV	£1400	N23 DAV	£850
M21 ACE	£1100	R27 BEV	£1100	2904 DD	£1600
M24 ACE	£950	X444 BEV	£850	P23 DEB	£1400
S33 ACE	£850	BF 5870	£1200	M24 DEB	£1500
M24 ACY	£1300	BIL 578	£1500	DEE 2A	£3100
M26 ACY	£750	BIL 2795	£750	A8 DEE	£2100
L6 ADA	£850	600 BJ	£3200	L9 DEE	£1800
C6 ADC	£750	BL 632	£3800	M21 DEE	£1600
M11 ADE	£750	E2 BMW	£1700	N21 DEE	£1500
R10 ADM	£750	43 BO	£4900	M24 DEE	£1400
M21 ADY	£750	5555 BO	£3300	N24 DEE	£950
DI AGD	£950	N21 BOB	£1400	P99 DEE	£850
AI AHH	£1400	P21 BOB	£1400	M29 DEL	£850
T59 AIB	£850	P23 BOB	£1300	DEN 14	£5500
M24 AJW	£850	P24 BOB	£1200	J18 DEN	£1200
P9 ALF	£850	H9 BON	£850	N23 DEN	£1200
S90 ALY	£1300	P21 BOX	£850	P24 DEN	£1100
N24 AMY	£1400	R6 BRY	£1100	A77 DEN	£1900
W444 AMY	£850	C4 BUD	£1300	S123 DEN	£950
H23 ANA	£850	J2 BUL	£1400	DES 2M	£1400
C15 ANG	£1700	M24 BUT	£850	X9 DES	£1100
N21 ANG	£1600	I985 CA	£2400	M15 DES	£850
P25 ANG	£1400	CAK 8E	£1500	516 DES	£1700
P15 ANN	£1700	CAR 8R	£2300	I33 DFD	£1500
B17 ANN	£1800	M21 CAS	£850	I02 DJ	£3900
R21 ANN	£1800	P23 CAT	£950	J11 DJS	£950
S27 ANN	£1600	D24 CAT	£1200	V3 DJT	£1100
774 ANN	£3500	P24 CAT	£1100	I98 DK	£3600
G15 ANS	£850	M28 CAT	£1100	K12 DOC	£850
5081 AP	£1400	CAT 55Y	£1500	S111 DON	£1600
APL 3Y	£850	X2 CAV	£850	J400 DON	£850
MI APR	£950	E2 CEE	£950	S4 DOR	£950
M21 ARC	£1200	M28 CEY	£950	DI DOT	£2300
C9 ARN	£1400	786 CF	£3900	686 DOT	£1300
H888 ART	£850	AI CHH	£1700	994 DOT	£1100
L10 ARY	£850	M31 CHL	£850	2500 DR	£3100
D14 ARY	£1300	R88 CHL	£1900	S8 9896	£1500
M21 ARY	£850	N7 CLK	£850	DSK 560	£850
M21 ATH	£950	D6 COB	£950	FUG DUY	£1100
N21 ATT	£850	G8 COL	£1800	DUG 77Y	£1200
2440 AW	£2200	N21 COL	£1900	DUG 409	£2100
E3 AWB	£950	N23 COL	£1200	B8 EAK	£950
40 AX	£3600	K54 COL	£850	A4 EAM	£950
H4 BAX	£850	N21 COM	£1600	EAR 5L	£2900
M8 BAX	£950	M24 COM	£1300	411 EC	£3400
N21 BBY	£850	M21 COS	£1100	1988 EC	£2400
P5 BEE	£1100	N21 COS	£1300	EC 8261	£1700
BEK 2A	£2500	N31 COS	£1200	EDE IN	£2900
M4 BEK	£1300	K13 COX	£850	87 EG	£3500
BEK 4A	£3300	9055 CR	£1400	I22 EG	£1800
23 BEN	£6100	739 CUE	£850	766 EKL	£750
M23 BEN	£1300	I953 CW	£2900	2581 EL	£1400

5656 EL	£1500	GEM 9A	£4300	313 HYN	£750	JON 2A	£5700	6588 KR	£950	M31 LLR	£950	N23 MAL	£850	F9 NES	£950
N21 ELE	£1100	M23 GEM	£850	N23 JAC	£1400	JON 2D	£4500	20 KU	£3300	C16 LLS	£1300	MAR 8Y	£5100	W88 NES	£950
N31 ELE	£1300	R21 GER	£950	JAK 2Y	£4900	JON 2J	£4500	528 KUP	£750	M24 LLS	£1200	M21 MAR	£1500	74 NET	£2900
ELE 150	£1700	91 GF	£5300	P27 JAK	£1300	N14 JON	£1500	D13 LAB	£850	N24 LLS	£950	C24 MAR	£1300	J600 NET	£850
ELL 6A	£4100	M8 GGS	£3200	L600 JAK	£850	N21 JON	£1500	LAM 1Y	£4500	N24 LLY	£850	S54 MAR	£1300	J888 NET	£1700
M21 ELS	£950	M28 GGS	£1200	JAN IIM	£2700	R23 JON	£1500	LAM 6Y	£3700	W14 LMA	£850	P23 MAT	£1300	DI NEV	£1900
M21 EMA	£1300	GIL 6364	£750	R21 JAN	£1600	JON 41R	£2700	N24 LAN	£850	37 LO	£4500	M24 MAT	£1500	B8 NEV	£1400
M24 EMA	£1100	M28 GGY	£850	C19 JAN	£1700	N27 JON	£1300	LAR 2F	£1500	N24 LOR	£950	N27 MAT	£1200	I955 NJ	£1800
M26 EMA	£850	GIL 6364	£750	R21 JAN	£1600	JON 41R	£2700	LAR 3Y	£3500	M21 LOS	£950	P123 MAT	£850	M21 NKY	£850
ER 342	£2700	888 GJ	£3400	N24 JAN	£1500	P333 JON	£950	M21 LAR	£1100	M31 LOS	£850	R24 MAX	£1200	M21 NNY	£2100
926 ERC	£950	2000 GJ	£2400	JAN 51W	£1900	R28 JOY	£850	R26 LAW	£950	M24 LOU	£1300	S29 MAX	£1300	M28 NNY	£950
N4 ERN	£950	E71 JAN	£1300	E71 JAN	£1300	243 JOY	£1700	J5 LCM	£850	M31 LOU	£1200	P31 MAX	£1100	M31 NNY	£1900
68 GN	£3900	B92 JAN	£1100	JRC 6N	£950	T5 JUN	£850	A45 LEA	£850	K44 LOU	£1400	G23 MEG	£1300	M21 NOR	£850
858 GOB	£950	K1 JAP	£1500	JUD 5E	£5100	M21 KAS	£950	M16 LEE	£1500	M8 LSA	£1100	N23 MEG	£1100	M24 NOR	£850
EVA 2N	£3400	P23 JAY	£950	T5 JUN	£850	KAT 17N	£1900	N23 LEE	£1400	M321 LSA	£850	M26 MEL	£1400	OLL 77Y	£2100
458 EVA	£2400	M24 JAY	£950	M21 KAS	£950	W8 KAY	£1500	P23 LEE	£1500	LUC 4IW	£1300	A92 MEL	£950	D9 OLY	£1500
A16 EVE	£1300	3333 JE	£2700	JE 7137	£2200	L14 KAY	£850	N24 LEE	£1300	411 LY	£2700	P31 MER	£1200	599 OS	£2900
N21 EVE	£1500	JE 2F	£2800	40 JEF	£3800	M21 KAY	£1600	N26 LEE	£1200	LYN 65D	£1600	N21 MES	£950	OSM 957	£1200
N31 EVE	£1200	M27 JEN	£1500	J77 JEF	£850	N31 KAY	£850	YI LEN	£1600	K66 LYN	£1500	N2 MJP	£950	OWD 250	£750
234 EVE	£2500	M27 JEN	£1500	5329 KB	£850	N21 KEE	£850	LEN 6P	£1400	A9 LEN	£2100	6344 MK	£1300	PAG 63E	£850
87 EW	£5100	P2 JER	£1200	M21 KEE	£850	N21 KEL	£950	LEN 6X	£2300	B12 LEN	£1400	M24 MMA	£950	E8 PAM	£1800
557 EW	£4100	A6 JER	£1400	N21 KEL	£950	KEN 4Y	£3300	LEN 8A	£2900	N24 LEN	£1300	L8 MMS	£850	S10 PAM	£1300
FAY 7X	£1600	C77 JES	£950	KEN 17P	£1400	X23 KEN	£1300	M23 MAC	£1700	LEN 26	£3300	M23 MAC	£1600	S11 PAM	£1600
818 FAY	£1500							M25 MAC	£1400	M123 LER	£850	P21 MAD	£1100	V13 PAM	£950
555 FB	£3500							M25 MAC	£1400					PAM 539	£2400
515 FCG	£750													PAN 661	£1500
FEL 3T	£850													J5 PAS	£1300
FUG 447	£850													PAT 3T	£2900
23 FO	£4500													A98 PAT	£1100
G25 FOX	£850													PAU 6L	£6900
211 FR	£2800													PAU 16A	£4700
FRA 2N	£3700													PAU 18A	£4900
23 FY	£4300													PAU 144A	£3100
GAR 795Y	£950													PCW IY	£850
T5 GCB	£850													PEG IY	£2900
1990 GD	£2400													P9 PEG	£850
E5 GEF	£1300													PEP 624	£1500
T9 GEF	£1100													2686 PH	£1400
H10 GEF	£1400														
M21 GEL	£850														

**SIMILAR REGISTRATIONS WANTED  
FOR IMMEDIATE PURCHASE**

4498 PH	£1500	E34 RON	£1100	SUE 79W	£2500
7011 PH	£1600	RON 47A	£3700	SUE 422R	£1300
N6 PJH	£1300	J66 RON	£1400	SUE 675W	£1400
30 PJH	£4700	E2 ROS	£1900	SUN 9H	£1600
88 PJH	£4900	ROS 9A	£2900	A18 SUN	£1100
PM 3282	£3700	S50 ROS	£2900	C1 SUS	£1700
POW IIL	£3300	R65 ROS	£1100	D4 TAF	£1300
9900 PP	£2400	T2 ROY	£1900	N21 TAS	£1300
564 PPL	£850	M10 ROY	£1400	N31 TAS	£1100
837 PT	£3300	T16 ROY	£1200	J55 TAY	£850
17 PU	£3100	S24 ROY	£1300	N55 TED	£850
3733 PU	£1300	N999 ROY	£950	R5 TEE	£1300
6546 PW	£1800	M23 RRY	£1200	K5 TEL	£1200
W3 RAE	£950	G322 RRY	£1800	M24 TES	£950
RAG 5Y	£2800	M28 RSH	£950	S2 TEW	£1900
RAH 905	£1500	M23 RTY	£850	M24 TEW	£1100
P21 RAJ	£950	M28 RTY	£1900	F41 THE	£4100
P23 RAJ	£850	RTY 768	£750	444 THY	£850
RAM 2A	£1900	6106 RU	£1200	TL 9192	£1700
M21 RAM	£950	N21 RUS	£950	M23 TOM	£1600
NI RAS	£1600	M29 RUS	£850	P23 TOM	£1500
C008 RAS	£950	SAD 18E	£3600	M21 TON	£850
V14 RAY	£1400	N21 SAL	£1400	P28 TON	£850
R27 RAY	£1500	X541 SAL	£1300	796 T00	£1300
Y200 RAY	£950	M26 SAM	£1800	T07 522	£850
RAY 571M	£950	SAM 45N	£3500	9575 TR	£1700
RB 6542	£2600	M123 SAM	£1400	TRO 2Y	£2400
84 RE	£4900	D515 SAM	£1300	G007 TTS	£850
E40 RED	£950	R45 SAN	£1900	34 TY	£4300
REE 5A	£3700	H9 SAR	£1500	300 TY	£3300
W8 REE	£850	N33 SAR	£850	75 UE	£3500
A25 REG	£950	SBU 468	£750	UPR 149	£750
P7 REN	£850	L12 SES	£850	57 URY	£950
M21 REN	£1100	SH 2408	£3900	8888 US	£3400
REW 945	£1200	M24 SHA	£1300	I09 UTO	£750
REX IC	£1700	N24 SHA	£1100	G19 VAL	£1300
D7 REX	£850	N24 SHE	£1200	D800 VAL	£850
RFK 329	£950	LI SOF	£1100	3970 VB	£850
9000 RJ	£2200	M21 SOM	£950	K12 VEN	£950
RLC 755	£1400	M31 SOM	£1300	5920 VF	£850
M24 RLY	£1850	204 STD	£850	VPMT 347	£850
B12 RNY	£850	M21 STU	£1500	26 VV	£4100
K18 ROB	£1600	M23 STU	£1300	VXA 98	£950
N21 ROB	£1500	M24 STU	£1400	300 VYH	£850
N23 ROB	£1400	M155 STU	£950	J9 WAG	£950
L333 ROB	£1200	M31 STY	£850	WAL IIL	£1100
ROC 9K	£1800	53 SU	£5300	WAR 3D	£3700
ROD 5Y	£1300	555 SU	£3300	N3 WEL	£1200
ROD IIR	£1900	A7 SUE	£3500	WJD 693	£850
286 ROD	£1600	J9 SUE	£2600	WR 184	£3200
K9 ROE	£1300	E14 SUE	£1800	70 WS	£4300
N4 RON	£1900	N21 SUE	£1800	700 WT	£3300
G6 RON	£1900	N24 SUE	£1600	N9 WYN	£850
R21 RON	£1500	SUE 50M	£2300	Y10 ZT	£750





Join us for  
Silverstone  
Grand Prix Weekend  
12th – 14th July  
2019

Luxury Lotus Tents  
Beautiful Bathrooms  
Superior Showers  
Live Music & DJ  
Amazing Food  
Free Trackside  
Shuttle Service



[www.theboutiqueglampinghotel.com](http://www.theboutiqueglampinghotel.com)

# DRIVING EXPERIENCES AT THRUXTON

Drive the UK's Fastest Race Circuit  
THE PERFECT PRESENT FOR ANY PETROLHEAD



SUPERCARS



RACING CARS



SPORTS CARS

[thruxtonracing.co.uk](http://thruxtonracing.co.uk)

01264 774 921

Gift Vouchers Available



## THE CANNONBALL RUN EUROPE

**DON'T MISS OUT ON THE ADVENTURE!**  
AND WIN A FREE PLACE TO THE 2020 EVENT

The best driving experience in Europe.

- Pre start event meet and greet on Saturday 29th June
- 7 Nights accommodation with breakfast and evening meal
- Full decal pack for vehicles
- The excitement of the daily unknown top secret destinations
- Stunning scenery and locations along the route
- Use of international track
- Unbeatable camaraderie between fellow cannonballers
- Black tie gala dinner with live entertainment on final evening
- Top prizes to be won (see website for details)



29<sup>TH</sup> JUNE - 5 JULY<sup>TH</sup> 2019

[www.cannonballruneurope.co.uk](http://www.cannonballruneurope.co.uk)



# WORLD'S BEST WRIST, GRIP & FOREARM STRENGTHENER?



OVER 1000 5-STAR **amazon** REVIEWS

**powerballs.com**

# Turn your garage into a showroom



Robust  
interlocking  
floor tiles  
Easy to fit  
No messy  
adhesives  
Choice of 11  
attractive  
colours



**DYNOTILE**

Call **01676 523386**  
[www.dynotile.co.uk](http://www.dynotile.co.uk)

# Create a garage to suit your lifestyle



**Before**



**GET YOUR  
FREE BROCHURE**

01491 579975  
[www.garageflex.co.uk](http://www.garageflex.co.uk)

**Garageflex**

Your garage. Your lifestyle. Your choice.



# THE NATIONAL KIT CAR MOTOR SHOW 2019 STONELEIGH

» BANK HOLIDAY WEEKEND 5 – 6 MAY 2019 «



**SAT NAV**  
**CV8 2LZ**

**THE KIT CAR  
INDUSTRY'S MAIN  
SHOW OF THE YEAR**  
**MEET ALL THE  
MANUFACTURERS**

**PLUS: LIVE ACTION**  
**HAVE A GO!**



**FREE**

» **SHOW GUIDE**  
» **ENTRY FOR KIT  
CAR DRIVERS\***

\*(For drivers arriving in their  
kit cars on the day)

The **BIGGEST** kit car  
show in the **WORLD!**  
THE **ANNUAL MECCA** FOR  
KIT CAR **ENTHUSIASTS**



**100'S OF TRADE STANDS**  
**MANUFACTURERS &  
ACCESSORY STANDS**  
**NEW LAUNCHES**  
**FEATURE DISPLAYS**  
**WSCC IN MOTORSPORT**  
**100+ CLUB DISPLAYS**

The one and only  
**WORLD FAMOUS**  
kit car motor show

**4000**  
**KIT CARS  
ON DISPLAY**

**complete  
KITCAR  
night out**  
**MUSIC NIGHT SUNDAY**  
**LIVE BAND**  
**CAMP ON SITE**

Camping & caravanning available from midday 4 May 2019  
View prices and book at [www.nationalkitcarshow.co.uk](http://www.nationalkitcarshow.co.uk)

**complete  
KITCAR  
show sponsor**

**at STONELEIGH**  
NAEC, STONELEIGH,  
Nr. KENILWORTH,  
WARWICKSHIRE, CV8 2LZ

**GATES OPEN EACH DAY**  
**9.30am – 5.00pm BE THERE!**

**DIRECTIONS**

**From London M40:**  
Exit J15. A46 to A452. B4113

**From M6 or M69:**  
Exit M6 J2 to join A46. M69 to A46.  
Exit A46 to join B4113.

**From M1 Northbound:**  
Exit J21, M69, A46, Exit A46 to join the  
B4113.

**TICKETS**

**Advance Tickets: £12\***  
Available until 19th April 2019

**Children (8-16): £5**  
**Tickets on the Door £15**  
**Children (8-16): £5**

**FREE** Show Guide  
**FREE** Parking



**ALL ENQUIRIES  
TELEPHONE**  
**01406 372600**  
**01406 372601**

\*All advance ticket bookings incur a 50p  
postage fee.

Organised by: Grosvenor Shows Ltd.

[www.nationalkitcarshow.co.uk](http://www.nationalkitcarshow.co.uk)



**BOTB**  
WIN YOUR DREAM CAR

**GUARANTEED WINNER  
EVERY WEEK.**

WAQ HASHMI WINS BMW M2 COMPETITION



**WIN YOUR DREAM CAR!**

**£25 MILLION WORTH OF PRIZES WON SO FAR  
TICKETS FROM JUST 85p**

**ENTER NOW AT [BOTB.COM](https://www.botb.com)**



**LLOYD GREEVES**  
LAMBORGHINI URUS + £20K



**DEREK HASTIE**  
NISSAN GT-R RECARO + £20K



**PHILIP COTTRELL**  
BENTLEY C. GT W12 + £20K



**SAM PARRY**  
AUDI A6 ALL-ROAD 3.0 TDI + £20K



# WeatherTech®

## Bespoke Car Mats



Shown in a

**Nissan**

Laser Measured  
**FloorLiner™**



Complete Trunk and Boot Area Protection  
**Boot Liner**



**Bumper Protector**

Great Addition to your  
Boot Liner



**Side Window Deflectors**

In-Window Channel  
Rain Guards



**CargoTech®**

Cargo Containment System  
for your Boot



**Seat Protector**

Seat Covers for  
your Vehicle



**+442036081598**

Monday - Friday 09:00 – 17:30

**WeatherTech.co.uk**

**wte@weathertech.com**

**Accessories Available for**

Abarth · Alfa Romeo · Aston Martin · Audi · Bentley · BMW · Cadillac · Chevrolet · Chrysler · Citroen · Dacia · Daihatsu · Dodge · Ferrari  
Fiat · Ford · GMC · Honda · Hyundai · Infiniti · Isuzu · Jaguar · Jeep · Kia · Lancia · Land Rover · Lexus · Lincoln · Maserati · Mazda  
Mercedes-Benz · Mercury · MINI · Mitsubishi · Nissan · Opel · Peugeot · Porsche · RAM · Renault · SAAB · Seat · Skoda · Smart · Subaru  
Suzuki · Tesla · Toyota · Vauxhall · Volkswagen · Volvo

© 2019 by MacNeil IP LLC



# Flying Spares

The Leading Online Parts Catalogue For  
Rolls-Royce & Bentley Motor Cars  
[www.flyingspares.com](http://www.flyingspares.com)

Parts for  
Bentley Continental GT, GTC & Flying Spur

Service Parts | Wheels & Tyres | Interior Trim | Body Panels | Lamps & Lenses | Infotainment







# MAXIMISE ENGINE PERFORMANCE

Waterless Engine Coolant for Performance Cars

Image courtesy of Car Chase Heroes Driving Experiences



As used and recommended by



[www.evanscoolants.co.uk/powercool180](http://www.evanscoolants.co.uk/powercool180)







## THE ULTIMATE IN PERFORMANCE UPGRADES

AT DMS AUTOMOTIVE  
WE'VE BEEN UNLEASHING  
AUTOMOTIVE PERFORMANCE  
FOR OVER 20 YEARS

**DMS F10 M5 (EVO DEC '15)** "730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

**DMS MCLAREN 650S (EVO OCT '15)** "REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

**DMS M2 (EVO SEPT '15)** "MORE POWER DOES MEAN MORE FUN"

**DMS 1M (EVO MARCH '12)** "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

**DMS 997 TURBO 3.8 PDK (EVO JUNE '11)** "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"

**DMS SL65 BLACK SERIES (EVO OCT'10)** "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

**DMS 135i (BMW CAR MAY '09)** THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

**DMS 997 TURBO 3.6 (EVO SEPT '08)** "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

### BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

#### AUDI

RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)  
RS6 V10 » 680+BHP (+DE-LIMIT)  
2017 R8 V10 » 650BHP (+DE-LIMIT)  
R8 V10 » 592+BHP (+DE-LIMIT)  
RS4/RS5 » 488+ BHP (+DE-LIMIT)  
RS3/TTRS » 420+ BHP (+DE-LIMIT)  
RS3/TTRS (NEW) » 480+ BHP (+DE-LIMIT)  
S3 / GOLF R » 375+ BHP (+DE-LIMIT)  
3.0TDI (ALL MODELS) » 315+ BHP  
3.0 BI-TDI (ALL MODELS) » 380+ BHP  
Q7/A8 4.2 TDI » 400+ BHP

#### BMW

M2 » 435BHP (+DE-LIMIT)  
M3/M4 » 540+BHP (+DE-LIMIT)  
M5/M6 » 730+BHP (+DE-LIMIT)  
X5M/X6M » 730+BHP (+DE-LIMIT)  
X5M50D/X6M50D » 450BHP  
M135i/M235i » 410+BHP  
i8 » 415BHP  
120i/220i/320i/420i » 275+BHP  
116D/216D/316D » 160BHP  
118D/218D/318D » 225BHP  
120D/220D/320D/420D » 240BHP  
328i/428i » 295BHP  
335i/435i » 410+BHP  
330D/430D/530D/730D » 360BHP  
335D/435D/535D » 395+BHP  
550i/650i » 555+BHP (+DE-LIMIT)  
640D/740D » 395BHP (+DE-LIMIT)  
X530D/X630D » 360BHP  
X540D/X640D » 395BHP

#### MERCEDES-BENZ

A45/CLA45 AMG » 420+BHP  
AMG GT/GTS » 560BHP (+DE-LIMIT)  
C43/E43/GLC43 AMG » 455BHP  
C63/63S 4.0T AMG » 620+BHP  
C63 6.3 AMG » 530+BHP  
500 4.7 BITURBO (ALL MODELS) » 498+BHP  
63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP  
55 AMG KOMPRESSOR » 600+BHP  
(+DE-LIMIT & SUSPENSION LOWERING)  
S65 » 780BHP (+DE-LIMIT)  
SL65 AMG » 690BHP (+DE-LIMIT)  
SL65 BLACK » 720BHP (+DE-LIMIT)  
SLK 55 AMG » 420BHP  
200 CDI (ALL MODELS) » 173BHP  
220 CDI (ALL MODELS) » 230BHP  
250 CDI (ALL MODELS) » 260BHP  
C300 HYBRID » 285BHP  
C300E » 350BHP  
C400/E400 » 400BHP  
350 CDI (ALL MODELS) » 315BHP  
420/450 CDI (ALL MODELS) » 358BHP

#### ALL 2017 RANGE ROVERS AVAILABLE

RR 50SC/SVO/SVR STAGE1 » 600+BHP  
RR 50SC/SVO/SVR STAGE2 » 650+BHP  
2.0/2.2 DIESEL (ALL MODELS) » 220+BHP  
RR 4.4 TDV8 » 395 BHP  
RR TDV6 3.0D » 305+ BHP  
RR SDV6 3.0D » 350+BHP  
DEFENDER 2.2 » 180BHP

#### PORSCHE

996 TURBO/GT2 » 600+ BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
997 TURBO/S 3.8 INC PDK » 611 BHP  
997 GT3 RS » 480 BHP  
991.2 GT2 RS » CALL  
991 TURBO/S (ALL MODELS) » 750+BHP  
991 GT3 3.8 (ALL MODELS) » 490+BHP  
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA GTS » 435 BHP  
991 CARRERA (ALL MODELS) » 500+BHP  
991 CARRERA S (ALL MODELS) » 500+BHP  
991 CARRERA GTS (ALL MODELS) » 540+BHP  
BOXSTER/CAYMAN 718 GTS » 420+BHP  
BOXSTER/CAYMAN 718 S » 420+BHP  
BOXSTER/CAYMAN 718 » 380+BHP  
BOXSTER/CAYMAN 981 GT4 » 430+BHP  
BOXSTER/CAYMAN 981 GTS » 375+BHP  
BOXSTER/CAYMAN 981 S » 345+BHP  
CAYENNE GTS » 450 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP  
CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE 3.0 DIESEL » 318+ BHP  
MACAN S » 420+BHP

MACAN GTS » 440+BHP  
MACAN TURBO (ALL MODELS) » 480+BHP  
MACAN S DIESEL » 318+BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 305+ BHP

#### EXOTIC / MISC

FERRARI CALI T » 660BHP  
FERRARI F12 » 780+BHP  
FERRARI 599 » 647 BHP  
FERRARI 488 » 750+BHP  
FERRARI 430 » 525 BHP  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MCLAREN 675LT » 750BHP  
MCLAREN 570/S » 680+BHP  
AVENTADOR » 750+BHP  
HURACAN LP610 » 650BHP  
GALLARDO LP560 » 600+BHP  
BENTLEY 4.0 T V8 » 700BHP  
BENTLEY GT/F-SPUR » 680BHP  
GT SPEED / SUPERSPORT » 690+BHP  
BENTAYGA W12 » 700+BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP

/DMSAUTOMOTIVE



**MORE  
BHP  
EQUALS  
LESS  
RPM  
EQUALS  
MORE  
MPG**

**DESIGNED IN THE UK  
DEVELOPED AT OUR  
NURBURGRING  
TESTING FACILITIES**



**UK & WORLDWIDE  
INSTALLATION  
CENTRES**

**WWW.DMSAUTOMOTIVE.COM**

**UK: 0800 030 5555**

**INT: +44 800 030 5555**

**SALES@DMSAUTOMOTIVE**





#### WHAT: AN ARREST

WHERE: INGLEWOOD, USA

That unpaid parking ticket finally catching up with Rowan. We joke! But still, proof the BBC only puts us up in the very safest parts of town



#### WHAT: FAST FOOD

WHERE: SUSSEX, UK

Waiter! Waiter! There's a large lump of cheap-looking plastic in my chips! The only way to make your ploughman's lunch Insta-ready



#### WHAT: JACK'S LEGS

WHERE: ÄNGELHOLM, SWEDEN

Visit Koenigsegg's factory and you'll be asked to wear special trousers that don't scratch the cars. Also useful after a high-speed run in the Regera...



#### WHO: TOM FORD AND FRIENDS

WHERE: MARANELLO, ITALY

To the family who gave up hours of their Italian holiday to help Wookiee do tracking photographs of the Pista, TopGear salutes you. Thanks guys



#### WHAT: A BAG AKA 'THE WORM'

WHERE: LOS ANGELES, USA

TG tests many many things to breaking point... including luggage. Having travelled many times around the world, Rowan's bag finally gives up



#### WHO: NAVEED YOUSEFZAI

WHERE: WILLOWS, USA

Ever wondered how we get those GoPro driver's perspective shots in drag-race videos? Naveed did, now he'll never be able to forget

### BEHIND THE SCENES

# MAKING IT HAPPEN



## HOW TO CONTACT US

SUBSCRIPTION ENQUIRIES AND BACK ISSUES: 03330 162 130  
topgear@buysubscriptions.com  
TopGear, dsb.net, PO Box 3320,  
3 Queensbridge, Northampton, NN4 7BF

EDITORIAL ENQUIRIES: 020 7150 5558  
editor@bbctopgearmagazine.com  
TopGear, Second Floor, 1 Television Centre,  
Immediate Media Company London Limited,  
101 Wood Lane, London W12 7FA

TV ENQUIRIES:  
top.gear@bbc.co.uk  
TopGear, Third Floor C6, Broadcast Centre,  
Media Village, 201 Wood Lane, London W12 7TQ





# MOTORFEST

EAST OF ENGLAND ARENA

PETERBOROUGH

MAY 25TH - 27TH 2019

OVER 3500 STUNNING CARS ON SHOW

TICKETS NOW ON SALE

[WWW.MOTORFEST2019.CO.UK](http://WWW.MOTORFEST2019.CO.UK)

- \*SUPERCAR PADDOCK
- \*SUPERCAR PARADES
- \*LIVE ACTION
- \*CLASSIC & SPORTS CAR SHOW
- \*VIP HOSPITALITY
- \*LIVE MUSIC
- \*TRADE STANDS
- \*FOOD FESTIVAL
- \*CAR CLUB DISPLAYS

EAST OF ENGLAND ARENA & EVENTS CENTRE PETERBOROUGH

Presented By



#Motorfest







[seat.co.uk/tarraco](https://seat.co.uk/tarraco)

# Too far is a state of mind.

The new  
**SEAT Tarraco.**

## Why not now?

This is the large SUV for big ambitions. Explore more with a Fully Digital Cockpit. Keep expanding your life with 7 seats as standard. Go the distance with lightweight 20" Alloy Wheels.\* The only limit is your imagination.



Official fuel consumption for the Tarraco range mpg (litres/100km) combined: 29.7 [9.5] – 47.9 [5.9]. CO<sub>2</sub> emissions 129 – 166 (g/km).

Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO<sub>2</sub> figures (known as WLTP). The CO<sub>2</sub> figures shown, however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see [seat.co.uk/wltp](https://seat.co.uk/wltp) or consult your SEAT Dealer. \*20" Wheels only available in Tarraco Xcellence Lux. Model shown Tarraco Xcellence Lux.



اگر از این مجله لذت بردید آن را

به دوست عزیز خود هدیه دهید

**AFLUXURY.COM**