

# AUTO EXPRESS

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## SPECIAL ISSUE

# DRIVER POWER

YOUR TOP 50 COUNTDOWN

2025 RESULTS REVEALED

# BRITAIN'S BEST CARS TO OWN

EXCLUSIVE What YOU really think of YOUR cars



## FAMILY CAR DUEL

Can updated e-C4 challenge ID.3?

TESTED



## NEW CIVIC TYPE R

Icon bows out with Ultimate Edition



## NEW BABY TOYOTA

Urban Cruiser hits road for first time

DRIVEN



TESTED MINI JCW Aceman, Omoda 9 and Fiat 600 Hybrid

# SHOCK NEW CITROEN

Is radical 2CV resurrection on the cards?



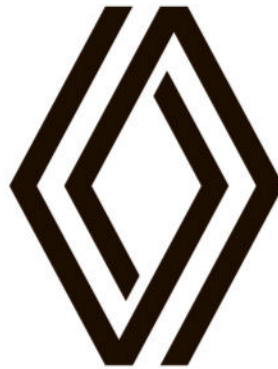
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NEW

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**AEX**  
TEAM PICKS



**36**

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email: [firstname.lastname@autoexpress.co.uk](mailto:firstname.lastname@autoexpress.co.uk)  
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Subscriptions: 0330 3339491  
[customer-care@subscribe.autoexpress.co.uk](mailto:customer-care@subscribe.autoexpress.co.uk)

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Editor: Paul Barker

Editor-at-large: Phil McNamara

Deputy editor: Richard Ingram

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Sub-editor: Paul Alton

Production design manager: Dave Kinnard

Film team Head of film: Jack Scotton

## Special contributors

Vicki Butler-Henderson, Sam Naylor, Steve Sutcliffe,

Andreas Conradt, Euan Doig, Sarah Bradley, Rob

Keenan, Otis Clay, Craig Cheetham, Graham Hope

## Advertising, promotions and publishing

Strategic partnerships managers:

Pierre Clements, Miles Taylor

Senior operations lead: Kerry Lambird

Senior production manager: Dan Stark

Head of subscriptions marketing & customer

experience: Hannah Charlton

Director of audience growth: Amrit Baidwan

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## AUTO EXPRESS ROAD TESTS

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

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# THIS WEEK

**AEX** IT'S Driver Power time, our annual report where you tell the world what you really think of your car. We've been hearing from thousands of people eager to spill the beans on what they love, like and hate about their vehicles.

We deep dive into every area, from running costs to infotainment, quality to practicality and, of course, what you think about how your motor drives. But the best bit about Driver Power is your comments, because they give away all the little details that make living with a car good or bad.

We spot patterns when numerous drivers complain about the same thing – a jarring engine stop-start system on one car came up time and again, for example. And some complaints cross brands and seem to universally annoy drivers – switching off the “infernal beeping”, as more than one respondent called it, was a common theme, while cars without rear wipers seem to irritate their drivers, which is something for manufacturers to chew over.

But there are also lessons for consumers – in particular, making sure you carefully go through the spec of your prospective purchase before taking the plunge. A lot of comments mentioned equipment that wasn't fitted; cars not having automatic folding mirrors was one example. So it's essential to make sure you know what you want from a car, and that the trim level you're choosing has everything you desire. I know this from experience; heated seats were on my beloved wife's list of non-negotiables, so we had to go up a trim level on her current car to make sure she was warm all winter.

And it's amazing just how many people felt their car wasn't powerful enough. Yes, it's hard to assess this on a short test drive with an eager salesman alongside you, but you simply must make sure you use that time to check out how it drives.

However, the biggest single gripe in the comments across brand after brand was the technology. It's no surprise to us at Auto Express; we have long banged the drum that touchscreens in particular aren't always a great user experience, and as cars get more complex, the usability and reliability of interfaces haven't kept up. It's a tricky one to solve, but it's clear that you, as drivers, are on the same page and are not happy with what manufacturers are currently giving you.

**“IT'S ESSENTIAL TO MAKE SURE YOU KNOW WHAT YOU WANT FROM A CAR, AND THAT THE TRIM LEVEL YOU'RE CHOOSING HAS EVERYTHING YOU DESIRE”**



# PAUL BARKER

[Paul.Barker@autoexpress.co.uk](mailto:Paul.Barker@autoexpress.co.uk)

## EDITOR'S VIEW

Visit [autoexpress.co.uk](https://www.autoexpress.co.uk) for all the latest new car news



# AUTO EXPRESS

## FIRST FOR NEWS



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French icon to be reborn?



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Car makers demand progress



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Hot Honda bows out in style

TOP STORY BMW iX3 prototype drive

# DRIVEN BMW

**REVEALED** We get behind the wheel of an early first model in BMW's Neue Klasse line-up



**Phil McNamara**

Phil.McNamara@autoexpress.co.uk

**REX** THIS is the iX3, a “once-in-a-generation opportunity” to redefine its cars, reckons BMW. After years of hype, concept cars and teasers, Auto Express is standing among nine prototypes at BMW's Miramas test facility in southern France. We're going to be driving the breakthrough electric SUV on road and track, plus become a guinea pig testing its autonomous capabilities.

It's early morning but the warm, straw-coloured sun is heating up the black tape disguise as we squeeze the door handle and climb into the driver's seat, covered to protect the design from prying eyes. There's no hiding the cockpit's biggest change however – the new Panoramic iDrive spanning pillar to windscreen pillar.

This displays key information in bitesize digital chunks at the top of the dashboard, and is totally configurable – apart from the speed and range, which sit immutably in the driver's line of sight. I spy the battery is 97 per cent charged, with the iX3's trip projecting a 653km (406-mile) range based on previous driving history. BMW says regular drivers will get maybe 100 miles more.

Within a few kilometres the curved digital dash is no longer a novelty but accepted as a fresh, clear and attractive way to present familiar info. However, it is distracting when the central BMW logo goes full Pixar Studios, morphing into a sunglasses-wearing blue ball offering to assist, accidentally triggered by my co-pilot, Christian Thalmeier, uttering “BMW”.

There's only one powertrain to test, the 50 xDrive, and furtive BMW is keeping the precise spec under

wraps. What we do know is that the latest generation of BMW's electrically excited synchronous motor spins the rear axle, while a smaller asynchronous unit powers the front – both are claimed to be lighter and more efficient than previous e-motors. They're definitely punchy: I press the snappy throttle and the iX3 surges forward on a wave of torque.

The all-wheel-drive 50 cranks out more than 400 horsepower and 600Nm of torque, and cracks the standstill to 62mph sprint in less than five seconds. It feels addictively quick, smoothly feeding all that power to the bleached tarmac via a single-speed transmission and low-rolling-resistance Goodyear rubber.

The iX3 leads a new generation of BMWs called the Neue Klasse. “It's the start of a new era for BMW, as in the 1960s with the historical Neue Klasse,” says project leader Dr Mike Reichelt, referencing the clean-sheet, four-cylinder saloon family that saved BMW from bankruptcy. By the end of 2027, some 40 new and updated models will be launched, spreading the technology across the portfolio.

As the name suggests, the iX3 is the sister model to last year's new combustion and hybrid-powered X3. Although it has much the same on-road footprint (albeit standing a little lower), the vehicle platform is completely different. Following rivals the Tesla Model Y and BYD Sealion 7, the battery is a structural component, a first for BMW. Cylindrical cells are slotted straight into the pack, saving weight and space over stowing pouches of prismatic cells in frames. Energy density jumps 20 per cent, the engineers reckon.

We sail quietly along straights towards the craggy mountains, punctuated with fast roundabouts where the iX3's steering is light and responsive, swinging calmly through

### ON THE ROAD

The point where the friction brakes take over from the regen is very hard to decipher



**REX FIRST**



# BMW iX3 PROTOTYPE



**"THERE ARE NO AIR SPRINGS OR ADAPTIVE DAMPING, YET THE SUSPENSION KEEPS THE BODY TIED DOWN NICELY, WITH ZERO FLOAT"**

**DRIVE**



a curve that a Model Y's razor-sharp steering might make feel edgy.

Then comes a traditional French village, where gnarled tree roots have extruded volcanoes in the tarmac. The iX3's suspension oozes over them and surfs a massive speed bump I haplessly smack into at 30mph. There are no air springs, no adaptive damping, just big, 21-inch alloys and a passive suspension with hydraulic bump stops that doesn't jar once on our 40-mile route, yet keeps the body nicely tied down with zero float.

The climb into the Alpilles is on narrow roads with a few hairpins and

fast sweepers. A verbal request and the virtual assistant fires up Sport mode, with the digital panorama glowing red and a power/regen graphic appearing alongside a motor rev counter. Plus the Neue Klasse's electronic nervous system, controlled by four superchips and all-new software for 20 times the computing power of today's BMWs, gets primed for a more dynamic workout.

More torque is biased to the rear axle, and continually massaged to optimise traction, with the inside wheels slowed to pivot the BMW into corners. The front motor will react to ▶



## “IT BRAKES, TURNS IN AND POWERS OUT WITH A DIRECTNESS THAT FEELS LIKE ALCHEMY”

quell any understeer. This drivetrain and chassis choreography all happens in the blink of an eye, far quicker than any mechanical system. BMW clunkily calls this dynamic superbrain the ‘heart of joy’ but it has a point: driving the iX3 puts a smile on your face in a way most EVs don’t.

The steering retains its light feeling but it’s definitely sharper off the dead-ahead position. You can really lean on the iX3’s front end, plunging into sweeping bends, feeling the car will hold its line. All the while the body rolls gently outwards, keeping the tyres suckered to the road as the rear end powers you through.

Naturally, the dynamic superbrain (the others are for infotainment, driver-assistance systems and general functions such as lighting and climate control) keeps a close eye on the brakes. There are low, medium and high settings, but no steering wheel paddles to manually override them. Intervention in low is, well, low with the iX3 coasting along, so we switch to the high force of ‘B’ mode.

Co-pilot Thalmeier challenges me to guess the point where the motors’ regenerative braking blends into the friction brakes. Unlike in a Volkswagen ID.7 Sport Tourer for example, the iX3’s braking is so smooth it’s typically indecipherable. BMW reckons drivers will benefit from regenerative braking in 95 per cent of decelerations.

One-pedal driving isn’t my usual EV preference, but BMW has tuned the iX3’s ‘B’ mode beautifully. The accelerator has this delightful springy and linear response, and when you lift,

the car brakes in keeping with your touch, either a light easing of pressure or a more urgent release. I feel like a virtuoso conducting an orchestra.

There’s no autoroute testing, so we won’t get a handle on cruising refinement at this early stage, but the iX3’s trip calculated we managed 3.5 miles per kWh, suggesting it is going to be very competitive on economy.

And the BMW should be quick to refuel, thanks to its 800-volt electric architecture (double a typical Tesla’s). Standing around at a 400kW DC charger is many a petrol-car driver’s nightmare, but in just 10 minutes we watch the iX3 guzzle 414km (257 miles). Charging from 10 to 80 per cent will take closer to 30 minutes on the UK’s lower-voltage chargers.

And then it’s time to drain the battery on Miramas’s handling loops. One section sticks in my mind: hard on the brakes to dart into a tight left, instantly followed by a hard right blasting out with as much power as you dare. Most EVs would wallow horribly as the high mass tries to shift direction, but the iX3 brakes, turns in and powers out with a directness and lightness that feel like alchemy.

Parked up once again, I see that the rear seats are blessed with the bigger X5’s legroom and the boot is comparable to an X3’s. And beneath that disguise lurks a design that’s very similar to the Vision Neue Klasse X concept, down to narrow kidney grilles within a horizontal bar.

The SUV will be revealed at the Munich show in September, with deliveries in early 2026 priced from



### DETAILS

It doesn’t take long to get used to Panoramic iDrive, first seen on the concept (above) and transferred wholesale to the iX3 (top left)

around £60,000. An electric saloon to replace the 3 Series will follow.

All of which bodes well for next-generation BMWs. Panoramic iDrive is a great execution but it’s in dynamic ability where the iX3 really excels. The deft steering and smooth braking are great, the supple suspension and ride comfort even more outstanding.

Electric SUVs are typically all sledgehammer speed and no finesse. That ability to feel light – even when it isn’t – makes the iX3 an exceptional EV. To misquote Milan Kundera, a car blessed with the unbelievable lightness of being.

### REX VERDICT

**BASED on our early drive, it seems that BMW has seized this pivotal opportunity to redefine its cars. We can’t wait to get our hands on the production iX3 later this year.**



# We've also tried out BMW's next-level ADAS technology

AI and powerful chips let the car take over in certain scenarios

**REX** BMW's Neue Klasse electric cars will introduce "smart and co-operative" automated driving assistance on lane changes and overtakes – and Auto Express has tested them in a prototype of the upcoming iX3.

The new suite of Advanced Driver Assistance Systems (ADAS) uses artificial intelligence and superfast processing from multiple sensors to predict and support a driver's intentions. That enables it to execute an overtaking manoeuvre if the driver looks in the side mirror, or cross the central white lines to avoid a cyclist.

Dr Peter Waldmann, BMW's vice president of automated driving, told Auto Express that the new system was designed to be smart, safe and symbiotic to avoid drivers finding the tech intrusive: "Because they've had some negative [impacts] on customers, drivers may want to turn them off. So we're trying to improve them to boost customer acceptance because ultimately it's safer [with ADAS on]," he said.

Here's how the big ADAS features perform...

## AUTOMATED OVERTAKING

One contextual button – on the left side of the steering wheel – controls all the ADAS systems. On the motorway, one press and you'll engage active cruise control with lane assist, then adjust and set your speed with a slider. If you approach a slower-moving vehicle, tap the indicator to trigger a command on the touchscreen for an overtake – select it and the iX3 will do the rest.

Even better, you can nudge the steering sideways and look in the side mirror, then watch the car steer around the hazard.

## EMERGENCY STEERING ASSISTANCE

BMW has tried to create intelligent lane assist where crossing the white lines isn't strictly



forbidden. Doing 34mph, we bear down on a stranded car slightly encroaching on our lane. Again, by looking in the mirror, the iX3 will let you cross the lines to steer around – or if you don't take action, it will assist.

We also test it by driving towards a dummy; if the iX3 detects your wheel inputs, it will defer to you steering past the hazard while remaining in lane.

## ASSISTED PARKING

Slow down and the contextual button will offer to take over parking. Machine learning has absorbed so many parking scenarios, and the sensors have such a wide field of vision, that it may select a parking space you haven't actually spotted.

## EXPERT

Dr Peter Waldmann (top) explains how BMW is trying to make ADAS more appealing for the driver



## As Citroen ponders a 2CV reboot, we try to find out what form a new deux chevaux could take



**Phil McNamara**

Phil.McNamara@autoexpress.co.uk

**AEX** CITROEN is agonising over whether to bring back the 2CV – the forties masterpiece of simplicity that put Europe back on the road after World War II.

The recreation of the Renault 5 supermini and Renault 4 hatchback (reinterpreted as an SUV) has got Citroen executives questioning whether to delve into their brand's back catalogue. It's one of the biggest decisions facing new CEO Xavier Chardon – and Auto Express has exclusively spoken to his predecessor Thierry Koskas, just prior to his departure, and head of design Pierre Leclercq to get their views.

### A 2CV FOR THE 2020S?

Reviving the 2CV – a cheap four-seat car with a long canvas roof, a tiny engine to save fuel, and comfortable suspension so it could carry a basket of eggs across a ploughed field – is the subject of intense debate inside Citroen's Paris HQ. And we've waded into the deliberations by having our illustrator dream up two new takes on the 2CV: one retro, one modern.

Citroen could opt to update the iconic design for a modern age, as you can see opposite. Or does it try and reinterpret and reboot the classic car in a new way? Over the page is our take on that design direction. Right now, both routes are on the table.

Citroen's discussions centre on whether that concept of 'four wheels and an umbrella' – set out in the late thirties – is still highly relevant to car buyers who are pampered by big touchscreens, aspiring to premium, assailed by electrification, and drowning in choice? And how transferable is the original design to a car that would come out almost 90 years after its progenitor?

"We have a very, very strong heritage, one of the richest in the car industry," then-Citroen boss Koskas told us. "We have the 2CV, the Traction Avant, the DS: amazing cars known all over the world. I absolutely

agree that one of the big strengths of European brands is their heritage.

"On the product side, we are not taking it as a general direction to do retro design. But I do not exclude that maybe we study and [have] some exploration; we are open to look at that. But at Citroen you will not see all the future cars reminding you of previous models."

As Citroen boss for more than two years, he is well aware of the 2CV's philosophy, arguing "something super-simple that takes you from A to B, with the necessary room – these ideas can feed us in a great way, because it's very much the DNA of the brand." But will Citroen go beyond philosophy and recreate the 2CV's look?

"You will have people that value a design that is close to a car they used to love in the past. This is the debate," explained Koskas. "But there have been successes and failures in [automotive] revivals. Some fail because [companies] don't position the car properly, they seem retro but aren't really, or customers don't really like the car or recognise their love story. So if we were to do it, we would have to be very, very careful and cautious about how we did it."

### DESIGN HURDLES

The challenge of bringing back the 2CV poses more problems than Renault faced with the 5. Its chic supermini concept, launched in 1972 and lasting until 1996, remains deeply relevant and its form is still recognisably contemporary – unlike the 2CV's.

Up front, the Citroen's articulated bumpers are distinctively pre-World War II, grafted onto a relatively thin, long nose that followed the form of the inline flat-twin engine. It's a shape



# New Citroen big reward

### NEW RETRO?

This is what our illustrator thinks a modern 2CV could look like if it aped the design of the original post-war model



**AEX EXCLUSIVE IMAGE**

**THIERRY KOSKAS** Ex-Citroen CEO

**"THERE HAVE BEEN SUCCESSES AND FAILURES IN REVIVALS. SO IF WE WERE TO DO IT, WE WOULD HAVE TO BE VERY, VERY CAREFUL AND CAUTIOUS ABOUT HOW WE DID IT"**

# Renault 2CV plans offer rewards but huge risks

PIERRE LECLERCQ Citroen design director

**"I'D LIKE TO GO BACK TO THE PAST FOR SOME PROJECTS, IT'S INTERESTING. THEY'VE DONE A GREAT JOB WITH THE RENAULT 5. DO WE WANT TO DO IT - AND AS MUCH AS THEY DO?"**



Avarvarii

that really makes no sense today – especially if the new 2CV is electric with no engine to package.

And slavishly following that horseshoe cockpit's silhouette could mean some difficult trade-offs between occupant and boot space; one reason why Volkswagen's nineties Beetle failed was its compromised practicality, particularly when it came to rear headroom. Big alloy wheels are

critical to muscular, modern car design, so could Citroen return to the 2CV's faired-in rear wheels?

We asked the manufacturer's design director Pierre Leclercq, who pointed out historic cars' narrow tracks and inboard wheels are a far cry from modern, precisely stuffed wheelarches.

"We have them as flush as possible in today's cars," Leclercq explained,

"and that's much better. It's super-important because this gives a stance on the road.

"Let's say we have to do CX or a GS again, we'd have to make a piece of plastic [to cover the rear wheel] with an offset of maybe 50mm to do [it]."

And what's Leclercq's take on the retro design trend? "[Customers like it for] reassurance. I'd like to go back to the past for some projects; it's

interesting," he explained. "They've done a great job with the Renault 5. Do we want to do it – and as much as they do? It's a good question: why not? Why yes? There's nothing planned, really. But we don't forbid ourselves to try."

Given that the 2CV's design is so of its time and would need dragging into a new millennium, do the risks outweigh the rewards? "It's a very

**EXCLUSIVE  
IMAGE**
**REIMAGINED**

Our second render shows how a new 2CV could look if it used contemporary design subtly inspired by the original



Avarvarii

difficult exercise,” concedes Leclercq. “You could do a 2CV, you could do an H-type, a CX, we could easily bring back cars from the past. But the first one coming to everyone’s mind is the 2CV, asking ‘when do you bring it back?’ Mmmm. Let’s see.”

There’s no doubt a team as creative as Leclercq’s will have sketches and probably scale models of a reborn 2CV. Renault’s future 5 had already been designed and rejected by a previous management team before the current CEO Luca de Meo arrived in 2020 and approved the plan.

The critical question is whether a new 2CV is retro or a reimagining? Citroen will be trying to estimate demand for different approaches: could a concept car be a way to test the water, we asked Koskas?

“It could be this is what we want to do,” replied the then-CEO. “The C5 Aircross concept was a show car, which means you are very close to the series model: it’s a good marketing strategy. But our next concept car will show ideas, clues, intentions,

directions that will inspire the future cars, but probably means you’ll never see a Citroen car like that on the road. As we did with the Citroen Oli concept in 2022.”

**CITROEN C3 UNDERPINNINGS**

There are many more considerations than the design. Does Citroen have the budget, styling and engineering capacity, or does it need to shelve other projects to accommodate a 2CV? Where would the production model be built? And which car’s platform and drivetrains would it use?

The original 2CV was 3.82 metres long and 1.6m tall, due to its jacked-up height for tackling rough terrain. The new C3 hatch isn’t much bigger, at 4.01m and 1.57m. That suggests the C3’s front-wheel-drive ‘Smart Car’ platform could be a usable base, especially with its clever engineering that would help keep costs low.

The Stellantis Group underpinnings offer pure electric or three-cylinder hybrid petrol power, which would be mounted transversely and drive the

front wheels. The extra cylinder and packaging a modern car’s ancillaries and crash structure would make matching the 2CV’s nose impossible.

So could Citroen find inspiration in the reborn Renault 4, a hatchback originally launched in 1961 to woo 2CV buyers? Although it was “not a very nice-looking car,” said Renault Group design director Laurens van den Acker, who was tasked with updating it.

What his team has done so effectively is take a few design cues and turn them into a cute SUV. Could Citroen do the same and reinvent the 2CV as a crossover? Maybe. But at that point is it actually a 2CV at all?

Some within Citroen will argue it’s a moot point anyway. They would argue that a 21st century 2CV already exists – it’s the Citroen C3, Auto Express’s reigning Car of the Year, no less.

Philosophically, it meets the 2CV’s brief and remains true to its forebear’s values. It’s affordable: with the newly announced 34kWh battery, the e-C3 will cost less than £20,000 when it comes on stream in late 2025. It’s

comfortable: the hydraulic bump stops give it a pillowy ride. And there’s clever simplicity, such as the digital driver’s binnacle situated at the top of the dash rather than an expensive head-up display projected onto the car’s windscreen.

The decision to proceed with a new 2CV is still to be taken. “When you develop a car, it takes four years,” says Koskas. “You start the studies and so on, then in the middle you sign a contract when the car is decided, and this is when you can probably start to communicate about the car. We are not at that stage yet.”

He agrees the 2CV and new C3 share a philosophy. “When we talk about daring, comfort, simplicity, affordability, [the C3] is very much in line with what Citroen was in the past,” says Koskas. But he’ll tell you that today’s Citroens are also built on sustainability and boldness. Nothing would be more daring than bringing back the 2CV. Does Citroen dare? And can it possibly win? Over to you, new CEO Xavier Chardon.



## CLASSIC

Production of the 2CV started in 1948 and ran until 1990. More than 3.8 million were sold and it spawned vans and other derivatives

## OPINION SHOULD THE 2CV RETURN?

TEAM YES  
RICHARD INGRAM

Richard.Ingram@autoexpress.co.uk

**AEX** CONTRARY to what I might suggest over the next five paragraphs, I'm not actually that into retro remakes. Yet being able to capture the magic of the original, blending the rooted DNA of a brand in a contemporary – and most importantly, competitive – way, is a surefire recipe for success.

Take the modern MINI as an example. There's no mistaking it for anything else, yet it doesn't sacrifice what made the dinky fifties small car so great: namely that super-sharp go-kart driving experience. How about the latest Land Rover Defender? Boxy but brilliant; nothing compares if you really want to venture off the beaten track.

I think Citroën could (and should) do something similar with the reinvented 2CV. Imagine it: a bubbly, snail-inspired family car with a roomy interior, hiding a modern platform and drivetrain, plus that typical Citroën-soft ride quality. You could even put some Airbumps on the side for ultimate car-park prang protection.

Citroën (like parent firm Stellantis) is on a roll right now: the fantastic e-C3 is our reigning Car of the Year, and the sharply styled C5 Aircross is a concept car in all but name. Don't forget the polarising Ami quadricycle – proof that Citroën can do something different and get away with it.

So here's hoping that those fanciful French designers, engineers and execs can find a way to glance back while also looking forward. Just one request: Can I be the first to carry that carton of eggs across a ploughed field? Sometimes these Auto Express features write themselves!



**"HERE'S HOPING CITROËN'S DESIGNERS, ENGINEERS AND EXECS CAN FIND A WAY TO GLANCE BACK WHILE ALSO LOOKING FORWARD"**

TEAM NO  
PAUL BARKER

Paul.Barker@autoexpress.co.uk

**AEX** IT'S really easy to get wrapped up in enthusiastic nostalgia when it comes to cars. Wouldn't it be great to resurrect car X, Y or Z? Largely, no it wouldn't!

Whisper it, but the Citroën 2CV really wasn't very good when it was new. Characterful, yes, and great if you want to carry eggs across a field without them breaking, but otherwise it's best consigned to the history books.

Citroën has had success over the years by looking forward rather than back, and trying to pioneer – from the DS and the SM, to the Picasso and C4 Cactus: cars that offered something new. I'm sure a fresh 2CV would make people smile, but will they put their money where their grin is, and make it commercially successful?

The car industry is littered with initially well received retro reinventions that didn't succeed. The Chrysler PT Cruiser is a fine example of a car that exploded into life, but once that initial hysteria had dried up, sales ground to a halt quicker than a 2CV on a steep incline. Likewise, the rebooted Volkswagen Beetle wouldn't exactly be categorised as a success.

Hopefully Renault's new 5 will buck the trend, and Citroën execs must be looking enviously at their rival. But time will tell how easy it is to keep the momentum over the next three or four years on what is such a style statement of a car.

Maybe Citroën can capture the essence of what made the 2CV so popular. But I think it would be better off creating a new 21st-century icon that doesn't rely on misty-eyed memories.



**"THE CAR INDUSTRY IS LITTERED WITH INITIALLY WELL RECEIVED RETRO REINVENTIONS THAT DIDN'T SUCCEED"**



**THIERRY KOSKAS** Ex-Citroën CEO

**"WHEN WE TALK ABOUT DARING, COMFORT, SIMPLICITY, AFFORDABILITY, [THE C3] IS VERY MUCH IN LINE WITH WHAT CITROËN WAS IN THE PAST"**

# UK must follow Europe's lead on hydrogen, say car makers



**Chris Roamond**

Chris.Rosamond@autoexpress.co.uk

**REX** THE UK Government must support the development of a European-style hydrogen filling station network and give drivers a real alternative to battery-powered EVs, say car makers frustrated by a lack of progress in the development of hydrogen fuelling options.

Speaking at a 'Hydrogen Summit' organised by BMW on 6 June, David Wong, the head of technology and innovation at the Society of Motor Manufacturers and Traders, said the UK requires the same sort of policy ambition as the European Commission.

The EC has mandated that by 2030 there should be at least one hydrogen filling station every 120 miles on all major routes, and in all towns with a population of 100,000 or more. Wong also called for the Government to ditch the road tax supplement for all zero-emission vehicles, both hydrogen and battery-electric, costing £40,000 or more.

Europe's backing for a hydrogen fuelling network has encouraged BMW to commit to launching its first hydrogen fuel-cell-powered production model in 2028, but currently the UK won't be on the list of countries where the German newcomer is sold.

Also speaking at the summit, BMW's head of hydrogen technology, Dr Jürgen Guldner, warned: "We sincerely hope that the infrastructure will develop further, because right now in the UK it's not in any condition where it would make sense to launch such a vehicle.

"Hopefully in the next few years, development will pick up and there will be more hydrogen fuelling stations that would allow a market introduction," Guldner said.

With BMW absent from the market, motorists in the UK will in theory have access to only two hydrogen vehicles,

Bosses call for more filling stations to give drivers an alternative to BEVs



**JÜRGEN GULDNER** BMW head of Hydrogen tech

**"WE SINCERELY HOPE THAT THE [HYDROGEN] INFRASTRUCTURE WILL DEVELOP FURTHER, BECAUSE RIGHT NOW IN THE UK IT'S NOT IN ANY CONDITION WHERE IT WOULD MAKE SENSE TO LAUNCH SUCH A VEHICLE"**



The European Commission has set out requirements for hydrogen stations

the Toyota Mirai and new Hyundai Nexo. The reality is that sales of both will be in effect limited to corporate customers with their own hydrogen fuelling resources.

Yet according to Guldner, there's a broad potential market for hydrogen-

fuelled cars, particularly among high-mileage drivers and those living in cities who don't have access to off-street parking.

"We get a lot of feedback from real people saying a battery car does not work for me," he said. "Maybe they



## FUEL CELL

Europe's plans to expand hydrogen filling stations has prompted BMW to commit to launching its first hydrogen fuel-cell vehicle in 2028. There are no plans to bring it to the UK

don't have electric charging at home, maybe they are on the road a lot and don't want to depend on charging stops. Even if we can get these down to 20 minutes, we still have a (charge point) infrastructure issue.

"We have issues like trailering (towing), and obviously cold weather conditions where a battery car basically has to be warmed up by using the energy in the battery. Whereas in a fuel-cell car, you don't lose any range."

Despite of these problems, the UK Government's approach to passenger car decarbonisation is focused entirely on a forced transition to battery-electric cars, supported by the Climate Change Committee (CCC), a body of environmental scientists charged with advising the government on net-zero strategy.

The CCC has repeatedly stated it sees no place for hydrogen in road transport, an approach some car makers say is short-sighted, and could actually slow the journey to net zero if a proportion of consumers choose to stick with ICE rather than battery-electric vehicles.



Bentley's new Speed can hit 193mph

## Bentayga Speed returns with new 641bhp V8

THE Bentley Bentayga Speed held the title as the world's fastest SUV for a while, thanks to its legendary W12 engine catapulting it to 190mph. Now the car is back – with V8 power.

Bentley stopped building W12-equipped cars last year, with the new Ultra Performance Hybrid powertrain acting as a replacement. But the Bentayga Speed gets a 641bhp 4.0-litre twin-turbo V8 without plug-in assistance – making it less powerful than the 771bhp Ultra Performance Hybrid and the recently announced 671bhp High Performance Hybrid.

That's still more than the old 6.0-litre W12 Bentayga Speed produced (626bhp), and while there's 50Nm less torque, the V8 Bentayga Speed shrugs off the 0-62mph benchmark sprint 0.4 seconds quicker, taking just 3.4 seconds. The top speed has increased to 193mph as well.

With the old model, we always felt that the V8 S was the sweeter option, thanks to its slightly more favourable kerbweight, and with the new Speed, Bentley has made changes to give it similar dynamism, such as a recalibrated Sport mode, 15 per cent stiffer damping, brake torque vectoring and four-wheel steering.

Pricing hasn't been announced, but we expect it to come in above the £250,000 mark.



British Jeep fans won't be able to buy the sixth generation of the Cherokee, which has just been revealed

# Cherokee is back, but UK won't get new Jeep



**Ellis Hyde**

Ellis.Hyde@autoexpress.co.uk

THE Jeep Cherokee is back with the first all-new version in more than a decade – yet there are no plans to bring the car to the UK.

The all-new, sixth-generation Jeep Cherokee has been revealed and American buyers can look forward to seeing this big, boxy SUV on their roads later this year. But it's been confirmed to Auto Express that there are no plans to bring it over to our side of the pond.

We'd forgive you for thinking this is just another picture of the new Jeep Compass that was unveiled not too long ago, because the two cars look pretty similar. Both feature an upright front end with Jeep's signature seven-slot grille, a flat bonnet, a very square body and squared-off wheelarches.

Of course, all of these styling cues were also found on the landmark, second-generation Jeep Cherokee, more commonly known as the XJ, from the eighties. It was

one of the world's first compact SUVs and was arguably the most influential model the American 4x4 brand has produced, so we understand why the new Mk6 Cherokee might hark back to it.

So far, the only technical detail Jeep has confirmed is that the new Cherokee will be available with hybrid power. We're assuming it's based on the same STLA Large

platform as the new Jeep Wagoneer S, and the next-generation Alfa Romeo Stelvio, which means there would be potential for an all-electric version too, but we'll have to wait and see.

Jeep CEO Bob Broderdorf said: "The all-new Jeep Cherokee headlines our efforts to deliver more product, innovation, choice and standard content to customers than ever before.

"Jeep Cherokee will boast competitive pricing that strikes at the core of the largest vehicle segment and sits perfectly between Jeep Compass and Jeep Grand Cherokee to bolster our winning mainstream line-up."

The brand's boss is referring to its American range there. But while the new Cherokee isn't coming to the UK, Jeep has plenty of exciting models on the horizon. First up is the new Compass, which is due to arrive here before the end of the year, followed by the flagship Wagoneer S that last we heard was due in early 2026. The Jeep Recon electric 4x4 is also coming soon, after the first official images were released back in February.



**"SO FAR, THE ONLY TECHNICAL DETAIL JEEP HAS CONFIRMED IS THAT THE NEW CHEROKEE WILL BE AVAILABLE WITH HYBRID POWER"**

GYEON  
**GAME  
CHANGERS**



# 2012 ↘

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Tesla Model S was assessed recently

## Euro NCAP slams Autopilot name as “inappropriate”

TESLA has been criticised as part of Euro NCAP’s latest round of car safety tests, with the maker’s Autopilot semi-autonomous driving system described as having an “inappropriate” name.

Following its most recent Assisted Driving Grading assessments, Euro NCAP blasted Tesla for the name of its Autopilot system, which led to the Model S scraping a ‘Moderate’ rating after performing strongly in the Safety Backup tests, but poorly in the Assistance Competence section. The latter focuses on how easy it is for drivers to comprehend a system’s capabilities and limitations, how effective functions like adaptive cruise control and speed-limit assist are, and how easy it is to retake control of the car.

Technical manager of assisted driving systems at Euro NCAP, Adriano Palao, accused Tesla of “misleading consumers about the Autopilot system’s capabilities simply through its name and marketing, which could have potential safety implications”.

Euro NCAP says the name is “inappropriate” because it “suggests full automation”.

Tesla pointed Auto Express to a disclaimer on its online car configurator, which states: “The currently enabled features require active driver supervision and do not make the vehicle autonomous.”

**“THE MODEL S PERFORMED POORLY IN THE ASSISTANCE COMPETENCE TEST”**

### TYPED SPECIAL

The UK will get a quarter of the 40 Ultimate Editions bound for Europe



REX OFFICIAL

# Hot Civic bows out with Ultimate Edition



**Ellis Hyde**

Ellis.Hyde@autoexpress.co.uk



THE end is nigh for the iconic Honda Civic Type R. It’s been announced that sales of the current FL5 generation will be coming to an end in the UK and Europe next year due to stringent new emissions regulations.

To mark the occasion, the brand has created a new special-edition version of our two-time Hot Hatch of the Year, called the Honda Civic Type R Ultimate Edition. Only 40 are being made, and these will be sold across Europe.

The UK will receive 10 of those, and each will cost £57,905. Thankfully they aren’t all going to the brand’s favourite customers,

but are being sold on a ‘first come, first served’ basis, so it’s a race to the dealership for whoever wants this piece of hot-hatch history.

“Designed to embody 28 years of hot-hatch performance,” according to Honda, the Ultimate Edition sports Championship White paint contrasted by a black roof, various carbon-fibre components including the big rear spoiler, and bespoke bright-red graphics on the bonnet and down the sides.

There’s more carbon inside, specifically on the centre console and the door sills, and the Type R logo will be projected onto the ground when the doors open. Buyers will also receive a gift box containing a numbered emblem – from one to 40 – and a carbon keyring, floor mats and a car cover.

The car’s drivetrain hasn’t been touched, though, so the 2.0-litre

turbocharged four-cylinder engine still puts out 325bhp and 420Nm of torque which, in traditional hot hatch fashion, is sent exclusively to the front wheels via an equally old-school six-speed manual transmission.

The regular Honda Civic Type R is still available to order for now, with prices starting from £51,905.

We’re told the cause of the legendary hot hatch’s imminent demise is new Euro 6e-bis engine regulations that are due to come into effect in January 2026.

Honda’s strategy and product boss for Europe, Hannah Swift, said: “The industry is changing, and our model range is having to evolve with it in accordance with European legislation.

“However, we look forward to celebrating its heritage in the months ahead.”



**“THE 10 CARS ARE BEING SOLD ON A FIRST-COME-FIRST-SERVED BASIS, SO IT’S A RACE TO THE DEALER”**

# Vauxhall's hot new Mo



**Alastair Crooks**

Alastair.Crooks@autoexpress.co.uk

**REX** VAUXHALL'S fledgling GSE sub-brand is hotting up and soon it'll introduce a performance version of the Mokka – spied here for the very first time.

The Mokka GSE will join the firm's list of zero-emission performance cars. The all-electric Astra and Corsa are set to gain sporty GSE variants, and a new pure-electric Grandland GSE will replace the previous-generation plug-in hybrid Grandland GSE.

We already know plenty about the hot Mokka's underpinnings thanks to its Stellantis siblings, the Abarth 600e and Alfa Romeo Junior Veloce, which use the same platform and powertrain. Vauxhall has also recently teased the Mokka GSE's design and even created an FIA eRally5-regulated Mokka GSE Rally to whet our appetites.

Yet these new spy shots give us lots of fresh details about the sporty electric crossover. As previewed by Vauxhall's shadowy Mokka GSE teaser images, it'll get the same 'IntelliLux' matrix LED headlights currently offered on standard models, although the front bumper has been revamped with a larger air opening.

Vauxhall says GSE owners can look forward to a "sporty look", which we expect to include the larger wheels found on older GSe models; the rims on the car in these latest spy shots look similar in size to the 20-inch wheels found on the Abarth 600e. Under the 'OMG' camouflage wrap (similar to the Mokka GSE Rally's), we can expect white paint to be the GSE's statement colour, but there don't appear to be any changes over the standard Mokka Electric at the rear.

Vauxhall says GSE buyers will get "a chassis set-up that directly integrates the driver and offers exciting driving pleasure", while the cars are "designed to be stable when braking, cornering and at high speeds on the motorway".

While we don't think it's the most dynamic car in its class, the regular

Mokka Electric could get as much as 278bhp as sporty SUV gets ready



**"WE EXPECT THE ELECTRIC MOKKA GSE TO PROVIDE NOTABLY STRONGER PERFORMANCE THAN THE CURRENT 154BHP MODEL"**



**REX SPIED**

## CAUGHT IN THE ACT

Our spies spotted the Mokka GSE being tested on German roads

Mokka Electric uses parent firm Stellantis's e-CMP architecture. Within the group, the newer Alfa Romeo Junior Veloce and Abarth 600e both use a modified version of this platform, called Perfo e-CMP. Both cars feature a 278bhp electric motor powering the front wheels via a limited-slip differential, while Abarth also offers a de-tuned 235bhp version of the powertrain that might be better suited for use in the Mokka GSE. To manage the extra power, expect to see 380mm four-piston front brakes developed by Alcon.

Whatever the output, we expect the all-electric Mokka GSE to provide notably stronger performance than the current 154bhp model when it arrives, possibly this summer.

Vauxhall has also updated the sub-brand's logo, tweaking not only its design, but also its size, replacing the old 'GSe' format. It still stands for Grand Sport Electric and was designed to replace Vauxhall's old GSi logo.

# kka GSE hits the road

## Hybrid joins the Vauxhall Astra Griffin line-up

THE Astra Griffin was launched last year, providing a better-equipped trim for less money in Vauxhall's family hatch line-up, and now it's been revised for 2025 with a new hybrid powertrain to go with the petrol and pure-electric versions.

Price hikes across the board mean the basic Astra Griffin petrol now starts at £26,090 – £1,1275 more than before, but still almost £3k less than the outgoing Design trim. The Hybrid is next up, priced from £28,540, while the Astra Electric Griffin comes in at £35,005 – just £10 more than the old car. The Griffin trim is also available on the 'Sports Tourer' model; the estate bodystyle commands a premium of £2,800 over the petrol and HEV cars, and £1,200 over the EV.

The Astra Hybrid Griffin gets the Stellantis group's newer and more powerful Hybrid 145 mild-hybrid powertrain with an electrified six-speed auto gearbox and a 1.2-litre three-cylinder petrol engine. It gets 143bhp and can do 0–62mph in 9.0 seconds, officially returning 58.9mpg. The petrol and electric powertrains remain unchanged.

A contrasting black roof, rear tinted windows and diamond-cut 17-inch alloy wheels are standard.



## Top-spec GT Premium trim for Peugeot 208 and E-2008

A NEW Peugeot 208 is set to arrive in 2026, but the French firm is still looking to keep the current model competitive by adding a new GT Premium version and increasing the range of the all-electric E-208 to a maximum of 268 miles.

The GT Premium trim is also offered in the 208's crossover sibling, the 2008, representing the best-equipped edition in the line-up. Available to order now, the petrol 208 GT Premium is priced from £28,295; the 2008 GT Premium costs from £35,095 and the E-2008 starts at £39,310.

Alcantara upholstery, heated front seats and a driver's massage system are among the GT Premium spec's standard kit. On the outside, there are diamond-cut alloy wheels, three-claw daytime running lights and aluminium door sills.

## BYD Dolphin Surf on sale as Citroen e-C3 rival from £18k

THE new BYD Dolphin Surf is on sale now, with prices starting from £18,650 – making it one of the cheapest new cars in the UK.

The dinky Dacia Spring and Leapmotor T03 city cars undercut it on price, but at almost four metres long, the Dolphin Surf is closer in size to the Fiat Grande Panda, Renault 5 and Citroen e-C3.

The entry-level Active model gets a 30kWh battery with a 137-mile range, while its 87bhp e-motor means 0–62mph takes 11.1 seconds. Standard equipment includes LED headlights, a 10.1-inch touchscreen, sat-nav, Apple CarPlay and Android Auto, a seven-inch digital instrument panel, keyless entry, a rear-view camera and rear parking sensors.

Boost trim costs £21,950 and has a 200-mile range, while Comfort is priced from £23,950 and can cover 193 miles.



## Volvo's new 'smart seatbelt' hailed as safety milestone

VOLVO has unveiled a new advance in car seatbelt tech, which it says can better protect passengers by adapting to specific situations – something not possible before.

Called the 'multi-adaptive safety belt', the firm's latest safety innovation differs from traditional pre-tensioning seatbelts because it uses the car's built-in sensors (accelerometers, etc) to ascertain the type and severity of a collision.

By analysing this data, plus the height, weight and posture of the person wearing it, the seatbelt will pretension itself to the optimum amount, keeping occupants safe in heavy crashes and avoiding injury in more minor bumps.

The examples Volvo provides are that a larger person in a more severe collision would receive a high pretension load to avoid causing a head injury, while a child in a less serious crash would be subjected to reduced force via the seatbelt to avoid damaging their ribs.

Asa Haglund, head of Volvo's Gothenburg safety centre, said the new seatbelt is "another milestone for automotive safety, and [is] a great example of how we leverage real-time data with the ambition to help save millions of more lives".

Volvo invented the current three-point seatbelt almost 70 years ago.



## FIRST FOR DRIVES



**26 TOYOTA  
URBAN CRUISER**  
EV3 and Elroq rival hits the road



**30 MINI JCW  
ACEMAN**  
Hotter electric five-door hatch



**32 FIAT 600  
HYBRID**  
Does it have its own character?



**Richard  
Ingram**

Richard.Ingram@autoexpress.co.uk

**REX** WE'VE seen a flurry of Chinese models sweep onto the European market in recent years – some good, some bad and some downright ugly. A few stand proud as genuinely competitive, while others feel half-baked, rushed to production and less compelling than a cold takeaway the morning after a big night out.

Omoda, which brought us the petrol and electric 5 and E5 SUVs last year, is now hoping to raise its profile further with its flagship product: the Omoda 9 SHS. That three-letter acronym stands for 'Super Hybrid System' – this Volvo XC60-sized SUV runs a PHEV set-up powered by a huge 34.5kWh battery for a claimed EV range of up to 93 miles.

That comparison with the XC60 is an interesting one. For context, the Omoda is not far off the Volvo's size, yet at £44,990 fully loaded, it's priced alongside more modest models such as the Volkswagen Tiguan e-Hybrid and Toyota RAV4. Omoda clearly has strong aspirations for the 9.

And in some ways, it has every right to. This is a car that on face value has plenty of desirable ingredients – a high-quality and spacious cabin, loads of standard kit and a clever powertrain.

The 9 is a car unashamedly geared towards comfort rather than sporty handling. It's a shame, therefore, that some of the ergonomics are a little off; there's not enough adjustment in the steering wheel for our liking, and we'd prefer it if the driver's seat would go a little lower. Still, visibility is good.

There are three main modes that affect how the powertrain operates. 'Initial' prioritises electric running and keeps things nice and quiet, while 'Smart' utilises both the electric motor and the petrol engine as the car sees fit. We found this setting worked well, juggling the two power sources almost imperceptibly; the engine only really made itself known at a standstill, when we found it tended to emit a low-end drone, otherwise disrupting the peace of the well insulated interior.

The final mode is called 'Force', meaning the petrol engine uses a little more fuel to top up the battery for use later in your journey. Omoda bosses reckon this is perfect for owners and drivers who can't charge at home, but given how well the car can switch between petrol and electric on the fly, we'd leave the system to its own devices.

On top of this, there are the usual, Eco, Normal and Sport modes, plus a few off-road settings. These are controlled via a big rotary dial below the touchscreen – but beware, there will be no sneaking the car into Sport while the family takes

**"There's a high-quality, spacious cabin, loads of standard kit and a clever powertrain"**

### PERFORMANCE

With 443bhp, the PHEV is never short of grunt in any situation. The 9 is at its best at motorway speeds, where it's quiet and comfortable



# Omo

**FIRST DRIVE Well priced Volvo**

a snooze; an unexpected (and unwanted) voice will announce your chosen drive mode to all occupants, every time you switch the dial.

The car feels reassuringly solid from the moment you set off. In our (admittedly brand-new) test car, there were absolutely no rattles or creaks at low speeds, with good sound insulation around town. Visibility is fine to the front, but the narrow rear window compromises the driver's view out the back. Thankfully, the 360-degree parking cameras are excellent, and project an image of the car onto the central screen, negating potential blind spots.

With a combined 443bhp, the Omoda 9 can accelerate from 0-62mph in just 4.9 seconds (top speed stands at 124mph), and it feels every bit as fast as those figures suggest.

The large-ish SUV rarely feels unwieldy on A and B-roads, but the steering is light and a little vague, and the car can wallow about a bit through tighter bends. Furthermore, putting the power down too



# da 9

Volvo XC60 rival shows Chinese brand is a serious player

## ESSENTIALS

### Omoda 9 SHS

**Price:** £44,990 **On sale:** Now

**Powertrain:** 1.5-litre, four-cylinder petrol PHEV

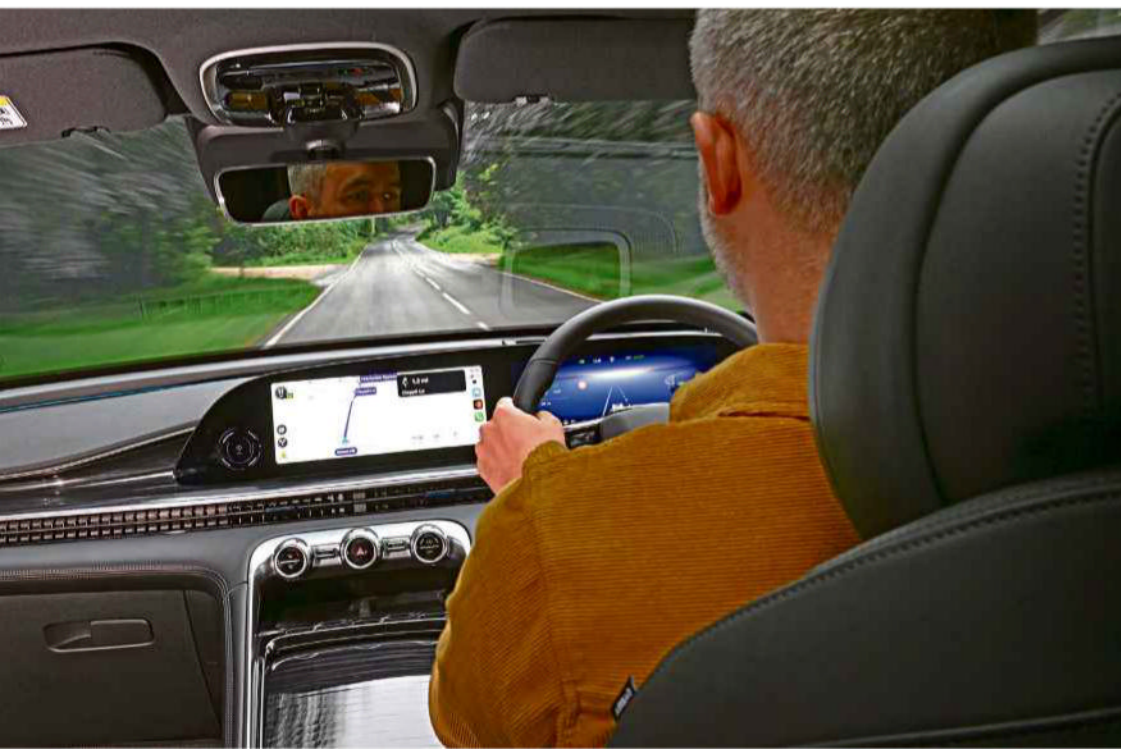
**Power/torque:** 443bhp/700Nm

**Transmission:** Three-speed automatic, four-wheel drive

**0-62/top speed:** 4.9 seconds/124mph

**Economy/CO<sub>2</sub>:** 201.8mpg/38g/km

**Size (L/W/H):** 4,775/1,920/1,670mm



## DESIGN

Distinctive styling sets the 9 apart from its Chinese brethren. Matt grey paint costs £1,500, while the fake tailpipes lend it a European look ▶



### ON THE ROAD

The powertrain is at its best in Smart mode, where it does a very good job of managing electric and petrol-engine power delivery

early – especially on greasier roads – can cause the car to wash wide into understeer. But take things more sedately, and it'll smother all but the worst road imperfections as well as its premium rivals.

There are three levels of regenerative braking, controlled via a sub-menu on the central touchscreen. However, there's little discernible difference between the settings, and the brake pedal on our car was a little grabby.

The Omoda 9 is an excellent motorway car, though. Its comfort-oriented suspension comes into its own at higher speeds, where the SUV settles into a nice rhythm. It's relatively quiet and you'll rarely feel the engine or electric motor shuffling power beneath your backside.

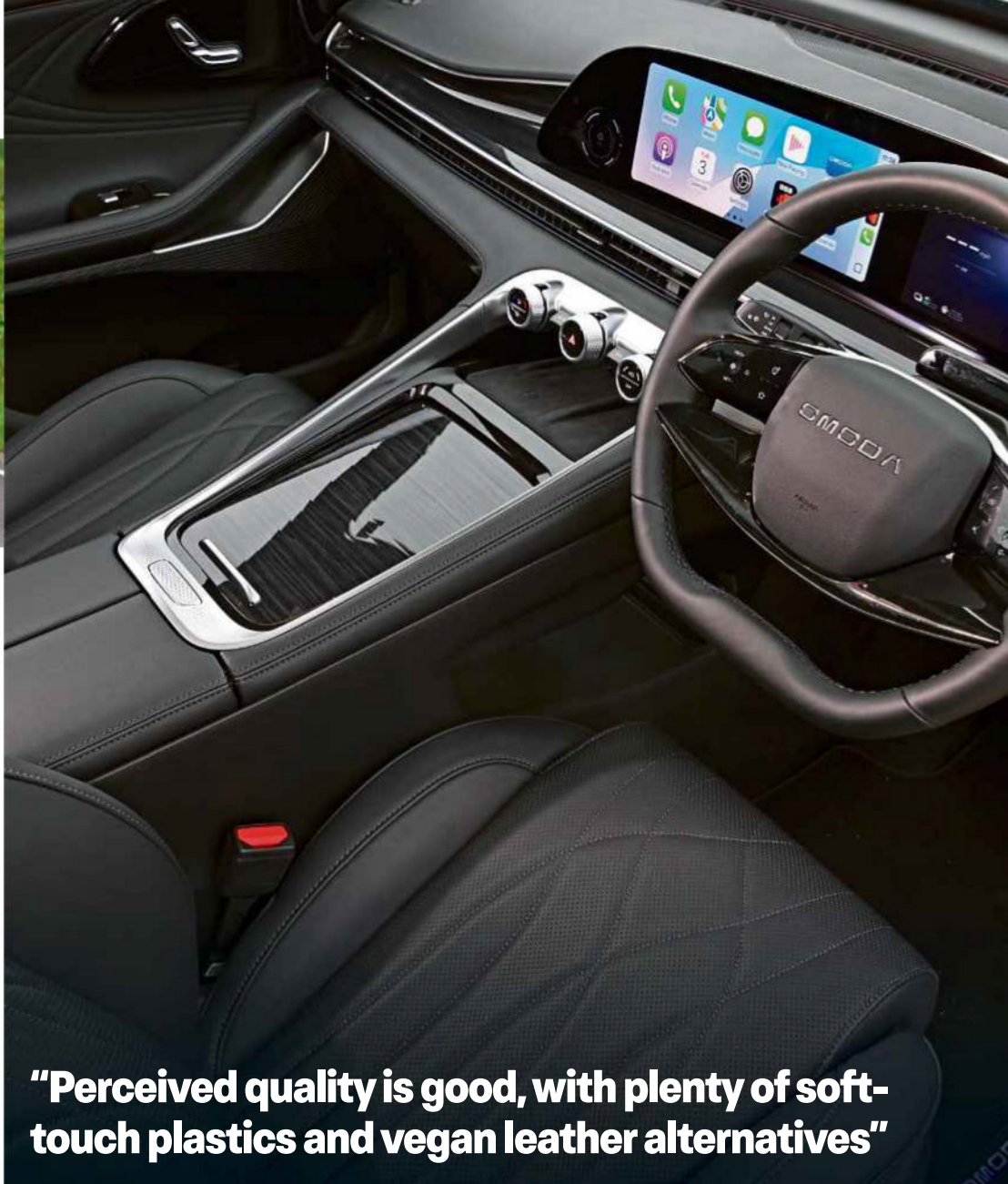
Better still, this is arguably the first Chinese-built car we've driven that feels like its advanced driver-assistance systems (ADAS) have been truly tuned for European tastes and UK roads. We didn't once feel the need to switch off the lane-keeping aid, for example, and only on one occasion did the car flash up a warning for its autonomous emergency braking system. Add this to a promised 700-plus-mile combined petrol and electric range, and the Omoda 9 is a very relaxing car for long distances.

The company claims it'll return around 40mpg even if you don't plug it in, but PHEVs are at their best only if you connect to a home wallbox – or in the case of the 9 SHS, to a DC rapid-charge point.

Indeed, that's a strong selling point. We're seeing more PHEVs fitted with DC charging capability, but the Omoda has speeds of up to 70kW, which can return a 30 to 80 per cent charge in 20 minutes. We expect most owners will charge at home overnight, but it's great to see this functionality included.

Relatively high CO<sub>2</sub> emissions – given the big battery and long range – of 38g/km have no consequence on how this car is taxed; it falls into the low five per cent bracket for Benefit-in-Kind (BiK) company-car tax, while its list price means it's subject to the 'luxury' VED supplement.

It's hard to say how many electric miles the car will do in the real world, due to the way its various



**"Perceived quality is good, with plenty of soft-touch plastics and vegan leather alternatives"**



### PRACTICALITY

There's room in the rear for three adults. The boot holds 660 litres with the seats up, although there's no underfloor storage





## TOUCHSCREEN

Central screen's menu navigation isn't as user-friendly as it should be, but the rotary controls beneath (for the temperature and fan speed) work well and have a lovely tactility



drive modes work. However, we found when dipping below 10 miles of range, the Omoda 9 flagged up a warning message telling you it needs to run the engine to prevent the battery running too low. It'll then default to 'Smart' and charge the battery while driving. Our dynamic dash read-out claimed 20 per cent battery was equivalent to around 12 miles of range, suggesting 60 miles would be a realistic estimate on a full charge.

The interior design is pretty contemporary, with a large display comprising two 12.3-inch screens fused in a single panel. There are dual wireless charging pads and a head-up display.

Perceived quality is good, with plenty of soft-touch plastics and vegan leather alternatives for the doors and dashboard. Some of the materials on the centre console feel a bit cheaper, but overall, it's a pleasant place to spend time.

The infotainment looks great, and has plenty of functionality hidden within – including wireless Apple CarPlay and Android Auto. However, while that works well and fills the entire screen, the lack of a fixed 'home' button makes returning to the main menus trickier than it should be. Find your way there and you're confronted with a tile-based layout that isn't as intuitive as you'd find in a BMW

or Audi. The Omoda's regenerative braking settings are hidden in a sub-menu, for example, rather than being easily accessible via a button.

The standard-fit Sony stereo is excellent, however. It has speakers built into the headrests, and can apparently play different media for different passengers. It can even allow the driver to take a call, while the kids listen to the radio.

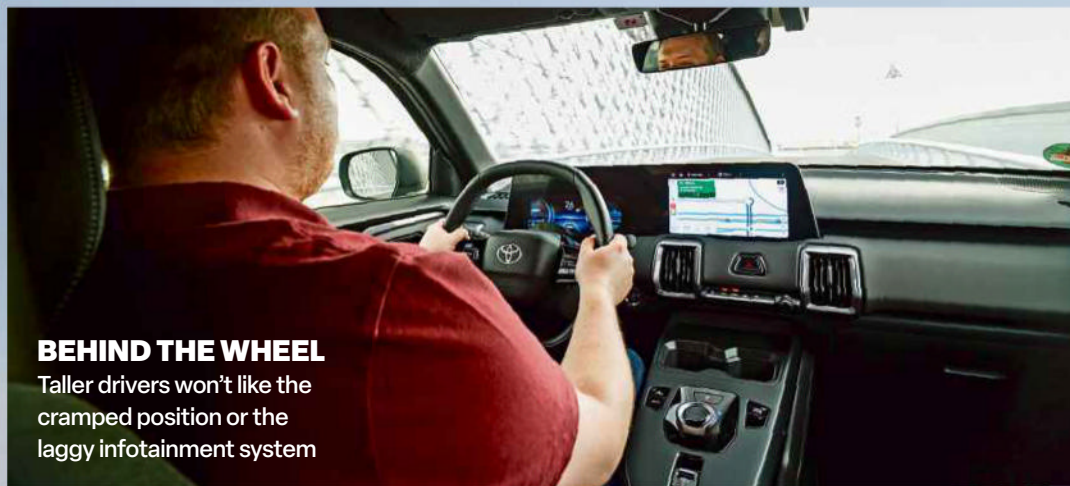
There's generous room in the back of the Omoda 9, with the completely flat floor enabling three adults to sit comfortably side-by-side. Our only real gripe is the way the opening panoramic roof eats into headroom on the outer rear seats.

## REX VERDICT ★★★★★

**THE Omoda 9 SHS is a good-value family car. Its badge may prove one challenge too far for those used to shopping for Range Rovers, but mainstream buyers who want extra kit or more space could do a lot worse than giving the Chinese newcomer their attention. The clever powertrain and comfortable ride make it a solid cruiser, plus its long EV range has the potential to cut costs for private buyers and company-car drivers alike.**

# Toyota Urban Cr

**FIRST DRIVE** Joint effort with Suzuki has its work cut out in a class filled with talented rivals



## BEHIND THE WHEEL

Taller drivers won't like the cramped position or the laggy infotainment system

## ESSENTIALS

### Toyota Urban Cruiser Design

**Price:** £33,000 (est) **On sale:** Early 2026

**Powertrain:** 61kWh battery, 1x e-motor

**Power/torque:** 172bhp/193Nm

**Transmission:** Single-speed automatic, front-wheel drive

**0-62/top speed:** 8.7 seconds/TBC

**Range:** 265 miles

**Max charging:** 67kW (10-80% in 45 mins)

**Size (L/W/H):** 4,285/1,800/1,635mm

**"A maximum charging speed of 67kW is rather pathetic by 2025 standards"**



# uiser



**Ellis  
Hyde**

Ellis.Hyde@autoexpress.co.uk

**REX** AS well as being a pioneer of hybrid technology, Toyota actually launched the world's first electric SUV all the way back in 1997 – 22 years before we were introduced to the Tesla Model Y. The Toyota RAV4 EV was a petrol-free version of the world's original crossover SUV.

It was only sold in California, though, to meet the US state's zero-emissions vehicle mandate. However, the brand's latest attempt at a small electric SUV, the new Urban Cruiser, definitely is coming to the UK – although not as soon as this summer, as was originally planned. It won't be arriving in showrooms until the first half of 2026.

Pricing is still firmly under wraps, but we're expecting things to kick off at around £30,000 and top-spec models will probably cost closer to £35,000, which would put the Urban Cruiser in a very difficult position. For a start, the Citroen e-C3 Aircross and Vauxhall Frontera Electric are both available for less than £25k. Then there's the new Renault 4, which will start from under £27k. If we're on the money about the Toyota, its closest competitors on price will be the Jeep Avenger, Ford Puma Gen-E, Kia EV3 and Skoda Elroq.

You might assume that the Urban Cruiser is the baby brother of Toyota's bZ4X family SUV, but the new car is the near-identical twin of the Suzuki e Vitara, which is also coming soon; the pair sit on a jointly developed EV platform. The big difference between the two is the front-end design, plus the Suzuki will offer the option of all-wheel drive.

When order books finally open, three versions of the Toyota will be available: Icon, Design and Excel. The entry-level model will use a 49kWh battery and a 142bhp electric motor to drive the front wheels. According to Toyota, it will provide up to 214 miles on a single charge and 0–62mph in 9.6 seconds.

Standard kit should include 18-inch alloy wheels, a 10.1-inch touchscreen, wireless Apple CarPlay and Android Auto, an energy-saving heat pump, a 10.25-inch instrument panel, a sliding rear bench, a reversing camera and a smattering of driver-assistance tech including blind-spot monitoring, adaptive cruise control and traffic-sign recognition.

Most buyers will probably upgrade to one of the higher specifications because these add a 61kWh battery, which increases the official range to a more respectable 265 miles, and come with a slightly more powerful 172bhp e-motor that cuts the 0–62mph time down to 8.7 seconds. Top



**RANGE** Entry-level Icon trim's battery will cover 214 miles, while Design and Excel go as far as 265 miles – but rivals can offer much more

models also get a panoramic sunroof, a JBL sound system, adaptive LED headlights and a wireless charging pad, among other niceties.

Only that range-topping version can cover close to the same distance as the Renault 4 or Jeep Avenger, or base versions of the EV3 and Elroq. But critically, if you get the Kia or Skoda with bigger batteries, both can cover more than 350 miles.

More embarrassing is the Urban Cruiser's maximum charging speed of just 67kW, which is rather pathetic by 2025 standards. Because of the car's relatively big batteries, it means a 10 to 80 per cent top-up takes at least 45 minutes; most other cars in the class can do it in under half an hour.

Toyota's explanation is this maximum charging speed helps ensure the longevity of the battery, which it will cover under warranty for up to 10 years or 650,000 miles (one million kilometres), so long as owners get an annual check. We can understand the thinking, but none of that is going to matter to anyone who's leasing this car for just a couple of years – as a lot of people do with EVs. They will have to sit plugged into a public rapid charger for nearly an hour, while drivers with other cars capable of faster speeds come and go.

Not so great on paper, then, but how about on the road? We were in Spain to drive a very close-to-production prototype, and were told the only differences to customers' cars would be the finish on the centre console and door cards. However, Toyota should consider changing a few more things, because this interior is soulless.

It feels cheap too, with almost all the surfaces made from varying textures of plastic, and the dashboard having just a thin layer of soft-touch fabric. The seats are incredibly hard and felt like they had no side bolstering; we slid around in them through corners, and the headrests are rock solid,





### INTERIOR

Pre-production car's cheap-feeling plastics don't help the Toyota's cause, while the seats offer little support

which made us grateful the Urban Cruiser doesn't have enough torque to pin us back in the seats.

Again, this is a prototype, but even so the infotainment system shouldn't be as painfully slow as it was in our test car. Menus took a long time to load, with the touchscreen often needing a second prod to get it to do what we wanted. There are at least some physical climate controls on the dash.

The car doesn't feel particularly spacious up front, and taller individuals may find the driving position quite cramped – our hands kept hitting our knees whenever we turned the steering wheel. In the back there is a surprising amount of kneeroom – plenty for six-foot tall adults – and sufficient headroom, but the floor is high and you don't get much under-thigh support, so it won't be terribly comfortable on long journeys.

The 238-litre boot is only slightly bigger than a MINI Cooper's, and far less practical than any rival's. The rear seats can be pulled forward by up to 16cm to expand the capacity, but even then there's still only 306 litres available. For context, the Renault 4 has 420 litres, while the Elroq can haul 470 litres.

On the road, acceleration is relatively nippy, plus the suspension does a decent job of cushioning the impacts from potholes and the like. But the ride is generally quite wallowy, and the car feels floaty on the motorway, where a lot of road noise also creeps into the cabin. More annoying is the lane-keep assist that gave us no forewarning and would suddenly start pushing us around in our lane, and



deactivated just as quickly, often after putting us on a collision course with a barrier.

Given that this car is called the Urban Cruiser, we'd expected it would be exceptional in town. However, the turning circle isn't that small and there's no one-pedal driving mode, as you get in the Renault 4. Even the strongest regenerative braking mode takes a long time to slow the car to a crawl.

But our biggest gripe is with the system Toyota calls 'active cornering control'. This is essentially torque vectoring by braking, so when you're cornering, the car uses the brakes on the inside wheel to prevent understeer. We certainly couldn't detect any on the twisty roads, but the unsettling side effect is that the car feels like it has no grip at the rear, which isn't exactly confidence-inspiring.

**ON THE ROAD** Performance is respectable enough and the suspension deals with potholes, although the body wallows and the active cornering control leaves a lot to be desired

**REX VERDICT** ★★☆☆☆

**THE Toyota Urban Cruiser isn't necessarily a bad car, it's merely unremarkable. Our drive of a prototype showed it lacks personality and a unique selling point to help it stand out against rivals. Put simply, whatever it can do, most others can probably do it better. Customers expect more from this brand, and rightfully so considering this car's potential price.**

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**Alex  
Ingram**

Alex.Ingram@autoexpress.co.uk

**AEX** THIS is the MINI John Cooper Works Aceman, the hottest version of the brand's five-door, all-electric challenger. Less than a year ago, the Aceman would have had the class all to itself, but the recent arrival of two Stellantis cars – the Alfa Romeo Junior Elettrica Veloce and the Abarth 600e Scorpionissima – means buyers have three distinctive options when it comes to something compact and sporty with a subtle SUV stance.

The Aceman's squared-off front end gets some low-key tweaks for the John Cooper Works edition; the red, white and black JCW logo sits within a large gloss-black frontage, which extends into the front splitter and into the wheelarch trims. These surround a unique set of 19-inch alloy wheels and a pronounced spoiler frames the rear window.

The Aceman's cabin remains a fantastic place to sit, thanks to the supportive part-leather front seats. Among the lovely details are the red and black nylon strip that forms the lower spoke of the chunky steering wheel, and the woven fabric dash top with red chequered highlights. The latter is highlighted even further by the tastefully judged red ambient lighting that catches the textured surface, as well as glowing from under the dash and the doors.

As ever, that round touchscreen looks fantastic, too, but in some ways it's a case of form following function; the on-screen temperature controls are rather fiddly, for example. This is not the only slight ergonomic quirk inside, either, because the central cubby is hinged towards the passenger, which makes it a bit awkward for the driver to get to.

The Aceman is also not a particularly spacious car. Although it is roomier than the standard MINI hatch – and the two rear doors improve access to the back seats, too – it has less rear knee room than the Abarth 600e and the smaller Renault 5. A 300-litre boot is reasonable, if not outstanding.

So while it's not a car that buyers should flock to if practicality is key, it does manage to serve up a healthy dose of fun – despite the fact that it's not flawless from behind the wheel, either.

Fundamentally, it uses the same configuration as the MINI JCW Electric, with a 254bhp/340Nm e-motor driving the front wheels, linked to a 54.2kWh battery. That maximum power output is on tap when the driver flicks a paddle marked Boost behind the steering wheel; this ups the output from 227bhp to 254bhp for 10 seconds, to give you a chance of completing the 0-62mph dash in 6.4 seconds. That's half a second behind the three-door

**“The cabin is a fantastic place to sit, thanks to the supportive part-leather front seats”**

# MINI JCW

**FIRST DRIVE** Sporty version of five-door EV has price, quality and performance on its side, but other aspects aren't so hot



# Aceman

## ESSENTIALS

### MINI John Cooper Works Aceman

**Price:** £36,905 **On sale:** Now

**Powertrain:** 54.2kWh battery, 1x e-motor

**Power/torque:** 254bhp/340Nm

**Transmission:** Single-speed, front-wheel drive

**0-62/top speed:** 6.4 seconds/124mph

**Range:** 243 miles

**Max. charging:** 95kW (10-80% in 30 minutes)

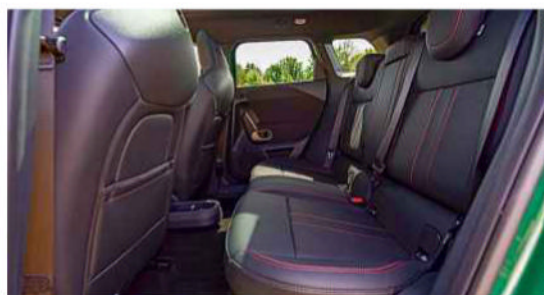
**Size (L/W/H):** 4,079/1,754/1,514mm



## RACY

JCW badging, a spoiler and bonnet stripes give the Aceman a sporty look to match its performance

**“While it’s not a car that buyers should flock to if practicality is key, it serves up a healthy dose of fun”**



JCW, yet it still feels lively in a straight line, in no small part thanks to a steering wheel that wiggles in your hands as the chassis fights to deploy all that torque.

The slower 0-62mph time largely comes down to the car’s weight. For a car that’s less than 4.1 metres long, a 1,820kg kerbweight is pretty significant, and that becomes more obvious when you start to reach the Aceman’s limits on the road.

Typical of every current MINI, the Aceman’s steering is incredibly responsive, so initially the car feels keen to dart into corners. But lean on it through longer turns or ask for a quick direction change, and the Aceman doesn’t quite feel as darty as we’d like, or indeed as darty as its two rivals from Abarth

and Fiat. The uprated Hankook tyres and revised suspension geometry make it a more grippy and enjoyable car than the rest of the range, but those changes don’t improve the lifeless steering.

While the ride isn’t quite as punishingly firm as the three-door JCW’s, the Aceman is still incredibly hard over bumps. A degree of stiffness is necessary to keep that weight in check of course, but on an undulating B-road, it works against it, throwing the Aceman’s body from one bump to the next.

That extra weight over the hatchback has only a minor adverse effect on the car’s range, which is officially 243 miles. That’s significantly up on the 200-mile WLTP range of the Alfa Romeo Junior.

## INTERIOR

Aceman is bigger than MINI JCW hatch, but the space in the rear seats and boot is only average



**VERDICT** ★★★★★

**FUN isn’t hard to come by in the John Cooper Works Aceman, but neither are the flaws. The powertrain rarely fails to throw up a giggle, but sharp steering only injects a veneer of agility over what is a very heavy car for its size. The ride is too firm and rear space isn’t great, yet the front of the cabin feels more special than its rivals’, and it undercuts them on price.**



## ESSENTIALS Fiat 600 Hybrid 136

**Price:** £26,105

**On sale:** Now

**Powertrain:** 1.2-litre turbocharged three-cylinder mild-hybrid petrol

**Power/torque:** 134bhp/230Nm

**Transmission:** Six-speed automatic, front-wheel drive

**0-62/top speed:** 8.5 seconds/124mph

**Fuel economy/CO2:** 57.6mpg/109g/km

**Size (L/W/H):** 171/1,981/1,536mm

**INTERIOR** Much of the dash comes from its siblings, although the drive-select buttons are new

# Fiat 600 Hybrid



**Alastair Crooks**

Alastair.Crooks@autoexpress.co.uk

**FIRST DRIVE** Hybrid powertrain makes its way into Fiat's family crossover, but can it set itself apart from its Stellantis siblings?

**AEX** CAR manufacturers can be awfully predictable at times. We recently saw Stellantis roll out its new Hybrid 136 powertrain to cars such as the Citroen C4, Peugeot 5008, Alfa Romeo Junior and Vauxhall Astra. Not one to be left out, Fiat has now added it to its 600 crossover.

We've experienced the Fiat 600 in all-electric 600e form already – as well as the wild Abarth 600e – and found that while the Italian firm has clearly tried to differentiate the small SUV from its many other Stellantis-owned siblings on the surface, the same all-electric e-CMP architecture shared with the likes of the Vauxhall Mokka Electric and Jeep Avenger EV is always apparent.

The new 600 Hybrid poses a similar question: has Fiat given its crossover enough of its own identity to not only separate it from its immediate platform-sharing counterparts, but to help it stand out in what is a crowded market?

As with the 100bhp version also offered by Fiat, the Hybrid 136 uses a 1.2-litre, three-cylinder turbo petrol engine, plus a 28bhp electric motor. The latter is integrated into the six-speed automatic transmission – although don't go thinking you'll be making journeys on electric power alone, because Fiat claims the 600 Hybrid will only run in EV mode for up to one kilometre at speeds of up to 18mph.

The e-motor is designed to boost the efficiency of the petrol engine, which it does very well; the 600 Hybrid returns 57.6mpg whether you go for

the 100bhp variant or the 134bhp version – definitely towards the upper end of the hybrid crossover market for efficiency. Its Stellantis alternatives all produce similar figures, while the 125bhp mild-hybrid Ford Puma returns 52.3mpg and the impressive Nissan Juke Hybrid only just beats the Fiat with 58.9mpg.

During our admittedly spirited drive we didn't see numbers anywhere near Fiat's claims. However, as we've found in other Stellantis models packing this hybrid unit, a balanced drive should provide solid efficiency – especially with the 134bhp unit, which doesn't need to be worked quite so hard.

We were impressed with the hushed on-road nature of the all-electric 600e and it's a similar affair with the hybrid model, although the occasional grumble from the petrol engine means it's not quite as refined. There's a bit of wind noise, particularly around the door mirrors, but thanks in part to our version's smaller 17-inch wheels, the 600 Hybrid cruises along rather effortlessly on the motorway.

Something else the 600e does well is ride properly. It's not the last word in comfort, but you get the sense the 600 Hybrid is actually making use of its jacked-up profile to dispatch larger potholes and speed bumps with relative ease, and it settles down well on rougher roads – especially next to the 600e, which is 245kg heavier.

Compared with some of its stablemates, particularly the Junior hybrid, the Fiat isn't the most





**“It’s competent enough for a small crossover, but you won’t want to hustle it around your favourite bends”**



**SPACE** Front and rear headroom is good, but a ridge in the floor gets in the way of a middle passenger’s feet. At 365 litres, boot volume is bigger than that of the Mokka and Avenger



engaging. It’s obvious that it has been tuned to be as easy as possible to drive, with light steering and a relaxed throttle position. It’s half a second quicker to 62mph than the 600e, taking 8.5 seconds, and it’s competent enough for a small family crossover, but the 600 Hybrid isn’t something to hustle around your favourite bends.

Inside, it retains the same overall design as the 600e with a clear influence from the retro-styled 500 supermini. The gloss dash comes in the same colour as the exterior, and Fiat’s centre console and the 10.25-inch main touchscreen are used in a whole host of Stellantis products, alongside a row of physical climate control buttons – and here the arrangement works well.

While the Fiat 600 Hybrid is towards the upper end of the segment for practicality, you’ll pay a premium for it. That’s because the 600 Hybrid 100

kicks off at £25,105, with the La Prima starting at £28,105 (the Hybrid 136 adds £1,000 to each). While this undercuts the Avenger e-Hybrid, the similarly equipped Mokka and Citroen C4 with the same hybrid unit are almost £1,000 cheaper.

**REX VERDICT** ★★★★★

**IF you want a larger alternative to the Fiat 500, then the 600 Hybrid is a much better car than the old 500X. It’s frugal, spacious and comfortable, with a powertrain that seems to feel at home. Fiat has tried to duplicate the retro appeal of the 500 here and some surface details are well executed, but it all feels very similar to its Stellantis cousins underneath – making the Fiat’s slightly higher price tag an issue.**



**Alastair Crooks**

Alastair.Crooks@autoexpress.co.uk

**REX** UNTIL the upcoming Polestar 5 saloon arrives to tackle the Porsche Taycan and Audi e-tron GT in 2026, the Polestar 3 is the all-electric brand's flagship model, also vying against German competition, in the shape of the Audi Q6 and Q8 e-trons plus the BMW iX and Mercedes EQE SUV. Helping to set the Polestar apart are its design, technology, performance and battery size – the latter resulting in some impressive range figures. There's now a Long Range Single Motor version too, living up to its name with 400-plus miles on offer.

The Polestar 3, like the above rivals, is a premium SUV and it's priced as such. The new Long Range Single Motor (LRSM) version brings the line-up's entry point to just under £70,000, with the Long Range Dual Motor adding around £6,000, and the Performance model another £6,000 pricier.

With just one motor, the Long Range Single Motor is understandably less powerful than the other Polestar 3s, offering 295bhp rather than the 483bhp of the Dual Motor and 510bhp in the Performance. Every Polestar 3 gets the same 107kWh battery, though. That means the Long Range Single Motor model offers up to 438 miles of range, which eclipses many of its rivals and beats the still-impressive dual-motor's 395 miles. After testing the new car on a variety of roads, we found a return north of 400 miles is realistic.

Plenty of rear-wheel-drive electric cars offer a sprightly feel thanks to their instant torque and low centre of gravity – and both are immediately apparent in this new model. Polestar has given the single-motor car a bespoke chassis set-up, with all-new anti-roll bars intended to create more front-end grip; these work together with passive suspension instead of the air suspension that comes standard on dual-motor cars.

The result is that despite weighing in at a significant 2,403kg (the Long Range Dual Motor and Performance weigh 2,579kg), the LRSM's body control is impressive. While it can't quite contain side-to-side movements at speed on bumpy roads, the ride is composed. Our only gripe is that it's not as compliant over speed bumps and rough roads as the dual-motor versions' adaptive set-ups.

You may think that the Long Range Single Motor would feel sharper than the dual-motor cars in the bends – especially after Polestar's CEO Thomas Ingenlath said: "The rear-wheel-drive configuration fits with our performance-focused driving dynamics that make the car stand out in the luxury SUV sector". However, we didn't find the LRSM to

**"After testing it on a variety of roads, we found a range of more than 400 miles is realistic"**

# Polestar 3 LRSM

**FIRST DRIVE** Rear-drive premium SUV marks the entry point to the line-up, and further extends the EV's range



## ESSENTIALS

### Polestar 3 Long Range Single Motor

**Price:** £69,910 **On sale:** Now

**Powertrain:** 107kWh battery, 1x e-motor

**Power/torque:** 295bhp/490Nm

**Transmission:** Single-speed automatic, rear-wheel drive

**0-62/top speed:** 7.5 seconds/112mph

**Range:** 438 miles

**Max charging:** 250kW (10-80% in 30min)

**Size (L/W/H):** 4,900/2,120/1,618mm



## ON THE ROAD

LRSM gets its own chassis set-up that gives it a composed ride and stability, but it's hard to have fun with it

## INTERIOR

Three-zone climate control and heated front seats are standard, and environmentally friendly materials include WeaveTech and MicroTech

be the keen driver's choice, because even with the ESC mode in 'Sport', there's masses of grip from the exceptionally wide rear tyres that mutes any potential of getting the Polestar 3 to feel lively. That grip does give a feeling of stability, however – no surprise, because Polestar actively aimed to give the single-motor the same driving characteristics as the dual-motor cars. It's a little disappointing, though, when cars like the MG4 and Cupra Born have a surprisingly fun rear-driven nature.

The single-motor Polestar 3 also lacks the ability to switch its power delivery between 'Performance' and 'Range', although there is still a choice of three steering modes; there's a bit of vagueness in the dead-ahead, although the modes provide a decent change in weight. But with no air suspension, there's also no raising function or hill descent mode that are standard on the dual-motor Polestar 3s.

The LRSM might have nigh-on 300bhp, but it's got a lot of weight to lug around. As a result, it only gets from 0-62mph in 7.5 seconds, although we found it to feel zippy enough.

Equipment on the single-motor car is unchanged from the dual-motor so there are Brembo brakes, heated frameless door mirrors, a powered tailgate, three-zone climate control, heated front seats, a



14.5-inch central display with a Google operating system, built-in apps and 5G connectivity, plus a vast suite of safety systems.

Our test car also came with some charcoal animal welfare wool, which is another £1,000 option. Whether you choose that or the Nappa leather upholstery, the Polestar 3's cabin manages to feel distinctive among its class with the build quality you'd want at this price.

**REX VERDICT** ★★★★★☆

**THE single-motor Polestar 3 is an attractive proposition, but the Long Range Dual Motor is the edition we'd opt for. It costs more and has a lower range, but they're fairly negligible downsides when you consider the increase in performance it offers – and the improved ride quality thanks to its brilliant air suspension.**





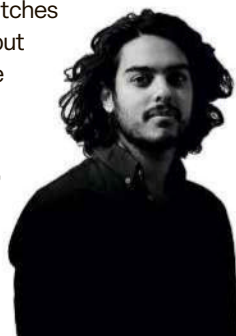
## FIESTA ST Mk7

**Power/engine size:** 180bhp/1.6-litre  
**Engine/gearbox:** 4cyl in-line turbo/six-speed manual  
**0-62/top speed:** 7.0 seconds/142mph  
**Price new/price now:** £18,950/£6,000-£10,000

FORD'S best drift car ever may well be the Mk7 ST – even though it's front-wheel drive. This relatively unassuming supermini, with its 1.6-litre engine and tiny wheels changed the hot hatchback genre when it arrived in 2012, with a balance that didn't just kill fun-sapping understeer, but actively promoted oversteer when off-throttle in a corner.

Many supermini-sized hatches have had a sweet chassis, but here, it's not at the expense of usability. The ride, while very firm on earlier models, wasn't a bar to daily driving, while the excellent seats and practicality only helped matters.

**JORDAN KATSIANIS**



## FOCUS RS Mk2

**Power/engine size:** 300bhp/2.5-litre  
**Engine/gearbox:** 5cyl in-line turbo/six-speed manual  
**0-62/top speed:** 5.9 seconds/163mph  
**Price new/price now:** £27,575/from £22,000

WHILE the Focus RS borrowed its 2.5-litre engine from the ST, Ford gave it some serious steroids when it was launched in 2009. It successfully pushed a stonking 300bhp and 324lb ft of torque through the front wheels – more than enough to put some of the best sports cars to shame.

At low speeds, the Mk2 RS wasn't that different from the regular Focus hatch, although a bit on the firm side. But open the taps up and the overall driving experience was spot on. The car had plenty of power and was huge fun to drive. Plus it could do all the practical things the regular Focus could do.

**RYAN BIRCH**



## SHELBY GT 500

**Power/engine size:** 355bhp/7.0-litre **Engine/gearbox:** V8 twin-carb/three-speed auto  
**0-62/top speed:** 6.5 seconds/128mph **Price new/price now:** £3,700/£150,000

THERE are plenty of fast Ford Mustangs, but one of the most iconic is the 1967 GT 500 produced by racer Carroll Shelby's firm, Shelby American. It first created the V8-powered GT 350 in 1965 then, in 1967, introduced a new variant using Ford's 7.0-litre big-block V8, and featuring fibreglass body panels to help keep weight down and give a more aggressive look.

Shelby American continues to market variations of hot Mustangs today, but there's nothing quite like the original GT 500. **CHRIS ROSAMOND**



# OUR BEST EVER FAST FORD

We reveal our favourites, hatches to coupés and tr



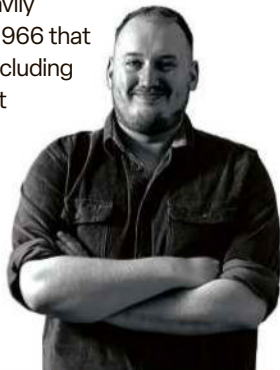
## GT40

**Power/engine size:** 485bhp/7.0-litre **Engine/gearbox:** V8/  
four-speed manual **0-62/top speed:** 4.2 seconds/215mph  
**Price new/price now:** N/A/£10,000,000

EVERYONE knows the story: in 1963, Ford tried to buy Ferrari, Enzo regretted the deal at the final hour and this put Henry Ford II on the warpath, determined to prove his company could dominate Ferrari in motorsport. Specifically, at the hallowed 24 Hours of Le Mans. The result was the Ford GT40: the greatest car the company ever made, and one of the most legendary cars ever.

A mixture of British and American expertise brought the GT40 to life, with the first iteration completed less than a year after Mr Ford issued his decree. It stood just 40 inches tall, hence the name, looked like a missile with a windscreen, and a 4.2-litre V8 allowed it to reach 200mph. Just 31 road-going versions were built alongside the racers.

However it wasn't until the heavily revised Mk2 took to the track in 1966 that the GT40 started to win races, including a podium lockout at Le Mans that year. Thanks in part to a new 485bhp 7.0-litre motor, the car broke lap records and hit 213mph. The GT40 went on to secure four consecutive victories for the Blue Oval from 1966 to 1969.



ELLISHYDE



## RS200

**Power/engine size:** 246bhp/1.8-litre  
**Engine/gearbox:** 4cyl in-line turbo/five-speed manual  
**0-62/top speed:** 6.1 seconds/150mph  
**Price new/price now:** £49,995/£450,000

THE wild RS200 was built to homologate a rally version that didn't manage to be competitive before the ill-fated Group B cars were banned. Just 200 road cars were built in the mid-eighties, with 246bhp from a mid-mounted turbocharged 1.8-litre Cosworth engine.

These were actually built by Reliant, famous for its fibreglass expertise with the Robin, and around a third of the car was from Ford's parts bins. But it can still turn heads at a level massively out of proportion with its success or driving experience. Which is why I love it.

PAUL BARKER

**"IT STILL TURNS HEADS AT A LEVEL MASSIVELY OUT OF PROPORTION WITH ITS SUCCESS OR DRIVING EXPERIENCE. WHICH IS WHY I LOVE IT"**

**S**  
from hot  
track legends

**"IT STOOD JUST 40 INCHES TALL - HENCE THE NAME - LOOKED LIKE A MISSILE WITH A WINDSCREEN, AND ITS V8 ALLOWED IT TO HIT 200MPH"**





## ESCORT RS COSWORTH

**Power/engine size:** 224bhp/2.0-litre

**Engine/gearbox:** 4cyl in-line turbo/five-speed manual

**0-62/top speed:** 5.7 seconds/150mph

**Price new/price now:** £21,380/£75,000-plus

A MAKER only needs to say 'homologation special' and you know the result will be something a little out of the ordinary – like the Escort RS Cosworth.

Built to allow Ford to go rallying in the nineties, this was much more than an Escort with a bodykit.

Its engine had a massive turbo, and cars left the factory with around 225bhp. Find an unfettled example, and you'll be knocking on the door of £100,000; it seems some of those who coveted them as a child (me) can now afford (not me) the vastly inflated price it takes to secure one.

**RICHARD INGRAM**



## ESCORT MEXICO

**Power/engine size:** 86bhp/1.6-litre

**Engine/gearbox:** 4cyl in-line/four-speed manual

**0-60/top speed:** 10.7 seconds/99mph

**Price new/price now:** £1,150/£70,000

IN 1970 entrepreneur Wylton Dickson thought up the London to Mexico Rally, which was won by a Ford Escort.

To celebrate, Ford created a special version of the car, aptly named Mexico. Its popularity wasn't based solely on its fabulous Coke-bottle shape, flared wheelarches and unique decals; there was also plenty to get excited about underneath. The 1.6-litre engine only produced 86bhp but it went to 13-inch rear wheels, while the car's superb balance was made all the more enjoyable by responsive steering and a sensational gearshift. True to its rally roots, the Mexico also received a strengthened body, and a revised suspension set-up.

**ALASTAIR CROOKS**



**"ITS POPULARITY WASN'T BASED SOLELY ON ITS FABULOUS COKE-BOTTLE SHAPE; THERE WAS ALSO PLENTY TO GET EXCITED ABOUT UNDERNEATH"**





## PUMA 1.7

**Power/engine size:** 123bhp/1.7-litre

**Engine/gearbox:** 4cyl in-line petrol/five-speed manual

**0-60/top speed:** 8.8 seconds/126mph

**Price new/price now:** £14,550/£1,000

READERS of sister magazine *Evo* will know its back pages, where every *Evo*-worthy car is rated. For a time, two cars had the same summary, “Pros: Everything. Cons: Nothing.” One was a Ferrari. The other? The humble Puma.

Why? Firstly, there’s the engine, one of the smoothest four-cylinder units around, with an appetite for revs, mated to a sublime manual ‘box.

But it’s the chassis that’s the real star, making the Puma among the most playful, approachable, communicative and agile cars of its era – and any other.

**ALEX INGRAM**



## SIERRA RS COSWORTH

**Power/engine size:** 224bhp/2.0-litre **Engine/gearbox:** 4cyl in-line turbo/five-speed manual

**0-60/top speed:** 6.5 seconds /149mph (RS500)

**Price new/price now:** £20,000/£150,000

FORD’S jellymould Sierra gained a lukewarm reception from conservative car buyers. So to help inject some life, Ford Motorsport partnered with Cosworth.

The road car’s spoiler and deep front bumper were functional, while the flared arches were designed for the racing version’s slicks. The turbocharged engine made 224bhp in RS500 guise, and the driving experience was great, with decent steering and a nimble chassis that gives a fairly comfortable ride. **DEAN GIBSON**



## CORTINA LOTUS Mk1

**Power/engine size:** 105bhp/1.6-litre

**Engine/gearbox:** 4cyl twin-cam in-line/four-speed manual

**0-60/top speed:** 13.6 seconds/108mph

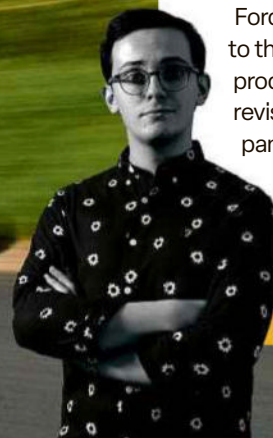
**Price new/price now:** £1,100/£70,000

THE Ford Cortina Lotus, as it’s officially named, was born after Ford noticed Lotus founder Colin Chapman had commissioned a twin-cam version of the Ford Kent engine for use in the Lotus 23 racing car.

Ford asked Lotus to fit this revised powertrain to the Cortina for Group 2 touring car racing. It produced just over 100bhp, while the car sat on revised suspension and had lightweight body panels in iconic cream and green paintwork.

The original plan was to produce just 1,000 examples, but in fact around 7,500 were produced across two generations.

**TOM JERVIS**



# DRIVER POWER

## THE RESULTS ARE IN... HERE ARE THE TOP 50 CARS

REVEALED: the winners and losers in the UK's biggest automotive consumer survey



**Chris Rosamond**

Chris.Rosamond@autoexpress.co.uk



WELCOME to our 2025 Driver Power New Car Survey, the latest in our annual series of highly anticipated guides, reflecting the levels of satisfaction reported by real-world owners in the UK's constantly evolving car market. We've been keeping tabs on consumer feedback for the best part of a quarter of a century, and we're proud that over that time, the Driver Power brand has become trusted by car buyers and manufacturers alike.

We base our survey results on the feedback of many thousands of respondents, and we'd like to thank all those who give up their time to share personal insights into their individual ownership experiences, in an effort to help fellow consumers with their own buying decisions.

We quiz respondents for feedback across 10 categories covering every facet of ownership, and break down each into a series of sub-categories or 'category attributes' that deal with specific elements. You can find out which attributes each category contains by turning to page 66.

Once the results are in, we apply statistical weightings with the aim of ensuring the annual survey results provide a picture that's properly representative of views across the UK. So read on to see the Driver Power winners and losers in 2025.



### KEY TO HOW THE RATINGS WORK



**VERBATIM**

Reader comments reflecting how they feel about their car



**DATA BY CATEGORY**

Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

**82.40%**

**OVERALL SCORE**

An average of the 10 judging categories which defines the chart position

### DID YOU KNOW?

Just three brands offer the models that make up your top five picks

## 50. Peugeot 208 Mk2

### 81.21%

#### YEAR OF INTRODUCTION: 2019

**KEYPOINTS** Owners like the 208's style and how it drives, but quality and comfort are very poor

#### YOUR VIEW

"I like the 208's design and how easy it is to drive, and it's the perfect size for me. The interior is superb and it has a zippy engine."

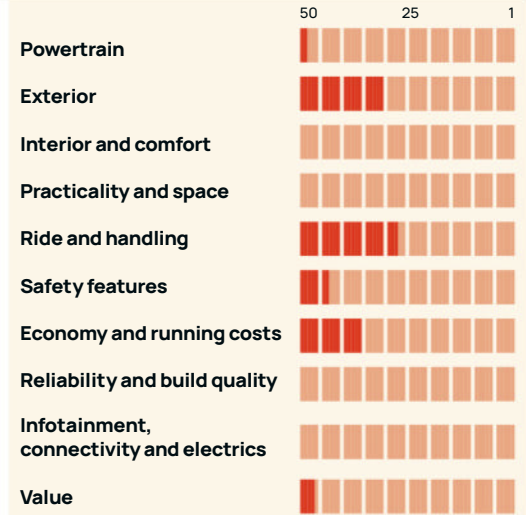


THE honour of propping up all the rival contenders in this year's Driver Power top 50 falls to the Peugeot 208 supermini. It's not without some plus points, though: 19th place overall for driving pleasure is decent, and owners are positive about the styling, rating the exterior 18th and the interior even better in 13th. But while the 208 musters a bit of a fight in the ride and handling category, it fails to make much of a mark elsewhere.

Servicing cost and fuel economy are rated just below the halfway mark in the table, but otherwise it's a litany of underwhelming scores, including very low ratings for front-seat comfort and overall quality.

#### CATEGORIES

#### YOUR RATINGS



## 49. Volkswagen Golf Mk8

### 82.40%

#### YEAR OF INTRODUCTION: 2020

**KEYPOINTS** Touchscreen and infotainment, safety features and servicing disappoint most

#### YOUR VIEW

"The safety features can be annoying. For example, telling you to stay in the middle of the lane when you already are, or adjusting the road position."

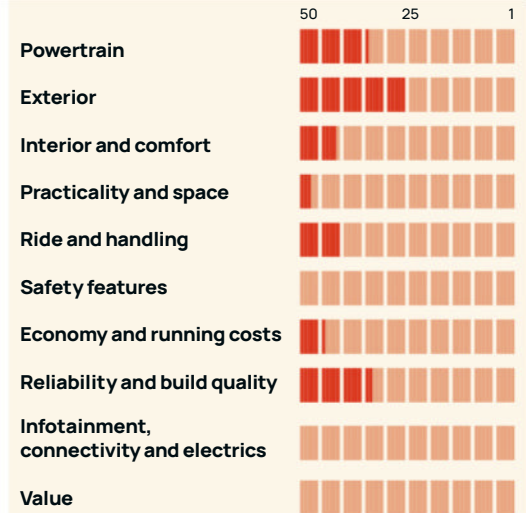


THIS staple of the VW line-up can't lift itself off the bottom of our top-50 most satisfying cars on reputation alone. In fact it sits in exactly 50th for overall value, as well as for safety, with owners unexcited by either the number of safety features or their operation. Servicing drags down the running costs score, while owners aren't effusive about the touchscreen and infotainment set-up either.

Interior style satisfaction nets the best individual attribute score, which is merely a middle-of-the-road 27th, although the interior quality attribute is rated only 43rd. The exterior styling ranks in 27th place, but exterior fit and finish is better in 24th.

#### CATEGORIES

#### YOUR RATINGS



## 48. Ford Fiesta Mk8

### 82.46%

#### YEAR OF INTRODUCTION: 2017

**KEYPOINTS** Supermini's value and reliability are appreciated by owners, but not much else is

#### YOUR VIEW

"I'm not crazy about the boot space. It's fine for a few bags or groceries, but it's not exactly spacious if you need to carry larger items."

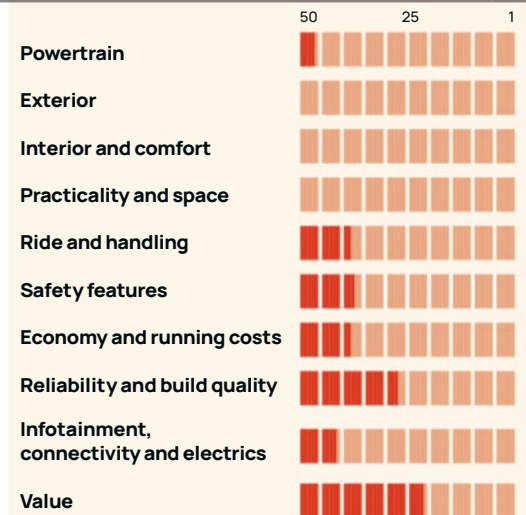


THE last of the Fiesta line scores pretty well for value in 21st place overall, while 27th in the quality and reliability category is another highlight. The car fares less well when it comes to styling, with the interior and exterior attribute close to the bottom of the table.

Responsive steering, in 27th, is the best component of the ride and handling category, but driving pleasure languishes right down in 47th, and the Fiesta doesn't greatly impress for interior comfort or practicality. Satisfaction isn't great for the economy or running costs category, either, with servicing costs in 43rd faring a bit worse than fuel economy, in 35th place.

#### CATEGORIES

#### YOUR RATINGS



## 47. Ford Puma Mk1

**82.64%**

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** Styling and load lugging highly rated, while quality and driving pleasure are concerns

**YOUR VIEW**

"I love the way it looks – sporty but not too flashy. It strikes that perfect balance between subtle and stylish."



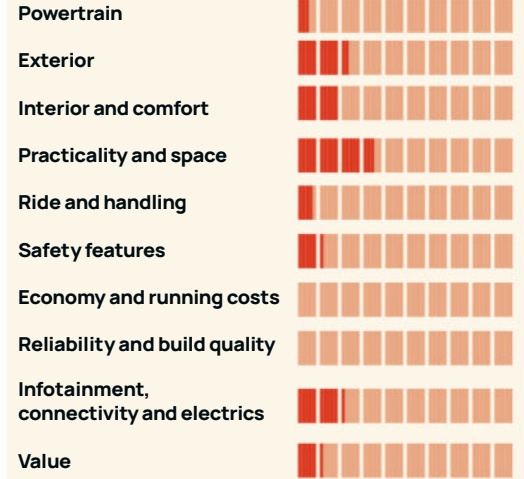
OWNERS like their Pumas' styling, but they're not nearly as impressed with the quality of their Romanian-built SUVs. Materials and finishes are scored poorly, and the reliability placing of 46th suggests Ford could be doing better. While owners rate their Pumas 30th for handling and 34th for engine sounds, driving pleasure still flags in 49th place.

They suggest visibility from the driver's seat is questionable, while running costs don't fill them with joy either, with the Ford rated 50th for servicing. There's better news when it comes to boot space, with satisfaction levels almost breaking into the top 10. It's the Puma's most satisfying attribute by a long chalk.

**CATEGORIES**

**YOUR RATINGS**

50 25 1



## 45. Kia Sportage Mk5

**83.04%**

**YEAR OF INTRODUCTION: 2021**

**KEYPOINTS** Safety features are appreciated, yet elsewhere it's a mixed bag of results for SUV

**YOUR VIEW**

"A seven-year warranty and service programme are great for peace of mind. I also like all the hi-tech gizmos."



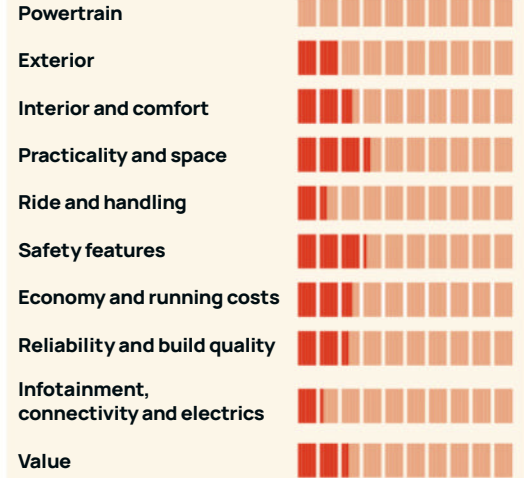
THE Sportage was recently updated, but Kia's generosity with tech sees the SUV score 10th place for safety features. They get middle-of-the-road marks for functionality, yet owners are less satisfied with the ease of activating or deactivating assistance systems (50th place). Rear-seat legroom is rated in 17th position, although other interior scores are closer to the foot of our top-50 table.

It seems owners aren't greatly enthused by the Sportage's powertrains, but the scores are closer to the halfway point when it comes to ride quality and practicality. Servicing costs are mid-ranking, too, but satisfaction with the economy lags a little.

**CATEGORIES**

**YOUR RATINGS**

50 25 1



## 43. Vauxhall Corsa Mk5

**83.65%**

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** Value and design are highlights, but comfort and practicality don't score so highly

**YOUR VIEW**

"It's a small car that is great for city driving. It's comfy and practical, plus the in-car tech is a great addition."



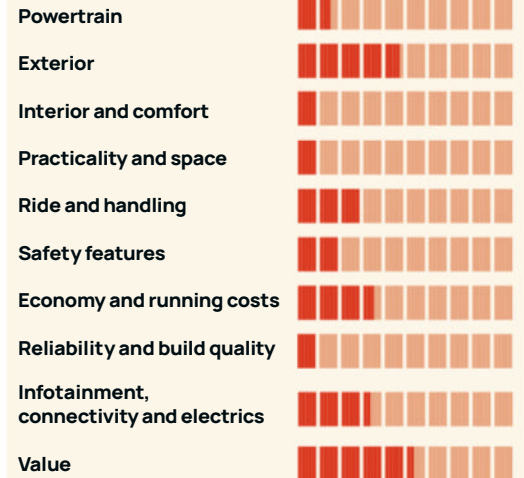
VALUE is the highlight of Corsa ownership, respondents tell us, with a solid 23rd place. Vauxhall's supermini records a similarly credible result in the exterior category – owners like the design a little more than the fit and finish – but things drift a bit downhill from there in terms of category results.

Yet dig a little deeper and you'll find great scores for steering response and braking, spoiled by relative disappointment with ride comfort. Owners also like the entertainment system and touchscreens, but scores for the smartphone connectivity and sat-nav are lower. Ratings for cabin practicality and comfort aren't great for the little car, either.

**CATEGORIES**

**YOUR RATINGS**

50 25 1



## 46. Ford Focus Mk4

**82.64%**

**YEAR OF INTRODUCTION: 2018**

**KEYPOINTS** Family hatchback reaches the end of the line with owners praising its running costs

**YOUR VIEW**

"I like the sharp and responsive steering, and fuel efficiency is quite impressive. It's affordable to run."

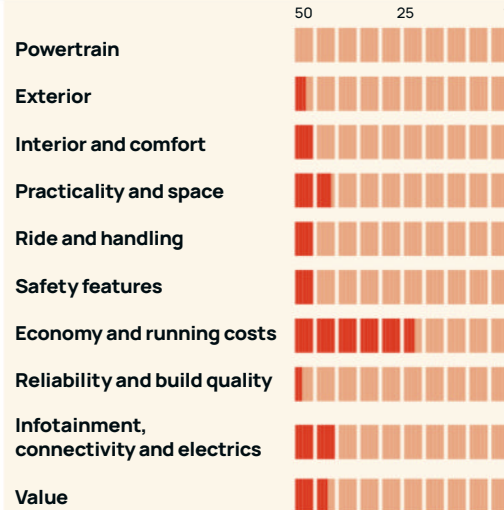


ANOTHER Ford that's almost at the end of its life, and with unexceptional satisfaction scores like these, it's arguably for the best. At category level it's the efficiency and running costs that appear to bring owners the most pleasure, and digging a little deeper reveals servicing costs in an impressive 19th place, with economy and insurance close behind.

Owners appear reasonably satisfied with their infotainment systems, but less so with the climate control and heating. Drivetrain scores are poor, at the bottom of the table, with ride quality not faring much better. Front-seat comfort is rated a disappointing 50th in the survey, and visibility is also ranked 50th.

**CATEGORIES**

**YOUR RATINGS**



## 44. Audi A4 Mk5

**83.42%**

**YEAR OF INTRODUCTION: 2015**

**KEYPOINTS** Powertrains marked down, yet you love the sat-nav on last ICE version of the A4

**YOUR VIEW**

"The use of hard plastic in some areas of the centre console and door panels detracts from the feeling of luxury."

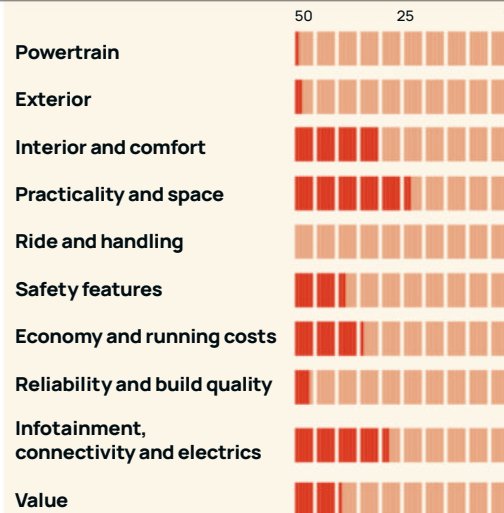


THIS is the last of the petrol and diesel A4s, now replaced by the A5 (if you're keeping up with the brand's naming conventions), and its mild-hybrid engines don't seem to greatly inspire owners, who voted it in 49th place in the powertrain category.

The car's most popular feature is the sat-nav that's built into its 10.2-inch touchscreen, which ranks 11th, and while the A4 managed an admirable 20th for the balance between physical and touchscreen controls, the interior styling ranks 50th. Front-seat comfort is 47th, but rear legroom bags 23rd place, and owners are also positive about the overall practicality and child-friendly features.

**CATEGORIES**

**YOUR RATINGS**



## 42. Audi Q5 Mk2

**83.76%**

**YEAR OF INTRODUCTION: 2016**

**KEYPOINTS** While exterior styling is a major strength, the same can't be said of the cabin

**YOUR VIEW**

"Design is beautiful and sophisticated. I like that it is electrified car, because it is more environmentally friendly."

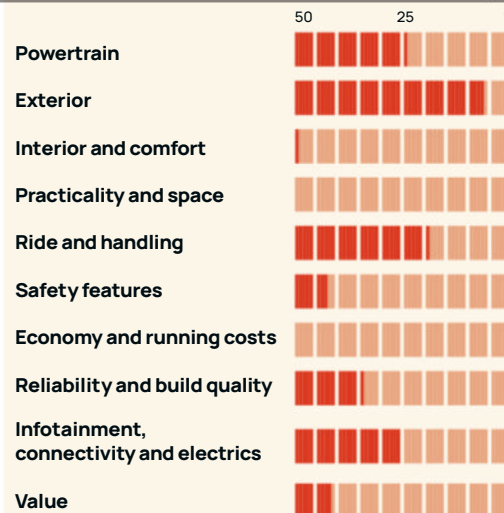


THIS Mk2 Q5 went off sale in 2024, having introduced the notion of a 'sportback' coupé bodystyle to Audi's BMW X3 rival. It was also given advanced diesel engines, plus mild and plug-in hybrid tech during a makeover.

The exterior is the most satisfying facet of ownership, you tell us, with a sixth place awarded in the category, but exterior quality is liked more than the design. The interior category languishes in 49th, with front-seat comfort getting the same score. Practicality doesn't impress greatly either, with 50th place awarded for boot space and the same for child-friendly features. Low servicing and economy ratings further sour the Q5's pitch.

**CATEGORIES**

**YOUR RATINGS**



## 41. Toyota Yaris Cross Mk1

**83.82%**

**YEAR OF INTRODUCTION: 2020**

**KEYPOINTS** Hybrid praised for fuel economy and smoothness, but infotainment is unloved

**YOUR VIEW**

“Great size, comfy and economical. It drives well, has great security and handling is good on the road.”

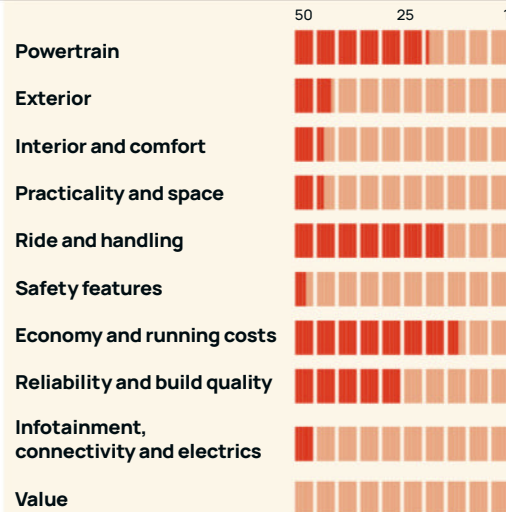


ECONOMY, ride and handling plus powertrain categories together net the Yaris Cross the highest satisfaction scores, and digging a little deeper reveals the 1.5-litre full-hybrid SUV notches up second place overall for fuel efficiency. Ride smoothness is eighth most satisfying, while road handling and braking are both knocking on the door of the top 10, too.

That hybrid drivetrain bags a second place for smoothness, but the noisy ICE component is less satisfying down in 48th place. There's not much love for the infotainment system or controls in the cabin, either, while rear legroom and practicality considerations also keep the Yaris Cross's ambitions in check.

**CATEGORIES**

**YOUR RATINGS**



## 39. BMW X3 Mk4

**83.96%**

**YEAR OF INTRODUCTION: 2024**

**KEYPOINTS** X3's performance and refinement strengths are tempered by high running costs

**YOUR VIEW**

“It's spacious, has innovative and smart tech, a unique interior and exterior design, and the engine is very strong.”

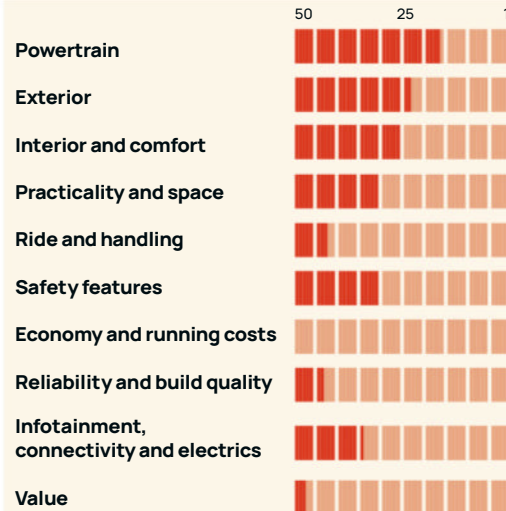


THE latest BMW X3 scores highest in the powertrain category, with owners very pleased with performance and refinement. Satisfaction scores are strong for ride quality, too, but owners don't seem greatly impressed by the brake feel or steering responsiveness, which languish near the bottom of our table.

Exterior and interior design attracts top-20 scores, and interior quality almost makes it into the top 10. While the audio system is only 47th, other infotainment attribute scores are better. Owners aren't thrilled by high costs for servicing and fuel – both are rated outside the top 50 – with insurance not much better. The value rating doesn't look great, either.

**CATEGORIES**

**YOUR RATINGS**



## 37. Volvo XC40 Mk1

**83.99%**

**YEAR OF INTRODUCTION: 2017**

**KEYPOINTS** Safety and practicality lead the way, but owners don't get much joy from driving SUV

**YOUR VIEW**

“I like the safety, comfort and quality of the base-spec car, without having to add extras. Passengers like it, too.”

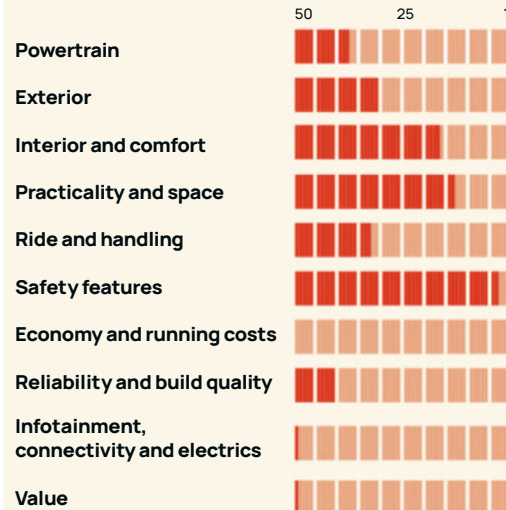


VOLVO'S safety credentials come strongly to the fore in the XC40's satisfaction ratings, with owners awarding it second place for the number of safety features fitted, seventh for the way they work, and 19th for the ease of activation/deactivation – that adds up to fourth place in the category overall.

Elsewhere, the XC40 rates strongly for its practicality and interior attributes, with 17th place for boot space and 11th for the number of child-friendly features. Front-seat comfort and rear legroom both impress in 14th place, while ride comfort ranks a very pleasing ninth overall. Driving pleasure trails in 50th place, though, and value at 49th isn't great, either.

**CATEGORIES**

**YOUR RATINGS**



### DID YOU KNOW?

Last year's Driver Power winner, the Dacia Duster, could only muster a ninth-place finish in 2025

## 40. Audi A6 Mk5

### 83.90%

#### YEAR OF INTRODUCTION: 2019

**KEYPOINTS** Driving pleasure is a plus for owners, who aren't so happy with quality and reliability

#### YOUR VIEW

"I love my Audi A6's sleek design, cutting-edge technology and silky-smooth turbocharged performance."



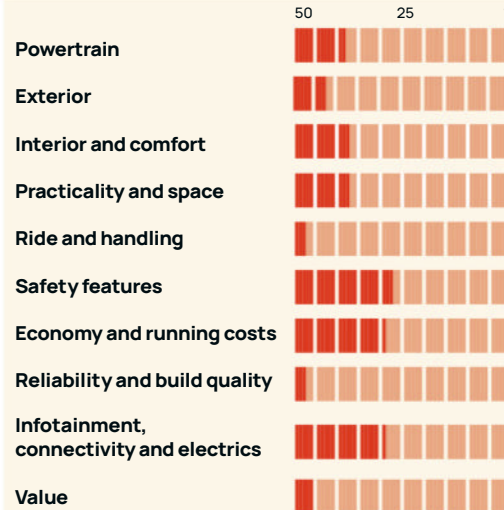
THERE'S an all-new A6 hitting the roads about now, which will be hoping to hit some of the higher notes that eluded the outgoing Mk5 model in this year's survey.

At the category level the car almost made it into the top half of our results for safety features, economy and infotainment, but its scores for ride and handling, quality and reliability, plus value are close to the bottom rung of the top-50 ladder.

Owners rate driving pleasure very positively, in 22nd position, but owners are clearly disappointed by the car's interior styling and quality, which ended up being ranked in 49th and 50th spots respectively.

#### CATEGORIES

#### YOUR RATINGS



## 38. Volkswagen T-Roc Mk1

### 83.97%

#### YEAR OF INTRODUCTION: 2017

**KEYPOINTS** Infotainment and safety features let down VW's reliable and dynamic compact SUV

#### YOUR VIEW

"It's spacious and has a big boot. It has lots of add-ons, which I like, and I am happy with the price per month."

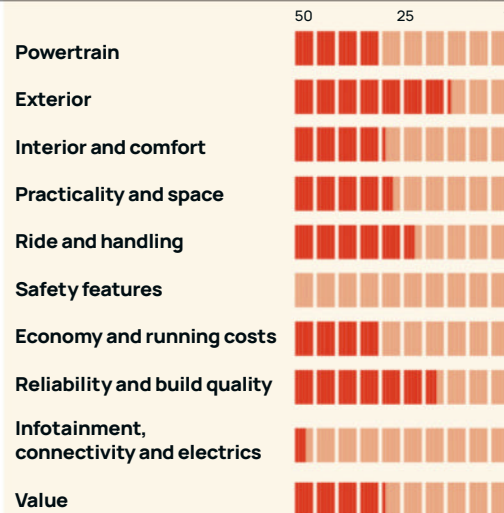


WHILE VW's T-Roc SUV will be replaced this year, the outgoing Mk1 has attracted plenty of buyers who appreciate its conservative style and strong build quality – at least on the outside. Satisfaction with the interior fit and finish is a bit lower, which affects the score in the quality and reliability category, but there's a creditable 14th place for the reliability attribute when looked at in isolation.

Owners appear pleased with the T-Roc's dynamics, especially steering response and braking smoothness, and there's a 20th place for front-seat comfort. Infotainment scores are quite low across the board, and you aren't greatly impressed by the safety features.

#### CATEGORIES

#### YOUR RATINGS



## 36. Audi A3 Mk4

### 84.09%

#### YEAR OF INTRODUCTION: 2020

**KEYPOINTS** Just three top-half scores mean hatch's results don't match its premium image

#### YOUR VIEW

"I love my Audi A3 because it looks great, feels really comfortable to drive, and has all the tech I need."

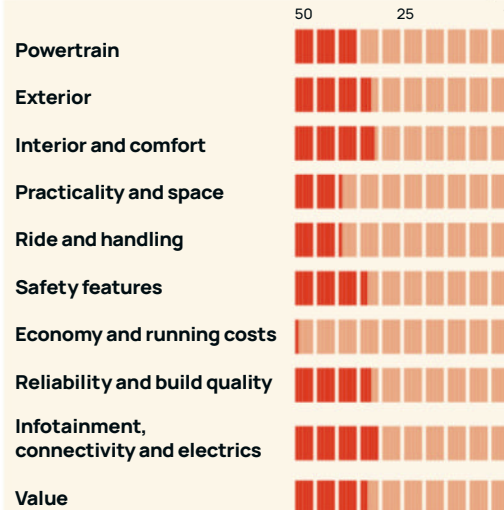


IN SPITE of its premium image, the Audi A3 only just manages to break into the top half of our table on a trio of the 35 attributes we measure. It places 22nd for all-round visibility from the driver's seat, 24th for interior quality and 25th for touchscreen sensitivity.

Hardly an exceptional performance then, but to be fair there aren't many attributes where the Audi sits right at the bottom of the table either. However, the limited boot space is ranked 47th, while servicing and economy are 45th and 47th respectively. Overall value is more satisfying in 34th place, but the A3 struggles to inspire greater enthusiasm from its owners anywhere else.

#### CATEGORIES

#### YOUR RATINGS



## 35. Toyota Yaris Mk4

**84.29%**

**YEAR OF INTRODUCTION: 2020**

**KEYPOINTS** Scores are strong for value and running costs, but poor for practicality

**YOUR VIEW**

“Compact but practical, and has great safety features such as pre-collision braking and lane-keeping assist.”



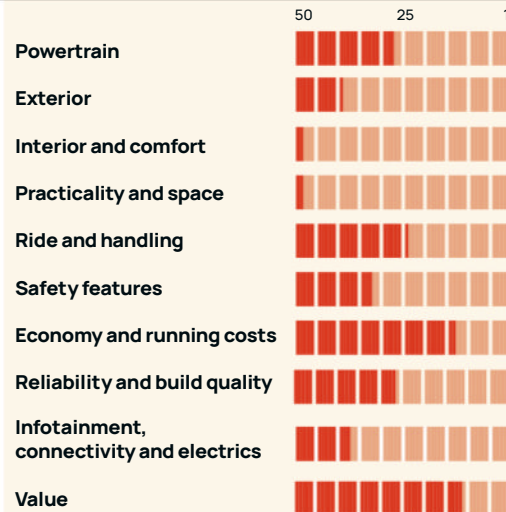
SNEAKING in a few places ahead of its platform-sharing SUV sibling, the Yaris Cross, the smaller Yaris supermini excels for value in 11th place, closely followed by 13th in the economy and running costs category. In fact, the Yaris tops our table for the economy attribute, but servicing only earns a 34th spot.

Owners like how their superminis drive, too, awarding 15th for road handling and 14th for ride quality – backed up by a strong 11th place for drivetrain and gearbox smoothness.

The practicality ratings are low, as might be expected for such a small car, but owners like the audio system and user-friendliness of the controls, which rank 20th and 23rd.

**CATEGORIES**

**YOUR RATINGS**



## 33. Citroen C3 Aircross Mk1

**84.58%**

**YEAR OF INTRODUCTION: 2017**

**KEYPOINTS** Owners like the way their Citroen looks, although cabin tech is a low point

**YOUR VIEW**

“Very smooth to drive and a high driving position helps with visibility, plus it’s a very comfortable car.”

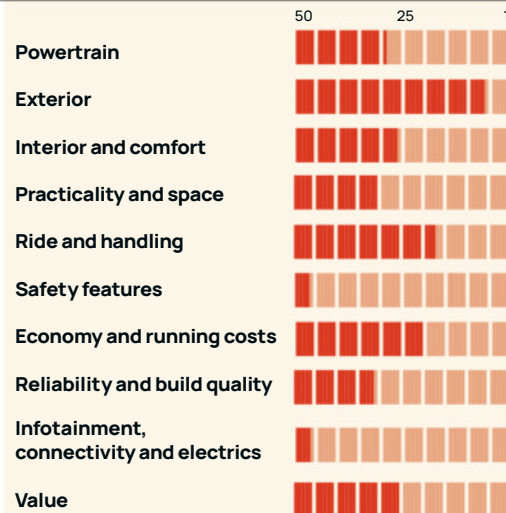


AS a former winner of the Auto Express small SUV Car of the Year category, we’d expect to see some strong performances from the original C3 Aircross, and owners do deliver positive feedback. Exterior styling earns a fourth place and there are top-10 finishes for acceleration and road handling.

MPG ratings aren’t bad, but the servicing and insurance costs are better in 13th and 15th, while owners are also very positive about the Aircross’s versatile seating arrangements and child-friendly features. Similarly high marks for front-seat comfort and boot space make up for relatively disappointing scores for cabin technology and safety features.

**CATEGORIES**

**YOUR RATINGS**



## 31. Toyota RAV4 Mk5

**85.06%**

**YEAR OF INTRODUCTION: 2018**

**KEYPOINTS** Practicality is a high point, and low running costs are rated highly by many owners

**YOUR VIEW**

“Smooth hybrid driving, a roomy interior, stylish, cutting-edge tech and exceptional fuel efficiency.”

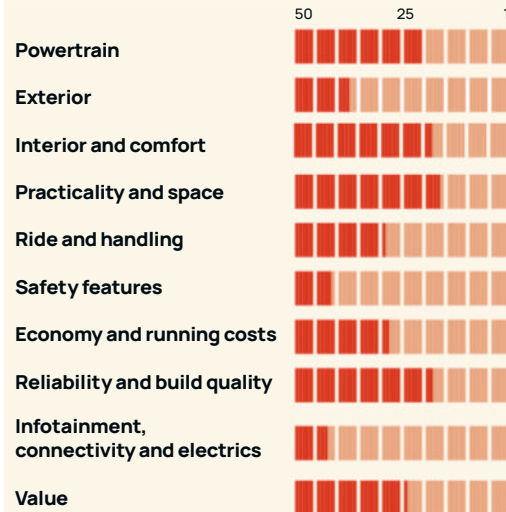


THIS popular SUV earns ratings in the top half of the table for categories including powertrain, interior, practicality and boot space, quality and reliability, and value. Economy and running costs, plus ride and handling aren’t far behind either, painting a positive picture across the board.

On the practicality side, there are excellent ratings for boot space and seating versatility, as well as rear-seat legroom and visibility, while running costs include a 16th place for MPG and 15th for reliability. Feedback for the climate control, sat-nav and audio systems are all towards the bottom of the table, though, along with the RAV4’s safety systems.

**CATEGORIES**

**YOUR RATINGS**



**DID YOU KNOW?**  
Almost half (23 out of 50) of this year's top-ranking cars are SUVs

## 34. Volkswagen Polo Mk6

### 84.45%

**YEAR OF INTRODUCTION: 2017**

**KEYPOINTS** The Polo scores well in several areas but poorly in others, such as servicing costs

**YOUR VIEW**

"Ideal for use in town but also great for longer journeys. It's compact and easy to drive, and it's quite efficient."

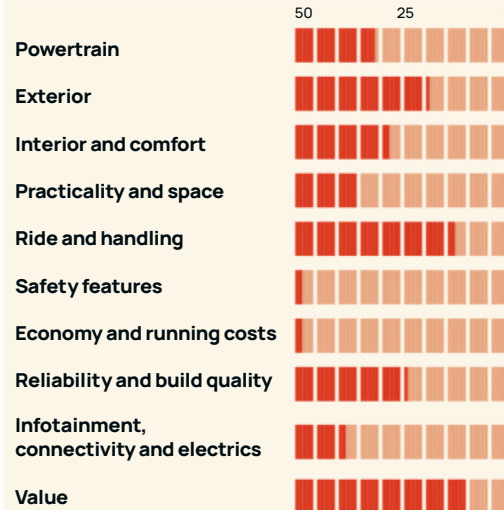


THIS Polo generation has been around since 2017 but received a facelift in 2021. It offers exceptional performances in some areas, including top 10s for the value category, plus attributes such as drivetrain smoothness, ride quality and handling, and exterior quality. Front-seat comfort is highly rated in 12th, and satisfaction with the audio system and touchscreen operation is close behind.

However, owners rate their happiness with servicing costs a lowly 50th, and satisfaction with the number and function of safety features is only just off the bottom of the table. The heating and ventilation system, and user-friendliness of controls, rank poorly too.

**CATEGORIES**

**YOUR RATINGS**



## 32. Renault Clio Mk5

### 85.00%

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** Keen to keep your costs down? The Clio scored well in several value-related areas

**YOUR VIEW**

"It's small so it's easy to park and I like that it's fairly cheap to run. Services are cheaper than for my previous car."

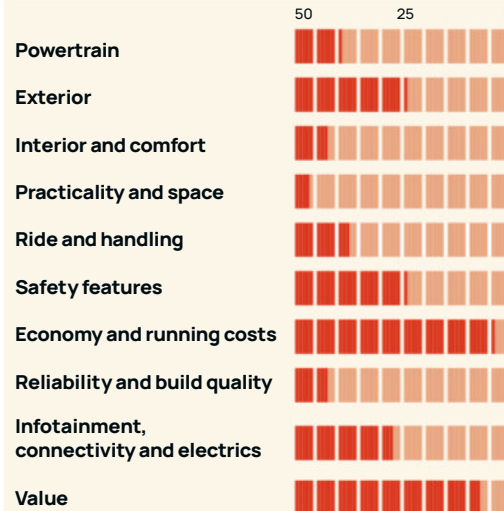


THE Mk5 Clio was facelifted in 2023, but you don't get the Google-enabled cabin tech of pricier Renaults, so its infotainment category score is only mid-table. Where the Clio really hits the spot is in the value and running costs categories, with seventh place awarded for the former, and the latter breaking down into eighth place for MPG, 12th for servicing costs and sixth for insurance.

Interior style and front-seat comfort, plus child-friendly features all net top-20 scores, but boot space and rear legroom rate rather poorly. There's a strong 19th for road handling, but 46th for engine sound is perhaps a factor in overall driving pleasure being rated 50th.

**CATEGORIES**

**YOUR RATINGS**



## 30. MINI Cooper Mk3

### 85.06%

**YEAR OF INTRODUCTION: 2014**

**KEYPOINTS** Owners reinforce the hatchback's fun-to-drive reputation, with several top scores

**YOUR VIEW**

"Compact but spacious, economical, easy to park, a fun driving experience and a good resale value."

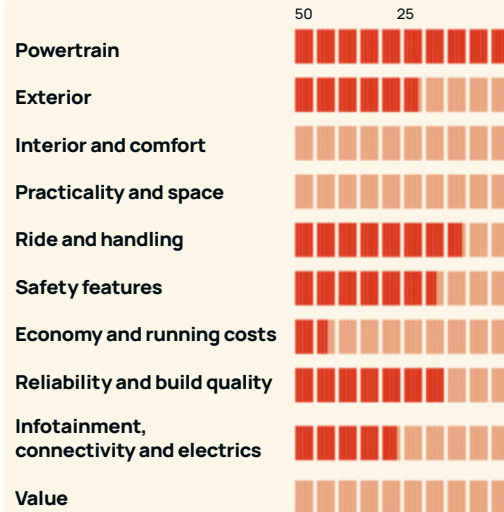


THE popular Cooper variant of the previous-generation MINI proves to be a big hit with owners, thanks to punchy powertrains and nimble handling. In fact, it bags first place for acceleration, second for rorty engine sounds and 12th overall for driving pleasure. Owners love the front-seat comfort in fifth, and there's a 13th spot for the on-board audio, plus the car earns 14th and 13th spots for the number and function of the safety features. Reliability is very strong in eighth place, too.

The practicality scores knock the car's overall survey performance back considerably, with rear-seat legroom, boot space and seating flexibility scores all faring poorly.

**CATEGORIES**

**YOUR RATINGS**



## 29. Tesla Model S Mk1

**85.10%**

**YEAR OF INTRODUCTION: 2014**

**KEYPOINTS** Low running costs get a big thumbs up, although acceleration ranks fairly low

**YOUR VIEW**

“My Model S offers a smooth, quiet ride, and can travel a good distance on a single charge.”

THE luxury Model S was a gamechanger a decade or more ago, and owners still show a lot of positivity for this premium saloon.

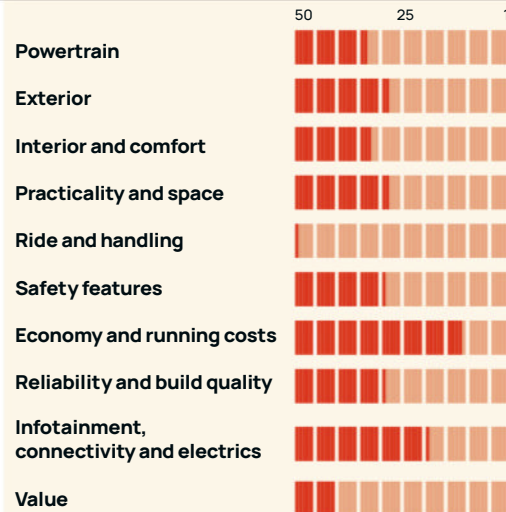
True to form, the low electric running costs inspire owners most, earning the Tesla third place overall for its economy. A 19th place in the infotainment category reflects top-20 scores for the audio system, smartphone connectivity and touchscreen attributes, while the car also earns 20th place for overall quality, albeit with reliability in 38th.

Given the performance potential of the Model S, we're surprised to see acceleration rated as low as 37th, but the ride and handling category attributes are ranked lower still.



**CATEGORIES**

**YOUR RATINGS**



## 27. Nissan Juke Mk2

**85.15%**

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** Owners love the Juke's looks, and its comfort and tech are also appreciated

**YOUR VIEW**

“The Juke is the perfect size for my family, and looks like no other. It's quirky, but it has great features.”

BACK-to-back Nissan SUVs here, but the differences between the funky Juke and bigger, more staid Qashqai couldn't be clearer.

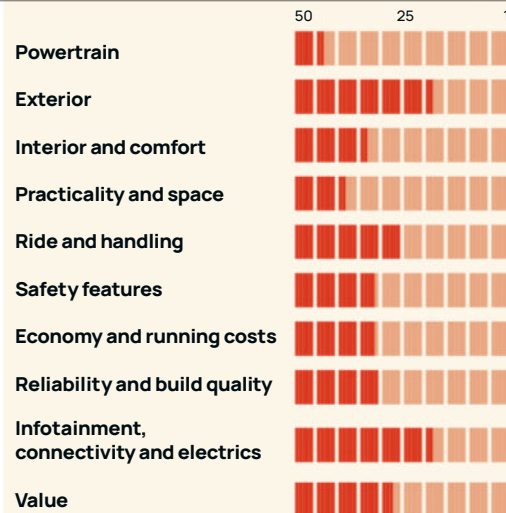
This smaller car's top category ratings include 18th place for its exterior, made up of a 15th place for design and 25th for external fit and finish. Interior style is ranked middle of the road, but front-seat comfort is an excellent 15th, and the Juke captures similar scores for its steering and braking responses. Ride quality languishes in 43rd, and it's only a tad more enjoyable to drive than the Qashqai.

The Juke also earns a 10th spot for its touchscreen functionality, while smartphone connectivity is almost as pleasing.



**CATEGORIES**

**YOUR RATINGS**



## 25. Tesla Model 3 Mk1

**85.24%**

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** Smooth, strong performance, although the exterior scores poorly

**YOUR VIEW**

“Efficient, handles very well and has decent power. Controls are intuitive and the interior is comfortable.”

OWNERS of the Tesla Model 3 EV rate its acceleration very highly – seventh overall in the survey, in fact, with powertrain smoothness rated 12th. The car's best category score is for economy and running costs, however, with 17th and 18th places for servicing and efficiency, respectively. Value isn't such a strong point in 43rd, though.

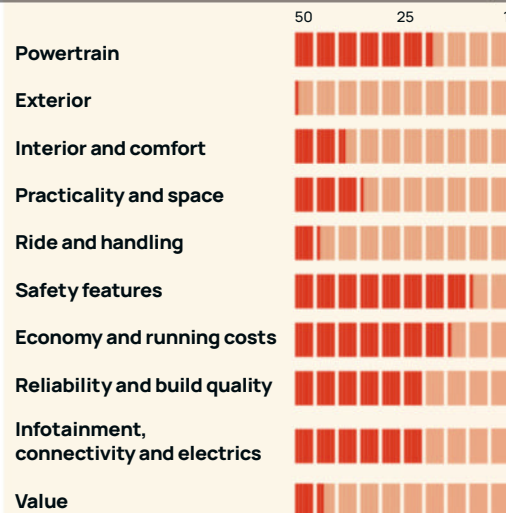
Owners rave about the number of safety features, as well as how easy they are to operate and how well they function, awarding eighth, 10th and 15th respectively.

The huge touchscreen earns fifth spot, on par with phone connectivity, but there's a 43rd place for the user-friendliness of the controls.



**CATEGORIES**

**YOUR RATINGS**



### DID YOU KNOW?

The MINI Cooper lives up to its promise of go-kart performance, ranking first for acceleration

## 28. Nissan Qashqai Mk3

### 85.12%

#### YEAR OF INTRODUCTION: 2021

**KEYPOINTS** A poor showing for running costs, but better news for practicality and safety tech

#### YOUR VIEW

"It's comfortable enough for long-distance driving and has lots of boot space to cope with family life."

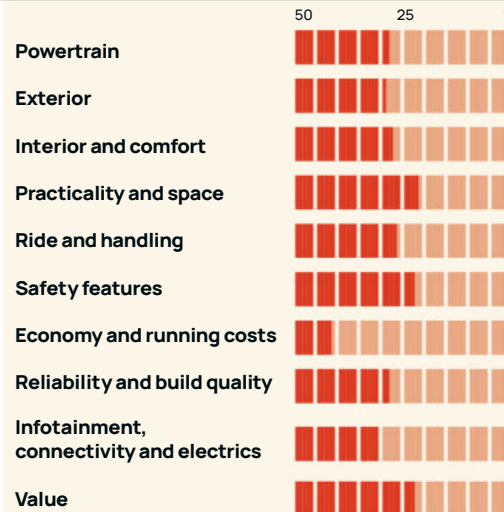


PRACTICALITY and safety are the categories where Nissan's popular SUV performs most strongly, with this third-generation car (launched in 2021) bagging 10th place overall for boot space, 17th for its safety tech and 16th for how easy it is to turn those features off. Owners also love the mix of physical and touchscreen controls, and are bullish about the ride quality in 21st, and handling in 20th.

The range of mild-hybrid powertrains attracts only middle-of-the-road scores, and owners don't seem that taken with the car's exterior design, in 29th place, and interior style in 41st. Economy and servicing costs rank poorly, but value comes in at 22nd.

#### CATEGORIES

#### YOUR RATINGS



## 26. BMW 5 Series Mk8

### 85.19%

#### YEAR OF INTRODUCTION: 2023

**KEYPOINTS** Keen drivers appreciate the BMW's performance but not the cost of insurance

#### YOUR VIEW

"I like the smooth ride, powerful yet efficient engines, high-quality interior and advanced tech."

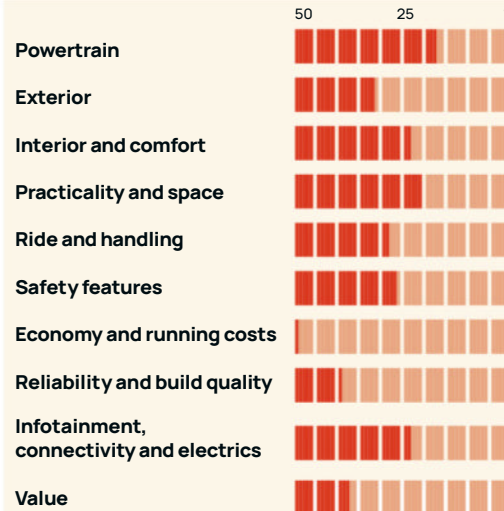


THE latest-generation 5 Series earns a top-20 category score for its punchy powertrains, thanks to a sixth place for acceleration, which owners find highly satisfying – not surprising with up to 375bhp on tap. All other dynamic attributes generate mid-range scores, apart from a 10th place for driving pleasure.

Exterior and interior design scores are also mid-range, but practicality ratings are just outside the top 20 results. It's a similar case for the infotainment, where drivers like the user-friendliness of controls and connectivity most. Safety rankings are unexceptional too, and owners appear unsatisfied with economy and insurance costs, in 49th and 50th.

#### CATEGORIES

#### YOUR RATINGS



## 24. BMW 3 Series Mk7

### 85.29%

#### YEAR OF INTRODUCTION: 2018

**KEYPOINTS** Interior quality appeals, and the 3 Series scores better for value than 5 Series

#### YOUR VIEW

"The interior has quality materials and modern technology, and it manages to be both sporty and practical."

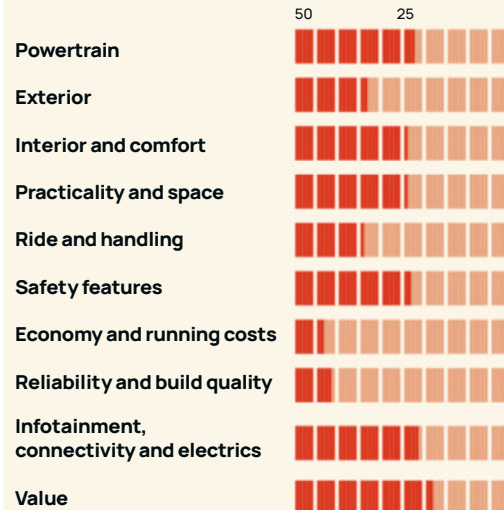


THERE are significant similarities in how the closely ranked 3 Series and 5 Series appeal. For example, the pair share similar mid-range scores for the engine and gearbox, and ride and handling categories – although the 3 can't match the 5 for acceleration, nor can it equal it for driving pleasure in 28th and 17th places respectively (versus sixth and 10th).

However, 3 Series owners appreciate their interior quality a little more, and they rate the balance between touchscreen and physical controls more highly. Running cost values are pretty similar, towards the bottom end of the table, but value is rated higher in 18th place for the 3 Series, versus 37th for the 5 Series.

#### CATEGORIES

#### YOUR RATINGS



## 23. Toyota Corolla Mk12

**85.37%**

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** Value, as ever, scores highly, but so do quality and reliability, and ride and handling

**YOUR VIEW**

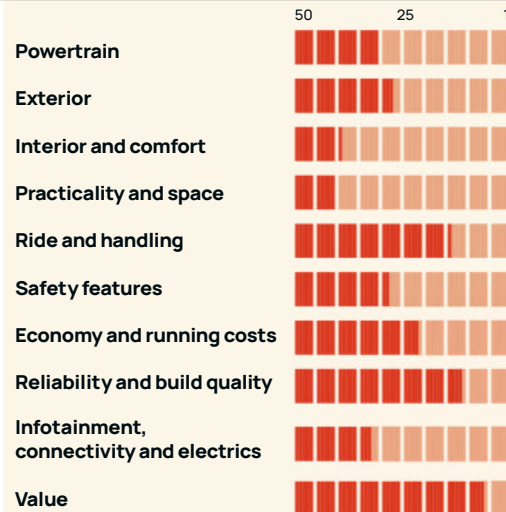
"I like the body shape, the good acceleration and sporty driving feel. It's also been reliable"

THE longevity of a model now into its 12th generation is hugely impressive, and judging by our survey results it's sheer value – in sixth place – that keeps the Corolla flying high. There's much more to the story, though, with the car scooping 11th place for quality and reliability, and 14th for ride and handling. If that feels counterintuitive, the same might be said of its practicality scores, which are less impressive and include a 43rd for boot space. Efficiency of the hybrid powertrain ranks a middle-of-the-road 26th, but servicing in 15th and insurance at 16th have more appeal. The cabin controls and touchscreen scores are unexceptional, though.



**CATEGORIES**

**YOUR RATINGS**



## 21. MG HS Mk1

**85.58%**

**YEAR OF INTRODUCTION: 2018**

**KEYPOINTS** The roomy, comfortable seats are valued but the drivetrain is disliked by many

**YOUR VIEW**

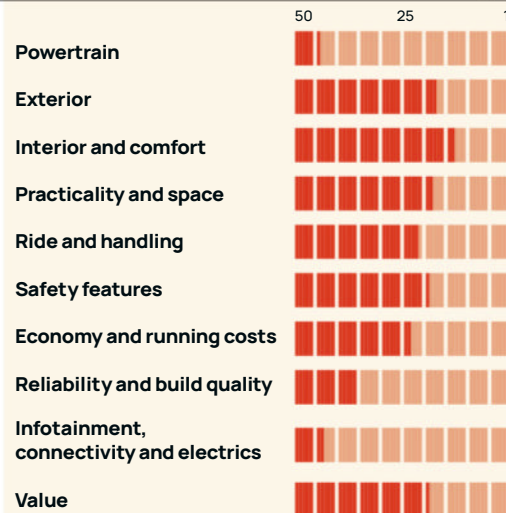
"Has all the functionality of a more expensive PHEV and the range is better than most."

CHINESE brand MG will be pleased with owners' responses to its HS SUV, with strong top-20 scores across five categories, and a couple more near misses. That said, there's clearly work to be done in the drivetrain and infotainment categories, where the HS languishes near the bottom of the table with relatively poor scores for most attributes – although smartphone connectivity is decently satisfying, as is the climate control. Major highlights include a second place for rear-seat legroom, ninth for the number of safety features, plus 11th for front-seat comfort and 14th for child-friendly features. Ride quality is rated in a strong 15th place.



**CATEGORIES**

**YOUR RATINGS**



## 19. Honda Civic Mk11

**85.76%**

**YEAR OF INTRODUCTION: 2022**

**KEYPOINTS** Economy and running costs are among the highest rated in this year's survey

**YOUR VIEW**

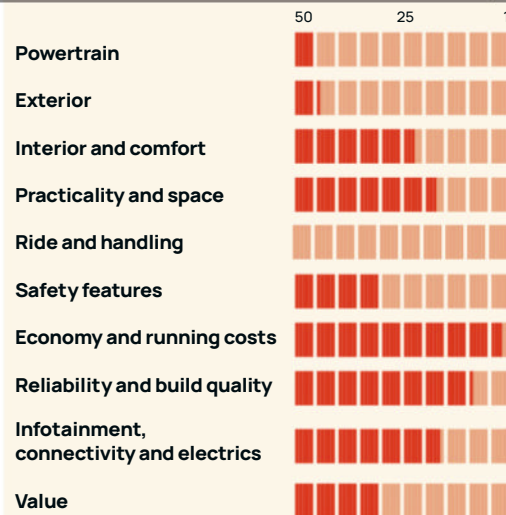
"Incredibly economical, fast, spacious and comfortable. Quality engineering without the cost of a German badge."

JUST pipping its SUV stablemate into the top 20 is Honda's highly rated Civic, largely thanks to a third spot on the podium for economy and running costs – generated via third for servicing, fourth for fuel efficiency and seventh for insurance. It's also in the top 10 for quality and reliability, while owners also seem to appreciate the cabin features and practicality – awarding fourth for the balance between touchscreen and physical buttons, and eighth for user-friendliness of controls. There's also an eighth for boot space, and rear-seat legroom ranks 12th, but front-seat comfort is 49th. Owners also rank all the ride and handling attributes poorly.



**CATEGORIES**

**YOUR RATINGS**



### DID YOU KNOW?

More than one fifth (12 out of 50) of cars in 2025's survey are either EV-only or offered with an electric powertrain

## 22. Audi A5 Mk2

### 85.50%

#### YEAR OF INTRODUCTION: 2016

**KEYPOINTS** Reliability is a thorn in the A5's side but value and running costs are ranked highly

#### YOUR VIEW

"I love the way it looks; clean, sporty, but still classy. It turns heads without being flashy, which is a nice balance."

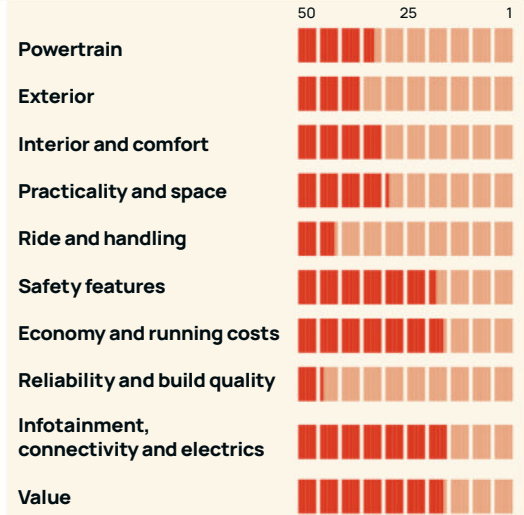


THIS is the previous generation of the Audi A5, including the Sportback, plus its coupé and cabriolet spin-offs. For such an ostensibly stylish car it's surprising to see owners ranking value and running costs among their favourite attributes, ahead of a low 47th place for exterior design. MPG and servicing satisfaction are 21st and 20th.

Reliability rates poorly in 50th position, making it the A5's least popular attribute, followed closely by braking and steering responsiveness – although ride quality is a decent 23rd. Even better are the infotainment scores, with Audi's digital cockpit helping the A5 to 13th for touchscreen performance.

#### CATEGORIES

#### YOUR RATINGS



## 20. Honda CR-V Mk5

### 85.60%

#### YEAR OF INTRODUCTION: 2016

**KEYPOINTS** Several aspects of the CR-V's interior – plus safety features – score well

#### YOUR VIEW

"The auto gearbox makes it easy to drive, it has a powerful engine and maintenance costs are low."

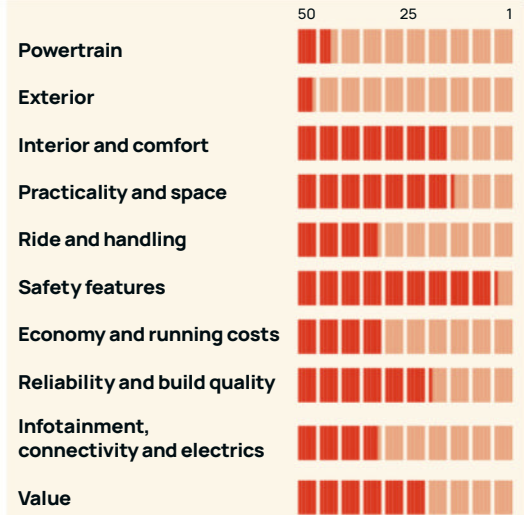


HONDA'S previous-generation large SUV scoops a fifth place for the safety category, with top-10 scores for each of the attributes (number of features, ease of deactivation, and function), and follows that up with a series of solid scores across the interior and practicality categories. Highlights there include ninth place for seating flexibility and eighth for rear legroom, plus ninth for interior storage, and 15th for the interior styling.

A 10th place for servicing costs is highly creditable, too, but owners aren't so happy about the fuel economy, in 45th. Engine sound, ride quality and road handling all hover in the same region of the table.

#### CATEGORIES

#### YOUR RATINGS



## 18. Vauxhall Mokka Mk2

### 85.81%

#### YEAR OF INTRODUCTION: 2021

**KEYPOINTS** The Mokka ranks poorly on interior and comfort. Running costs are much better

#### YOUR VIEW

"It's very good on fuel, a comfortable size, and drives well for a 1.2-litre car. Vauxhall has got it just right."

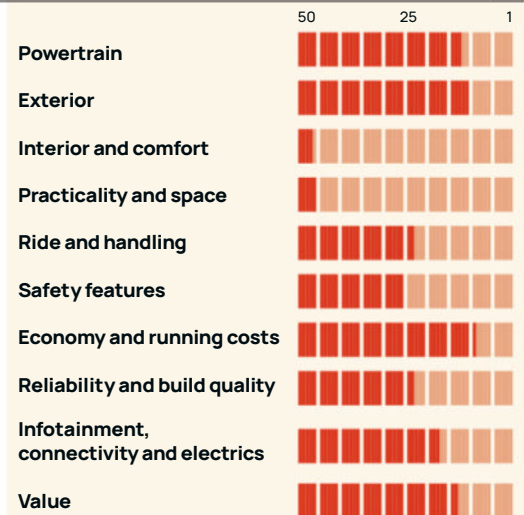


OWNERS rate the running costs of their Vauxhall SUVs as the most satisfying aspect of ownership, with a ninth-place ranking in the category. But it's not all about the pennies and pounds – the exterior style and quality category is next, in 10th place, and Mokka drivers follow that up with an excellent 13th position for its 1.2-litre engines – acceleration is ranked 19th, and engine sound is sixth.

All of that positivity plays into 13th for value, but Mokka ownership includes compromises, with owners ranking rear-seat legroom and boot space 50th. However, the Mokka has some solid infotainment scores, including seventh for its sat-nav system.

#### CATEGORIES

#### YOUR RATINGS



## 17. BMW 1 Series Mk3

**86.21%**

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** Forget the cost of servicing and life with BMW's hatchback is generally rewarding

**YOUR VIEW**

"Sporty handling, premium interior, efficient engines and a compact size are perfect for city driving."

THE BMW 1 Series switched from rear to front-wheel drive for this generation, but it doesn't seem to have harmed the car's satisfaction levels. Steering response in 39th offsets road handling in 17th, with a 10th for acceleration.

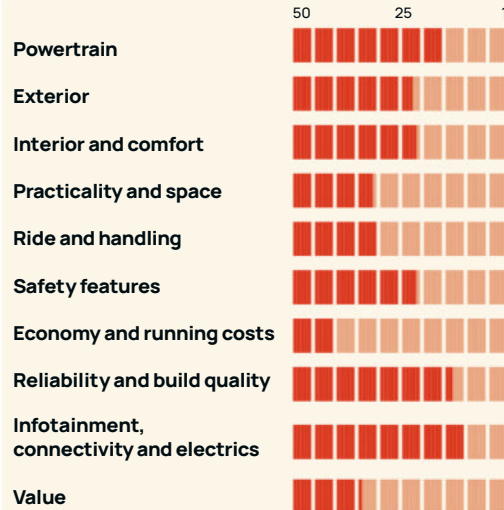
But it's in the infotainment category where the car scores highest, with owners loving the balance of physical and touchscreen controls, the sat-nav and climate systems, and user-friendliness. Reliability and quality scores are very strong, while the interior style and front-seat comfort rank seventh and sixth.

Economy and insurance cost satisfaction aren't great, while the cost of servicing, in 49th, is a fly in the ointment.



**CATEGORIES**

**YOUR RATINGS**



## 15. Tesla Model Y Mk1

**86.70%**

**YEAR OF INTRODUCTION: 2020**

**KEYPOINTS** More physical controls wouldn't go amiss, but owners still rate electric SUV highly

**YOUR VIEW**

"Software updates feel like Christmas - I discover new functions every few weeks. It keeps the excitement fresh."

THIS Model 3-based Tesla SUV leaves owners gushing about the electric powertrain - it's in sixth place overall - and the practicality and low running costs, which both rank 10th.

Attribute highlights include interior storage (third), boot space and rear legroom (sixth), and seating flexibility (12th).

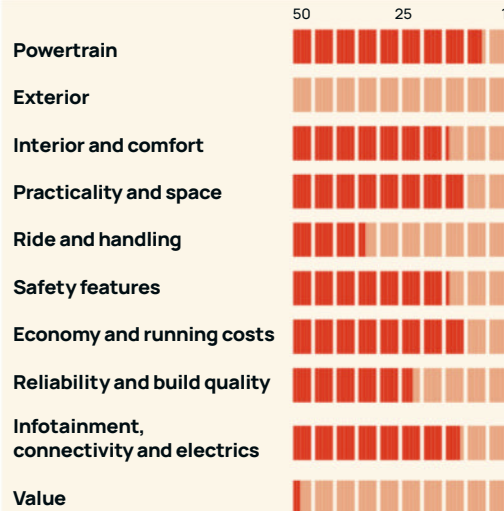
So it's a shame the interior quality lets the side down, with owners rating it only 49th.

When it comes to cabin tech, they love the sat-nav (fourth) and audio systems (third), but are less satisfied with the over-reliance on touchscreen controls versus any physical switchgear (38th). Still, the Model Y's safety systems are ranked third for functionality.



**CATEGORIES**

**YOUR RATINGS**



## 13. Hyundai Tucson Mk4

**87.45%**

**YEAR OF INTRODUCTION: 2020**

**KEYPOINTS** Respondents love the Tucson inside and out, with strong scores across the board

**YOUR VIEW**

"More refined than German rivals, and the 250bhp PHEV offers mega economy and performance."

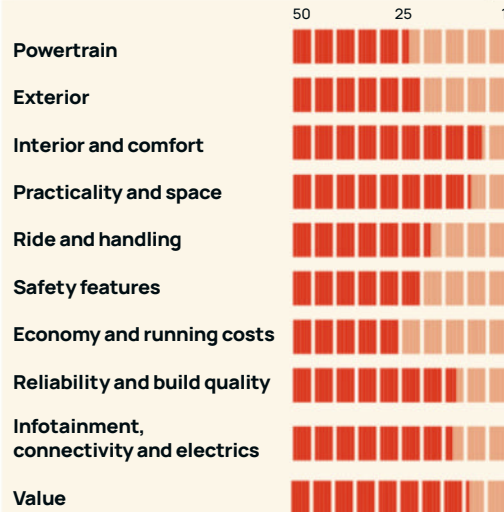
THE Tucson took on a radical new look with this generation, and it's proving a hit with owners - and not only for its style. Exterior design ranks 16th overall, but the interior is even more popular, with fifth place awarded for rear legroom, sixth for quality and ninth for front-seat comfort. It's a similar picture in the practicality category, with fifth for boot space, seventh for both seat flexibility and child-friendly features, and 13th for interior storage.

Infotainment scores are also good, with top-10 rankings for sat-nav, climate control and audio system satisfaction, while the Tucson also earns 10th place for its overall quality and 11th for the cost of servicing.



**CATEGORIES**

**YOUR RATINGS**



## 16. Peugeot 3008 Mk2

**86.52%**

**YEAR OF INTRODUCTION: 2016**

**KEYPOINTS** There's much to like about stylish French SUV if you can live with the performance

**YOUR VIEW**

"I like the design, and the large screen makes it look futuristic inside. The price is reasonable."

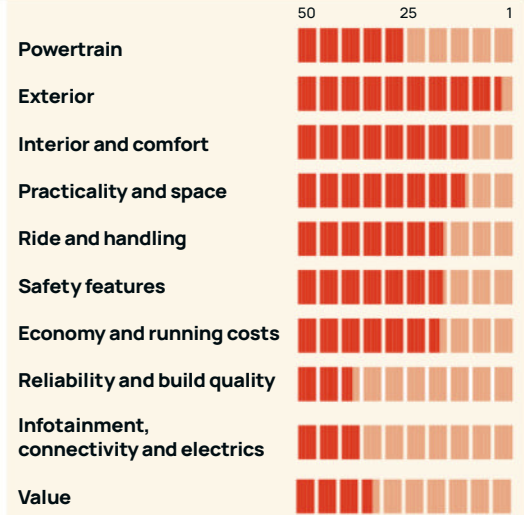


EXTERIOR scores give the Mk2 3008 a big push up the table, with owners very pleased with the design (sixth) and build quality (third). The interior style is even more loved, (second), while comfort and practicality scores also look strong across the board; interior storage is a particular highlight in fifth.

Owners rate the responsive steering and road handling highly, but driving pleasure is only 29th, and acceleration is a lowly 47th. Infotainment category scores are a mixed bag, with owners rating the audio system 12th, but they're much less enamoured of the climate controls and touchscreen operation. Reliability is 39th, but owners rate their safety systems.

**CATEGORIES**

**YOUR RATINGS**



## 14. Honda Jazz Mk4

**87.06%**

**YEAR OF INTRODUCTION: 2020**

**KEYPOINTS** Jazz hits all the right notes with owners, who are keen to sing its praises

**YOUR VIEW**

"I love the adaptability of the car's seats and luggage spaces, the fuel economy and the driving experience."

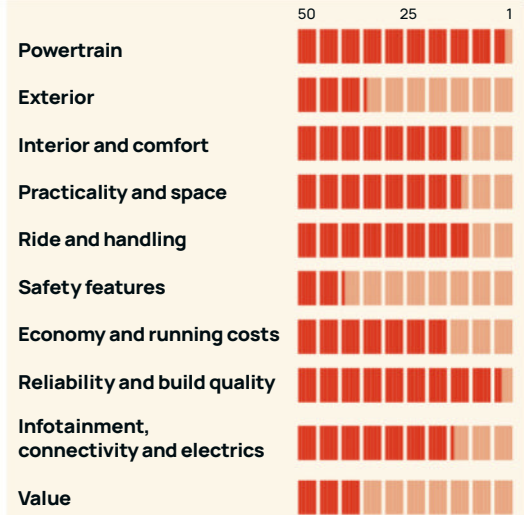


THE Jazz may be a relatively understated supermini, but owners love to drive it – the hybrid-only model is third in the powertrain category, including top spot for drivetrain smoothness. Steering and braking response both bag top-10 places, and the Jazz ranks ninth in the survey for driving pleasure.

Interior practicality scores are high, too, with seventh awarded for both rear legroom and interior storage, plus first for its folding 'magic seats'. There are four top-10 rankings for cabin-control usability and infotainment, but the sat-nav and smartphone connectivity ratings are lower. Fuel economy is seventh overall and reliability is ranked fourth.

**CATEGORIES**

**YOUR RATINGS**



## 12. Citroen C3 Mk3

**87.52%**

**YEAR OF INTRODUCTION: 2016**

**KEYPOINTS** Third-generation supermini delivers quality and reliability, plus fine ride and handling

**YOUR VIEW**

"It provides space for the family in a compact size, is extremely comfy for our daily drives and is fuel-efficient."

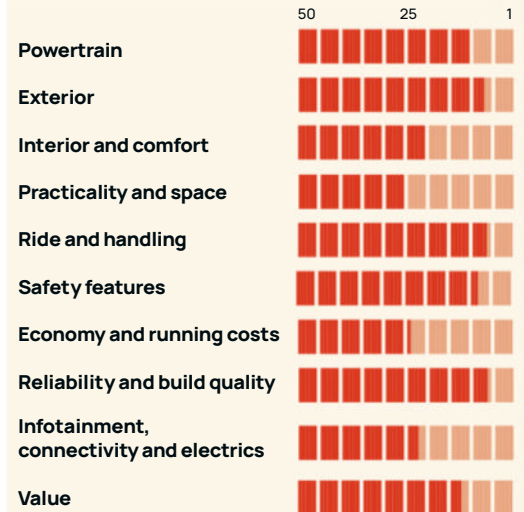


THE new Citroen C3 has a lot to live up to when it comes to making owners happy – its predecessor sold until last year netted top-10 placings in four categories in this year's survey, including sixth for quality and reliability, plus ride and handling. The former category contains a reliability attribute where the C3 rates a near-peerless second, and an overall quality attribute, where it rates 13th.

You say the C3 is rewarding to drive with fourth places for ride quality and engine sound, plus sixth for steering response and eighth for powertrain smoothness and road handling. Front-seat comfort is 10th, climate control fifth, and safety satisfaction eighth.

**CATEGORIES**

**YOUR RATINGS**



## 11. Mercedes A-Class Mk4

**87.87%**

**YEAR OF INTRODUCTION: 2018**

**KEYPOINTS** Strong set of scores are only marred by poor ratings for rear legroom and boot space

**YOUR VIEW**

“For tech and infotainment, MBUX is one of the best systems out there. The voice assistant is actually useful.”

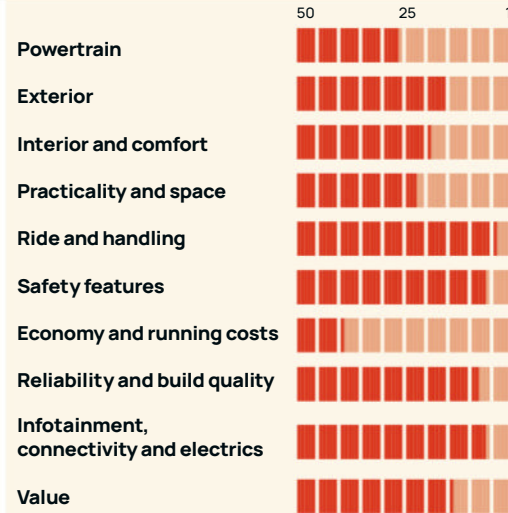


IT may have been around a few years, but the A-Class is still satisfying its owners, with a strong finish just outside the top 10. It only tops the table for one attribute, the balance between physical and touch controls, but it's second overall for ride quality, interior quality and touchscreen visibility and sensitivity.

At the category level, fifth place for ride and handling includes top-10 scores for every attribute, with sixth for driving pleasure. But while it rates fourth for interior style, the driver's seat comfort and rear legroom are relatively poor, in 29th and 44th places, while boot space comes in at 41st. Safety features are very satisfying, though, in sixth overall.

**CATEGORIES**

**YOUR RATINGS**



## 9. Dacia Duster Mk2

**88.04%**

**YEAR OF INTRODUCTION: 2017**

**KEYPOINTS** Last year's overall Driver Power winner is still best when it comes to value

**YOUR VIEW**

“I love how my Duster handles rough roads. Bumpy lanes and potholes? It just cruises through like a champ.”

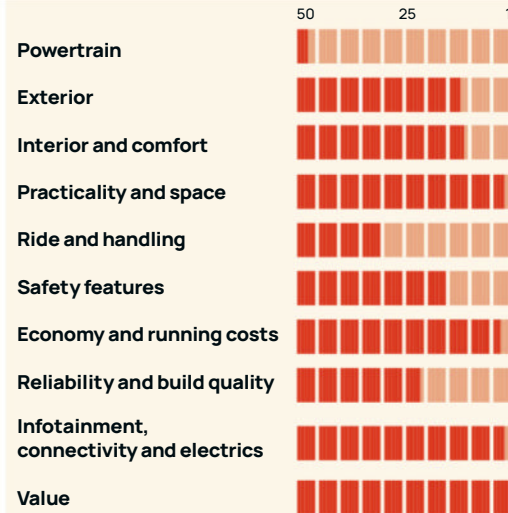


LAST year's Driver Power champ slips down to ninth for 2025, but it's hardly a fall from grace, with the car retaining first place in the value category, plus taking thirds for practicality and infotainment, and a fourth for running costs.

It beats all comers for owner satisfaction with boot space, and there are top-10 scores for cabin storage, child-friendly features and rear legroom. Cheap insurance, strong economy and affordable servicing are implied by top-10 scores for each of those attributes. Owners love their cars' audio systems, user-friendly controls and touchscreen operation, which all have top-five ratings. Driving attributes are all lower in the survey, though.

**CATEGORIES**

**YOUR RATINGS**



## 7. BMW 4 Series Mk2

**88.19%**

**YEAR OF INTRODUCTION: 2020**

**KEYPOINTS** Coupé is a driver's favourite with six top-10 scores. Running costs are high, though

**YOUR VIEW**

“I love how the infotainment system is intuitive and easy to use. Everything is pretty much one tap away.”

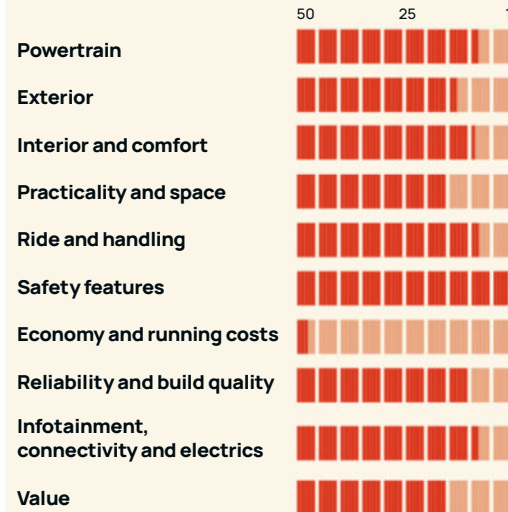


THE 4 Series Coupé performs well enough to clinch six top-10 category scores and a trio of top 20s, with the only outlier being economy and running costs, where satisfaction lurks towards the bottom of the table. On the performance side, owners enthuse most about the steering response, ride quality, and driving pleasure, which ranks third overall.

A fifth for style tops the interior category results, while the 4 Series' infotainment earns second overall for user-friendly controls and third for the balance of touchscreen and physical controls. Ease of deactivating safety systems is second place and overall quality is third, but reliability is a bit lower, in 21st place.

**CATEGORIES**

**YOUR RATINGS**



### DID YOU KNOW?

This year's winner, the Mercedes GLE, topped a whopping six out of the 10 main categories

## 10. BMW 2 Series Mk2

### 87.91%

#### YEAR OF INTRODUCTION: 2021

**KEYPOINTS** Driving pleasure is a key strength, but you also give running costs the thumbs up

#### YOUR VIEW

"It's got a real combustion engine and not an oversized Scalextric, plus precise steering and a responsive chassis."

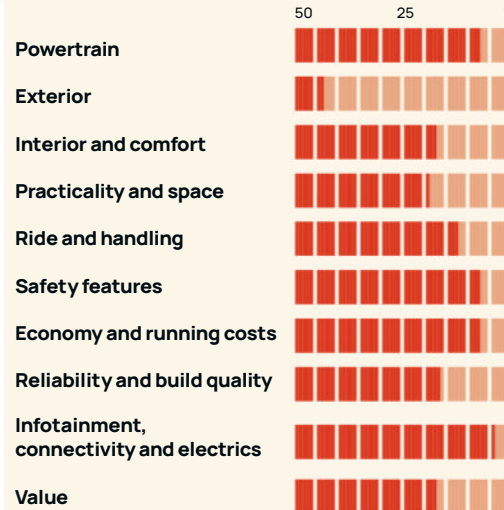


PIPPING the A-Class to the last top-10 slot is BMW's 2 Series Coupé, which owners rate as the second-most pleasurable car in the survey to drive, thanks to strong results for steering, braking and ride quality, and greater satisfaction with powertrain acceleration and sound.

The practicality scores look pretty decent for a two-door coupé, but it's the infotainment set-up that really hits the mark with a first place for the sat-nav, climate control in third, and audio sixth. More surprising perhaps are running costs, with economy earning the 2 Series ninth place, and servicing costs an impressive seventh. The car also earns second place for the function of its safety systems.

#### CATEGORIES

#### YOUR RATINGS



## 8. Citroen C5 Aircross Mk1

### 88.15%

#### YEAR OF INTRODUCTION: 2017

**KEYPOINTS** French SUV earns a string of top-10 scores, headed up by ride quality and handling

#### YOUR VIEW

"I'm surprised at how good the quality is for a French car, and the seat comfort is excellent over long drives."

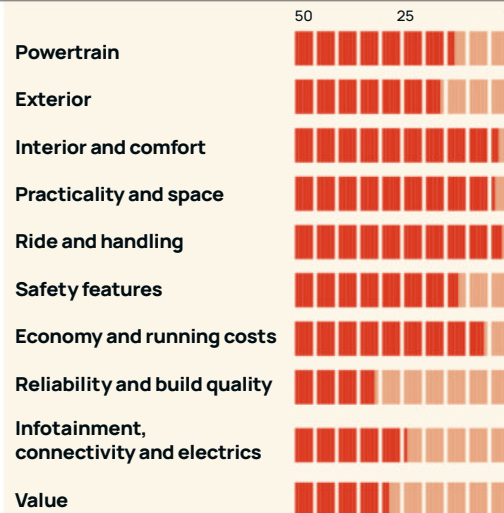


AS with Citroen's C3, the C5 Aircross has been replaced by a new model with a lot to live up to. In the C5's case that means exceptional satisfaction with ride quality and road handling, which each please owners more than any other car in the survey – it bagged fourth place for driving pleasure, and all from a driving seat rated second overall for comfort.

There's another first place for satisfaction with cabin storage, plus fifth spots for seating flexibility and cabin quality. Insurance cost gets a podium place, with cost of servicing eighth and fuel economy satisfaction in 19th. Owners aren't that impressed by the number of safety features, but rate their function sixth.

#### CATEGORIES

#### YOUR RATINGS



## 6. Vauxhall Crossland Mk1

### 88.25%

#### YEAR OF INTRODUCTION: 2017

**KEYPOINTS** Running costs, quality and reliability make this the first of three Vauxhalls in top 10

#### YOUR VIEW

"It's nice to drive and very practical, and I like all the cabin tech, which feels modern and works well."

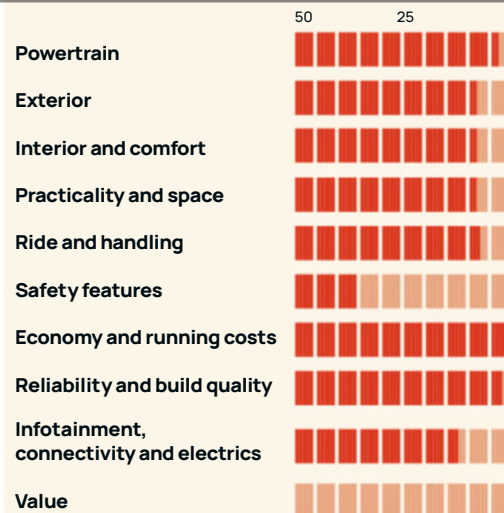


VAUXHALL'S cars didn't trouble the top 10 in last year's survey, but it's a very different story in 2025, starting with the Crossland taking sixth place overall. It tops the poll for running costs, thanks to its 1.2-litre three-cylinder engines shared with the Citroen C3. It's fifth for economy, while servicing costs rank second and insurance costs first.

Reliability is fifth, with overall quality second, while boot space, seating versatility and child-friendly features all make the top 10. Owners like the driving performance, with steering third and braking response fifth, acceleration fourth and driving pleasure 13th. But value isn't a strong point and safety scores are low.

#### CATEGORIES

#### YOUR RATINGS



## 5. Mercedes C-Class Mk5

**88.31%**

**YEAR OF INTRODUCTION: 2021**

**KEYPOINTS** A strong showing for the exec is helped by votes for value and infotainment

**YOUR VIEW**

"I like the luxurious interior and the smooth ride, the advanced safety features, the strong performance and the elegant design."

"As well as having smart technology features, it's stylish and offers good fuel economy."

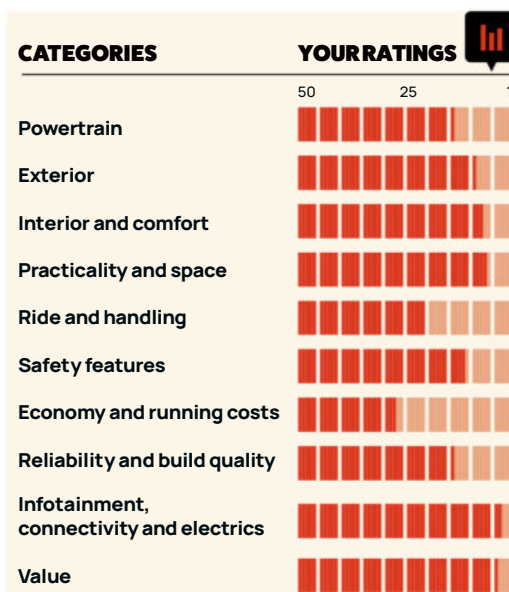
THE C-Class puts in a powerful performance this year, with especially good scores for infotainment and value for money – the latter a rarity for a premium brand.

This C-Class is the fifth in a long series of compact-executive Mercedes models. Most have been very well received, but the feedback from Driver Power respondents this year is exceptionally strong, and along with Vauxhall's hatchback Astra in third place, the C-Class saloon and estate line-up reminds us there's still room for more traditional bodystyles in spite of the SUV onslaught.

As well as appreciating the Merc's good value, its owners rate practicality very highly, with fifth and sixth places for cabin storage

and child-friendly features, while flexible seating and luggage space are ranked 11th and 12th. Exterior style is rated an excellent fifth, with the interior design a only few places behind in 12th. On the road, the C-Class's supple ride and driving pleasure are the best-rated attributes, although road handling slips to 39th.

Poorly ranked fuel economy at 27th and service costs at 39th are offset by insurance cost satisfaction in ninth. Safety-system functionality is in the top five, too.



### CASE STUDY

## Living with a C-Class

GARY Salmon is on his second Mk5 C-Class, which is a testament to how well loved the small executive car is.

Having acquired his C 300 d Estate in December last year, Gary continues to be impressed by the C-Class's motorway manners: "It's very comfortable," he says, "I've done plenty of long runs in it and when you get to the end of your journey you don't end up feeling tired."

If he does need waking up a bit, Gary says the 2.0-litre turbocharged diesel in his car provides plenty of punch, even at higher speeds. "It's got more power than you'll ever need," Gary told us. The nine-speed automatic gearbox also impressed him, as did Mercedes' digital matrix headlights, which can adapt the beam so as not to dazzle other drivers.

On the inside, Gary's C-Class offers sufficient space to transport his granddaughter, as well as his camera equipment and fold-up chair when going to motoring events. Gary described Merc's MBUX infotainment system as "simply excellent" – something that mirrors the positive feedback we received from other owners – and he praised how responsive and easy-to-use the built-in sat-nav and media player are.

"It drives very well, there's loads of power, and it'll happily go at motorway speeds."

**GARY SALMON**  
Worcestershire

**REPEAT CUSTOMER**

Gary is on his second C-Class – he's a big fan of the spacious cabin and boot



## 4. Ford Kuga Mk3

**88.69%**

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** Many aspects of the interior – including safety – rank well with owners

**YOUR VIEW**

“It drives well, looks good and performs well. It has loads of added extras, and I like the road holding and the power of the engine.”

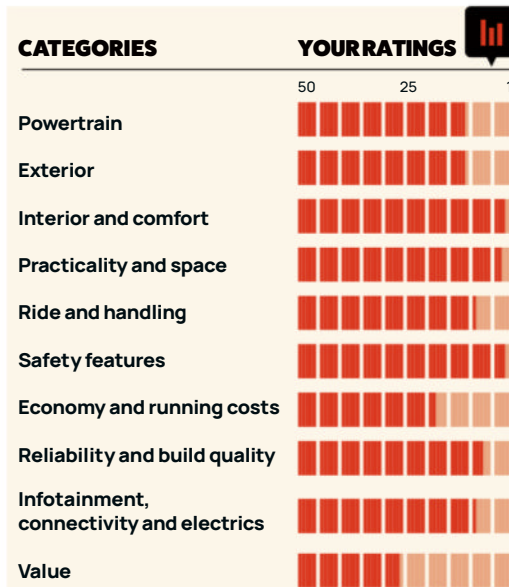
“It features the latest technology and has many great features. It is also a perfect family car at a reasonable price.”

THE Ford Puma made our top 10 last year, but this time it's the Kuga's turn, just missing out on a podium position. This is the latest, third-generation Kuga, built in Valencia, Spain, which comes with a range of eco-focused powertrains starting with a 1.5-litre three-cylinder petrol, and including 2.5-litre petrol/electric HEV and PHEV options.

Inside, the SUV inherits much of its design from the Ford Focus it also shares a platform with, but the Kuga significantly outperforms its hatchback stablemate in terms of owner satisfaction; drivers enthuse about their SUVs in a way the once-supreme Focus can only dream of. The Kuga's family-friendly credentials are reflected in its highest-

scoring categories – safety, practicality and interior – and even its worst category rating is only a middle-ranking 26th for value.

The Kuga doesn't top the survey anywhere, but it's second overall for boot space and third for seating versatility, while front-seat comfort and rear legroom rate seventh and sixth. Top-10 scores for steering, braking and road handling help add up to a solid 11th place for driving pleasure, too. Infotainment scores are excellent as well, adding to the all-round appeal.



## CASE STUDY

### Living with a Ford Kuga

IT'S fair to say that Mike Shardlow is a Ford, and specifically, a Kuga, fanatic, telling us: “We've had Kugas virtually since they came out – we're now on our fourth.”

Mike's latest acquisition comes in the form of a 2024 model fitted with the plug-in hybrid powertrain which offers so much punch that, in his own words, “when you go to overtake, you have to hold on!”

Despite this potency, Mike says he gets around 30 miles of electric range per charge, even in hilly North Yorkshire, and six or seven miles when towing his massive caravan – something he does frequently. He likes to watch the informative power distribution display on the Kuga's central touchscreen, which is one of several pieces of technology Mike says he's still getting to grips with.

He charges the Kuga's battery at home via solar panels, which helps keep costs low, and despite living out in the countryside, he says the Kuga's suspension does a good job of soaking up bumps. That said, his wife thinks the ride of the new plug-in hybrid is marginally firmer than their old diesel model, likely because of the extra weight of the battery.



“We get around 30 miles of electric range and up to seven when towing our big caravan”

**MIKE SHARDLOW**  
North Yorkshire

**GREEN LIVING**  
Mike keeps his Kuga's battery topped up at home via solar panels

## 3. Vauxhall Astra Mk8

**89.97%**

**YEAR OF INTRODUCTION: 2021**

**KEYPOINTS** The 'Vizor' styling and decent ride and handling helped the Astra to a spot on the podium

**YOUR VIEW**

"It is smooth, quiet and very comfortable. It has an impressive range of driver-assistance tech, and looks stunning after three years and 50,000 miles."

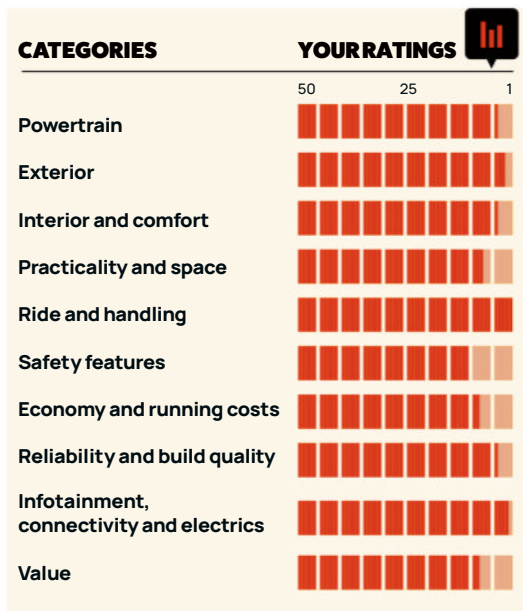
"My Astra is affordable and feels like a quality vehicle. It isn't high end, but I don't need it to be."

THE first spot on the Driver Power podium this year belongs to the Vauxhall Astra, with one of Britain's favourite family cars scooping an impressive roster of six category top fives and four top 10s. Its greatest triumph is first place in the ride and handling category, thanks to top-five rankings in everything

from steering and braking response to ride quality and road handling, plus driving pleasure.

It's not so long ago that the Astra had a reputation as a rather porridgey also-ran, but that's clearly far from the case these days. We have the Stellantis takeover of the Vauxhall/ Opel brand to thank for the reversal of fortunes, and renewed investment in the Astra saw it get a fresh new exterior look featuring the 'Vizor' styling that first appeared on Vauxhall's SUV range. It also got upgraded on-board tech and much more engaging driving characteristics. There's a good range of powertrains, too, with a 1.2-litre petrol three-cylinder engine, 1.6-litre plug-in hybrid and even an Astra Electric.

It clearly adds up to an enticing package for owners, who love the exterior style, ranking it in third position, while rating front-seat comfort in fourth and interior style sixth. Superlative infotainment scores, and fifth and sixth places for overall quality and reliability are backed by fifth place for the number of safety features.



**NEW OWNERS** Stellantis has turned the Astra's fortunes around – it's a star car



**DRIVER POWER**  
As voted by drivers

**BRONZE**

**CAR OF THE YEAR 2025**

Vauxhall Astra

**DRIVER POWER**  
As voted by drivers

**WINNER**

**BEST FAMILY CAR 2025**

Vauxhall Astra

**DRIVER POWER**  
**89.97%**

## DID YOU KNOW?

The Volvo XC40 ranked the lowest out of our top 50 in terms of fuel economy



"The weight is managed well for such a heavy car – the KONI suspension really sold it to me. It's incredible!"

**IMRAN KHAN**  
Norfolk

## HAPPY COMMUTER

This Astra PHEV is well suited to Imran's 100-mile daily commute, returning an average of 100mpg. It's also great for family trips away



## CASE STUDY

### Imran Khan on living with a Vauxhall Astra

A SELF-professed "car person", Imran Khan has previously been the custodian of hot Audis and BMWs, but was looking for a fast-yet-frugal hybrid car to be his companion on his 100-mile daily commute. The plug-in hybrid GSE version of the Vauxhall Astra seemed to fit the bill.

Living in North Norfolk, Imran is constantly faced with the task of overtaking slow-moving tractors; thankfully, the GSE with its 222bhp hybrid powertrain is up to the task. "The gearbox

isn't as snappy as a dual-clutch and hangs onto gears," he says, "but you quickly get used to it, and it still has more than enough power."

Imran says the Astra's 12.4kWh battery provides around 20 miles of electric range and, combined with the petrol engine, he claims he gets around 100mpg. The battery pack doesn't impede boot space all that much, either.

On the inside, Imran is impressed with the Astra's AGR-approved Alcantara seats, which

he says don't give him back ache on longer journeys, unlike those in other cars. A head-up display, heated seats and digital dials mean the Astra feels well equipped, while the exterior design "looks great from all angles", he says.

Yet it's the GSE's KONI suspension set-up that most impresses Imran. "The weight is managed well for such a heavy car," he says. "For the price point (especially second-hand), it handles really well and sticks to the road."

## 2. Vauxhall Grandland Mk1

**90.55%**

**YEAR OF INTRODUCTION: 2021**

**KEYPOINTS** Top finishes for the exterior, servicing and reliability are exceptional

**YOUR VIEW**

"It is high off the ground, with plenty of room inside. It's quiet and comfortable on long journeys, and the boot is amazing."

"I like absolutely everything; it's comfortable, easy to use and I look forward to driving it."

A TOP-notch Vauxhall performance results in the previous-generation Grandland SUV scooping second place in a stunning five categories, along with a win in one, and nothing outside the top 10.

All of our Grandland owners run the facelifted model, launched in 2021, which features either a 1.2-litre turbocharged three-cylinder petrol engine,

a 1.5-litre diesel variant or a four-wheel-drive plug-in hybrid option. The facelift introduced a new front-end design with adaptive LED headlights, along with a new interior and a range of improvements for the safety tech.

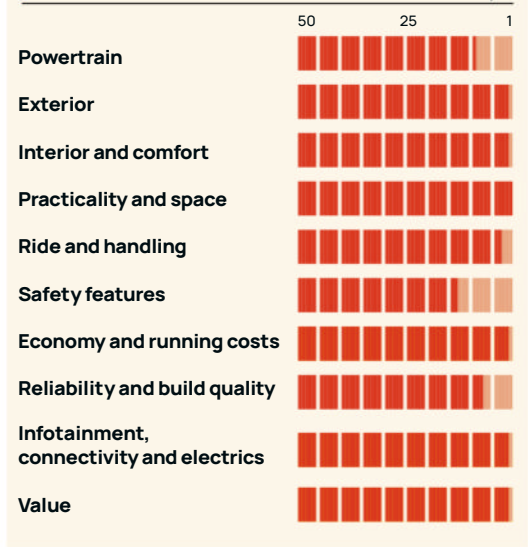
The Grandland has form in the Driver Power survey, with owners ranking the pre-facelift Grandland X as high as seventh place in 2021, but it never achieved a spot on the podium.

This time around, studying the attribute scores for the later car reveals a first place for exterior and a third for interior style and front-seat comfort, a fourth for rear legroom and another third for boot space. Touchscreen function ranks third, too, while servicing and reliability both net first place.

There's a single outlier where the Grandland hasn't performed exceptionally well, and that's the 39th place for drivetrain smoothness, but this is just one facet of an engine and gearbox category where acceleration and engine sound are both rated third overall.

**CATEGORIES**

**YOUR RATINGS**



**IMPROVED** The facelifted SUV has taken the Grandland X's good results and run with them



**DRIVER POWER**  
As voted by drivers  
**SILVER**  
**CAR OF THE YEAR 2025**  
Vauxhall Grandland

**DRIVER POWER**  
As voted by drivers  
**WINNER**  
**BEST MID-SIZE SUV 2025**  
Vauxhall Grandland

**DRIVER POWER**  
**90.55%**

## DID YOU KNOW?

Unsurprisingly, you say the Dacia Duster SUV offers the most bang-for-your-buck



“It’s really smooth and easy to drive. The Grandland is one of the best cars I’ve owned – I will definitely be extending my lease!”

**LYNDESEY DARK**  
Worcestershire

## UP TO THE JOB

Lyndsey transports passengers of all sizes, including her son – and the Grandland is more than capable of doing that, as well as taking her wheelchair and maintaining her comfort on longer trips



## CASE STUDY

# Lyndsey Dark on living with a Vauxhall Grandland

LYNDESEY was looking for a new car via the Motability scheme – notably one that could accommodate her mobility issues. The Vauxhall Grandland did just that, offering plenty of cabin space, a frugal powertrain and a smattering of luxury touches that are helpful day-to-day.

On top of taking her own son to school, Lyndsey also frequently ferries around her 14-year-old nephew who, at six-foot three, has just about enough space in the rear to

get comfortable, even with a baby seat and another passenger in the same row.

With a boot large enough to fit her wheelchair, Lyndsey says the Grandland is “more spacious than it looks. We’re watching Dr Who at the moment, and this is our little Tardis!”

Lyndsey is particularly impressed by the Grandland’s fuel economy; it costs her only £55 to fill up and on longer trips to Birmingham and Manchester, she returns with plenty of fuel left

in the tank for other journeys. On the school run, the Grandland leans heavily on its mild-hybrid technology, keeping petrol use to a minimum.

However, it’s the level of comfort that truly seals the deal for Lyndsey. The heated steering wheel, for example, helps with her Raynaud’s symptoms, while the electric front seats adjust to support her longer legs. She also likes the way the windscreen washers are mounted within the wipers, meaning visibility is never at a premium.

## 1. Mercedes GLE Mk4

**92.24%**

**YEAR OF INTRODUCTION: 2019**

**KEYPOINTS** It's a fantastic performance overall; the only fly in the ointment is fuel economy

**YOUR VIEW**

"The GLE's luxurious interior, smooth ride, and advanced tech make it a joy to drive, and it's roomy enough for family and luggage."

"Its powerful engine, spacious cabin, and sleek design blend comfort with performance perfectly."

BY Driver Power standards, the Mercedes GLE is ahead by a country mile - topping the table in an astonishing six categories, coming second in two more, and third in another. The only lower score is a 26th place - in the economy and running costs category - where satisfaction with fuel economy

sinks to 43rd. Not surprising, considering this is a two-and-a-half tonne premium SUV.

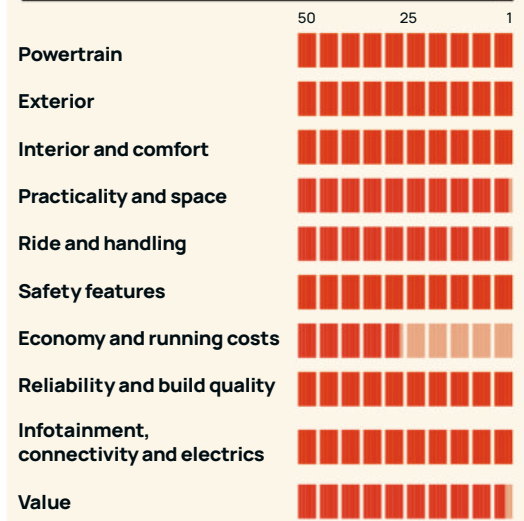
The GLE has a wide range of diesel and petrol engine options with mild-hybrid tech on all but the most powerful AMG GLE 63, plus a plug-in hybrid powertrain.

The Merc's styling is a little softer than its predecessor's, and its lavish cabin is crammed with technology; owners enjoy the luxury of wood and Nappa leather trim, four-zone climate control for seven-seat models, and impressive sounds from the Burmester stereo in Premium Plus trim. The dash is inspired by the S-Class saloon's, with a pair of 12.3-inch displays.

The result of such attention to detail? The GLE beats all-comers in an astonishing 16 out of 35 category attributes, including driving pleasure, every safety attribute, climate, audio and sat-nav function, and overall quality. Its second places include exterior style, sat-nav and the balance of digital and touchscreen controls. It's a Driver Power masterclass.

**CATEGORIES**

**YOUR RATINGS**



**CHAMPION** An incredibly strong set of results in virtually every category gives GLE the win



**DRIVER POWER**  
As voted by drivers  
**WINNER**  
**CAR OF THE YEAR 2025**  
Mercedes GLE

**DRIVER POWER**  
As voted by drivers  
**WINNER**  
**BEST LARGE PREMIUM SUV 2025**  
Mercedes GLE

**DRIVER POWER**  
**92.24%**



Ultimately, Norman is very pleased with what he describes as a “true gentleman’s car”

**NORMAN EATON**  
North Lincolnshire



**WINNER TAKES ALL**

Norman has made the switch to Mercedes from a Range Rover, and says the GLE is perfect for carrying his dog and kit on trips all over the country



## CASE STUDY

### Norman Eaton on living with a Mercedes GLE

RANGE Rover owners tend to be rather loyal to the brand, but retiree Norman Eaton was tempted by the GLE's premium kerb appeal, ergonomic interior and strong build quality.

The GLE ranked highly for its balance of physical and digital controls; “It’s not an iPad”, Norman says. “The Mercedes has got buttons all over the dashboard – temperature controls, menus and so on – and when you reach out to adjust something, you know what button is

where.” Indeed, on the point of infotainment, Norman likes how Mercedes’ MBUX system automatically updates itself and keeps him apprised of local road closures – ideal for when he travels round the country to go shooting.

Norman is the first to admit that on these trips, he needs a lot of space to carry his equipment, as well as his dog. Thankfully, the GLE is more than roomy enough for a battalion’s-worth of kit, as well as a furry companion. In fact, Norman said

that when his two stepsons got in the back, “they couldn’t believe how much room there was”.

Long journeys meant fuel economy was also a key factor for Norman, so with this in mind he specified his Emerald Green GLE with the 3.0-litre diesel engine; “It’s a powerful vehicle that goes well, but I’ve also got the economy”. On a recent trip to Essex to see friends, he achieved almost 40mpg on the motorway – much more than you might expect from a 380bhp SUV.



Chris.Rosamond@autoexpress.co.uk

**REX** IT'S likely that most drivers weighing up a new-car purchase will start by comparing similar models to narrow down their choices, and that makes the Driver Power class winners important for both manufacturers and potential buyers alike.

Indeed, although there are many ways to slice and dice the Driver Power data, it's this approach that provides arguably the most significant results for anyone in the new-car marketplace, and this year the Driver Power top 50 fall into a total of nine separate classes.

They range from small cars and supermini-based SUVs at one end of the scale, to full-sized SUVs and large luxury models, with a sporty coupé option included, too.

As you might expect, it is the SUV classes that are dominant in numerical terms, taking more than half of the top-50 Driver Power slots in 2025. And while Mercedes wins the Driver Power 50-model rundown, it only manages two



## RESULTS BY CLASS

Shopping for a particular bodystyle? Check out these nine class winners



**CLASS APART** Family-car class winner, the Astra, is one of three victorious Vauxhalls this year

class wins with its GLE and C-Class models, whereas Vauxhall cleans up in three classes with the Astra, Crossland and Grandland.

It's no surprise to see BMW owning the coupé class, given the popularity of its 4 Series, and likewise the Tesla Model S in the luxury car class – if nothing else, all those government company car incentives have made it impossible to ignore it.

At the other end of the scale, Citroen's victory in the supermini class with its C3 reflects that car's popularity, while the Vauxhall Crossland beating Dacia's Duster in the small SUV category does the same.

### Large Premium SUV



**DRIVER POWER**  
As voted by drivers

**WINNER**

**BEST LARGE PREMIUM SUV 2025**

Mercedes GLE


**92.24%**

**CLASS WINNER**  
**Mercedes GLE Mk4**

THE 2025 Driver Power winner must naturally also top its class, which is a good reason to reprise the achievements of this luxurious Mercedes 4x4 as it sweeps to overall victory.

Its six category wins make it an untouchable champion this year, to the extent that it seems churlish to point out where it hasn't done so well – just two areas in fact, namely servicing costs (about which owners can only muster middle-of-the-road enthusiasm) and fuel economy. A ranking of third for value must make Jaguar Land Rover weep.

### Luxury Car



**DRIVER POWER**  
As voted by drivers

**WINNER**

**BEST LUXURY CAR 2025**

Tesla Model S

**85.10%**

**CLASS WINNER**  
**Tesla Model S Mk1**

THE Model S is one of three Teslas in the survey, and actually the least satisfying, but again the luxury saloon sector has been filleted by the rise of the SUV, so there's not much direct competition.

Still, 28th in the Driver Power survey isn't a bad result, even if it's not stunning, but some of the category scores suggest Tesla will have its work cut out to defend the Model S against increasing competition from similarly upmarket European EVs, or indeed more prestigious ones.

### Premium SUV



**DRIVER POWER**  
As voted by drivers

**WINNER**

**BEST PREMIUM SUV 2025**

Tesla Model Y

**86.70%**

**CLASS WINNER**  
**Tesla Model Y Mk1**


TESLA'S Model 3-based crossover SUV leads the premium SUV class by some margin, with its electric powertrain proving significantly more satisfying than its rivals' ICE efforts, although BMW's X3 powertrain runs it closest. The Tesla cements its win with strong practicality and running cost ratings, but all of these cars rank poorly for value.

Behind Tesla, the Volvo XC40 still manages to stay just ahead of its German rivals – although it's a close-run thing between the XC40, BMW X3 and Audi Q5.

## DID YOU KNOW?

Like physical buttons? You say the Mercedes A-Class offers the best balance of physical and digital controls

## Coupé



**DRIVER POWER**  
As voted by drivers

**88.19%**

**WINNER**

**BEST COUPÉ 2025**

BMW 4 Series

### CLASS WINNER BMW 4 Series Mk2

ONCE a staple of the executive-car pool, the sporty two-door coupé is one of the many bodystyles that has lost out to the inexorable rise of SUVs, not to mention the more practical yet still sporty-looking fastback models.

But BMW is one of the few manufacturers keeping faith with the concept. Owners of the 4 Series are clearly delighted about that, awarding their chosen model a top-three spot for driving pleasure, and equally strong results for cabin controls and overall quality.

## Executive Car



**DRIVER POWER**  
As voted by drivers

**88.31%**

**WINNER**

**BEST EXECUTIVE CAR 2025**

Mercedes C-Class

### CLASS WINNER Mercedes C-Class Mk5

THERE'S still plenty of action in the executive-car class, although previous big players such as Jaguar, Volvo and Lexus have abandoned the segment to varying degrees.

The German brands carry on regardless, with the Mercedes C-Class pulling out a lead over the next contender – the Audi A5 – of almost three percentage points. That's a big margin by Driver Power standards, although the BMW 3 Series in fourth place and the Tesla Model 3 in fifth are separated by only a hair's breadth.

## Family Car



**DRIVER POWER**  
As voted by drivers

**89.97%**

**WINNER**

**BEST FAMILY CAR 2025**

Vauxhall Astra

### CLASS WINNER Vauxhall Astra Mk8

THESE compact hatchbacks are, in many ways, the backbone of British motoring life, but who would have expected to see Vauxhall's Astra and VW's Golf at the top and bottom of our top 50 respectively? The Vauxhall performs well across the board to rank third overall in the survey this year, while the Golf misses the bottom rung of the ladder by just one place.

Back at the top of this class table, the Mercedes A-Class and BMW 1 Series take second and third on the podium.

## Mid-size SUV



**DRIVER POWER**  
As voted by drivers

**90.55%**

**WINNER**

**BEST MID-SIZE SUV 2025**

Vauxhall Grandland

### CLASS WINNER Vauxhall Grandland Mk1

THIS is a crucial battleground, because the mid-size SUV segment is hotly contested, making Vauxhall's win significant against some very competent rivals such as the Ford Kuga in second and the Citroen C5 Aircross in third.

The Grandland wins by a significant margin, although all three class leaders make the top 10 of the survey overall. None can match the sweep of excellent scores across the board racked up by the Vauxhall, though, including first place in the survey for the practicality and boot space attribute.

## Small Car



**DRIVER POWER**  
As voted by drivers

**87.52%**

**WINNER**

**BEST SMALL CAR 2025**


Citroen C3

### CLASS WINNER Citroen C3 Mk3

THERE are plenty of well known names in the supermini/small-car class, but the segment-winning Citroen C3 and runner-up Honda Jazz are some way ahead of their rivals.

Just two places separate the pair, with Citroen owners more pleased with exterior style and safety features, and Jazz drivers ranking satisfaction with factors such as powertrain, practicality and running costs more highly. Third place in the class goes to the MINI, closely followed by the Renault Clio, Volkswagen Polo and Toyota Yaris.

## Small SUV



**DRIVER POWER**  
As voted by drivers

**88.25%**

**WINNER**

**BEST SMALL SUV 2025**

Vauxhall Crossland

### CLASS WINNER Vauxhall Crossland Mk1

ANOTHER hard-fought struggle in a highly contested segment, and a third triumph for the Vauxhall brand with its Crossland SUV – just pipping the Dacia Duster to a class win.

Ironically, the Crossland's worst category score – 50th for value – is where the Duster does best, topping the top-50 table in first. Meanwhile the Duster's worst score – 47th for powertrains – is one of the Crossland's best, where it ranks fourth. The pair both perform strongly on economy and practicality, but the Crossland edges the win.



# RESULTS BY CATEGORY

It's time to delve into each of the 10 categories to see which cars performed best in their attributes



**Chris  
Rosamond**

Chris.Rosamond@autoexpress.co.uk

**KEYPOINTS** This year's overall winner, the Merc GLE, won several categories, but not all of them

**REX** SCRUTINISING the 2025 Driver Power results at category level gives an important extra depth of understanding when it comes to assessing the performances – both positive and negative – of the models in the survey.

To get to the bottom of what you find truly satisfying or otherwise, we break the Driver Power survey down into 10 individual categories (shown on every vehicle's results page in this issue), each with varying numbers of sub-categories or 'attributes' that address the broad spectrum of relevant topics. This allows us to analyse satisfaction with a forensic level of detail.

As ever, when looking at the Driver Power results, it's vital to remember that scores in any category, or for any attribute, don't reflect an absolute level of performance, but instead tell us only how satisfied owners are with that facet of their experience.

For example, owners of a budget-spec supermini with room for just a handful of shopping bags in the boot may be more satisfied with that aspect of the car's performance than the owners of a big SUV who can't fit four large suitcases behind the tailgate. It's always just that satisfaction level that counts.



## Powertrain

**IN BRIEF** Acceleration, the quietness of the engine and the smoothness of the gearbox



## CATEGORY WINNER Mercedes GLE Mk4

**94.22%**

THE powertrain category always throws up some interesting responses, as different owners look for vastly different characteristics in their vehicles. And you couldn't hope for a more diverse set of cars at the top of the category this year, with the luxurious and powerful Mercedes GLE topping the table, the sporty and fun MINI Cooper in the runner-up spot, and the practical and economical Honda Jazz in third.

Three individual attributes make up the category, with drivers being asked to rank their satisfaction with acceleration, which the MINI wins, engine sound, where top slot goes to the refined GLE, and powertrain smoothness, where the hybrid Jazz delights owners the most. Tesla has previously done very well here, with lots of power and smoothness.

### CATEGORY TOP 10

1. MERCEDES GLE
2. MINI COOPER
3. HONDA JAZZ
4. VAUXHALL CROSSLAND
5. VAUXHALL ASTRA
6. TESLA MODEL Y
7. BMW 2 SERIES COUPE
8. BMW 4 SERIES
9. VAUXHALL GRANDLAND
10. CITROEN C3

## DID YOU KNOW?

The best-looking car, according to you, is the Vauxhall Grandland with its sharp 'Vizor' front-end styling

## Exterior

**IN BRIEF** Overall exterior styling, the quality of the paint finish, and the materials used



## CATEGORY WINNER

### Mercedes GLE Mk4

ANOTHER category win for the handsome Mercedes SUV, thanks to a peerless pair of scores in the two category attributes, exterior style and exterior quality and finish. The GLE is second overall for style, but tops the table for satisfaction with build quality.

It may not be the most radical shape around, but Vauxhall Grandland owners are even more thrilled with the exterior design of their SUVs, ranking their choice first in the table for this attribute, although it manages only fourth overall for exterior fit and finish.

Vauxhall's Astra family car shares much with its SUV stablemate from a styling perspective, so perhaps it's no surprise to find the Astra placed third in the category. It's also ranked third for the design attribute, while exterior quality comes in fourth place.

# 95.75%

#### CATEGORY TOP 10

1. MERCEDES GLE
2. VAUXHALL GRANDLAND
3. VAUXHALL ASTRA
4. PEUGEOT 3008
5. CITROEN C3 AIRCROSS
6. AUDI Q5
7. CITROEN C3
8. VAUXHALL CROSSLAND
9. MERCEDES C-CLASS
10. VAUXHALL MOKKA

## Interior and comfort

**IN BRIEF** Cabin styling, quality of the interior finish and materials, front-seat comfort, all-round visibility from the driver's seat, rear-seat legroom



## CATEGORY WINNER

### Mercedes GLE Mk4

A BUSY Driver Power category, this one, with five attributes contributing to the interior and comfort score: interior styling, interior quality and finish, front-seat comfort, driver visibility and rear-seat legroom. Our category winner, the Mercedes GLE, tops the table in every single one of them.

It's a hard act to follow, but the Vauxhall Grandland does its best to try, with a highly creditable third place for every category attribute except visibility from the driver's seat, for which it bags second place. No rivals come close to top two, with the Ford Kuga's third place in the category including two fifth finishes for driver visibility and rear legroom, and seventh for front-seat comfort, but 10th for interior style and only 20th for interior quality.

# 92.59%

#### CATEGORY TOP 10

1. MERCEDES GLE
2. VAUXHALL GRANDLAND
3. FORD KUGA
4. CITROEN C5 AIRCROSS
5. VAUXHALL ASTRA
6. HYUNDAI TUCSON
7. MERCEDES C-CLASS
8. VAUXHALL CROSSLAND
9. BMW 4 SERIES
10. PEUGEOT 3008

## Practicality and bootspace

**IN BRIEF** Flexibility and versatility of the seats, boot capacity and versatility, cabin storage space, child-friendly features



## CATEGORY WINNER

### Vauxhall Grandland Mk1

FOR this category, owners are asked to rate their satisfaction with the flexibility and versatility of seating, luggage space in the boot, availability of interior storage spaces and child-friendly features.

This time the Grandland forges ahead of the Mercedes GLE, thanks to a first place for child-friendliness, second for seating versatility and third for boot space – a trio of top ratings that aren't undermined by a 16th for cabin storage.

The Mercedes musters strong scores too, ranking second for child-friendly features, a brace of fourths for seating flexibility and cabin storage, and seventh for boot space. Third place in the category goes to a very different beast: the budget-priced Dacia Duster, with the most satisfying boot space in the survey.

# 91.24%

#### CATEGORY TOP 10

1. VAUXHALL GRANDLAND
2. MERCEDES GLE
3. DACIA DUSTER
4. FORD KUGA
5. CITROEN C5 AIRCROSS
6. MERCEDES C-CLASS
7. VAUXHALL ASTRA
8. VAUXHALL CROSSLAND
9. HYUNDAI TUCSON
10. TESLA MODEL Y

## Ride and handling

**IN BRIEF** Acceleration, quietness of engine, smoothness of gearbox



### CATEGORY WINNER

## Vauxhall Astra Mk8

**94.05%**

THE not-so-humble Vauxhall Astra beats Merc's GLE to the punch with the attributes that make up the ride and handling category, which include steering and braking responsiveness, ride quality, road handling and driving pleasure. The Vauxhall's best scores are second places for steering and handling, followed by fourth for braking and fifth for both ride quality and driving pleasure.

The GLE ranks second in the category, with a first for driving pleasure, third for ride quality and fourth for road handling, but when it comes to steering and braking response, a fifth and seventh cost it the win.

It's a near miss for the C5 Aircross, too, which ranks first for braking response, ride quality and road handling, but is 13th for steering response.

### CATEGORY TOP 10

1. VAUXHALL ASTRA
2. MERCEDES GLE
3. CITROEN C5 AIRCROSS
4. VAUXHALL GRANDLAND
5. MERCEDES A-CLASS
6. CITROEN C3
7. VAUXHALL CROSSLAND
8. BMW 4 SERIES
9. FORD KUGA
10. HONDA JAZZ

## Economy and running costs

**KEYPOINTS** Fuel economy, servicing costs and other expenses, such as road tax and insurance



### CATEGORY WINNER

## Vauxhall Crossland Mk1

**88.30%**

IT'S telling that Vauxhall lands four models in the top 10 for the efficiency and running costs category, which measures satisfaction across three attributes: fuel economy/EV efficiency, servicing costs and other running costs – including insurance and road tax.

The winning Crossland SUV nets first place in the latter attribute, and has the second-most satisfied owners when it comes to servicing cost, and fifth-most satisfied for economy.

The bigger Vauxhall Grandland is second in the category, but has the most satisfied owners in the survey when it comes to low servicing costs, and the second-most satisfied with their insurance quotes and road tax. The Grandland's fuel efficiency just scrapes into the top 10, too.

### CATEGORY TOP 10

1. VAUXHALL CROSSLAND
2. VAUXHALL GRANDLAND
3. HONDA CIVIC
4. DACIA DUSTER
5. RENAULT CLIO
6. CITROEN C5 AIRCROSS
7. BMW 2 SERIES COUPE
8. VAUXHALL ASTRA
9. VAUXHALL MOKKA
10. TESLA MODEL Y

## Infotainment, connectivity & electrics

**IN BRIEF** Entertainment systems, smartphone connectivity, sat-nav, user-friendliness of the controls, visibility and sensitivity of the displays, balance of touchscreen and physical controls



### CATEGORY WINNER

## Mercedes GLE Mk4

**93.15%**

MERCEDES' GLE gives an imperious demonstration of how to please owners with cabin layout and tech. The long list of category attributes where the luxury SUV scoops first place includes user-friendliness of controls and switches, touchscreen sensitivity and visibility, smartphone connectivity, heating ventilation and air-con, and the audio system. It also comes second for the built-in sat-nav and the balance between physical and touchscreen controls.

The Vauxhall Astra's top attributes include second for climate control, third for the built-in sat-nav and fourth for user-friendly controls and smartphone connectivity. The Dacia Duster earns third place, thanks in part to a second spot in both the audio system and smartphone connectivity attributes.

### CATEGORY TOP 10

1. MERCEDES GLE
2. VAUXHALL ASTRA
3. DACIA DUSTER
4. MERCEDES C-CLASS
5. BMW 2 SERIES COUPE
6. MERCEDES A-CLASS
7. VAUXHALL GRANDLAND
8. BMW 4 SERIES
9. FORD KUGA
10. BMW 1 SERIES

## Safety

**IN BRIEF** Number of electronic safety systems, how easy it is to activate and shut off said systems



### CATEGORY WINNER

## Mercedes GLE Mk4

# 92.63%

SAFETY satisfaction is another category where the GLE cleans up, with first places awarded for each of three attributes. We ask owners to tell us how pleased they are with the number of safety features, the ease with which they can be activated or deactivated, and the functioning of the systems.

The BMW 4 Series in the runner-up spot can only manage seventh for the number of features supplied, second for ease of deactivation, and 10th for safety system functionality. The Ford Kuga has attribute ratings of fourth, sixth and 14th respectively.

The Volvo XC40 rates second for the number of safety features, but is 19th for ease of deactivation. Meanwhile the Honda CR-V, in fifth place, attracts a creditable top-10 ranking for all three attributes.

### CATEGORY TOP 10

1. MERCEDES GLE
2. BMW 4 SERIES
3. FORD KUGA
4. VOLVO XC40
5. HONDA CR-V
6. MERCEDES A-CLASS
7. BMW 2 SERIES COUPE
8. CITROEN C3
9. TESLA MODEL 3
10. VAUXHALL ASTRA

## Reliability and build quality

**IN BRIEF** Overall vehicle quality and its everyday reliability



### CATEGORY WINNER

## Mercedes GLE Mk4

# 94.05%

THIS category does what it says on the tin, with just two attributes rated for owner satisfaction: overall quality, and reliability. The Mercedes GLE is the champ here, scooping first place for the quality attribute, and third for reliability.

The Vauxhall Grandland, in second place, scoops best in the survey for the reliability attribute, which it backs up with an impressive fourth for overall quality. The Vauxhall Crossland is next in line, with second for quality and fifth for reliability. But then Honda sneaks in with the Jazz, which just pips the Vauxhall Astra to fourth place. After the Astra we have the Citroen C3 in sixth place – despite being the second-most satisfying car for reliability. The BMW in 10th place ranks third for overall quality, but 21st for reliability.

### CATEGORY TOP 10

1. MERCEDES GLE
2. VAUXHALL GRANDLAND
3. VAUXHALL CROSSLAND
4. HONDA JAZZ
5. VAUXHALL ASTRA
6. CITROEN C3
7. FORD KUGA
8. MERCEDES A-CLASS
9. HONDA CIVIC
10. BMW 4 SERIES

## Value

**IN BRIEF** Value for money – it's as simple as that



### CATEGORY WINNER

## Dacia Duster Mk2

# 94.74%

THE Dacia Duster's bargain price point is a major part of its appeal, and that's reflected by owners who rank it top of the table for value, and by some margin ahead of the Vauxhall Grandland and Mercedes GLE which take second and third on the category podium.

There's an interesting anomaly in fourth place, where the even-more bargain-basement Dacia Sandero pops up, despite not scoring highly enough elsewhere to make our top-50 Driver Power cut. Money talks, at least when you're saving it.

Mercedes does well to land a second car in the value for money category in the shape of the latest C-Class in fifth place, and it's no surprise to see those family-motoring stalwarts, the Toyota Corolla, Renault Clio and Vauxhall Astra in the top 10, either.

### CATEGORY TOP 10

1. DACIA DUSTER
2. VAUXHALL GRANDLAND
3. MERCEDES GLE
4. DACIA SANDERO
5. MERCEDES C-CLASS
6. TOYOTA COROLLA
7. RENAULT CLIO
8. VAUXHALL ASTRA
9. HYUNDAI TUCSON
10. VOLKSWAGEN POLO

## ESSENTIALS

### Citroen e-C4 50kWh Plus

Price: £27,650

Powertrain: 50kWh battery (50kWh usable),  
1x e-motor, 134bhp

0-62mph: 10.0 seconds

Test efficiency: 3.6 miles/kWh

Official range: 219 miles

Annual VED: £195

### Volkswagen ID.3 Essential

Price: £30,860

Powertrain: 55kWh battery (52kWh usable),  
1x e-motor, 168bhp

0-62mph: 8.2 seconds

Test efficiency: 4.1 miles/kWh

Official range: 241 miles

Annual VED: £195





# MORE FOR LESS

**EV prices are falling, as seen on the facelifted Citroen e-C4 and brand-new entry-level VW ID.3. Which is the better buy?**

Pete Gibson

# CITROEN e-C4 vs VOLKSWAGEN ID.3

We find out if cut-price e-C4 is a match for new base ID.3 model

**REX** THERE'S a new buzzword in the world of electric vehicles – affordability. It seems that with each new model that's launched, prices become cheaper, while those EVs that have been around for a bit longer have seen a steady fall in their prices over time.

Take the Citroen e-C4 as an example. This electric crossover hatchback has been on the market since 2020, and during its time on sale it has gone through a number of revisions to keep it competitive. Most recently, the e-C4 benefited from a facelift to incorporate

Citroen's latest family look, but the French firm also took the opportunity to knock around £4,000 off its list price, too.

Volkswagen is another company that has constantly tinkered with its model line-up, and the ID.3 hatchback has been updated with the arrival of a new entry-level variant. Called Essential, it does exactly what it says by offering the smallest battery and lowest power output in the range, but still has enough kit to make it an attractive option.

So which model makes the best case for itself? Does the e-C4 offer great value? Or does the ID.3 deliver enough to justify its price tag?

## CONTENDERS

### Citroen e-C4

THE e-C4 uses the same platform as cars such as the Peugeot 208 and Vauxhall Corsa superminis, but its dimensions are more like a compact hatchback's. As with those models, it also comes with petrol and hybrid powertrains, but here we're concentrating on the all-electric version.

Prices start at £27,650, which is around £4,000 less than the pre-facelift model. This gets you a car with a 50kWh battery, while the top-spec Max model is the only one with the larger 54kWh pack.

## HEAD TO HEAD

### ON THE ROAD

AS with other Citroens, the e-C4 is geared towards comfort over sporty handling. Grip is good and the electric powertrain is responsive to a point, but the soft ride encourages you to take things easy and revel in the cossetting feel.

The ID.3's rear-wheel-drive set-up and responsive electric motor sound like a recipe for fun, and it's certainly more engaging than the Citroen, but the ride is fidgety at lower speeds.



### TECH HIGHLIGHTS

ALL versions of the e-C4 come with a 10-inch touchscreen. Plus and Max trims feature navigation and voice control, but all variants include wireless smartphone connectivity.

The ID.3 also features this tech, while adaptive cruise control is included as standard too. Neither car comes with a heat pump as standard, but it's a more affordable extra on the Citroen at £450; it costs £1,150 to add to the VW.



### PRICE AND RUNNING

THERE'S an overlap in prices between the highest-spec versions of the e-C4 and the entry point to the ID.3 line-up, but both models feature a similar amount of kit.

The VW proved to be more efficient on test, with a return of 4.1 miles per kWh compared with 3.6mi/kWh for the Citroen. Combine this with the bigger battery, and the ID.3 can travel more than 210 miles between charges.



# VOLKSWAGEN ID.3

## UPDATES

Both the Citroen and Volkswagen have been regularly refreshed during their lifetimes to keep them competitive

## Volkswagen ID.3

IT'S been five years since the ID.3 kicked off the electrification of VW's line-up, and since then it has been joined by a range of models that use largely the same running gear.

The ID.3 itself was given a facelift in 2023, while the Essential model tested here has helped lower the overall starting price of the line-up. At £30,860, it falls between the 50kWh and 54kWh versions of the e-C4 on price, while the battery is rated with a usable capacity of 52kWh, which VW says is enough for a range of 241 miles.



### PRACTICALITY

THE Citroen looks rakish next to the upright VW, but these two cars offer a similar amount of space inside. The ID.3 has more headroom and legroom, but both cars are equally wide, and boot space is pretty much comparable between them, too.

The VW's bay is longer and wider, but there's a high load floor because of the rear-mounted electric motor that takes up space beneath the boot.



### CHARGING

VOLKSWAGEN offers a faster DC charging rate than Citroen. A 10-80 per cent top-up can take as little as 25 minutes from a 145kW source, but the e-C4 maxes out at 100kW, and Citroen quotes a 20-80 per cent charge time of half an hour.

If you can take advantage of 11kW three-phase charging, you'll need to pay £300 to upgrade the e-C4 to use it – it's a standard feature on the ID.3.



### OWNERSHIP

BOTH models come with a three-year/60,000-mile warranty, while VW includes three years of roadside assistance to Citroen's one.

Servicing costs are very similar between these two models, with the annual price of Citroen's £508 four-year package working out nearly the same as VW's £384 three-year deal. Citroen was fifth out of 32 in the last Driver Power brands' survey, well ahead of VW in 29th.



**REX** THE Citroen e-C4 initially came with petrol, diesel and electric powertrains, but a facelift at the end of 2024 revised the line-up to comprise petrol, hybrid and EV.

Updates to the C4 focus on the front and rear, with a new nose that wears the latest corporate look, while the tail-lights have been revamped with fresh block LED elements across the tailgate. Inside there's a new steering wheel and all cars now come with a 10-inch infotainment screen and a new driver's display. Another highlight is the fitting of notably plusher seats.

### MOTORS & PERFORMANCE 4.3/5★

THERE are two powertrain options: a 134bhp model with a 50kWh battery and a 154bhp version with a 54kWh pack. Maximum torque is rated at 260Nm for both motors.

There are three drive modes offered – Eco, Normal and Sport – and in the first two settings maximum power is only available if you press the accelerator beyond a step in the pedal travel, much as you would to engage kickdown in an automatic gearbox.

Front-wheel drive is the only configuration available, and there are 0-62mph times of 10.0 and 9.3 seconds for each model. Top speeds are limited to 93mph across the range.

### DRIVING 4.3/5★

CITROEN has turned back the clock in recent years, so rather than trying to compete with its rivals for sporty handling, its line-up now focuses on comfort instead.

The e-C4 has hydraulic bump stops on the dampers that boost comfort. Another bonus is the battery, because the extra 250kg or so it adds when compared with the petrol auto C4 helps to smooth off the ride. The suspension set-up is conventional, with MacPherson struts up front and a torsion beam at the rear, while all cars have 18-inch alloy wheels.

**AROUND TOWN** It's in the urban cut and thrust that the e-C4 is at its best, thanks to a punchy power delivery off the line. Light steering means low-speed manoeuvres are a breeze, while the soft suspension soaks up bumps well, with only the biggest potholes sending shudders through the cabin.

**A & B-ROADS** The soft ride does wonders for comfort, but it comes at the expense of handling ability. There's nothing wrong with the e-C4 – it's pretty competent and body control is decent – but the softer edge to the suspension means it wallows a little, so you're less inclined to attack a series of bends as you might want to in other cars. The light steering doesn't weight up at higher speeds, which limits driving enjoyment further, but then

if you're taking a more laid-back approach, this doesn't really cause issues.

**MOTORWAY** At higher speeds the e-C4 is quiet and refined, with the slippery shape cutting through the air without generating much wind noise. While some Citroens now come with paddles to adjust the amount of regenerative braking on offer, the e-C4 still has a 'B' mode that's selected via a button next to the drive selector. We'd avoid this setting on the motorway, because it can make for a jerky drive when lifting off the throttle – it's better suited to urban use.

### RUNNING COSTS 4.3/5★

WITH a choice of 50kWh or 54kWh batteries, there isn't much variety in the e-C4 line-up, but the smaller pack sizes help to keep list prices down. Kicking off from less than £28,000, the e-C4 even undercuts superminis such as the platform-sharing Peugeot e-208.

**EV RANGE/ BATTERY/CHARGING** Citroen quotes a range of 219 miles for the 50kWh model and 257 miles for the 54kWh car, which are relatively modest figures when compared with rivals such as the Volkswagen ID.3.

During our time with the 50kWh e-C4, we saw efficiency of 3.6 miles per kWh over a range of roads but with a large percentage of motorway use. This is where the e-C4 is arguably at its worst, because the efficiency tends to deteriorate once you're above 50mph. Citroen quotes a driving range of 295 miles for the smaller battery around town, and as long as you can keep your speeds below 40mph, you should reap the benefits.

When we tried the 54kWh battery model, we saw an average of 5mi/kWh with minimal motorway use, which translates into a range of 270 miles. This is still 77 miles short of the official City range (347 miles), but shows how much faster running affects the e-C4's range.

Charging speeds are lower than they are for most rivals, with a 100kW maximum allowing a DC charging source to top up the battery from 20-80 per cent in half an hour.

**TAX** Electric cars no longer benefit from free road tax, and pay VED at the same rate as combustion-engined models. Since prices are low, the e-C4 doesn't incur the £40k luxury car tax. One area where the e-C4 could be attractive is as a company car. It faces the same three per cent Benefit-in-Kind rate as every other EV on the market, but low P11D prices mean annual tax liabilities will be cheaper than for similarly sized models.

**INSURANCE** The three versions of the e-C4 rank in insurance groups 21, 22 and 23. The C4

“SOFT RIDE DOES WONDERS FOR COMFORT, BUT IT COMES AT THE EXPENSE OF HANDLING ABILITY”



# CITROEN

Family crossover offers decent s





**MODEL TESTED:**

Citroen e-C4 50kWh Plus

**PROS**

A lot of car for the money  
Comfortable ride at all speeds  
Responsive and quiet in town

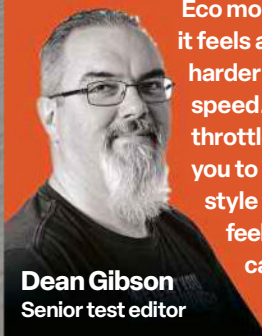
**CONS**

Higher speeds sap the car's range  
Some cheaper plastics in the cabin  
Big battery only in top-spec model

**TESTER'S NOTE**

THE e-C4's three drive modes are selected via a rocker switch next to the drive selector on the centre console, but as with other Stellantis models with this set-up, they seem a bit superfluous to me. The system defaults to Normal when you start the car, so you stick with that most of the time.

Eco mode cuts the power, so it feels as if you need to work harder to maintain the same speed. Power adds a snappy throttle response that requires you to adjust your driving style to compensate. It feels at odds with the car's character.



**Dean Gibson**  
Senior test editor

**EN E-C4**

space and tech, plus a comfortable drive

**FEATURES**

All versions of the e-C4 come with 18-inch alloy wheels as standard; boot capacity is 380 litres with the rear seats up, or 1,250 litres when they're folded down



**"IT'S IN THE URBAN CUT AND THRUST THAT THE E-C4 IS AT ITS BEST, THANKS TO A PUNCHY POWER DELIVERY**



petrol sits in groups 16-19, but the Hybrid model matches the top-spec e-C4 in group 23.

**DEPRECIATION** One area where the e-C4 takes a pounding is resale values. The experts at CDL estimate that the car will retain just 36 per cent of its list price after three years and 36,000 miles, so a mid-range 50kWh Plus model will be worth less than £10,000 at that time. In comparison, the entry-level VW ID.3 keeps 51 per cent of its value after the same period. Interestingly, adding the optional 11kW charging option for £400 boosts the e-C4's predicted residuals to 41 per cent.

### **INTERIOR & TECHNOLOGY 4.0/5★**

NOT a lot has changed in the cabin, apart from a new steering wheel with the latest Citroen logo, a 10-inch touchscreen for all models in the line-up and a new seven-inch driver's display for Plus and Max trims.

**DESIGN** The e-C4's layout is conventional, and the physical controls for the climate functions – consisting of three rotary dials and a selection of buttons – have been carried over from the pre-facelift car. The upright touchscreen is angled towards the driver slightly, while the gloss-black surround and metal-effect air vent trim below distract from the use of harder plastics elsewhere.

**QUALITY** The cabin is reasonably well built, and the use of harder plastics should mean that it withstands the knocks of family life. The soft seats are finished in fabric and synthetic leather across the range, while Alcantara-effect upholstery is offered as an option on the top-spec Max model.

**TECH AND INFOTAINMENT** One area where the e-C4 is showing its age is with its USB sockets. There are only three in the cabin – two up front and one in the back – with a single USB-C connection on the dashboard, while the other two are USB-A ports.

### **PRACTICALITY 4.3/5★**

THE e-C4's shape means it straddles classes, somewhere between a hatchback and an SUV. It's roughly the same width as a Volkswagen ID.3 and has a shorter wheelbase, but the Citroen is longer and lower.

**FRONT SPACE** The extra cushioning of the Advanced Comfort seats gives the e-C4 an air of luxury because they are so comfortable. There's a good range of wheel and seat adjustment, too, so most drivers will be able to find a satisfying driving position. The starter button is slightly recessed behind the steering wheel next to the centre console, so it's

obscured by the wheel rim, but you soon become familiar with its position.

Storage is a mixed bag. There's a modest armrest bin and twin cup-holders under a roll-top cover, while a lidded compartment sits ahead of the drive selector. It includes a 12-volt socket, but the lid is a little flimsy. Above that is a slot for your phone – wireless charging can be added to the Max model here as part of the £500 Techno Pack.

The glovebox is small because the fuses are located behind it, while a slide-out tray above it can be used to store a tablet device. Citroen offers a Smart Pad Support as an accessory so you can have an executive-style second screen for a fraction of the cost. The door bins are on the small side, with only just enough space to fit a drinks bottle and not much else.

**REAR SPACE** Access to the back seats is good because the doors open wide, while the room available in the rear is reasonable. There's not quite enough space to add a fold-down centre armrest, but there are still three seatbelts.

The e-C4's ICE roots show courtesy of a transmission tunnel that limits foot space, while a step in the floor beneath the front seats also makes it awkward to rest your feet. Headroom isn't an issue beneath that sloping roof. The back door bins are smaller than the front ones, but the seatback pockets include a separate smaller pouch ideal for phones. There are two air vents, but just one USB port.

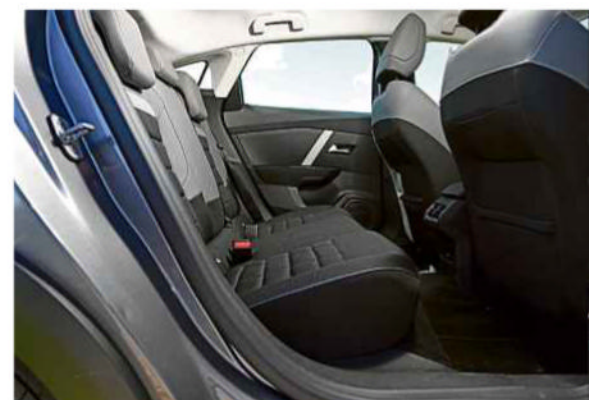
**BOOT SPACE** There's 380 litres of space in the back of the e-C4, and a wide, low floor to work with. There's no storage beneath, but the Max model gets a double-height floor and the seats fold easily in a 60:40 split to create a total capacity of 1,250 litres. When you consider how much the e-C4 costs, it offers more boot space than many other cars at the same price and should be practical in everyday use.

### **RELIABILITY & SAFETY 4.3/5★**

ELECTRIC powertrains should be less temperamental than combustion engines thanks to their fewer moving parts, and with the e-C4 using battery and electric motor tech that's shared with dozens of other electric Stellantis vehicles, this strength in numbers should help it to deliver strong reliability.

Our Driver Power survey placed the Citroen C4 at the very top of the pile in 2023, with owners praising the car's comfort, reliability, economy and servicing costs.

When Euro NCAP tested the petrol C4 in 2021, it gave the car a four-star rating, with a low rating for the safety systems and impact prevention electronics. This ranking applies to the e-C4, too, and it's worth noting that only the top-spec Max model features the more



**SITTING COMFORTABLY**

Plusher seats and a new steering wheel, with the latest Citroen logo, are the main interior changes on the refreshed e-C4

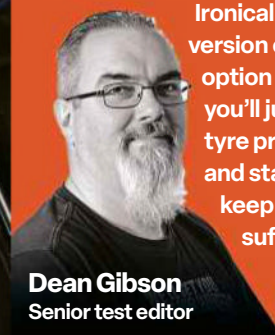
**CABIN**

The interior is well made and the hard plastics should be very durable

**TESTER'S NOTE**

ONE place where the e-C4's roots as a combustion-engined vehicle are most obvious is beneath the boot carpet. Lift it up and you'll find a circular recess for a spare wheel, but while the petrol C4 has a completely round indentation, the e-C4's is squared off to make space for the battery.

Ironically, not even the petrol version of the C4 has the option of a spare wheel – you'll just have to rely on the tyre pressure warning system and standard repair kit to keep you going if you suffer any damage.



**Dean Gibson**  
Senior test editor

**PRACTICALITY**

Access to the rear seats is good and the amount of room on offer is reasonable, with headroom not being impacted by the raked roofline; space in the glovebox is hampered by the fuses, but there's a handy slide-out tray above

**“THE e-C4'S SHAPE PUTS IT BETWEEN CLASSES, SOMEWHERE BETWEEN A HATCHBACK AND AN SUV”**

advanced Safety Pack Plus that gets a radar sensor to help brake assist work at night and is able to detect cyclists. The standard system just relies on a camera, so isn't as effective.

**WARRANTY 4.3/5★**

CITROEN'S standard three-year/60,000-mile warranty applies to the e-C4, with the option to extend this up to five years or 100,000 miles at extra cost. In addition, the e-C4 has an eight-year/100,000-mile warranty for its drive battery that guarantees it will maintain 70 per cent of its capacity.

**SERVICING 4.3/5★**

THE e-C4 has intervals of 24 months or 16,000 miles, whichever comes first. Citroen offers a service package that covers the car for two inspections, and is priced a little over £500.



**REX** WHEN it was first launched, the Volkswagen ID.3 was tasked with attracting buyers to electrification, with the hope it might have the same sort of appeal as its classic Beetle and Golf models.

Things didn't pan out that way, but an early update in 2023 fixed some of the criticisms levelled at the car, with softer materials in the cabin, a revised look and updated infotainment tech. Prices start at just under £31,000 for the base model and there are three battery options called Pure (55kWh), Pro (59kWh) and Pro S (79kWh), with Essential and Match trims available for each battery.

At the top of the range is the GTX, which comes with the Pro S battery and a lot more power. Its price tag in excess of £46,000 is quite a jump over the rest of the line-up.

### MOTORS & PERFORMANCE 4.4/5★

THE ID.3 follows the Beetle with a rear-engine, rear-wheel-drive layout, although the modern underpinnings place everything within the car's wheelbase, so there's no risk of snap oversteer if you're heavy with the throttle.

Cars fitted with the Pure (52kWh) battery have 168bhp, while the Pro and Pro S versions produce 201bhp. The fastest of these is the 59kWh Pro, with a 0-62mph time of 7.6 seconds. The extra weight of the Pro S's 79kWh battery means it matches the Pure's 0-62mph time of 8.2 seconds, which is still a decent turn of speed for a family hatchback.

At the top of the range, the GTX packs 322bhp and manages 0-62mph in a searing 5.7 seconds. Standard versions of the ID.3 are limited to 99mph, while the flagship GTX edition has a top speed of 124mph.

### DRIVING 4.4/5★

THE VW's rear-drive layout is designed for packaging rather than driving fun, but it does have a bearing on the ID.3's behaviour.

**AROUND TOWN** While other rear-wheel-drive models take advantage of the lack of driveshafts up front to allow a tight turning circle, the ID.3 has a fairly conventional 11.5-metre turning radius. The steering wheel is light at low speeds and the responsive chassis means that the car is easy to manoeuvre. All models come with front and rear parking sensors for added peace of mind, although a rear camera is only standard on Match trim.

Even the low-powered ID.3 is responsive, while the throttle is easily controlled. One quibble we have is with the ride, which can feel unsettled at lower speeds. It's not enough to be considered uncomfortable, though.

**A & B-ROADS** At higher speeds the ID.3's ride improves, while a lack of wind and road noise

means refinement is decent and the car offers a good balance between ride comfort and body control. It's not exactly what you'd call fun, but the lighter weight of the small-battery Pure model helps the ID.3 feel relatively agile, and when accelerating hard out of a corner you can sense the rear-drive layout push the hatchback gently without the risk of the tyres breaking traction.

**MOTORWAY** With 310Nm of torque on tap as soon as you press the accelerator, even the lowest-powered ID.3 has no trouble getting up to higher speeds. There's still enough flexibility in the powertrain to help with overtaking, too, while the ride is smooth and the cabin remains hushed on a motorway.

### RUNNING COSTS 4.5/5★

THE combination of the Pure battery and Essential trim has helped reduce the starting price of the ID.3 line-up, while everyday running costs should be reasonable, too.

**EV RANGE/ BATTERY/CHARGING** With a 55kWh battery on board, the ID.3 has an official range of up to 241 miles. In comparison, the Citroen e-C4 manages 219 miles with a 50kWh battery, or 257 miles with a 54kWh pack, so the Volkswagen is pretty competitive.

When we tested the Pure model in Match trim we saw an average of 4.1 miles per kWh, which was pretty good considering the number of motorway miles that were covered – the car's slippery shape helps in this regard. That translated into a range of 213 miles, which was around 30 miles short of the official claim, although still a decent enough figure for most needs in a day.

The larger 59kWh Pro battery has an official range of up to 269 miles, while the Pro S can travel up to 351 miles on a full charge, and the GTX can manage up to 369 miles.

Maximum charging rates for the ID.3 vary according to which battery you choose. The 55kWh pack has a maximum rate of 145kW, while the Pro can be replenished at up to 165kW DC and the Pro S and GTX manage 185kW. The net result is that DC charging will take each pack from 10-80 per cent capacity in between 24 and 26 minutes.

**TAX** With a three per cent Benefit-in-Kind (BiK) rate for electric vehicles, company car rates will be determined by list prices, so the entry-level Pure versions of the ID.3 will be the best bet for business users. Expect a liability starting from £185 for the 2025/26 tax year.

All versions of the ID.3 bar the top-spec GTX fall below the luxury car tax barrier, but the Pro S versions are only just under £40,000, so

“THE VW'S REAR-DRIVE LAYOUT IS DESIGNED FOR PACKAGING RATHER THAN DRIVING FUN”



# VOLKSWAGEN

A facelift in 2023 sorted some cr



## MODEL TESTED:

Volkswagen ID.3 Pure Essential

### PROS

Competitive range even in base specs  
Refined to drive and be driven in  
Lots of space for its size

### CONS

Infotainment is still a bit fiddly to use  
Plenty of options, but they're pricey...  
...particularly the heat pump

## TESTER'S NOTE

I THINK Match trim adds enough extra to the ID.3 to justify its mark-up over the Essential version. Alloy wheels look smarter than the plastic trims on the base spec, while the reversing camera, navigation and main beam assist are all useful features to have.

Another handy addition is the two-zone climate control. All ID.3s have two bars beneath the main display that you slide your finger across to adjust the temperature. On Essential cars they keep the dash symmetry intact, because they have the same function.



Dean Gibson  
Senior test editor

# VWAGEN ID.3

criticisms of VW EV. How does it rate today?

## FEATURES

Match trim replaces the Pure's plastic wheel covers with alloys; boot capacity is 385 litres with seats up and 1,267 with the false floor removed and the rear seats folded



**"THE COMBINATION OF THE PURE BATTERY AND ESSENTIAL TRIM HAS HELPED REDUCE THE ID.3'S STARTING PRICE** JJ

adding extras could see them fall into the £620 road tax bracket for years two to six.

**INSURANCE** Group ratings for the ID.3 align with the powertrains offered, so Pure cars are in group 20, Pro in group 26, Pro S in group 30 and GTX in group 34. Essential and Match trims have the same ratings.

**DEPRECIATION** The best-performing ID.3 when it's time to sell on is the entry-level Pure model, which holds on to half of its list price after three years and 36,000 miles.

Essential versions of the Pro S model are at the other end of the scale with residuals of around 43 per cent, while the GTX retains 45 per cent of its value. These figures are slightly better than for the platform-sharing Cupra Born and well ahead of the Citroen e-C4's.

### **INTERIOR & TECHNOLOGY 4.3/5★**

THE 2023 update brought improved quality, with softer plastics and textured trim helping to give the Volkswagen's cabin a lift.

**DESIGN** On the outside, a subtle update added a more conventional bonnet and new tail-lights to enhance the car's looks, and the exterior design can be further enhanced with some optional lighting packs.

Inside, the somewhat stark-looking cabin of the original ID.3 was refreshed to be more appealing, with softer surfaces throughout and plenty of recycled materials used.

**QUALITY** Adding these new materials definitely boosted the ID.3's appeal and the air of quality inside. Base Essential and Match models have cloth upholstery, but the two-tone finish and wave-like stitching on the surfaces help to break up the monotone looks inside, while the soft dash with stitched edges also adds to the more upmarket ambience. One omission that makes the Golf feel like a high-quality product and would give the ID.3 a boost is flock-lined door bins – here they're just bare plastic, so loose items rattle around.

**TECH AND INFOTAINMENT** The ID.3 has been given a tech boost, with all cars now featuring a 12.9-inch screen, although the amount of functionality it has depends on the trim level chosen, with Discover Pro navigation only standard with Match trim and above.

Connectivity includes four USB-C sockets in the cabin, which are all mounted on the central armrest – two between the front seats and a pair at the back for rear occupants.

One oddity that remains are the dual-function window switches on the driver's door: instead of four controls, there are only two, plus a button that switches between

front and rear. It seems like a solution to a question that has never been asked.

### **PRACTICALITY 4.4/5★**

A LONG wheelbase helps to pack lots of usable space within the ID.3's relatively short body.

**FRONT SPACE** The big windscreen and an upright driving position offer a good view of your surroundings, although the A-pillars do cause slight blind spots that you'll need to look around when navigating junctions.

There's a wide range of wheel and seat adjustment, and the compact instrument cluster ahead of the driver moves with the steering wheel, so is always in line of sight.

Storage is fine, with slender door bins, two open cup-holders, slot and cargo-net storage for smartphones, and a tray between the front seats with a sliding cover, while there are individual armrests for the front seats. The glovebox is frustratingly narrow, though, because it shares space with the fuses – it's an unusual quirk to find in a VW, because usually this set-up is reserved for models from French car makers.

**REAR SPACE** At launch, the ID.3 came with four or five-seat configurations, but today all models have three seatbelts in the back. Space is fine, if a little narrow when travelling three up, while foot room isn't an issue, courtesy of the flat floor and plenty of space under the front seats. The middle seat folds down to reveal two cup-holders, while there's a ski hatch in the seat back for longer items.

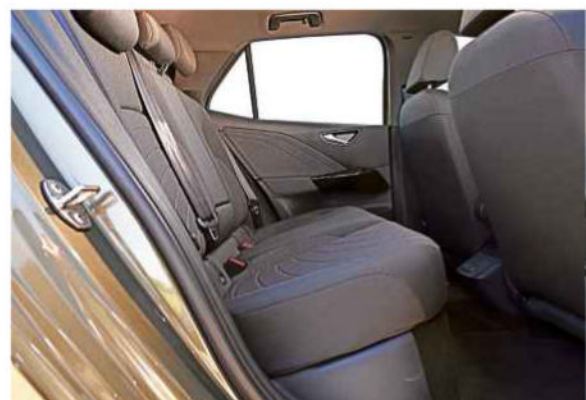
**BOOT SPACE** There's a 385-litre boot with the rear seats in place, which is four litres larger than a Mk8 Golf's capacity, although some electric hatch rivals offer more space. There's no additional storage under the bonnet.

A false boot floor is a £75 option on lower-spec cars and standard further up the range, and this lets you tidily stow away the charging cables, as well as create a level load area when the back seats are folded. With the false floor removed and the rear seats down, the ID.3 has 1,267 litres of space.

### **RELIABILITY & SAFETY 4.3/5★**

THE ID.3 was awarded a five-star crash safety rating by Euro NCAP in 2020. Adult and child occupants were deemed to be well protected, with scores of 87 and 89 per cent respectively, while the ID.3's Safety Assist score of 88 per cent was also decent.

Standard kit includes a driver-tiredness alert, traffic-sign recognition, Lane Assist, adaptive cruise control, parking sensors for the front and rear, and autonomous emergency braking (AEB) with cyclist and





## CABIN

Increased use of soft-touch materials inside addressed one of the criticisms of the ID.3

## FRONT SEATS

Two-tone finish and stitching on the cloth seat upholstery lifts the cabin ambience; the driver's seat has plenty of adjustment



## TESTER'S NOTE

ADDING options involves paying for some pricey packs instead of individual items. VW's smart-looking head-up display comes with either the £1,175 Driver Assistance Pack or the Assistance Package Plus (£2,240), which also adds semi-autonomous driving tech that can change lanes. It also includes a memory function and a remote parking operation.

If you want improved driving dynamics, the £955 Sports package adds Volkswagen's DCC Dynamic Chassis Control and progressive steering for sharper responses.



**Dean Gibson**  
Senior test editor



## INTERIOR

Three rear seats are now fitted as standard on all ID.3s as part of the 2023 facelift. Space is good overall, but it's tighter with a trio of passengers. Digital dials are standard and the drive selector is on a steering-column stalk

**"THE 2023 UPDATE BROUGHT AN IMPROVEMENT IN QUALITY, THANKS TO SOFTER PLASTICS AND TEXTURED TRIM**



pedestrian monitoring. The ID.3 hasn't appeared in our Driver Power survey yet, but VW's manufacturer ranking of 29th out of 32 in the 2024 poll is disappointing to see.

## WARRANTY 4.3/5★

VOLKSWAGEN provides a three-year/60,000-mile warranty, while the battery is covered for eight years or 100,000 miles. All VW's electric vehicles come with three years of roadside assistance, compared with 12 months for all combustion models bar the Touareg SUV.

## SERVICING 4.3/5★

THE ID.3's servicing schedule commences after two years, irrespective of the mileage covered, then services take place every year or 20,000 miles. VW has a range of service plans available to help you pay for it.

## PRICES AND SPECS

	CITROEN e-C4	VOLKSWAGEN ID.3
Model tested	e-C4 50kWh Plus	ID.3 Pure Essential
Prices from/total as tested	£27,650/£29,310	£30,860/£33,135

### POWERTRAIN AND PERFORMANCE

Powertrain	1x electric motor	1x electric motor
Power	134bhp	168bhp
Torque	260Nm	310Nm
Transmission	Single-speed auto/FWD	Single-speed auto/RWD
0-62mph/top speed	10.0 seconds/93mph	8.2 seconds/99mph
Battery capacity/usable	50/50kWh	55/52kWh
Official range	219 miles	241 miles
Test efficiency/range	3.6mi/kWh/180 miles	4.1mi/kWh/213 miles
Charging	100kW (20-80% in 30 mins)	145kW (10-80% in 25 mins)

### DIMENSIONS

Length/wheelbase	4,355/2,670mm	4,264/2,770mm
Width/height	1,800/1,520mm	1,809/1,564mm
Rear kneeroom	585-830mm	637-869mm
Rear headroom/elbow room	910/1,445mm	956/1,444mm
Boot space (seats up/down)	380/1,250 litres	385/1,267 litres
Boot length/width	800/1,005mm	852/1,013mm
Boot lip height	725mm	774mm
Kerbweight/payload	1,571/454kg	1,712/548kg
Turning circle	10.9 metres	11.5 metres

### COSTS/OWNERSHIP

Residual value (3yrs/36,000 miles, via CDL)	£9,899/35.8%	£15,708/50.9%
Depreciation	£17,751	£15,152
Insurance group/insurance quote/VED	22/£757/£195	20/£601/£195
Three-year service cost	£508 (4yrs)	£384
Annual tax liability std/higher rate	£166/£331	£185/£370
Annual fuel cost (12k miles)	£832	£732
Basic warranty (miles)/recovery	3yrs (60,000)/1yr	3yrs (60,000)/3yrs
Driver Power manufacturer position	5th	29th
NCAP Adult/child/ped./assist/stars	80/83/57/63/4★ (2021)	87/89/71/88/5★ (2020)

### EQUIPMENT

Metallic paint/wheel size	£595-£720/18 inches	£810-£965/18 inches
Parking sensors/camera	Rear/yes	Front & rear/no
Spare wheel/Isofix points	Repair kit/two	Repair kit/three
Keyless entry & go/powerd tailgate	No/no	Yes/no
Leather/heated seats/heat pump	No/no/£450	No/no/£1,150
Screen size/digital dashboard	10.0 inches/yes	12.9 inches/yes
Climate control/panoramic sunroof	Two-zone/no	Two-zone/£795
USBs/wireless charging/11kW charging	Three/no/£400	Four/no/yes
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	No/yes	No/no
Adaptive cruise/steering assist	No/yes	Yes/yes

## WHAT WE WOULD CHOOSE

**CITROEN** Most extras are reserved for the top-spec Max model. This includes the Techno Pack, which adds 360-degree cameras, adaptive cruise control and a wireless phone charger for £500. A sunroof costs £790 on Max trim.

**VOLKSWAGEN** As well as having more kit, the ID.3 has more options, too. Alloys (£1,310) can replace the standard wheel trims, there are trick LED lights (£1,725) and a tow hitch (£1,105), but this is just for mounting a cycle carrier.

## INFOTAINMENT



### Citroen e-C4 4.0/5★

MY CITROEN DRIVE PLUS | KEY FEATURE: 1YR SUB

THERE'S a 10-inch touchscreen for all models in the e-C4 line-up, but the base You! trim does without the more advanced My Citroen Drive Plus set-up that adds navigation, voice control and connected services.

The system has large on-screen buttons, but we found they needed a couple of presses to activate. At least there are physical home and car set-up buttons, allowing you to get to selected screens quickly. A physical volume control is handy, while the controls on the steering wheel are easy to use. Wireless phone connectivity is standard.



### Volkswagen ID.3 4.2/5★

READY 2 DISCOVER | KEY FEATURE: 12.9-IN DISPLAY

ALL versions of the ID.3 now come with a 12.9-inch touchscreen that includes permanent climate controls across the bottom. Thanks to the screen's size, they're easy to use when you're on the move.

The built-in software works reasonably well, with smart routing for sat nav-equipped cars (you can 'unlock' navigation on lower-spec models by paying extra for it via the screen), but some of the sub-menus seem to show for no real reason; we'd like a simpler looking set-up.

**"ALL ID.3s HAVE A 12.9-INCH TOUCHSCREEN THAT INCLUDES PERMANENT CLIMATE CONTROLS ACROSS THE BOTTOM**



**VOLKSWAGEN ID.3 BEST FOR HANDLING**

IT'S no hot hatch, but the ID.3 delivers a driving experience that will be familiar to many Golf owners, with direct steering and a solid feel.

**CITROEN e-C4 BEST FOR COMFORT**

SOFT seats and a ride that's geared towards soaking up bumps mean the e-C4 is a comfortable place to while away the miles.



## RESULTS

**WINNER** ★★★★★☆**Volkswagen ID.3  
Pure Essential**

WHILE the Golf set a benchmark in the compact hatch class, the Volkswagen ID.3 hasn't quite had the same impact in the EV sector. Updates have improved the car, though, while the latest Pure-battery variant delivers good value for money while still offering a decent range.

We'd go as far to say that this model in Match trim is the sweet spot in the range. It offers all the kit you could possibly want at a price that makes higher-spec variants look expensive. The roomy cabin and decent driving manners help it to slot easily into family life.



**INTERESTED?**  
Scan the code to see VW ID.3s that you can buy today

**RUNNER-UP** ★★★★★☆**Citroen e-C4  
50kWh Plus**

PICKING between these two cars is difficult because they both have key strengths. There's lots to like about the Citroen e-C4, especially its comfortable ride and plush seats, while the reduced list prices make it even more tempting.

As a family car, the C4 ticks the right boxes for space and practicality, while the choice of petrol, hybrid or EV powertrains means there should be a model for most buyers. As an EV, it's a refined machine, but the range and slow charging capability mean it's a little behind the curve when compared with the ID.3.



**INTERESTED?**  
Scan the code to check out great deals on a Citroen e-C4



FINAL REPORT

# INEOS GRENADIER

We pitch up with our 4x4 to put the Ineos's optional camping accessories to the test



**Dean Gibson**

Dean.Gibson@autoexpress.co.uk

**REX** WE'VE explored the Ineos Grenadier's off-road potential (Issue 1,875), and it left us wondering – if you ventured as far off the beaten track as possible, how could this 4x4 support you? Fortunately, Ineos provides a number of accessories to help, and we decked our car to make it even more off-road ready.

The most obvious addition is on the roof: the iKamper two-man tent (£3,350), but before

that could be attached, the hefty Rhino Rack (£1,750) had to be bolted into place. This 60kg steel platform clamps into the rain gutters and lets you fit dozens of optional accessories. We added a tent, but you can also securely attach tyres, jerry cans, cycles, tools and even surfboards when using the right mount.

The tent opens up quickly and easily once two latches are released and the clamshell case pops open on its gas struts. The extendable aluminium steps are part of the tent, and once set up there's a decent amount of room on board. It's trickier to close it all back up again, ensuring all the fabric and straps are safely tucked away before driving

off, and it's made especially difficult because of the Grenadier's height. I've mentioned before that side steps are a must-have addition for shorter passengers to help them get into the car, but the steps will be equally useful when trying to reach the roof rack.

You'll stay dry at night in the tent, while the vast Batwing Side Awning (£675) will offer plenty of shelter from the elements. This large fabric sheet is mounted in a canvas bag on the nearside of the Rhino Rack and opens to 270 degrees around the back of the car. It offers around 12 square metres of shade/shelter, while the poles can be pegged into the ground to keep it in place. It's a pretty impressive





piece of kit, yet just like the tent, you need practice to get it all tucked away neatly again.

Other add-ons included an £800 Laser lightbar above the windscreen. This plugged directly into the overhead switches, and the beam was so bright you could see it in daylight. And at the back, as well as a boot divider (£350), the rear door included a fold-out tailgate table (£350), which was ideal for setting a stove up and out of the way.

Adding all of this kit not only bumps up the price, but also the Grenadier's weight, while the already brick-like aerodynamics were only made worse. As a result, economy of 22.1mpg was about as good as it got, so maybe a jerry can or two would be a better add-on than some of the items we attached.

There wasn't much difference in the way that the Grenadier drove; maybe the centre of gravity felt a little higher, but as we've said

before, this isn't a vehicle that you'd want to push to the limit, even without all of the extra equipment we were carrying on board.

Sadly, I didn't get time to go and do some proper camping in the back of beyond with all the extra kit, because it wasn't long before Ineos took the Grenadier back. It was a sad day, too, because – as anybody in the office will attest – I'd become a fan of our Station Wagon. There's no doubt that this big 4x4 is a fantastic piece of kit off road, but I also liked driving it on tarmac. With its heavy steering and raucous diesel, there was an old-school charm about it that's missing from the vast majority of new cars for sale in the UK today, and as a result it felt more rewarding to drive.

With plenty of space on board, the Grenadier was great for family life, even if access was tricky, while long-distance treks to Scotland, Wales, Kent and Norfolk were all taken in their stride, despite the penalty we had to pay with fuel economy.

I'm going to miss the Grenadier, and whenever I see one on the road (which isn't very often, to be fair) I can't help but be a little bit jealous of whoever is driving.

**"WE ADDED A TENT, BUT YOU CAN SECURELY ATTACH TYRES, JERRY CANS, CYCLES, TOOLS AND EVEN SURFBOARDS"**

### LIVING THE HIGH LIFE

Dean takes a breather after setting up camp with the Grenadier and its optional camping extras. The Rhino Rack provides a solid platform for the iKamper tent, while the Batwing Side Awning offers shelter

Pete Gibson



### MODEL TESTED:

## Ineos Grenadier Station Wagon 3.0D Trialmaster

On fleet since: December 2024

Price new: £76,140

Powertrain: 3.0-litre 6cyl diesel, eight-speed auto, permanent four-wheel drive

Power/torque: 246bhp/450Nm

CO<sub>2</sub>/BiK: 276g/km/37%

Options: Black solid paint (£645), privacy glass (£455), heated front seats (£365), tow ball & electrics (£630), rock sliders (£1,053), floor mats (£229)

Insurance\*: Group: 50 Quote: £1,712

Mileage/mpg: 13,023/22.1mpg

Any problems? Sticky door handles (fixed with extra grease), air lock in the air-conditioning (fixed)

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

### VERDICT ★★★★★

BY most metrics, the Ineos Grenadier isn't a great car, but it's one that gets under your skin. Much like the Land Rover Defender that inspired it, the quirks and foibles were frustrating at times, but there's enough character about the 4x4 that I found it easy to forgive. Considering Ineos's aim with it, I'd say that's mission accomplished.

### PROS

- Perfect off-grid camping ability
- Cruising comfort on the motorway
- Strong BMW diesel

### CONS

- Camping kit makes bad economy worse
- Frustratingly large turning circle
- Rear visibility is poor



**Paul Barker**

Paul.Barker@autoexpress.co.uk

**REX** THE Range Rover Sport is covering some big miles at the moment, and proving early suspicions completely correct about how well suited it would be to long-distance mile-munching. The most recent trip was more than 800 miles in 36 hours from the south of England up to, and around, Yorkshire and back, where it was equally adept on the long motorway schlepp and the flowing and beautiful quiet country roads of the area that affectionately calls itself God's own county.

The long-distance comfort is impressive given our car's huge 23-inch wheels, and any early fears that the £1,100 option would harm ride quality have proven unfounded.

Now the weather has warmed up a bit, I'm consistently getting a touch over 50 miles from the plug-in hybrid battery before switching to the 3.0-litre twin-turbo petrol engine. And that Yorkshire run highlighted the difference the 38kWh battery makes to the running costs. I'll crunch the numbers properly for a later report, and efficiency isn't the car's strongest suit on either powertrain, but running on electric costs roughly half as much as on petrol.

Starting with a full battery and 50 miles of electric power resulted in overall economy of 47.7mpg over 415 miles. On my next tankful, using only petrol power, the result was 28.5mpg over 443 miles of country roads and motorways.

That run south from Yorkshire also really struck home how comfortable, quiet and smooth the Range Rover Sport is for long distances, and I was significantly fresher when I got home than I would have been in almost any other car.

These and other long journeys have also highlighted the wealth of cubbyholes in the front of the cabin. There are two gloveboxes, plus, ahead of the big, deep central bin, there's a double-deck secret spot. Slide back the shiny cover and a pair of cup-holders are revealed; move those back as well and there's another area as deep as the big central box. The only bad news is the USB-C sockets are down there.

The quality of the surround-view camera continues to impress. Crisp and clear on the large centre screen, the top-down view is a real help in positioning what is a chunky car, especially when parking, although some of the 3D perspectives aren't quite right.

One of my few frustrations with the screen is the navigation system. The map is nicer to use and more functional than Google or Apple Maps via the wireless CarPlay. I'd definitely prefer to use the in-built system, but it's just not clever enough. More than once it's

**PLEASANT SURPRISE**

Auto Express editor Paul has been impressed by the long-distance comfort of our Range Rover Sport, despite it riding on 23-inch wheels



**SECOND REPORT**

# RANGE ROVER SPO

Big miles still mean big smiles for our chunky Range Rover Sport

**“THE RUN SOUTH FROM YORKSHIRE REALLY STRUCK HOME HOW COMFORTABLE, QUIET AND SMOOTH THE RANGE ROVER SPORT IS” JJ**



**USEFUL** The various cameras come in very handy when manoeuvring the nearly five-metre-long Range Rover Sport, especially into parking bays





## MODEL TESTED: Range Rover Sport P550e Autobiography PHEV

On fleet since:	February 2025
Price new:	£113,995
Powertrain:	3.0-litre 6cyl turbo petrol PHEV
Power/torque:	542bhp/550Nm
CO <sub>2</sub> /BiK:	19g/km/8%

**Options:** Gloss paint (£7,990), black exterior pack (£1,450), rear-seat entertainment (£3,700), electric towbar (£1,130), 23-inch alloys (£1,100), full-size spare (£1,060), privacy glass (£490), convenience pack (£680), WiFi (£440), Tow Assist (£385), Tracker Pro (£340), Off-road modes (£220), LED foglights (£195), plug socket (£120)

Insurance*:	Group: 50 Quote: £1,800
Mileage/mpg:	5,303 miles/42.3mpg
Any problems?	None so far

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

### PROS

Long-distance comfort  
Turn of pace  
EV range of 50 miles or more

### CONS

Cost of some options  
Sat-nav isn't clever enough  
Petrol-only MPG

# RT PHEV

t PHEV

directed me on routes that one of the phone-based maps could shave several minutes off, and the system is also much poorer at keeping you away from bad traffic.

The shine has worn off the rear-seat entertainment package, too. Initial all-round excitement from my children has dissipated with the realisation that, although it's great

for watching films or TV, it doesn't work for gaming. The screen isn't fast enough to keep up with inputs, and it means the displays have been largely unused because the kids have reverted to hand-held devices. That's one to bear in mind before you shell out £3,700 for the option. At least there's bags of space back there, and charging ports for everyone.

As the weather gets better, we plan to put the Range Rover Sport to work on everything from a continental family holiday and camping trips, to days out at football tournaments and paddleboarding. The boot capacity doesn't feel quite as large as the 647 litres it's claimed to be, so we'll be interested to see how it copes with the activities we're going to throw at it.

## VERDICT ★★★★★

**THE Range Rover Sport's PHEV powertrain takes a chunk out of the running costs for a heavy SUV with over 500bhp, and it manages to be comfortable and incredibly refined, while also offering a great turn of pace and an impressive sub-five-second 0-62mph time.**



### CUBBYHOLES

The umpteen storage options are ideal for stashing snacks on a long trip



## FLEETWATCH



### BMW 530e TOURING

I'VE owned a few BMWs, so when I had the chance to take the 5 Series Touring for a weekend, I jumped at it. It serenely wafted me home along the A1, but one aspect that I was less enthusiastic about was the lack of an opening tailgate glass.

It's something both myself and my dogs loved in our old 320d Touring. The end result is that I couldn't give my needy hounds a pat without them trying to escape the confines of the boot.

ALASTAIR CROOKS



### ALFA ROMEO GIULIA QF

THERE are many things I like – and love – about the Alfa Giulia QF, but being a rear-seat passenger isn't one of them.

For parents, in-laws and anyone else in the back, the Giulia isn't much fun. Entry and exit are the main problems, but there's also a shortage of foot space. Which is a shame because the chairs are brilliantly supportive – for some. Kids love them, grown-ups don't, especially if they're tall.

STEVE SUTCLIFFE

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# Mazda sets sights on Tesla with 6e

NEWS

market as it announces new rival for Model 3

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...S WILL BE AVAILABLE: THE  
...AND A LONG RANGE MODEL"



**STYLING**  
New EV is identical to E2-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range



**INTERIOR**  
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash

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CIG81020	6.1 x 3 x 2.4m	140613572	£345.00	£418.80	£414.00	£414.00
CIG81220	6.1 x 3.7 x 2.5m	140613576	£385.00	£466.80	£462.00	£462.00
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# PRODUCTS

## HOT KIT



### OPTIONS

Both regular and Sport versions of new tyre go on sale in July, promising longer life and better wet grip than CrossClimate 2

## Michelin CrossClimate 3

**Price:** From £99.99 (est) **Contact:** [michelin.co.uk](http://michelin.co.uk)

**REX** IT might be warmer outside, but tyre makers are already starting to think about the colder weather. Michelin has just revealed the third generation of its all-season CrossClimate range, which includes a number of improvements and, for the first time, a high-performance Sport version.

The new CrossClimate 3 uses a belt made of aramid and nylon in its construction. This is said to give more feedback to the driver through the steering and chassis, for a more reliable feeling of control.

The design of the distinctive V-Shape tread grooves has evolved, too, getting wider from the centre of the tyre to the shoulder. This improves the water drainage

both when new and when worn. It means the CrossClimate 3 is claimed to have four per cent more grip on wet roads than the previous generation, moving the standard version up to a B rating for wet grip in the European tyre label regulations – and A for the Sport. It's also said to have a 15 per cent longer service life than the CrossClimate 2.

Both versions carry the Three Peak Mountain Snow Flake marking, which means they are legal in European countries that demand winter tyres in certain months.

The CrossClimate 3 will be available in 64 sizes from 16 to 20 inches, while the Sport comes in 30 sizes covering rims from 18-21 inches. They will be on sale from July.

## BOOKS

### A Race with Infamy: The Lance Macklin Story

Jack Barlow (Veloce Publishing, [veloce.co.uk](http://veloce.co.uk))

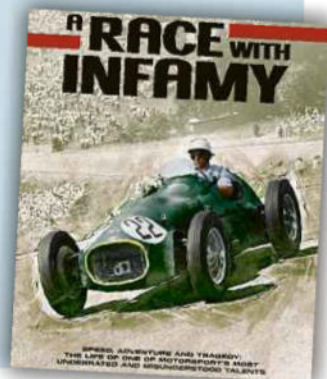
**Price:** £20 **Rating:** ★★★★★

RACING driver Lance Macklin is mainly remembered for his involvement in a tragic accident at Le Mans in 1955, which resulted in the deaths of 82 people when debris flew into spectators. But as this new biography by Jack Barlow shows, there was much more to his life than just that one fateful day.

In *A Race with Infamy*, Macklin is presented as a charming rogue with a lot of talent but not much ambition, because he is depicted drifting listlessly from selling cars to racing them for a living. He even runs a fish and chip shop as an amusing interlude.

Macklin's colourful antics are brought to life through plenty of anecdotes, such as flogging cars to Mick Jagger or stopping in the middle of a race for a beer. But the author does slip into guesswork at times, overly dramatising some events. There are a few editing oversights that can be a little irritating, too. The photo captions in particular leave a lot to be desired, although the pictures themselves are fascinating.

Despite these niggles, Macklin's story as a charismatic underachiever does shine through; even Stirling Moss thought Macklin could have achieved more if he'd actually tried. The book is a lively look at a man overshadowed by tragedy, who nonetheless knew how to have a good time. If you're into motorsport's colourful past – and its real characters – then this could well be worth a read.



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B21 AGY	£175	P29 BRN	£275	E25 DIK	£275
AGZ 1627	£75	P321 BR0	£275	A24 DJN	£275
H25 AJG	£375	N26 BRU	£275	OX53 DJS	£175
K121 AJG	£175	A24 BST	£275	N121 DJT	£175
L121 AJH	£375	BSZ 434	£275	P121 DMB	£275
K27 AJJ	£375	BSZ 1047	£175	C21 DNY	£275
K123 AJT	£375	A24 BUD	£275	K24 DOD	£275
G21 AKE	£375	BYZ 2125	£75	F26 DPB	£275
J28 AKR	£375	BYZ 2126	£75	E21 DPS	£175
E21 AKS	£375	OL04 CAB	£175	G23 DRU	£275
R29 AKS	£275	M321 CAD	£275	P24 DRU	£275
J123 ALB	£375	K28 CAG	£275	DSZ 114	£275
N121 ALC	£175	PHI CAG	£175	DSZ 1213	£75
P22 ALE	£375	R70 CAV	£275	DSZ 2106	£75
F26 ALE	£375	N10 CBR	£275	DSZ 2107	£75
K25 ALG	£375	A24 CED	£275	P121 DUB	£175
P121 ALP	£175	N27 CER	£175	H24 EAL	£275
T31 ALW	£275	CGZ 2071	£75	P29 EAM	£175
V400 AMH	£275	L121 CJB	£275	A23 EAR	£175
A051 ANI	£275	Y400 CJB	£275	H24 EAR	£275
D25 ANL	£275	S900 CJD	£275	B23 EAT	£275
P27 ANS	£275	H21 CKA	£175	EAZ 661	£275
HB53 ANS	£175	K25 CKS	£275	D23 EBY	£275
C22 APL	£175	A23 CKX	£275	B21 EDE	£275
L121 ARE	£175	A23 CME	£275	K27 EDW	£275
H22 ARE	£275	T99 CMP	£275	R29 EGG	£275
F203 ARN	£275	P23 CMR	£175	R24 ELY	£275
R27 ARR	£275	V333 CMW	£275	L27 ELY	£275
L29 ARR	£275	CMZ 4705	£49	W400 END	£275

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S963 HOB	£175	K321 JOS	£275	J21 LLG	£275	P77 MOE	£175	A23 NNS	£275	N26 RAK	£275
Y121 HOT	£275	K321 JPB	£275	K23 LLL	£275	K121 MOE	£175	P31 NOR	£275	A23 RAL	£275
HSZ 4024	£75	P121 JPC	£175	H21 LLP	£175	H9 MOW	£275	W44 NOV	£75	N27 RAL	£175
HSZ 4042	£75	W11 JPK	£175	P44 LON	£275	A24 MOW	£175	NRZ 474	£275	P26 RAR	£275
HSZ 7054	£49	Y900 JPR	£175	K28 LOO	£275	D24 MPW	£275	A24 NSL	£275	R121 RAT	£275
N28 HUL	£275	N555 JPS	£275	K24 LOV	£175	A24 MOW	£175	A21 NYS	£275	N70 RAV	£275
HSZ 4042	£75	JRZ 166	£375	K21 LUV	£99	A24 MRL	£275	B22 OBB	£275	P31 RCS	£275
N29 HUN	£275	JRZ 2329	£75	K21 LUV	£99	A24 MRL	£275	C23 OAT	£275	P31 RCS	£275
IKZ 446	£375	H22 JSC	£275	F21 LYY	£175	H23 MRP	£175	H21 OBY	£275	C24 RDD	£275
IKZ 3253	£75	N29 JTB	£175	A23 LYY	£275	K321 MRP	£175	OBZ 552	£275	R24 RDD	£175
JKZ 3253	£75	N21 JUN	£275	K24 MAF	£275	E24 MRY	£275	A21 OCH	£175	A24 RDH	£275
JKZ 778	£275	R123 MAW	£275	R123 MAW	£275	MRZ 2638	£175	P23 OCT	£175	R24 RDW	£275
A24 JCG	£175	P200 MCA	£175	K26 MSH	£275	K26 MSH	£275	D25 ODD	£275	A22 RYD	£275
A23 JCR	£275	E24 KAH	£275	A24 MCJ	£99	E24 MSH	£275	J23 OEE	£275	P29 REA	£275
T27 JEB	£275	P21 KAN	£175	N24 MCP	£175	K27 MSW	£275	OGZ 5449	£175	N49 REB	£275
P28 JEC	£275	R28 KEE	£275	D23 MCR	£275	Y25 MTB	£175	OJZ 878	£275	P121 REB	£175
E23 JEE	£275	N321 KER	£275	C26 MCS	£275	Y24 MTH	£275	P28 OLD	£275	P31 REE	£275
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W600 JJM	£275	N25 LER	£175	G26 MJA	£275	A23 NGL	£275
A24 JJP	£275	K23 LET	£275	K121 MJK	£275	A23 NGL	£275
M60 JJW	£275	LGZ 3565	£75	N27 MJL	£275	NGZ 1022	£75
A14 JKH	£275	LGZ 6323	£75	D25 MLC	£275	K321 NJH	£275
K27 JIH	£275	LIG 9721	£75	H21 LLB	£275	G23 NJP	£275
L121 JME	£275	H21 LLB	£275	D25 MLC	£275	NJZ 227	£175
K123 JMH	£275	H21 LLD	£275	A24 MLW	£175	GU54 NNE	£175
K55 JMT	£275	K27 LLE	£275	L28 MMB	£275		

N23 PMB	£275	J31 RYE	£275	TGZ 1581	£175
V121 PMC	£275	K27 SAC	£275	K28 THE	£275
D20 PMS	£175	P23 SAD	£275	THZ 1829	£75
G22 POO	£275	A23 SAK	£275	TIG 1697	£175
K31 PPP	£175	N21 SAT	£275	K121 TJB	£275
PRZ 1016	£95	R121 SAW	£275	TJZ 252	£275
PRZ 2635	£75	M29 SAX	£275	H21 TNY	£275
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PXZ 1835	£75	K21 SED	£175	AS05 TOR	£275
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L500 RAC	£175	K25 SEP	£175	L111 TRH	£75
N21 RAG	£275	P121 SES	£175	P111 TRH	£75
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P26 RAR	£275	SGZ 2358	£175	N121 TTS	£275
R121 RAT	£275	SGZ 2359	£175	P28 TTT	£275
N70 RAV	£275	K24 SHO	£275	C23 UBB	£275
P31 RCS	£275	P27 SHO	£175	D23 UDS	£275
C24 RDD	£275	K123 SHY	£275	UIG 1216	£75
R24 RDD	£175	SHZ 3591	£275	F21 UNA	£275
A24 RDH	£275	SIG 1032	£175	URZ 2234	£75
R24 RDW	£275	SJ1 933	£375	URZ 3274	£49
A22 RYD	£275	K26 SKA	£275	T29 UNA	£175
P29 REA	£275	L121 SLS	£175	E24 VEE	£275
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P121 REB	£175	H23 SMD	£175	VIG 1027	£75
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G12 REX	£275	L321 SPY	£275	P321 WAG	£175
A23 REX	£275	A25 SRW	£275	G007 WAN	£275
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P21 RFX	£275	SRZ 1361	£175	K121 WBA	£175
H21 OTS	£275	B23 SSB	£275	F21 WBA	£275
H23 OWL	£275	K31 SSO	£275	A23 WBA	£275
K28 OWL	£175	N60 SUL	£175	N24 WED	£75
OXZ 1031	£175	P888 SUL	£175	R121 WED	£75
E21 OYD	£275	A26 SUN	£275	S900 WED	£175
K31 OYD	£175	K600 SUS	£175	R31 WEL	£275
K29 PAN	£275	P800 SUS	£175	L010 WES	£275
K121 PAS	£275	SKZ 2052	£75	N121 WES	£275
C8 PBW	£275	SKZ 2053	£75	WEZ 7800	£275
A4 PCD	£275	K121 TAB	£175	WHZ 1019	£275
K23 PEG	£275	P121 TAC	£175	WIG 161	£375
R121 PEG	£175	P54 TAD	£75	WIG 2585	£175
S300 PES	£175	N25 TAF	£175	WIG 2586	£75
K23 PET	£275	P24 TAJ	£275	R31 WYN	£275
N7 PEX	£175	H24 TAL	£275	XIG 3678	£49
PGZ 1264	£75	R27 TAL	£275	YHZ 1490	£49
PGZ 1265	£75	N27 TAP	£275	YUI 1425	£75
L23 PJC	£275	L400 TAP	£175	YUI 1479	£49
Y26 PJW	£275	P121 TAS	£175	TW02 ZAC	£275
A15 PLC	£275	K21 TAT	£275		
PLZ 262	£275	N333 TCH	£275		

FIRST TEST

# Autoglym Car Care Experience Day

Price: £99 Rating: ★★★★★ Contact: [autoglym.com](http://autoglym.com)

**REX** FORGET cookery classes and wine tasting – if you are the type of driver who sees cleaning your car as a pleasure rather than a chore, then you're likely to prefer Autoglym's new Car Care Experience Day.

The £99 course brings together like-minded enthusiasts who want to improve their valeting techniques by learning from the experts at the car care company's indoor training facility in Letchworth Garden City, Hertfordshire. The aim is to teach you how to clean and care for your motor like a pro, avoiding damage and protecting your paint for the future.

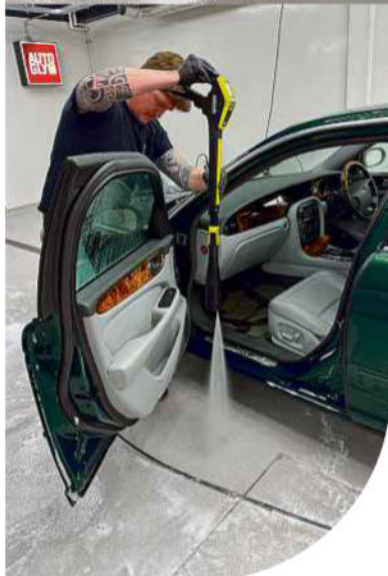
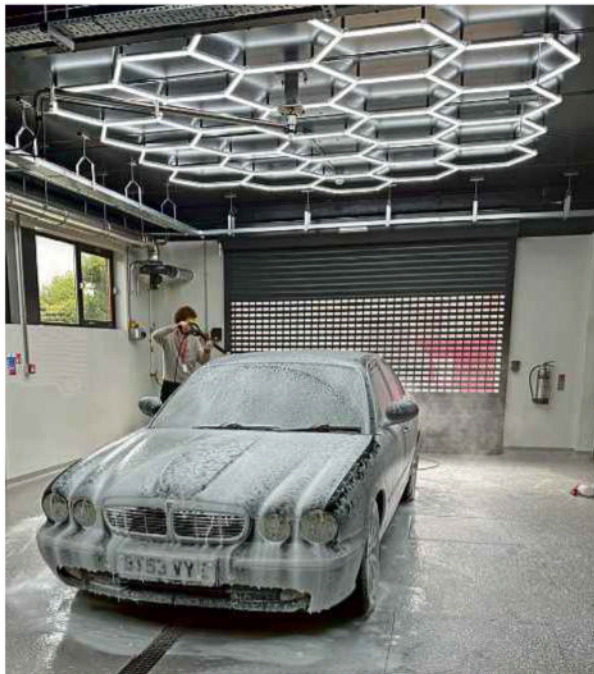
The first part of the day shows you how to do a basic clean using the correct methods and products. You may be surprised to discover that you've been doing things in the wrong order, cleaning the roof before the wheels, for example.

You then move on to more advanced treatments, such as tar spot removal and claying, so your car is properly cleansed.

After a quick lunch break, you are treated to a behind-the-scenes tour of the company's research, development and production facilities, which is more interesting than it probably sounds.

Then you are back on the cloths, learning the difference between traditional wax and ceramic coatings, and how to treat rubber and plastic. Our aged Jaguar came away looking cleaner than it has in 20 years.

The course is hard work, because you practice the techniques yourself, but car care fans will love it.



## SPARKLING

The Autoglym day is hands on, which allows you to learn how the varied products work in different ways. But there's also a tour of the R&D facilities

**“THE COURSE IS FOR THOSE WHO WANT TO IMPROVE THEIR VALETING SKILLS”**

## NEW PRODUCT



## IXO Collections models

Price: From £800 Contact: [wonderlandmodels.com](http://wonderlandmodels.com)

THERE will be many of us who would think it was perfectly reasonable to buy a car for £800 and be able to drive it away. The new range of £800-plus models from IXO Collections are just that, though – models.

To justify the eye-watering price, the kits are huge and exceptionally well detailed, so a carefully taken picture will make them look like the real thing. Most of the Collection are in 1:8 scale and weigh around 5kg.

The series includes legendary cars such as the Porsche 917 in Gulf livery, a rally-spec Subaru Impreza, a wartime Willys Jeep with trailer, a Volvo S122 Amazon, and a 1973 Porsche 911 Carrera RS.

But our favourite is the Peugeot 205 GTI 1.9, shown here. The officially licensed model features metal and plastic parts, which require assembly. However, no painting or glueing is necessary and the kit comes with everything needed to put it together. You'll be helped along by a 159-page instruction book.

While £800 – or more for some of the models in the range – may sound like a fortune, they cost less than an eighth of a real version of these classics – and they will take up less space in your garage.





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MINI TEST

# TESTED 4K dash cams

Pin-sharp 4K footage can be vital if you're making an insurance claim. Which of these compact contenders deserves a place on your windscreen?



Tom Barnard

STEPPING up to a dash camera with 4K resolution will make a real difference to the quality of the footage you are able to capture. This could be crucial if you are looking for extra detail as part of an insurance claim or for a police report, because it means you (or the powers that be)

will be able to make out registration numbers or the faces of other people involved in an incident.

While some of the entry-level 4K dash cams cost less than £100, moving up the price range will bring extra features and normally a more compact device, too, which will be especially important on a car

with a smaller windscreen such as a MINI or a roadster.

Vantrue has launched a new compact 4K camera, which is aimed right at the core of the 4K market with a £129 price tag. It has some great features, but we give a narrow win here to the compact Kenwood since it has the option of a rear camera.

**"YOU CAN PAY LESS THAN £100 BUT A BIT MORE WILL GIVE YOU EXTRA FEATURES"**

## Vantrue E1 Pro 4K

**Price:** £129 (plus SD card) **Resolution:** 4K/30fps  
**Rating:** ★★★★★☆ **Contact:** [amazon.co.uk](http://amazon.co.uk)

EVEN though the cube-shaped E1 Pro looks large compared with the Kenwood, it is still small enough to fit behind most rear-view mirrors without being noticed. When you do need to interact with the camera, there's a clearly marked button to save footage and a small screen to view the menu.

The Vantrue's most interesting and novel feature is its PlatePix software, which claims to use image-analysis tech to enhance number plates, making them more readable. We tried it both on and off in the same camera position and can see that it works, although the difference is marginal. The 158-degree camera will record a wider view than the Kenwood, too, but the footage is distorted as a result.

Unlike the Kenwood, the E1 also has a polarising filter to reduce reflections in strong sunlight. The device can take up to 1TB memory, but you'll have to pay extra for an SD card, which will bring the total price nearer to the Kenwood's.



## Kenwood DRV610

**Price:** £159.95 (including 64GB SD card) **Resolution:** 4K/30fps  
**Rating:** ★★★★★☆ **Contact:** [kenwoodshop.co.uk](http://kenwoodshop.co.uk)

THE Kenwood's main attraction for many drivers will be its size – it is only a little larger than the average car key remote and about half the size of the already compact Vantrue. There is some interesting tech built in, too, including a motion sensor, which records when your car is approached by a person or vehicle when parked. Despite its size, the DRV610 has a larger display screen, at 2.0 inches versus the E1's 1.5 inches.

The Kenwood's footage is clear and the 136-degree lens gives a more natural view than the more fish-eyed footage of its rival. The flipside is that less footage is captured either side of the car.

Unlike the E1 Pro, the Kenwood can have a rear camera added to give better coverage. And while it's more expensive, the DRV610's price does include a reasonable-sized 64GB SD card, which will add around £16 to the Vantrue's cost.



# Halfords Wash Mitt

Price: £5.48 Absorption: 675g  
 Rating: ★★★★★  
 Contact: [halfords.com](http://halfords.com)

ARMOR All and stablemate Kent have finally been topped, but only by a design that beats it at its own game. At first glance, the two orange mitts look identical – they have the same noodle microfibre on one side with a non-damaging bug mesh on the other. The pouch is tight, with stitching between the middle fingers for extra control. Closer inspection shows the Halfords has a slightly longer pouch, which helped it absorb more water than our serial winner. Add in a lower price and we have a new champion.



**AUTO EXPRESS**  
**BEST BUY**  
**2025**

# Dodo Juice Captain Crevice

Price: £12 Absorption: 547g Rating: ★★★★★☆ Contact: [dodojuice.net](http://dodojuice.net)

CAPTAIN Crevice repeats its runner-up spot from our 2021 test. The fingered mitt/glove might be aimed at cleaning wheels but we like it for elsewhere on the car, too. The snug fit means control is never in doubt and is akin to washing with your bare hand, albeit one that can absorb as much water as a conventional mitt. Finger protection is good and nothing gets in small grille gaps and wheel bolt holes like the Captain. It is not the cheapest but it is well made and it wouldn't break the bank to buy a second for wheel cleaning.



**AUTO EXPRESS**  
**Recommended**  
**2025**



## Armor All 2-in-1 Microfibre Mitt

Price: £6.09 Absorption: 568g  
 Rating: ★★★★★☆  
 Contact: [armorall.eu](http://armorall.eu)

ITS run of success may be over, but this remains a top mitt. The elements we've appreciated from the start when it was a Kent mitt before the Armor All buy-out are still there: tight pouch, prodigious thirst, and stitches between the centre fingers, plus that bug mesh. But it was outgunned in the soak test, and zero washing instructions (which the washable Halfords mitt has) lost it points.

**AUTO EXPRESS**  
**Recommended**  
**2025**



## Autoglym Microfibre Mitt

Price: £10.99 Absorption: 823g  
 Rating: ★★★★★☆  
 Contact: [autoglym.com](http://autoglym.com)

FOLLOWING our mini test of Autoglym's Polar range mitt in January, we opted to include the firm's alternative design this time. There may be no fancy wash and storage bag, but this is a top performer and at a more achievable price. It was only beaten by the Amazon offering in the soak test, but despite the extra weight there's no need to grab the pouch when wiping. The only real downside is it can't be machine-washed.



## Gyeon Q²M Smoothie EVO

Price: £19.50 Absorption: 669g  
 Rating: ★★★★★☆  
 Contact: [cleanyourcar.co.uk](http://cleanyourcar.co.uk)

NO fewer than three types of microfibre are used in this mitt, which helped it put in one of the top performances in the soak test. It was also among the best to use, with a snug pouch that easily stays in the right place when wiping and working into tight spaces, thanks in large part to the centre 'Mr Spock'-style stitching. Another top performance from Gyeon as we've come to expect, but the accompanying premium price lost it a few points.



## Amazon Basics Deluxe Mitts

Price: £7.60 Absorption: 905g  
 Rating: ★★★★★☆  
 Contact: [amazon.co.uk](http://amazon.co.uk)

YES, you get two mitts in this bargain package, which makes it ideal if you like to keep one for bodywork and another for wheels. We got it for £7.60 but even at its usual £8.99 price, it's easy on the wallet. It topped our soak test if not quite the seven times its own weight claimed, but still impressive. Less good was the loose pouch, which was hard to control and needed to be grabbed, although it was well padded for protecting the fingers.

# WASH MITTS

Which of our 10 mitts were handed top honours?

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Kim Adams

**YOU** can apply as much pre-wash and snow foam as you like, but as a DIY car cleaner, you're going to have to touch the paintwork at some point. And when you do, it has to be with a wash mitt if you are going to keep the risk of creating scratches and swirls in your car's clear coat to a minimum.

A mitt can hold huge amounts of soapy water to lubricate and

lift grit off the paintwork, while microfibre strands hold it ready to be released when rinsed. Keep the mitt loaded with soap and rinsed frequently in clean water – or use a grit grille in your bucket – and your clear coat has the best chance of retaining its shine.

So which is the one to keep your car gleaming? We slipped on 10, filled our bucket and got busy with a grimy car to find out.

## How we tested

TO assess how well they held water, we weighed each mitt when dry and after being soaked, and left to drain for 30 seconds. However, the test focus was on how good each was to use both on large panels and in smaller spaces such as grilles and wheels. We also looked for good finger protection, washing machine-compatibility, and took price into account.



## Simply Xtreme Mitt and Pad

Price: £19.95 Absorption: 602g  
Rating: ★★★★★  
Contact: [jrpdistribution.co.uk](http://jrpdistribution.co.uk)

ANOTHER mitt with a high price, but this time you get a microfibre-covered foam wash pad. Our test focused on the latter, which finished middle of the pack in the tests. The split microfibre ensured a smooth glide across panels, but the pouch was on the loose side and needed to be gripped to stay in place. The packaging has more information than many, but there's nothing on how the mitt and pad should be washed.



## Temu Chenille Microfibre Mitt

Price: £1.64 Absorption: 562g  
Rating: ★★★★★  
Contact: [temu.com/uk](http://temu.com/uk)

AS we've seen before with products from Temu, there's no brand or product name in evidence and it arrives in packaging that's no more helpful. There's no doubt this noodle and chenille mitt (product code PA1208282) is easy on the pocket, but none of the mitts here are horrendously pricey. This one performed adequately but hand protection could be better on the edges, and the short pile side added little to the cleaning power.

## Also tested

### Hilka Pro-Craft Soft Fibre Wash Mitt

Price: £4.99 Absorption: 447g  
Rating: ★★★☆☆  
Contact: [screwfix.com](http://screwfix.com)

HILKA goes its own way with this nylon soft-fibre mitt, which failed to match microfibre rivals.



### Meguiar's Microfibre Wash Mitt

Price: £12.50 Absorption: 319g  
Rating: ★★★☆☆  
Contact: [meguiars.co.uk](http://meguiars.co.uk)

THE world of microfibre and mitts has moved on some distance from when this mitt was launched, and it shows.



## Verdict

**ARMOR All** finally loses its crown here, but still secures a podium place because it's very similar to the test-winning Halfords. Splitting the two is Dodo Juice's Captain Crevice, which is one of the easiest designs to use.

evo TRACKDAYS

# DRIVE25

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# BUYING CARS

**REX** MENTAL health has (quite rightly) become an important topic of conversation over recent times. People are being encouraged to talk to each other more openly and find positive outlets that help promote a calmer, more relaxed state of mind and improved well-being.

Everyone will have a different perspective on exactly what works for them, be it getting enough sleep, eating more healthily or taking up a new form of exercise. In truth, it's probably a more holistic approach that generally works best, and one of the ways that helps me is to simply pick up my car keys and go for a drive.

Now, I'm one of the biggest critics of our road network, but I do still have a favourite route (at least for the time being) that takes me away from my local town and onto quieter, winding B-roads. I think the saying

## PAUL ADAM



**Auto Express's executive editor explains the role the car can play in helping to give you the 'me time' to maintain your mental health**

## BUYING YOUR NEXT ZEN MACHINE

**"THE ACT OF DRIVING LITERALLY TAKES YOU TO NEW PLACES, OFFERING A CHANGE OF PERSPECTIVE THAT CAN BE INSPIRING"**

is: "It's not the destination, it's how you get there that counts", and heading out for half an hour on a little restorative reset is often just the ticket.

Cars are expensive things, but they can still be so much more than just a way to get from A to B. Your car is your personal

space and, unlike with public transport, you control the temperature, the music and the conversation (or lack thereof), while there's time to think without the usual distractions and even enjoy what's left of the open road.

And, it doesn't really matter what car you drive. Yes, premium cars such as the BMW 7 Series or Mercedes S-Class are built with ultimate comfort and refinement in mind, but I think that's missing the point. The act of driving literally takes you to new places, offering a change of perspective that can be mentally refreshing and inspiring.

The digital age constantly pulls for our attention, even behind the wheel. While cutting-edge tech can be impressive, consider how it impacts your state of mind. Does a huge touchscreen distract more than it helps? Do endless alerts fray your nerves? The true innovation might be in technology that subtly supports, rather than overwhelms your journey to calm.

So don't be unduly swayed by the constant focus on brand prestige, power, or a tech-filled interior. Instead, try to connect with your next car purchase on a different level: take time to experience a test drive, notice if the cabin is particularly noisy or quiet, how comfortable the seats are, the intuitiveness of the controls – it all helps create that personal sanctuary you deserve out on the road.





Richard Dredge

YOU don't have to search very far on the Internet to find people commenting in the strongest possible terms about how much they hate EVs. They call them golf carts, milk floats or something equally disparaging, and yet many of these anti-EV folk have never even sat in an electric car, let alone actually driven one, because it's against their principles. This is entirely their choice, of course, but they could be missing out on a bargain luxury car.

Yet just as with petrol cars, some electric models are better than others, and in an ever-improving EV world, one of the best of the breed is the Audi e-tron GT. It's an expensive car to buy new, but supremely capable in most respects, and one that might just convert the most ardent petrolhead.

## HISTORY

THE first e-tron GTs were delivered in spring 2021, on a 21-plate. At launch there was the regular 469bhp e-tron GT, priced from £79,900, or the 590bhp RS e-tron GT, which started at £110,950. Both models had boost modes, giving up to 522bhp and 637bhp, so it's just as well that all e-tron GTs have quattro four-wheel drive fitted.

A facelift in August 2024 brought a refreshed design for the front and rear, revamped seats, suspension and wheels, plus a new layout for the digital dash. The entry-level 670bhp car became the S e-tron GT, while the RS e-tron GT was boosted to 844bhp. The 912bhp RS e-tron GT Performance was the flagship. From August 2025 there will be a new entry-level model: the 576bhp e-tron GT quattro.

## WHICH SHOULD I BUY?

BUY any e-tron GT and you'll have plenty of performance along with lots of equipment, plus all of the safety features that you'd expect of a flagship saloon. Facelifted cars have a bigger battery (105kWh), faster charging and recalibrated software to give up to a claimed 374 mile of range, plus they come with adaptive air suspension as standard across the line-up.

However, if you buy any earlier e-tron GT you won't feel cheated,

## CHECKLIST

### DEPRECIATION

The hidden running cost for most new cars is depreciation, and with the Audi it can be severe. It's predicted to lose up to nearly two-thirds of its value within three years and 36k miles, so used ones can be a bargain.

### EV RANGE

All e-tron GTs have a 93kWh battery to give a claimed range of 295 miles for the e-tron GT quattro and 280 miles for the RS e-tron GT. Expect closer to 240 miles in real-world driving, or as little as 180 miles in the winter.

### SAFETY

The e-tron GT hasn't been tested by Euro NCAP, but the mechanically similar Porsche Taycan has, earning a five-star score. A full suite of safety kit is fitted to the Audi, but some features are on the options list.

### POWERTRAINS

Some e-tron GTs have already needed replacement motors and gearboxes because of failure. Electronics glitches are common, but software updates can fix many of these problems.



### CHARGING

ONE of the most impressive things is the rate at which you can charge the Audi's battery pack. At 270kW, it's faster than most of its rivals; facelifted cars can replenish at up to 320kW.



**BUY THROUGH AUTO EXPRESS!**

Scan the code to view used Audi e-tron GTs for sale now

# USED BUYER'S GUIDE

FROM £38,000 Premium electric saloon can be had for bargain prices and is

because the standard equipment includes leather trim, heated front seats and steering wheel, 20-inch wheels, three-zone climate control, matrix LED headlights, eight-way electrically adjustable front seats, a panoramic sunroof and navigation.

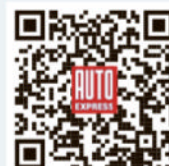
The high-spec Vorsprung edition also features all-wheel steering, a 16-speaker B&O hi-fi, massaging sports front seats, heated rear seats, 21-inch alloy wheels and Nappa leather trim. Facelifted cars come with adaptive cruise control, a remote parking system and updated infotainment, plus a B&O premium 3D sound system.

## PRICES

YOU can buy an early e-tron GT for £38,000, and it won't be a high-mileage example for this money; it'll have about 35,000 miles on the clock. Even a 10,000-mile example needn't cost you more than £45,000, while we found a few 2,000-mile cars all priced around £62,000, mostly one-year old, which represents a saving of around 40 per cent over a new car.

RS editions are unusual, but they are out there if you're prepared to search, and you can secure an early one with 35,000 miles for around £50,000, although most

are priced upwards of £60k. It might also be worth talking to an Audi dealer before buying used, because there are often very keen deals to be done, including on some very low-mileage demonstrators. We found a 900-mile RS e-tron GT for £65k; that's around half of its price when new.



**ONLINE VALUATION TOOL**

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



## ON THE ROAD

Performance isn't an issue whichever e-tron GT you pick. The Audi is also engaging to drive, thanks to its suspension and steering set-up

# DE Audi e-tron GT

is packed with performance and tech, but this EV's range may put some people off



## STYLING

Swooping lines and rakish coupé rear design means the e-tron GT looks the part. The flagship saloon gets 20-inch alloy wheels in its lowest spec

### **RUNNING COSTS**

AUDI dealers are keen to get e-tron GT owners to sign up to a service plan, but without one of these you can expect to pay £295 every two years or 19,000 miles for an inspection service, plus around £115 to replace the brake fluid and the same again for a fresh pollen filter.

As you'd expect, all e-tron GTs are in insurance group 50, so premiums are on the high side, but fuel costs can be extremely low if you're able to charge at home. They can also be extremely high if you have to charge on the move, however.

All e-tron GTs are now subject to a £195 fee for road tax, and if you buy one registered from April 2025 you'll also be liable for the £425 luxury car tax supplement. This has to be paid until the car reaches its sixth birthday, which means a hefty annual £620 bill for Vehicle Excise Duty (VED).

### **RECALLS**

IT'S disappointing that Audi has already issued eight recalls for the e-tron GT, with every example made up to June 2024 affected by at least one campaign.

The first came in March 2022 because of faulty rear-seat belt buckles, while the second was issued in late December 2022, because of sub-standard springs in the air suspension. Water getting into the battery pack led to recall three, in October 2023, then in 2024, five campaigns were issued. There were two in May, both for faulty battery cells, while poorly made front brake hoses were the reason for recall six, in September.

Another two recalls were issued in October and November because of individual battery cells failing, leading to individual modules being replaced by Audi dealers.



### **RUNNING COSTS**

Expect insurance cover to be pricey, but this will be offset by lower fuel costs if you can charge at home

### **ON THE ROAD**

THERE'S no shortage of pace: the entry-level e-tron GT quattro can do 0-62mph in just 4.1 seconds and 152mph, while the RS is pegged at 3.3 seconds and 155mph. Power is sent to all four wheels in normal driving, but in Efficiency mode the e-tron GT is front-wheel drive unless any slip is detected.

Standard models have steel suspension, but an adaptive air-sprung set-up is fitted to the RS editions. Whatever you buy, it'll be genuinely engaging to drive – much more so than many of Audi's ICE sporting models, thanks to its well judged suspension and excellent steering.



### **ALTERNATIVES**

THE e-tron's biggest nemesis is the Porsche Taycan, which shares much with the Audi. There are a lot more Taycans available than e-tron GTs, and when it comes to usable EVs that are sublime to drive, few cars can touch these Porsches.

You could also take a look at the Tesla Model S, which has a long range, excellent practicality and great cabin tech, but the build quality isn't a patch on the Audi's.

The deeply impressive BMW i5 and i7 are both well made, refined and spacious models; these are all characteristics that are shared with the Mercedes EQE and EQS. Fancy something more left-field? Then try the Genesis Electrified G80 – if you can find one.



## INTERIOR

The cabin is roomy and fit and finish good. The understated dashboard houses digital instruments and a 10.1-inch central touchscreen



## PRACTICALITY

An 81-litre 'frunk' provides storage under the bonnet for the Audi's charging cables, which means they don't have to be stowed in the 405-litre boot



## INTERIOR

THE e-tron GT has a relatively restrained cabin, with digital instrumentation and a 10.1-inch central display. There's a superb standard of fit and finish, while passenger space is very good, with lots of room for four adults. Boot capacity is decent rather than excellent. The rear boot can hold 405 litres while the front load area offers another 81 litres.

# DRIVER POWER

AS you would expect, the e-tron GT doesn't sell in big enough numbers for it to have appeared in our Driver Power surveys.

However, Audi finished 27th out of 32 manufacturers in our Driver Power customer satisfaction poll in 2024, trailing behind German rivals Mercedes (25th), BMW (14th) and Porsche (fourth).

Owners liked the interiors, visibility and acceleration of their cars, but value for money, steering and braking response weren't highly regarded.

## REX VERDICT ★★★★★

THE e-tron GT is hugely capable and desirable, but oversupply of used EVs means these shapely Audis are very temptingly priced. The problem for dealers, though, is that the second-hand market is awash with Porsche Taycans, and these start at around £35,000. However, although the Taycan is incredibly impressive, the e-tron GT is more comfortable and has superior in-car tech, while it's no slower than the Porsche. The e-tron GT's range is disappointing for such a costly flagship product, but if this doesn't matter all that much to you, then we'd say the Audi is something of an EV bargain as a used buy.

## **BENTLEY CONTINENTAL GTC (£44,999)**

THAT'S right, for less than £45,000 you can have yourself a refined, uber-luxurious, drop-top Bentley Continental GTC that's powered by a burbling 500bhp 4.0-litre twin-turbo V8 engine and lined with gorgeous quilted leather.

The example we found may be from 2012, but the design is as elegant and imperious as ever, and there's only 33,000 miles on the clock so far – presumably all from effortlessly crossing continents, as this car was born to do.

Four-wheel drive is also provided for maximum stability and security on the road, no matter the scenario.

If you have just missed this particular Bentley Continental GTC by the time you get here, you can find more examples by scanning the QR code on the right

# 1



**“For less than £45k you can have a GTC powered by a burbling twin-turbo V8 and lined with quilted leather”**



# 3 CAR GARAGE

## **Bentley Continental GTC, BMW M5 and Ford Mustang V8 collection**

The new Land Rover Defender Classic V8 will set you back a pretty hefty £234,000, but we've created an all-V8 three-car garage that comes in at less than half of that eye-watering sum



**Ellis Hyde**

LAND Rover recently unveiled its new-old Classic Defender V8 Soft Top restomod, which has generated a lot of interest thanks to its looks, optional on-board wine cooler and the fact that its

starting price is £234,000 – nearly £90k more than the already impossibly capable Defender OCTA.

For those with deep pockets, this extra-special Defender will be their dream car and they'll think nothing of splashing out nearly a quarter of a million

pounds on one. But if all you want is some V8 muscle and the ability to draw looks at will, we've put together a three-car garage using the Auto Express Find a Car service for less than half the price of the Classic Defender V8 Soft Top.

## BMW M5 (£42,950)

THE F90-generation BMW M5 was arguably the best and most timeless-looking car to come from the firm in the past decade. But, of course, that's not the only reason to buy this formidable super-saloon.

# 2

Its 4.4-litre twin-turbo V8 engine delivers a phenomenal 616bhp and 750Nm of torque, while the eight-speed automatic gearbox and four-wheel drive allow this executive express to dispatch 0-62mph in 3.3 seconds.

The M5 handles incredibly well, but is also very comfortable on pockmarked British roads. Better still, the hot German exec car offers a roomy interior, with more than 500 litres of boot space.

If you missed the opportunity to snap up this particular BMW M5, there are several more available through our Find a Car service...



**"The BMW M5 handles incredibly well, but is also very comfortable on pockmarked British roads"**

## FORD MUSTANG GT (£24,995)

THE Ford Mustang GT has the quintessential muscle car formula: a big V8 engine, rear-wheel drive and a six-speed manual gearbox. This iteration of Ford's 'Coyote' V8 pumps out 415bhp and 530Nm of torque, all at just 4,250rpm, but the engine absolutely roars as you approach its 7,000rpm red line.

# 3

You can also do burnouts with ease, thanks to the car's 'line lock' feature that holds the front brakes while you light up the rear tyres. Amazingly, this was standard-fit, as was fully independent suspension all-round, allowing this Mustang to handle far better than its ancestors.

Missed this Ford Mustang GT? Not to worry, you can find plenty more by scanning the QR code



**"This Mustang's 'line-lock' feature holds the front brakes while you light up the rear tyres"**

# NEW CAR PRICES

## HOW OUR GUIDE WORKS

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

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

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

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

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

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

**ROAD TAX:** When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

**0g/km:** £10 **1-50g/km:** £10 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

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

**PICK-UP TRUCKS:** The models listed here pay a flat rate of road tax, at £355 per year.

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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### ABARTH

Dealers: 82 Warranty: 3yrs/60000 mls

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

42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo 500c: add £3000	157	7.0	0	23	£33975

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

1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195
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**600e** - 4187x1779mm  
Euro NCAP: N/A Driver Power: N/A

54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

### ALFA ROMEO

Dealers: 55 Warranty: 3yrs/unlimited mls

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

2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9V6T (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

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

1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	N/A	£28100
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

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

1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

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

2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9V6T (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

### ALPINA

Dealers: 7 Warranty: 3yrs/60000 mls

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

3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

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

3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

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

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

3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740
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**B8** - 5092x1932mm  
Euro NCAP: N/A Driver Power: N/A

4.4V8T (634) auto Gran Coupe	23.9	3.3	268	50	£191300
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**XD3** - 4715x1897mm  
Euro NCAP: N/A Driver Power: N/A

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

4.4V8T (621) auto XB7	22.1	4.2	289	50	£169645
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	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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### ALPINE

Dealers: 7 Warranty: 3yrs/60000 mls

**A290** - 4181x1798mm  
Euro NCAP: ★★☆☆ Driver Power: N/A

52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance 236	7.4	0	29	£36000	
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

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

1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92170

### ARIEL

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

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

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

2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500
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### ASTON MARTIN

Dealers: 20 Warranty: 3yrs/unlimited mls

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

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

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

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

4.0 V8T (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8T (680) auto DB12 Volante	23.2	4.1	276	50	£204500

**Vanquish** - 4850x1980mm  
Euro NCAP: N/A Driver Power: N/A

5.2 V12T (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12T (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

### AUDI

Dealers: 118 Warranty: 3yrs/60000 mls

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

1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24655
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

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

1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	18	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TFSI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TFSI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) Carbon Black: add

£4650 to RS 3 Vorsprung: add

£5475 to S3 Black Edition, add

£7250 to RS 3

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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### A3 Saloon

4495x1984mm  
Euro NCAP: ★★☆☆ Driver Power: N/A

1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TFSI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TFSI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line

Carbon Black: add £4650 to S3

Vorsprung: add £5475 to RS 3

add £7250 to RS 3

### A5

4829x1860mm  
Euro NCAP: ★★☆☆ Driver Power: N/A

2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	3	

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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**Q5 Sportback** - 4663x1893mm  
Euro NCAP: ★★★★★ Driver Power: N/A

2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line  
Vorsprung: add £12000 to SQ5

**Q6 e-tron** - 4771x1939mm  
Euro NCAP: ★★★★★ Driver Power: N/A

83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro auto Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

**Q7** - 5052x1968mm  
Euro NCAP: ★★★★★ Driver Power: N/A

3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75250
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line  
Vorsprung: add £23000 to S line, add £18950 to SQ7

**Q8** - 4986x1995mm  
Euro NCAP: ★★★★★ Driver Power: N/A

3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£102050
4.0 V8 TFSI (600) quattro at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line  
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 Carbon Black; add £10500 to RS Q8

**BAC**

Dealers: 1 Warranty: 1yr

**Mono** - 4952x1836mm  
Euro NCAP: N/A Driver Power: N/A

2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

**BENTLEY**

Dealers: 23 Warranty: 3yrs/unlimited mls

**Flying Spur** - 5316x1988mm  
Euro NCAP: N/A Driver Power: N/A

3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8 TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8 TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	94.6	3.5	33	50	£239000

**Bentayga** - 5125x2010mm  
Euro NCAP: N/A Driver Power: N/A

3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8 TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8 TT (550) auto S	21.7	4.5	294	50	£201500

**Continental** - 4895x1966mm  
Euro NCAP: N/A Driver Power: N/A

4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

**BMW**

Dealers: 192 Warranty: 3yrs/unlimited mls

**1 Series** - 4361x1800mm  
Euro NCAP: N/A Driver Power: 25th

1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

**2 Series Gran Coupe** - 4526x1800mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£33650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

**3 Series** - 4709x1827mm  
Euro NCAP: ★★★★★ Driver Power: 18th

2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0T (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	34	34	£48535
2.0T PHEV (292) at 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340i xDrive	47.1	4.6	158	42	£56420

**3 Series Touring** - 4709x1827mm  
Euro NCAP: ★★★★★ Driver Power: 18th

2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0T (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50335
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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2.0T PHEV (292) a 330e xD M Spt 176.6 5.8 36 34 £51585  
2.0 (190) auto 320d Sport 56.5 7.2 132 30 £45050  
2.0 (190) auto 320d M Sport 55.4 7.2 133 30 £46300  
3.0 (340) auto M340i xDrive 45.6 4.7 163 42 £61220

**i4** - 4783x1852mm  
Euro NCAP: ★★★★★ Driver Power: N/A

70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDrive35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDrive40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

**5 Series** - 5060x1900mm  
Euro NCAP: ★★★★★ Driver Power: N/A

2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

**5 Series Touring** - 5060x1900mm  
Euro NCAP: ★★★★★ Driver Power: N/A

2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

**i5** - 5060x1900mm  
Euro NCAP: ★★★★★ Driver Power: N/A

83.9kWh (340) at eDrive40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDrive40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

**i5 Touring** - 5060x1900mm  
Euro NCAP: ★★★★★ Driver Power: N/A

83.9kWh (340) at eDrive40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDrive40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

**7 Series** - 5391x1950mm  
Euro NCAP: ★★★★★ Driver Power: N/A

3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

**i7** - 5391x1950mm  
Euro NCAP: ★★★★★ Driver Power: N/A

106kWh (455) at eDrive50 Ev'lence	379	5.5	0	50	£101765
106kWh (455) at eDrive50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDrive60 Ev'lence	387	4.7	0	50	£115735
106kWh (544) at xDrive60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

**8 Series Gran Coupe** - 4843x1902mm  
Euro NCAP: N/A Driver Power: N/A

3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

**2 Series Active Tourer** - 4386x1824mm  
Euro NCAP: N/A Driver Power: N/A

2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 225e xDrv M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport  
M Sport: add £3730 to Sport

**X1** - 4500x1845mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto sDrive28i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385

**2 Series Active Tourer** - 4386x1824mm  
Euro NCAP: N/A Driver Power: N/A

1.5T PHEV (245) at xDrive25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDrive25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDrive30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

**X2** - 4554x1845mm  
Euro NCAP: N/A Driver Power: N/A

1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

**X3** - 4755x1920mm  
Euro NCAP: ★★★★★ Driver Power: 36th

2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

**X4** - 4752x1918mm  
Euro NCAP: ★★★★★ Driver Power: N/A

3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0T (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

**X5** - 4922x2004mm  
Euro NCAP: ★★★★★ Driver Power: N/A

3.0T PHEV (489) at xDrive50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
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# NEW CAR PRICES

	MPG/RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

**Born** - 432x1809mm  
Euro NCAP: ★★★★★ Driver Power: N/A

59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto V2	366	5.6	0	34	£44625

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 VZ3; add £3330 to VZ2

**Ateca** - 439x1841mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
1.5 TSI (150) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

VZ: add £1785 to V1  
VZ2: add £2000 to VZ3

**Formentor** - 445x1839mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 to eTSI V2, add £2290 to e-Hybrid V2 VZ3; add £3160 to VZ2  
VZ2: add £4185 to VZ2

**Terramar** - 451x1863mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	596.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

**Tavascan** - 464x1861mm  
Euro NCAP: ★★★★★ Driver Power: N/A

77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

**DACIA**  
Dealers: 127 Warranty: 3yrs/60000mils

**Sander** - 408x1848mm  
Euro NCAP: ★★ Driver Power: N/A

1.0 Tc (90) Essential	53.3	12.2	119	12	£14715
1.0 Tc (90) Expression	53.3	12.2	119	14	£15715
1.0 Tc (90) Journey	53.3	12.2	119	14	£16715
1.0 Tc (90) auto Journey	49.6	13.4	129	12	£18215
1.0 Tc Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 Tc Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 Tc Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

**Sandero Stepway** - 4099x1848mm  
Euro NCAP: ★★ Driver Power: N/A

1.0 Tc (90) Essential	50.4	12.0	127	10	£16015
1.0 Tc (90) Expression	50.4	12.0	127	10	£17015
1.0 Tc (90) auto Extreme	45.6	14.2	140	10	£19155
1.0 Tc Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 Tc Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 Tc (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

**Jogger** - 4547x1848mm  
Euro NCAP: ★ Driver Power: N/A

1.0 Tc (110) Essential	47.9	11.2	132	13	£18970
1.0 Tc (110) Expression	48.7	11.2	132	13	£20270
1.0 Tc (110) Extreme	48.7	11.2	132	13	£21120
1.6 Tc Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 Tc Hyb (140) at Extreme	57.6	10.0	109	15	£24305

**Spring** - 3701x1583mm  
Euro NCAP: ★★ Driver Power: N/A

27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

**Duster** - 434x1813mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 Tc Bi-Fuel (100) Essential 4x4	43.5	14.1	126	17	£19380
1.2 Tc (130) Expression 4x4	51.3	9.9	124	24	£21820
1.2 Tc (130) Expression 4x2	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression  
Extreme: add £2500 to Expression

**Bigster** - 4570x1812mm  
Euro NCAP: N/A Driver Power: N/A

1.2 Tc (140) Expression	50.0	9.8	122	27	£25215
1.2 Tc (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28195

Journey: add £1250 to Expression (not Tc 130) Extreme: add £1500 to Expression

**DS**  
Dealers: 196 Warranty: 3yrs/60000mils

**DS 3** - 4118x1791mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

**DS 4** - 4400x1830mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

**DS 9** - 4934x1932mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

**DS 7 Crossback** - 4593x1890mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

**No. 8** - 4820x1900mm  
Euro NCAP: N/A Driver Power: N/A

74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

**FERRARI**  
Dealers: 14 Warranty: 4yrs/unlimitedmils

**Purosangue** - 4973x2028mm  
Euro NCAP: N/A Driver Power: N/A

6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501
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**Roma** - 4656x1974mm  
Euro NCAP: N/A Driver Power: N/A

3.9 V8T (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8T (620) auto Spider	29.7	3.4	217	50	£210838

**296** - 4656x1958mm  
Euro NCAP: N/A Driver Power: N/A

3.0 V6T Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6T Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

**12Cilindri** - 4733x2176mm  
Euro NCAP: N/A Driver Power: N/A

6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

**SF90 Stradale** - 4710-4850x1972-2000mm  
Euro NCAP: N/A Driver Power: N/A

4.0 V8T (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
52kWh (170) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8T (1030) auto SF90X Stradale	39.2	2.3	167	50	£676694
4.0 V8T (1030) auto SF90X Spider	39.2	2.3	167	50	£747197

**FIAT**  
Dealers: 96 Warranty: 3yrs/60000mils

**Grande Panda** - 3999x1763mm  
Euro NCAP: N/A Driver Power: N/A

1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

**500** - 3632x1900mm  
Euro NCAP: ★★★★★ Driver Power: 4th

24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

**600** - 4171x1781mm  
Euro NCAP: N/A Driver Power: N/A

1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

**FORD**  
Dealers: 781 Warranty: 3yrs/60000mils

**Focus** - 4397x1825mm  
Euro NCAP: ★★★★★ Driver Power: 4th

1.0 T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0 T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0 T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0 T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0 T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0 T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3 T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3 T EcoBoost (280) ST Edition	35.3	5.7	183	27	£40000
2.3 T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium  
ST-Line X: add £2200 to ST-Line

**Focus Estate** - 4693x1825mm

**Euro NCAP: ★★★★★ Driver Power: 4**

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T-GDi (140) Advance	47.9	9.8	130	15	E25505
1.5T-GDi (140) Premium	47.1	9.8	135	14	E28555
1.5T-GDi (140) auto Advance	47.1	9.9	127	14	E26705
1.5T-GDi (140) auto Premium	48.7	9.9	132	15	E29755

**Ioniq 5** - 4655x1890mm  
Euro NCAP: ★★★★★ Driver Power: N/A

63kWh (170) auto Advance	273	8.5	0	33	E39910
84kWh (228) auto Advance	354	7.5	0	38	E43410
84kWh (228) auto N Line	320	5.3	0	38	E47410
84kWh (325) auto N Line AWD	307	5.3	0	41	E50910
84kWh (650) auto NAWD	278	3.4	0	49	E65010

Premium: add E5500 to Advance  
N Line S: add E5000 to N Line

**Ioniq 6** - 4855x1880mm  
Euro NCAP: ★★★★★ Driver Power: N/A

77kWh (228) auto Premium	338	7.4	0	36	E47050
77kWh (325) auto Premium AWD	322	5.1	0	41	E50550

Ultimate: add E3500 to Premium

**Instar** - 3825-3845x1610mm  
Euro NCAP: N/A Driver Power: N/A

42kWh (97) auto 01	203	11.7	0	N/A	E23805
49kWh (115) auto 01	229	10.6	0	N/A	E25055
49kWh (115) auto 02	223	10.6	0	N/A	E26755
49kWh (115) auto Cross	229	10.6	0	N/A	E29055

**Bayon** - 4180x1775mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.0T-GDi (100) Advance	51.4	11.3	125	16	E23125
1.0T-GDi (100) Premium	51.4	11.3	126	16	E24525
1.0T-GDi (100) auto Advance	51.4	12.4	124	15	E24375
1.0T-GDi (100) auto Premium	51.4	12.4	125	15	E25775

Ultimate: add E1400 to Premium

**Kona** - 4350x1825mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.0T-GDi (100) Advance	47.9	13.3	131	14	E26735
1.0T-GDi (100) N Line	47.1	13.3	134	14	E28535
1.6T-GDi (138) Advance	45.6	10.2	140	21	E27685
1.6T-GDi (138) N Line	42.2	10.2	147	21	E29485
1.6T-GDi (138) auto Advance	45.6	10.2	141	21	E29235
1.6T-GDi (138) auto N Line	43.5	10.2	145	22	E31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	E30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	E32690
48kWh (156) auto Advance	234	8.8	0	25	E32400
65kWh (218) auto Advance	319	7.8	0	31	E35000
65kWh (218) auto N Line	282	7.8	0	31	E37000

N Line S: add E2400 to N Line, add E2700 to EV Ultimate: same price as N Line S

**Tucson** - 4510x1865mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.6T-GDi (160) Advance	41.5	10.3	154	16	E33080
1.6T-GDi (160) N Line	40.9	10.3	157	16	E35580
1.6T-GDi (160) 48v auto Advance	44.8	9.4	142	17	E34260
1.6T-GDi (160) 48v auto N Line	44.1	9.4	144	17	E36760
1.6T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	E42080
1.6T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	E36220
1.6T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	E38820
1.6T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	E42910
1.6T-GDi PHEV (252) at Advance	282.5	9.8	22	22	E39385
1.6T-GDi PHEV (252) at N Line	256.8	9.8	24	23	E41885
1.6T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	E43485

Premium: same price as N Line  
N Line S: add E2500 to N Line  
Ultimate: same price as N Line S

**Santa Fe** - 4830x1900mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.6T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	E47890
1.6T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	E51390
1.6T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	E53890
1.6T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	E39445
1.6T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	E53445
1.6T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	E55945
1.6T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	E51995
1.6T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	E55245
1.6T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	E57745

Six seats: add E1000 to Calligraphy

## INEOS

Dealers: TBC Warranty: 5yrs/TBC mls

**Granadier** - 4895x1930mm  
Euro NCAP: N/A Driver Power: N/A

3.0T (286) auto Utility Wagon	19.6	8.8	328	50	E65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	E71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	E65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	E71385

Fieldmaster/Trialmaster Editions: add E7500

**Quartermaster** - 5440x1930mm  
Euro NCAP: N/A Driver Power: N/A

3.0T (286) auto Utility Wagon	19.6	8.6	327	50	E66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	E66240

Fieldmaster/Trialmaster Editions: add E7500

## ISUZU

Dealers: 103 Warranty: 5yrs/125000 mls

**D-Max** - 5280x1870mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.9D (164) Utility Double Cab	33.6	12.7	220	39	E35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	E38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	E41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	E43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	E62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	E37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	E40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	E44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	E46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	E65916

## JAECOO

Dealers: N/A Warranty: 7yrs/100000 mls

**Jaecoo 7** - 4500x1865mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.6T (147) auto Deluxe	37.7	10.3	169	21	E28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	E31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	E35000

## JEEP

Dealers: 66 Warranty: 3yrs/60000 mls

**Avenger** - 4084x1797mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.2T (100) Longitude	49.6	10.6	129	22	E25218
1.2T (100) Altitude	49.6	10.6	127	23	E27218
1.2T (100) Summit	49.6	10.6	129	23	E29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	E26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	E28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	E30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	E31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	E32319
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	E35219
54kWh (156) auto e-Longitude	249	9.6	0	24	E31999
54kWh (156) auto e-Altitude	249	9.6	0	24	E31999
54kWh (156) auto e-Summit	249	9.6	0	25	E33999

**Renegade** - 4236x1805mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	E32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	E33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	E39219

**Compass** - 4404x1874mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	E36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	E38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	E44765

**Wrangler** - 4882x1894mm  
Euro NCAP: ★★★★★ Driver Power: N/A

2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	E63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	E65870

**Grand Cherokee** - 4914x1979mm  
Euro NCAP: ★★★★★ Driver Power: N/A

2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	E72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	E85914

## KGM MOTORS

Dealers: 63 Warranty: 5yrs/100000 mls

**Tivoli** - 4225x1810mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 GDi-T (163) K40	40.1	N/A	161	18	E23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	E25749

**Korando** - 4450x1870mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 GDi-T (163) K35	36.9	10.8	175	18	E26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	E27995

**Torres** - 4715x1890mm  
Euro NCAP: N/A Driver Power: N/A

1.5 GDi-T (163) auto K30	33.2	10.8	194	33	E36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	E39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	E41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	E36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	E39295

**Actyon** - 4740x1910mm  
Euro NCAP: N/A Driver Power: N/A

1.5 GDi-T (163) auto K50	33.1	N/A	194	25	E38649
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**Rexton** - 4850x1960mm  
Euro NCAP: N/A Driver Power: N/A

2.2D (202) auto K30	32.9	10.7	225	36	E42495
2.2D (202) auto K40	32.9	10.7	225	37	E44235
2.2D (202) auto K50	32.6	10.7	227	38	E48710

**Musso** - 5095-5405x1950mm  
Euro NCAP: N/A Driver Power: N/A

2.2D (202) Rebel	34.0	N/A	220	48	E38358
2.2D (202) auto Rebel	32.0	N/A	236	50	E36246
2.2D (202) auto Saracen	32.0	N/A	236	50	E41718
2.2D (202) auto Saracen-LWB	31.0	N/A	241	50	E43194

## KIA

Dealers: 187 Warranty: 7yrs/100000 mls

**Picanto** - 3605x1900mm  
Euro NCAP: ★★★★★ Driver Power: 12th

1.0 DPl (62) 2	55.4	15.4	116	4	E16065
1.0 DPl (62) GT-Line	52.3	15.4	121	5	E17215
1.0 DPl (62) 3	55.4	15.4	121	5	E18015
1.0 DPl (62) auto 2	54.3	18.2	119	4	E16765
1.0 DPl (62) auto GT-Line	52.3	18.2	123	5	E17915
1.0 DPl (62) auto 3	54.3	18.2	122	5	E18715
1.2 DPl (77) GT-Line S	51.4	13.1	124	8	E18915
1.2 DPl (77) auto GT-Line S	49.6	16.5	127	5	E19615

**Ceed** - 4310x1800mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T-GDi (138) 2	48.7	9.5	128	13	E23325
1.5T-GDi (138) GT-Line	48.7	9.5	131	13	E26025
1.5T-GDi (138) 3	49.6	9.5	131	13	E26525
1.5T-GDi (138) auto GT-Line	47.9	9.7	134	13	E26980
1.5T-GDi (138) auto 3	47.9	9.7	134	13	E27480
1.5T-GDi (138) auto GT-Line S	44.8	9.7	142	15	E31485

**Ceed Sportswagon** - 4600x1800mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T-GDi (138) 2	49.6	9.7	129	13	E24070
1.5T-GDi (138) 3	47.9	9.7	133	13	E27125
1.5T-GDi (138) auto 3	47.1	9.9	136	13	E28225

**ProCeed** - 4605x1800mm  
Euro NCAP: ★★★★★ Driver Power: N/A

1.5T-GDi (138) GT-Line	47.9	9.7	133	13	E27125
1.5T-GDi (138) auto GT-Line	47.9	9.9	134	13	E28080
1.5T-G					

# NEW CAR PRICES

Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03		165	12.7	0	N/A	£15995

<b>C10</b> - 4739x1900mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10		261	7.5	0	N/A	£36500

## LEXUS

Dealers: 51 Warranty: 3yrs/60000 mls  
ES - 4975x1865mm

Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) auto 300h Premium		53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi		53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium						
<b>LM</b> - 5130x1890mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h		42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h		39.2	9.1	163	29	£92995
2.5 Hybrid (250) auto AWD 350h Takumi		39.2	9.1	163	29	£112995

<b>LBX</b> - 4190x1825mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban		65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium		65.7	9.6	105	23	£32845
1.5 Hybrid (136) auto Premium Plus		65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi		65.7	9.6	105	25	£38525
1.5 Hybrid (136) auto Takumi AWD		62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi						
<b>UX</b> - 4495x1840mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban		56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium		56.4	8.1	113	24	£37245
2.0 Hyb (199) auto 300h Premium Plus		54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport		54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi		54.3	8.1	118	30	£48445
2.0 Hyb (199) auto E4 300h Premium+		50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport		50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi		50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban		279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem		279	7.5	0	38	£42145
72.8kWh (204) auto 300e Prem Plus		279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi		279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban F Sport Takumi: add £5300 to F Sport						
<b>NX</b> - 4660x1865mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban		49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium		49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi		49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Premium Plus		47.0	7.7	135	36	£45845
2.5 Hyb (243) auto 350h Prem AWD		47.0	7.7	136	36	£47645
2.5 Hyb (243) auto 350h F Sport AWD		44.8	7.7	143	35	£55395
2.5 Hyb (243) auto 350h Takumi AWD		44.1	7.7	145	40	£59895
2.5 PHEV (309) auto 450h+ Prem AWD		31.9	6.3	22	40	£50245
2.5 PHEV (309) auto 450h+ F Sport AWD		256.8	6.3	25	40	£57895
2.5 PHEV (309) auto 450h+ Tmi AWD		256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV						
<b>RZ</b> - 4805x1895mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban		297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium		295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi		267	8.0	0	40	£60145
71.4kWh (213) auto 450e Premium		271	5.6	0	44	£58455
71.4kWh (213) auto 450e Takumi		252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium						
<b>RX</b> - 4890x1920mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h Premium		44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport		44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi		44.8	7.9	145	43	£77845
2.4 Hyb (371) auto 500h F Sport		35.3	6.2	182	46	£80695
2.5 PHEV (309) auto 450h+ Premium		256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport		256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi		256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium						
<b>LOTUS</b>						
Dealers: 18 Warranty: 3yrs/36000 mls						
<b>Emeya</b> - 5139x2005mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya		360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S		344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R		298	2.8	0	N/A	£131200

<b>Eletre</b> - 5103x2135mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre		373	4.5	0	50	£90750
112kWh (611) auto Eletre S		373	4.5	0	50	£105750
112kWh (917) auto Eletre R		304	3.0	0	50	£120000

<b>Emira</b> - 4413x1895mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (360) auto First Edition		30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition		25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition		25.0	4.6	258	N/A	£88895

<b>McLaren</b>						
Dealers: 8 Warranty: 3 years						
<b>Artura</b> - 4539x1976mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe		58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider		58.9	3.0	108	50	£222760

<b>750S</b> - 4569x2161mm						
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Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S		23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider		23.2	2.8	276	50	£272760

<b>GTS</b> - 4683x2045mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT		26.2	3.2	270	50	£179260

## MASERATI

Dealers: 9 Warranty: 3yrs/unlimited mls

<b>Grecale</b> - 4847x1979mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT		32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena		31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo		25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore		310	4.1	0	N/A	£99000

<b>GranTurismo</b> - 4966x1957mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena		27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo		27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore		280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore						
<b>MC20</b> - 4669x1965mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe		24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo		24.1	3.0	265	N/A	£229465

<b>MAXUS</b>						
Dealers: 57 Warranty: 5yrs/100000 mls						
<b>Mifa 7</b> - 4907x1885mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite		255	N/A	0	N/A	£48774
77kWh (241) auto Luxury		255	N/A	0	N/A	£50580
90kWh (241) auto Premium		298	N/A	0	N/A	£54780

<b>Mifa 9</b> - 5270x2000mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite		269	9.9	0	N/A	£65086
90kWh (241) auto Luxury		269	9.9	0	N/A	£70613
90kWh (241) auto Premium		269	9.9	0	N/A	£77482

<b>T90 EV</b> - 5365x1900mm						
Euro NCAP: N/A	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD		205	N/A	0	N/A	£60720

<b>MAZDA</b>						
Dealers: 154 Warranty: 3yrs/60000 mls						
<b>2 Hybrid</b> - 3940x1745mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VTI-i Hyb (116) at Centre-Line		74.3	9.7	87	14	£24280
1.5 VTI-i Hyb (116) at Exclu-Line		74.3	9.7	92	14	£25575
1.5 VTI-i Hyb (116) at Homura		74.3	9.7	97	14	£27475
1.5 VTI-i Hyb (116) at Homura+		74.3	9.7	98	15	£29425

<b>3</b> - 4460x1795mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line		47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line		47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li		47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura		44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclu-Li		44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line		53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li		53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclu-Li		47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv-X Exclusive-Line only) Homura: add £500 to Centre-Line Takumi: add £1200 to Exclusive-Line						
<b>CX-30</b> - 4395x1795mm						
Euro NCAP: ★★★★★	Driver Power: N/A	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line		47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line		47.1	9.7	135	16	£27340
2.5 e-Skyactiv G (140) Exclusive-Li		47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li		42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li		42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line		49.6	8.3	129		

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8T (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8T (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8T (634) at 450 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 4MAT AMG Line	33.6	6.1	222	50	£110800
Business Class: add £10000 to AMG Line					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>EQS SUV</b> - 5125x1957mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
118KWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118KWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118KWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870
Business Class: add £14325 to AMG Line					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>G-Class</b> - 4873x1984mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8T (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 4MAT AMG Line	31.4	5.8	235	50	£141065
116KWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870
Carbon Edition: add £10000 to AMG G 63 Manufacture Edition: add £16500 to AMG G 63 Magno Edition: add £19000 to AMG G 63					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>CLE-Class Coupe</b> - 4850-4853x1861-1936mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG LIP	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 4E AMG LIP	47.0	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG LIP	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>CLE-Class Cabriolet</b> - 4850-4853x1861-1936mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG LIP	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG LIP	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>AMG SL</b> - 4700x1915mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.7	4.7	215	50	£118910
4.0 V8T (476) at SL 55 4MT Prem	21.4	3.9	305	50	£152200
4.0 V8T (585) at SL 63 4MT Prem	21.7	3.6	305	50	£177150
4.0 V8T (816) at SL 63 4MT S E Perf	28.3	2.9	228	50	£196740

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>AMG GT</b> - 4728x1984mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8T (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8T (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8T (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8T (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>MG</b>					
Dealers: 71 Warranty: 7yrs/80000 mls					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>MG3</b> - 4113x1797mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>MG4</b> - 4287x1836mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>MG5</b> - 4600x1818mm					
Euro NCAP: N/A Driver Power: N/A					
52.5kWh (156) auto SE	214	7.7	0	32	£30995
Trophy: add £2500 to SE					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>ZS</b> - 4430x1818mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>MG5S EV</b> - 4476x1849mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>HS</b> - 4670x1890mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5T-GDi (371) auto SE Plug-In	67.2	6.8	12	27	£31495
Trophy: add £2500 to SE					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Cyberster</b> - 4535x1913mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>MINI</b>					
Dealers: 148 Warranty: 3yrs/unlimited mls					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Cooper</b> - 3858x1744mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>54kWh (258) at John Cooper Works</b>					
Sport: add £1300 to Exclusive					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Cooper S-Door</b> - 4036x1744mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465
Sport: add £1300 to Exclusive					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Cooper Convertible</b> - 3879x1744mm					
Euro NCAP: N/A Driver Power: N/A					
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535
Sport: add £1300 to Exclusive					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Aceman</b> - 4079x1754mm					
Euro NCAP: N/A Driver Power: N/A					
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905
Sport: add £1300 to Exclusive					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Countryman</b> - 4444x1843mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505
Sport: add £1200 to Exclusive					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>MORGAN</b>					
Dealers: 18 Warranty: TBC					
<b>Sup3</b> - 3581-1840mm					
Euro NCAP: N/A Driver Power: N/A					
1.5 (118) Sup3	40.0	7.0	130	N/A	£43165

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Roadster</b> - 3700-3890x1680-1756mm					
Euro NCAP: N/A Driver Power: N/A					
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>NISSAN</b>					
Dealers: 221 Warranty: 3yrs/60000 mls					
<b>Leaf</b> - 4490x1812mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995
N-Connecta: add £1500 to Acenta Tekna: add £3000 to Acenta					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Juke</b> - 4210x1800mm					
Euro NCAP: ★★★★★ Driver Power: 28th					
1.0 DiG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DiG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DiG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DiG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095
Tekna: add £1500 to N-Connecta Tekna: add £1400 to Tekna N-Sport: same price as Tekna+					

	MPG/EV RANGE	0-60/HPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Qashqai</b> - 4394x1806mm					
Euro NCAP: ★★★★★ Driver Power: 42nd					
1.3 Di					

# NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>4 E-Tech</b> - 4144x1808mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
52kWh (150) auto Evolution	250	8.2	0	26	£26995
52kWh (150) auto Techno	250	8.2	0	27	£28995
52kWh (150) auto Iconic	250	8.2	0	27	£30995

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Captur</b> - 4239x1797mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
1.0 Tce (90) Evolution	47.9	13.3	133	11	£22195
1.0 Tce (90) Techno	47.9	13.3	133	11	£23895
1.6 E-Tech (145) auto Evolution	61.4	10.6	103	16	£24995
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26695
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28395

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Symbioz</b> - 4413x1797mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29495
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31495
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33495

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Scenic E-Tech</b> - 4470x1864mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Austral</b> - 4510x1825mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Rafale</b> - 4710x1866mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

## ROLLS-ROYCE

Dealers: 6 Warranty: 4yrs/unlimited mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Cullinan</b> - 5341x2164mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
6.75 V12 (571) auto Black	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Ghost</b> - 5545x5715x2148mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
6.75 V12 (571) auto	18.6	4.6	347	50	£370000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£384000
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Phantom</b> - 5762x5982x2018mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Spectre</b> - 5475x1996mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
120kWh (577) auto	323	4.5	0	50	£332000

## SEAT

Dealers: 128 Warranty: 3yrs/60000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Ibiza</b> - 4059x1780mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	10.1	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Leon</b> - 4368x1991mm Euro NCAP: <b>★★★★</b> Driver Power: N/A					
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	129	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	70.6	7.7	8	34	£36445
2.0 TSI (115) SE	62.8	8.7	119	19	£27190
2.0 TSI (150) FR	58.9	8.7	127	19	£31420

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Leon ST</b> Estate: add £1480 SE Dynamic: add £1680 to SE FR Sport: add £1915 to FR (not 1.0 TSI manual)					
<b>Arona</b> - 4138x1780mm Euro NCAP: <b>★★★★</b> Driver Power: 26th					
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto FR	50.4	10.3	127	12	£23700
1.0 TSI (115) auto SE	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Ateca</b> - 4381x1841mm Euro NCAP: <b>★★★★</b> Driver Power: 14th					
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>1.5 Eco TSI (150) auto Xperience</b>	42.8	9.0	151	18	£34505

## SERES

Dealers: TBC Warranty: 5yrs/75000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
<b>Seres 3</b> - 4385x1850mm Euro NCAP: N/A Driver Power: N/A					
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

## SKODA

Dealers: 135 Warranty: 3yrs/60000 mls

**Fabia** - 4108x1780mm  
Euro NCAP: **★★★★** Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) SE L Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

**Scala** - 4362x1793mm  
Euro NCAP: **★★★★** Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

**Octavia** - 4698x1829mm  
Euro NCAP: **★★★★** Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£32290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

**Octavia Estate** - 4698x1829mm  
Euro NCAP: **★★★★** Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£32895
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	

	MPG/EV RANGE	0-60/PH	CO2	INSURANCE GROUP	LIST PRICE
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**b24X** - 4690x1860mm  
Euro NCAP: **★★★★★** Driver Power: N/A

71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

**RAV4** - 4600x1855mm  
Euro NCAP: **★★★★★** Driver Power: 4th

2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) GR Sport: add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

**Land Cruiser** - 4925x1980mm  
Euro NCAP: N/A Driver Power: N/A

2.8 D-4D (204) auto Invinclible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

**Hilux** - 5325x1855-1900mm  
Euro NCAP: **★★★** Driver Power: N/A

2.8 D-4D (204) D Cab Invinclible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invinclible X	33.2	10.1	225	45	£46200
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invinclible X AT35	30.0	10.7	N/A	45	£73940

**VAUXHALL**

Dealers: 338 Warranty: 3yrs/60000 mls

**Corsa** - 4055x1765mm  
Euro NCAP: **★★★★★** Driver Power: 48th

1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto Design	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.8	8.7	127	23	£25615
50kWh (136) auto GS	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

**Astra** - 4374x1860mm  
Euro NCAP: **★★★★★** Driver Power: N/A

1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£30415
1.2 Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2 Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	34	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200 Ultimate: add £3115 to GS 1.2T/ PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

**Combo Life Electric** - 4403-4753x1921mm  
Euro NCAP: **★★★★★** Driver Power: N/A

50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

**Vivaro Life Life Electric** - 4956-5306x1920mm  
Euro NCAP: **★★★★★** Driver Power: N/A

49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi Ultimate: add £5325 to Design

**Mokka** - 4151x1791mm  
Euro NCAP: N/A Driver Power: 34th

1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25995
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

**Frontera** - 4385x1795mm  
Euro NCAP: N/A Driver Power: N/A

1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25095
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26595
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Sevens seats: add £550 to 1.2 GS

**Grandland** - 4477x1856mm  
Euro NCAP: **★★★★★** Driver Power: 23rd

1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

**VOLKSWAGEN**

Dealers: 223 Warranty: 3yrs/60000 mls

**Polo** - 4074x1751mm  
Euro NCAP: **★★★★★** Driver Power: 41st

1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
1.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life Style: add £2400 to 1.0 TSI (95) Life

**Golf** - 4284x1789mm  
Euro NCAP: **★★★★★** Driver Power: 50th

1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£31310
1.5 TSI PHEV (204) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42790
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) Black Edition: add £1250 to R

**Golf Estate** - 4633x1789mm  
Euro NCAP: **★★★★★** Driver Power: 50th

1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

**ID.3** - 4261x1809mm  
Euro NCAP: **★★★★★** Driver Power: N/A

52kWh (170) auto Pure Essential	241	8.2	0	20	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

**Passat Estate** - 4917x1849mm  
Euro NCAP: **★★★★★** Driver Power: N/A

1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

**ID.7** - 4961x1862mm  
Euro NCAP: **★★★★★** Driver Power: N/A

77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	563	5.4	0	41	£62010

**ID.7 Tourer** - 4961x1862mm  
Euro NCAP: **★★★★★** Driver Power: N/A

77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

**Touran** - 4527x1829mm  
Euro NCAP: **★★★★★** Driver Power: N/A

1.5 TSI (116) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

**ID. Buzz** - 4962-4712x1985mm  
Euro NCAP: **★★★★★** Driver Power: N/A

79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) auto 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) auto 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

**Caddy** - 4500-4853x1855mm  
Euro NCAP: **★★★★★** Driver Power: N/A

1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

**Multivan** - 4973-5173x1941mm  
Euro NCAP: **★★★★★** Driver Power: N/A

2.0 TSI (204
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**REX** IT hurts me to admit this, but we have to acknowledge a major problem before taking realistically workable measures to rapidly rectify it.

So here goes: on the world stage, Britain's automotive business is currently looking and performing like a low-volume cottage industry. Long-established car-building nations Germany and Japan, relative newcomers such as China and South Korea – plus dark horse countries like the Czech Republic and Spain – all now wipe the floor with the UK in terms of the number of cars produced.

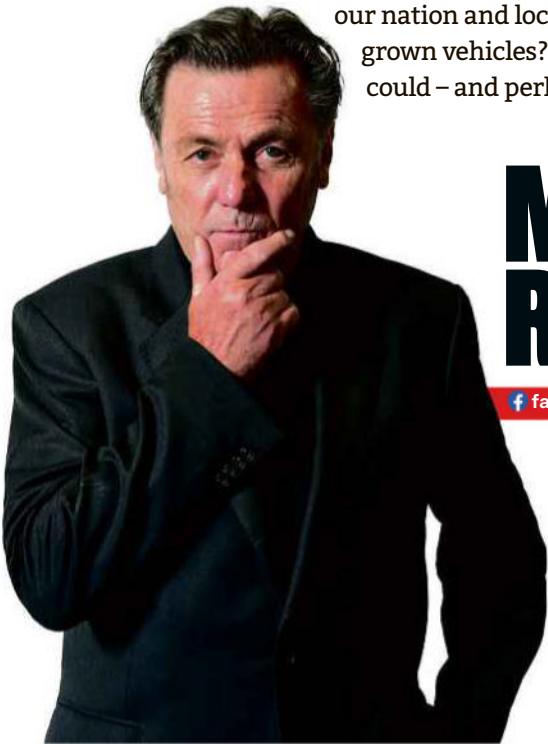
Sure, the likes of Bentley, Rolls-Royce, Aston Martin, McLaren and Gordon Murray Automotive are still among the best in the world at designing and building proper luxury, sports, super or hyper cars. But the nature of such magnificent, high-end beasts is that only a comparatively tiny number of buyers can afford them, so they're inevitably produced in tiny numbers. It's the less glamorous, quicker and easier-to-build, high-volume, massively-more-affordable models that create the all-important manufacturing jobs in big numbers. And the harsh truth is that we no longer make enough of them. That's why UK automotive growth, exports, employment levels and tax revenues (from businesses, but also from employees) all suffer.

A week or so ago, the Society of Motor Manufacturers admitted that UK vehicle production numbers have just plummeted to their lowest level since 1952 (ignoring the Covid years). Back then, bruised and battered Britain was still something of a bomb site and desperately rebuilding after the ravages of World War 2. It had a population of around 50 million, and adults with the hunger and energy to earn a crust worked in noisy, unpleasant vehicle manufacturing factories that were archaic by today's standards. Now, 73 years later, with 70 million residents and considerably quieter, cleaner plants, we're producing less than in the early fifties. That's inexplicable.

The UK Government must step up to offer job and tax-generation help, legislation and assistance – including meaningful financial incentives for Brits to buy more Brit-built cars. Our domestic industry needs to help itself by thinking harder and working more productively – just as the Chinese, Japanese, Indians, Germans and South Koreans do.

And just as Brit consumers often make a point of spending their money on farm and orchard produce, drinks, music, film, fashion and art from the UK, shouldn't we be thinking the same about our locally produced, volume-built cars and LCVs? If the answer's yes, what better time than now for us to do our bit for our nation and local auto workers by investing in more home-grown vehicles? The BBBC (Buy British-Built Cars) campaign could – and perhaps should – start right here, right now.

**“THE GOVERNMENT MUST STEP UP TO OFFER JOB AND TAXATION HELP, INCLUDING FINANCIAL INCENTIVES, FOR BRITS TO BUY MORE BRIT-BUILT CARS”**



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