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WORLD EXCLUSIVE

McLAREN 570S vs AUDI R8 vs PORSCHE 911 TURBO S

SUPER MAC

562bhp 'baby' Brit takes on world's best. Wins

Get your Ferrari fix: 488 Spider driven and F12tdf first look





Official government fuel consumption figures in mpg (litres per 100km) for the new GLC range: urban 51.4(5.5), extra urban 60.1(4.7), road conditions and other non-technical factors. The new GLC range starts from £34,950 on the road. Model featured is a new GLC 220 d 4MATIC AMG Line at £43,375 on-the-road including price includes VAT, delivery, 12 months' Road Fund Licence, number plates, first registration fee and fuel). Some combinations of features/options may not be available. Please contact your

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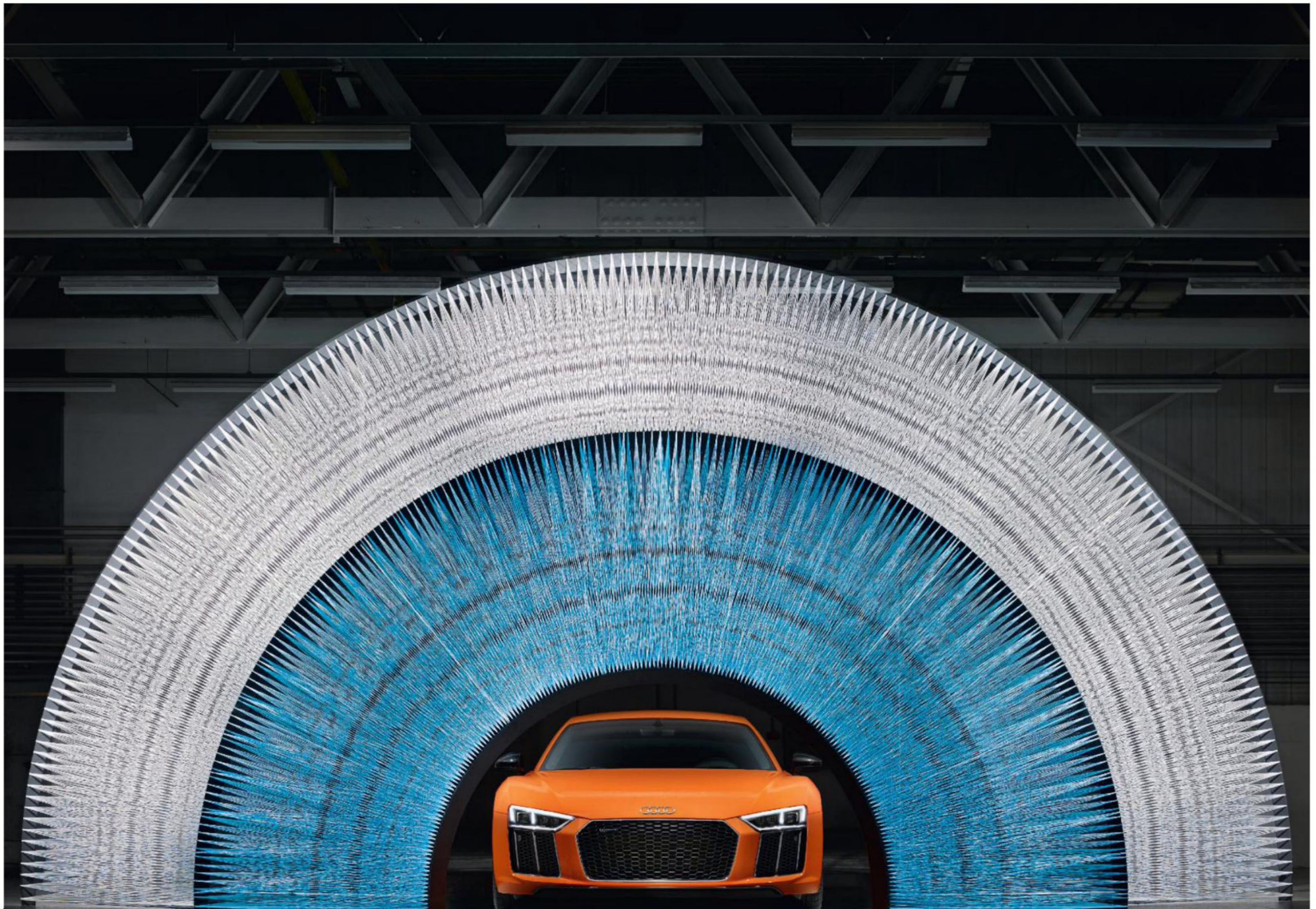
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combined 56.5(5.0). CO_2 emissions 129 g/km. Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, optional driving assistance package at £1,695, premium package at £1,695, 20" AMG alloy wheels painted titanium grey at £595 and running boards with rubber studs at £450 (on-the-road local Retailer for availability. Prices correct at time of print (10/15).

Audi Sport

Search R8





Official fuel consumption figures for the all-new Audi R8 Coupé V10 range in mpg (l/100km) from: Urban 16.1 (17.5) – 16.9 (16.7), Extra Urban 30.4 (9.3) – 33.6 (8.4), Combined 23.0 (12.3) – 24.8 (11.4). CO_2 emissions: 287 – 272g/km.

Fuel consumption and CO_2 figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca. Images used for illustrative purposes only. Car shown features optional equipment and optional Audi exclusive paint.



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(6.5) – 67.3 (4.2), Combined 37.2 (7.6) – 61.7 (4.6), CO_2 Emissions 177 – 119g/km. These official EU test figures are to be used as

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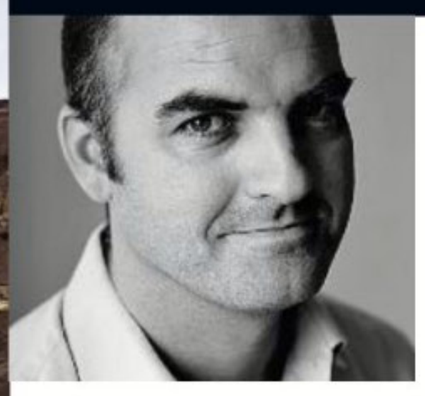


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ISSUE 276 • DECEMBER 2015

WELCOME



Not many industries are as driven by the spirit of competition as the automotive business. We live in a world where figures matter and every micron of performance is measured, scrutinised and benchmarked.

This month's issue features the very best and worst of what that culture creates. At the positive end of the spectrum is the McLaren 570S, which goes into battle in the sports-car heartland against the stiffest competition yet. Few car companies embody the spirit of competition and constant evolution more than McLaren. Competition is in its DNA, and while early 12Cs were best described as "variable", the product development that has seen that car progress from those tentative early steps to the 675LT has to be admired. Especially when you add the P1 into that journey as a potent side project. We dispatched Ollie Marriage to the highest point in Portugal in McLaren's latest offering with two of its fiercest rivals in close formation, to see if Britain really is best, on page 90.

At the other end of the competitive spectrum is the position in which the VW Group finds itself in the light of its admission to cheating in US emissions testing. While the headline figures are extraordinary, with almost nine million cars affected globally and speculative estimates of the costs running at around £15bn, it's the culture that led to the scandal that is of greater concern. What drove people at one of the world's most respected engineering entities to elect to install complex systems to cheat both the US authorities and their customers' trust? Competition. Competition to be the biggest car company in the world, an objective rendered obsolete without major mass-market success in the USA. Paul Horrell digs into the facts as we know them on page 130.

The scale of the fallout will become clearer in the next few months, as will the amount of blood on the corporate and product planning carpet, and we'll continue to cover developments in the magazine and online at TopGear.com. But for now...

Enjoy the issue,

CHARLIE TURNER **EDITOR-IN-CHIEF**
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MARK FAGELSON



ISSUE 275 COVER:
ALEX HOWE

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Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO_2 Emissions

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FROM TOPGEAR.COM

The Ferrari F12tdf is a 769bhp, track-ready, V12 maniac. Nastier F12 loses 110kg, gains downforce and carbon

I prefer it over the original F12, but sometimes it looks like an Italian version of the Corvette Z06/ZR1.
Jo

Agreed. Dangerously close to Corvette in appearance. Until you see the back.
Justin Case Jones

I LOVE the F12. I think this thing is a little ugly but I could not care less.
SgtStig

Words fail me. Personally I can't find a flaw in the way it looks. Astonishing numbers as well.
Gimazz89

People said that 730bhp was way too much for a road car. This has more power and less weight. This thing will rip a hole through time.
Rahul Nargundkar

I like it for lots of reasons, but perhaps most of all because it managed to get rid of the 'Psychotic Grinning Evil Clown' face.
InsomniacRyan

They took inspiration from Grand Theft Auto V, *didn't they?*
Peterson

OH. MY...
Ripped

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I've always thought, what did they do with that limo they made on @BBC_TopGear **@Billy_Latham16**



This really is amazing. 360-degree video of the @BBC_TopGear track **@JonathanBlench**



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Lord almighty, @BBC_TopGear, you've got to at least warn me there...



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Wondered what The Stig was doing between @BBC_TopGear shows? He's flying helicopters in Norway



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What's he doing in Delaware, and in a Ford Fusion?

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A bit of an @BBC_TopGear feel to this one. Sack of spuds in the front seat, ply side panels and a block of metal on top!
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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO_2 emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results.



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BIG THIS MONTH

Ferrari F12tdf

Remove weight, add power, increase price TURN OVER



NEWS

Ferrari's tour de force

Natural aspiration's leaving party has been announced: the F12tdf. Shame about the name

Less weight, more downforce, more power, more fear. Run

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360 CHALLENGE STRADALE

Basically a road-legal 360 Challenge race car. Lighter, more power, stickier tyres. All good



430 SCUDERIA

Upgraded, stripped-out F430 was faster round Fiorano than an Enzo. Just call it Scud



SCUDERIA SPIDER 16M

A 430 Scud minus the pesky roof. Therefore noisier. Therefore even better



599 GTO

6.0-litre V12 made 661bhp. It cost £300k. Sounds tame by modern standards? It wasn't

Trio of strakes recalls tdf's spiritual forefather, 1964's 275 GTB/C

Bigger 'aerobridges' assist with cooling and downforce



458 SPECIALE

A swansong for Ferrari's naturally aspirated V8, the Speciale was as pure as they came



458 SPECIALE APERTA

A 458 Speciale minus the pesky roof. Therefore noisier. Therefore even better

Deep down, we all know the days of the naturally aspirated V12 – at least, the days of the naturally aspirated V12 unfettered by electric assistance or the like – are drawing to a close. Ferrari, it seems, isn't prepared to let the big brute go out without a bang.

This is the F12 Tour de France, a track-focused, road-legal upgrade of Maranello's front-engined flagship, a berlinetta with added bite. Having driven the F12 on several occasions, never once did *TopGear* feel the 730bhp, 211mph F12 was a car in need of added bite – in fact, to be brutally honest, a little less bite might have been preferable on occasion. This may be why *TopGear* doesn't run a multi-billion global supercar company, and Ferrari does.

The F12tdf is, in effect, a successor to 2010's savage 599 GTO. It will officially debut at the Ferrari World Finals in early November, with just 799 slated for production. We suspect they'll disappear as quickly as the tdf itself. The 6.3-litre V12 now makes 769bhp a swell of 39bhp courtesy of race-spec tappets and variable-geometry intake trumpets (it's unclear whether the latter will throw in a blast of Dizzy Gillespie for good measure), all pumped through a faster version of Ferrari's seven-speed double-clutch gearbox to the rear wheels. Peak power arrives at a lofty 8,500rpm, 400rpm short of the V12's red line. The noise should be epiphanic.

In truth, those power stats – though mighty for a turbo-free engine – are the least of the news here. The real headlines are found in the F12tdf's aerodynamics, a department at which Ferrari has thrown its brightest minds and biggest computers in recent years. At 124mph (200kph), the tdf makes 230kg of downforce, nearly double that of the standard F12. That's the equivalent of a pair of sturdy publicans perched on the car's roof, pressing it into the tarmac. Though without the associated increase in high-speed drag.

That added downforce comes courtesy of a raft of aero enhancements – you'll spot those not-so-subtle 'aerobridges' aft of the front wheels,

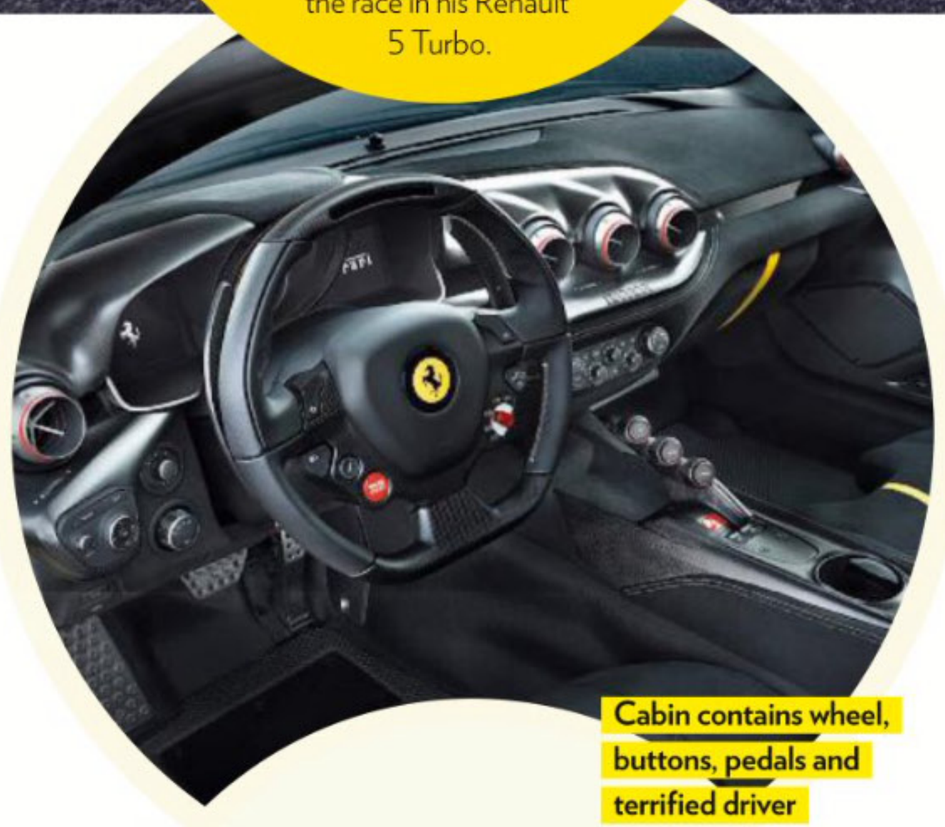
WORDS: SAM PHILIP

"It'll lap Ferrari's Fiorano test track in 1min 23secs, just 1.3secs behind the LaFerrari"



TOUR DE WHAT?

The F12 Tour de France isn't named after Bradley Wiggins's favourite bicycle outing, but for an automobile race of the same name held (mostly) annually between 1899 and 1986. From 1956 to 1964, the race was locked out by Ferrari, the 250 GT winning seven times, and the 250 GTO twice. In later years, rally legend Jean Ragnotti dominated the race in his Renault 5 Turbo.



Cabin contains wheel, buttons, pedals and terrified driver



along with the bigger rear wing and front splitter with dive planes. What you won't spot is the overhaul of the F12's underbody, which now employs three sets of GT-racing-derived strakes to help suck the tdf to the road.

Ferrari proudly states the tdf marks "a major stylistic departure from the F12", and there's little arguing with that. Whether it's a departure for better or worse is open to debate – certainly the tdf's aero additions jar a little with the F12's once-subtle form, but there's no question you'd move quick-sharp to the slow lane if it loomed into focus in your rear-view mirror.

There's added lightness too: thanks to liberal use of carbon fibre and a brutal weight-saving effort across the board, the F12tdf weighs in at 1,520kg, a significant drop of 110kg. That gives the tdf a power-to-weight ratio of 480bhp per tonne, just 10 per cent short of the original Veyron's figure, despite the absence of forced induction to boost power. That's astonishing.

All of which adds up to, as you might expect, some seriously sclera-revealing performance. The tdf will do 0–62mph in 2.9 seconds, which is surely getting pretty close to the physical limits of a rear-wheel-drive car on (just about) road-legal tyres. It'll lap Ferrari's Fiorano test track in 1min 23secs, just 1.3secs behind the mid-engined, electrically enhanced LaFerrari. Does a faster front-engined road car exist on the planet? *TopGear* is struggling to imagine what might outpace the F12tdf.

That searing lap time is aided by the adoption of four-wheel steer, a once-vogueish technology now seemingly coming back into fashion after a couple of decades in the doldrums: in recent months, both the Porsche 911 GT3 RS and Audi Q7 have embraced it. At low speeds, the tdf's rear wheels angle slightly in the opposite direction to the fronts to narrow the turning circle, but at high speeds they follow the lead of the fronts to effectively lengthen the wheelbase. The result, in theory, is added wieldiness through slow, tight corners, but more stability when you're battering through Eau Rouge. In conjunction with the tdf's wider front tyres, Ferrari promises the technology will also reduce oversteer. We suspect the F12tdf will still offer ample oversteer for those who seek it...

peugeot.co.uk/308GTi

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MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Information correct at time of going to press. Visit Peugeot.co.uk for further information.

NEW PEUGEOT 308 GTi

MOTION & EMOTION

PEUGEOT

Toyota S-FR

Front-engined, rear-drive car from Toyota... sounds familiar? Meet GT 86's baby brother

Everybody say "Ahhhh": it's Toyota's unfeasibly cute S-FR concept. Its name is a contraction of 'Small, Front-engine, Rear-drive', and so it's no surprise to discover it squeezes below the GT 86. Which pitches it right on the MX-5's turf...

There is no word on its drivetrain, but rumours suggest a 1.5-litre four-cylinder with around 130bhp. Sounds modest, but then so is a sub-tonne kerbweight. The resulting power-to-weight ratio wouldn't be far off big brother 86.

At a smidge under four metres long and with a pair of back seats, the S-FR isn't *quite* as small as the dinky little Kei cars it brings to mind (below). But it's certainly as brimful of character as the S660 and Copen; its styling could be described as a mash-up between Mercedes-AMG GT and Pikachu. Even if you're not besotted with its boggle-eyed looks, you've got to admit it's a damn sight more memorable than a Yaris.

Roof aside, its proportions are bob on with that little Mazda, which is good news. Rivals for the world's bestselling sports car are disappointingly few. Yet the official word is that S-FR production isn't yet in the diary.

One look at the plausibility of its details, though, makes that 'concept' tag seem redundant. We've a sneaking suspicion it's been rubber-stamped already: Toyota may claim it's a show car, but the wheels and mirrors are a sensible size, while the interior is laid out with dull necessities such as doorbins and window switches.

Its chances of coming to the UK are another thing entirely, though. More should become clear after the Tokyo show. We've got our fingers and toes crossed...







Toyota must make this. And bring it to the UK. Must



SMALL TORQUE: OTHER LITTLE BEAUTIES



Honda S660: mini NSX is mid-engined, rear-driven and turboed, albeit with 63bhp. As fun as it looks, which is quite some achievement.



Suzuki Cappuccino: 18 months of negotiating got this front-engine, rear-driver officially imported to UK. Another 63bhp cult hero.



Daihatsu Copen: second-gen model is also front-engined, front-driven, powered by a 660cc engine and comes with a posh folding hard-top.



Smart Roadster: Kei-inspired but *not* from Japan. Mid-engined and rear-driven; perky 80bhp engine was undermined by a godawful auto 'box.

Tokyo's most confusing concepts

Calling all fans of tiny obscure cars – the world's oddest motor show is back

TOYOTA KIKAI





Channelling the spirit of the original Meyers Manx (or possibly a hot rod stopped halfway through production) is Toyota's bug-eyed Kikai concept. Exposed rocker arms let you watch the front suspension doing its thing, while a see-through panel in the floor lets you watch the, erm, road doing its thing. The point? To remind us of "the appeal of the physical and tactile in a digital age," apparently.

TOYOTA FCV PLUS



One day, we'll use our cars to power the things around us, says Toyota. Fill its hydrogen tank, and the FCV Plus's fuel-cell stack produces electricity to spin the wheels. Park it up, plug it into an external H_2 source, and the fuel cell can be used as a mini powerplant for anything you like. What's confusing is the styling is less odd than the Mirai's.

SUZUKI MIGHTY DECK



'Mighty' probably isn't the first word we'd choose for Suzuki's three-door, 2+2 Kei car. 'Dainty' is nearer the mark. But it does have some strong heritage behind it – namely the Mighty Boy pickup from the Eighties – so there's production hope for this 3cyl petrol-electric hybrid. By the way, if you're Googling 'Mighty Boy', please don't do so on your work laptop.

NISSAN TEATRO FOR DAYZ



And the award for the most irrelevant name goes to... Nissan! The TFD is its answer to an entire generation more interested in posting selfies on FaceyB than buying a car. Small and battery-powered, much like their beloved smartphones, it lets occupants "express themselves" on screens attached to the front bumper and side sills, while the interior is basically a big screen.

HONDA WANDER STAND & WANDER WALKER





When the human race finally becomes too lazy to use its legs, Honda is poised to cash in. It has released precious little information about the pair of concepts you see here, but, really, how much do you need to know? One is a futuristic mobility scooter for tech-savvy OAPs; the other, a two-seater pod that makes the G-Wiz look like the epitome of cool.

THE KNOWLEDGE

THIS MONTH'S IMPORTANT NEWS, IN BITE-SIZED MORSELS



1 McLaren 650S CanAm goes retro

It's not like McLaren has much going on, so to pass the time it's dreamt up a 650S Spider special edition tribute to Seventies Can-Am racers. Only 50 will be built, smothered in carbon and costing £255,000 a piece.



2 Aston goes electric with RapidE concept

This is the RapidE concept, a 550bhp RWD all-electric concept that points towards a production car in two years. In its most potent form, said production car could have 1,000bhp and four-wheel drive. RapidE indeed.



3 Porsche Macan GTS: a sports car on stilts

Surprise, surprise. Porsche has GTS'd the Macan with a 355bhp 3.0-litre bi-turbo V6 and a £55,188 pricetag. Lower, stiffer suspension, a sports exhaust and wider tyres confirm it's the helmsman's choice.



4 VW avoids diesels with next-gen Phaeton EV

VW's post-dieselgate PR machine is in full swing with the announcement of an EV version of the next-gen Phaeton. Aimed at the Tesla Model S, it will showcase future battery tech that will trickle down to lesser models in time.

Is the BMW M4 GTS really worth £120k?

Think of it as an investment for the future. A very big investment...

Q&A

Excuse me, are you really talking about a 120-grand BMW 4-Series?
Um, when distilled like that, yes. But we'll come back to the price in a bit, because this BMW M4 GTS could well be greater than the sum of its parts.
Explain.
Yes, it's a 4-Series. But it's an M-Division 4-Series; specifically, an M4. That's already £57k worth of oversteery goodness to get us going. So there's a new badge, and power.
How much power?
Thanks to a water-injection system that sprays directly into the plenums of the manifold, the intake air is cooled and the twin-turbo straight-six engine can run higher boost. Long story short, that 3.0-litre sixer now makes 493bhp, over the standard M3's 425bhp.
That's considerable.
It is. As with any hardcore special edition, you also pay more for less. The back seats have been binned, the fronts are now carbon-fibre buckets, and the doors are thinner – complete with interior pull-straps rather than normal doorhandles. There's also specific three-way adjustable coilover suspension, Michelin Cup tyres, carbon-ceramic brakes, lighter alloy wheels and a dual-clutch gearbox specifically tuned for the engine's power gains.
And yet, one hundred and twenty grand...
There's more still. The body features a new carbon front splitter, while that rear wing is adjustable through three heights if you have a set of spanners lying around. There are LED lights front and rear, too.
Is it fast?
It's half a second quicker to 62mph than the standard BMW M4 – registering a time of 3.8 seconds – and will top out at 190mph. Oh, and how about this for a price punch: BMW has confirmed that the car will record a lap around the 'Ring of just 7m 28s, which is a whopping 24 seconds quicker than the standard BMW M4. In fact, if we judge the M4 GTS on lap-time ability alone, consider this: its 'Ring time is the same as those of a Porsche Carrera GT and McLaren MP4-12C, quicker than a Ferrari 458 Italia's, and is beaten by things starting with 'Lamborghini' and 'Pagani'. And, um, 'Radical', but that's a different story.
So it's faster around the 'Ring than things costing much more money, is your point?
Well, that's one point, yes. Another is that just 700 M4 GTS Coupes will be built, with only 30 models set to hit the UK. Exclusivity comes at a premium. A final point is this: its predecessor, the M3 GTS, was a sublime thing. If this M4 GTS is anywhere as good as that, then yes, it's very much worth £121,770.



£120,000 buys you less. Less stuff and less comfort. Woop woop!

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7 THINGS YOU NEED TO KNOW ABOUT THE TESLA MODEL X

Tesla shreds the rule book again with a 762bhp, seven-seat, all-electric, gullwing-door SUV



Panoramic windscreen = big sky. Perfect complement to big screen



Families of six may prefer two individual seats in the second row





1 It has doors that put a Lamborghini to shame

No, Tesla hasn't invented the world's first flying SUV (although 'Professor' Musk probably has one up his sleeve). Those 'wings' are actually Falcon doors, designed for added convenience – the fact that they will attract more attention than an Aventador is just a by-product. The double-hinged mechanism opens up then out, and requires a slimline 30cm either side of room. Sensors will stop them opening if they are about to leave stripes on the adjacent car, plus open them automatically as you approach.

2 Move over, XC90 – Tesla makes the safest SUV

Although yet to be smashed into a stationary steel block surrounded by slo-mo cameras, Tesla is confident the Model X will score a five-star safety rating in all categories – the first SUV to do so. Its secrets are large crumple zones (there's no unyielding engine block up front) and aluminium pillars reinforced with steel rails. Like the Model S, it carries a forward-facing camera, radar and a 360° sonar to read its surroundings and enable autopilot features as they are rolled out.

3 The interior is like a Model S's... but bigger

Tesla is sticking with its bigger-than-most-flatscreen-TVs, portait-orientated central touchscreen, eliminating all buttons except a pair of touchpads on the wheel. A windscreen that stretches over and behind the driver means more light inside and a better view of bird poo, moments before it lands on your recently valeted car. For audiophiles, a 17-speaker stereo will be too tempting to pass up, while lots of ingenious cubby holes are perfect for your children to hide crisps in.

4 It's a breath of fresh air

Not only is the Model X's interior more airy than the Model S's, the air itself is of optimum quality. It's all down to a HEPA particulate filter, the first of its type in any car, that delivers "medical-grade air" through the vents and into the cabin. We understand that doesn't mean your car will constantly smell of industrial-strength disinfectant. Being an all-electric SUV with no direct tailpipe emissions, the air around the car will be squeaky clean, too, unless you're a rush-hour commuter in Beijing, or anywhere near a black cab.





MUSK ON LIFE: ELON'S BEST TWEETS

"Would love to do a pickup truck. Something with ultra low cg for sports-car handling, dynamic air suspension and mega torque"

"If humanity wishes to become a multi-planet species, then we must figure out how to move millions of people to Mars"

"Btw, we are actually working on a charger that automatically moves out from the wall & connects like a solid metal snake. For realz"

"Roadster upgrade will enable non-stop travel from LA to SF – almost 400 mile range. Details tmrw. Merry Christmas!"

"Yo, I don't hate Apple. It's a great company with a lot of talented people. I love their products and I'm glad they're doing an EV"



MODEL S: AUTONOMOUS UPDATE

By the time you read this, Tesla will have pushed the big green button on another over-the-air Model S software update – one that takes us tantalisingly close to true autonomous driving. It will allow the car to steer itself within a lane, change lanes on its own if you tap the indicator and maintain 'traffic aware' cruise. Full hands-off, put-your-feet-up autonomous driving is still "a few years away", according to Musk, who warned drivers to "exercise caution at this stage... eventually, there won't be wheel and pedals, you'll tell the car your destination, and you'll go there".

5 It's a genuine seven-seater, with two boots

The benefits of not having to find room for a combustion engine, driveshafts and a bulky transmission are many. Top of that list are seven usable seats (a six-seat layout with two individual seats in the second row is also available) plus a pair of boots – one at the front, 911-style, and one where you'd expect to find it in the rear. Roofboxes and bike racks are optional, and you can also be the greenest caravan owner on the block, thanks to the Model X's impressive 2.3-tonne towing capacity.

6 Active aero means it's a slippery little sucker

In order to maximise your mileage between top-ups, Tesla has harnessed the power of air. With a drag coefficient of 0.24 – identical to the Model S's, despite its larger front cross section – it's the most slippery SUV on sale. Without the need for cooling an engine, the blanked-out front grille cuts through the air, while an active spoiler moves to a position where the driver can see above and below it at speeds of less than 45mph, and then squats slightly at higher speeds.

7 It's as fast as a Porsche 911 Turbo

Nope, that's not a typo. Courtesy of front and rear motors, 4WD, 713lb ft of torque and 762bhp, 0–62mph takes 3.2 seconds. That's only if you order the Ludicrous P90D, though – the standard P90D takes a sluggish 3.8. Top speed is limited to 155mph, while the range is 250 miles on a single charge. Take it to the drag strip and, despite weighing a chunky 2.5 tonnes, it'll crush the quarter-mile in 11.7 seconds. Expect to pay around £90,000 when it arrives in early '16.



EV INCOMPATIBILITIES

Different charging systems, different plugs... it'll never work



PHOTO: GETTY

Somewhere in the middle of nowhere, your Nissan's petrol warning light comes on. Your satnav finds a filling station, but it turns out it sells only petrol for BMWs. There's another one a bit further down the road, but that sells VW petrol. The nearest place selling the stuff you need is way beyond your range. You are marooned.

Imagine, if you can, this world where every make of petrol car uses its own unique fuel. To go further: even the ones that share formulations have different nozzles, so their pumps are incompatible with yours. Or, even stupider, if the ones that use the same fuel and the same nozzle use different payment systems (themselves incompatible with existing credit and debit cards) so you need to subscribe to a walletful of different payment schemes and apps.

This knuckleheaded alternative universe isn't actually a work of my imagination. I'm describing the real dystopia of recharging electric cars. Now, you might have swallowed the line from electric-vehicle enthusiasts – no, make that EV disciples, because they often have the blazing-eyed look of fanatics – that Britain has a thriving network of public recharging points. Well, it does, but...

Among those recharging points, there are five different sockets working on several different voltages – some of them AC and others are DC. How many permutations is that? Further confusing us, those outlets seem to go by various aliases (JEVS is also known as CHAdeMO; Type 2 is Mennekes to its mates). Cumbersome and expensive adapter cables are available that work across some of them, but mostly that's a blind alley unless your car has an on-board charger that can convert and rectify these various electrical supplies. Finally, most public chargers don't have bank-card readers, so you need to have signed up in advance to an array of payment schemes.

Small wonder that electric carmakers peddle the story that most owners 'prefer' to recharge only at home and work. But this surely isn't a matter of real choice. They avoid public charging because mostly public charging is a monumental pain in the backside. So they're effectively denied the freedom to roam spontaneously and undertake long journeys like their combustion-car mates do.

And because the chargers are incompatible, EVs' real scant range is further curtailed. Let's say your car has a nominal 100 miles. Now, 90 miles ahead is a charge point. But your car can't use it. One that's compatible is 110 miles away. Unreachable. So you have to use the next nearest one, which is 50 miles away. So your 100-mile nominal range is slashed by half. To get a handle on this, let's translate it back into the world of petrol cars. Your petrol car has a 300-mile range. Could you relax if filling stations were spaced 250 miles apart?

"Imagine, if you can, a world where every make of petrol car uses its own unique fuel"

I say all this as an electric-car enthusiast. I always like them when I drive them. I live in Islington in London, where the authorities claim to be doing all they can to promote EV use. But I can't recall a single time I've had one and not wasted ages trying – usually failing – to grab myself some kilowatt-hours, using up even more juice by pointlessly driving around London like a desperately thirsty man crawling between desert mirages.

How did this ridiculous state of affairs come to pass? No one in the car business has a satisfactory explanation. Ford of Europe CEO Jim Farley is at least honest. He shrugs, looks exasperated and shoots me back a one-word answer. "Pride." He should know, since his old job involved, in part, selling plug-in Fords in America. He elaborates that all the car companies and all the charger companies are so blindly convinced that their particular system is best that they can't entertain co-operation.

But Farley's deputy, COO Barb Samardzich, goes further. "We can't even agree on a plug. A plug! So how will we ever agree standards for, say, autonomous vehicles?" She reckons that if self-driving and platooning cars are ever to work, they'll have to communicate with each other and with cloud-based infrastructure about what's beyond their field of view.

Sure enough, Toyota has announced that it will be selling cars with this sort of comms tech from Japanese showrooms by the year's end. Such is the numbskull intransigence of the car companies that European and US manufacturers are busy designing a different system using different frequencies. The roads will be an electronic Tower of Babel. With added crashes.



Run out of juice? Sorry, you'll need a Nissan filling station

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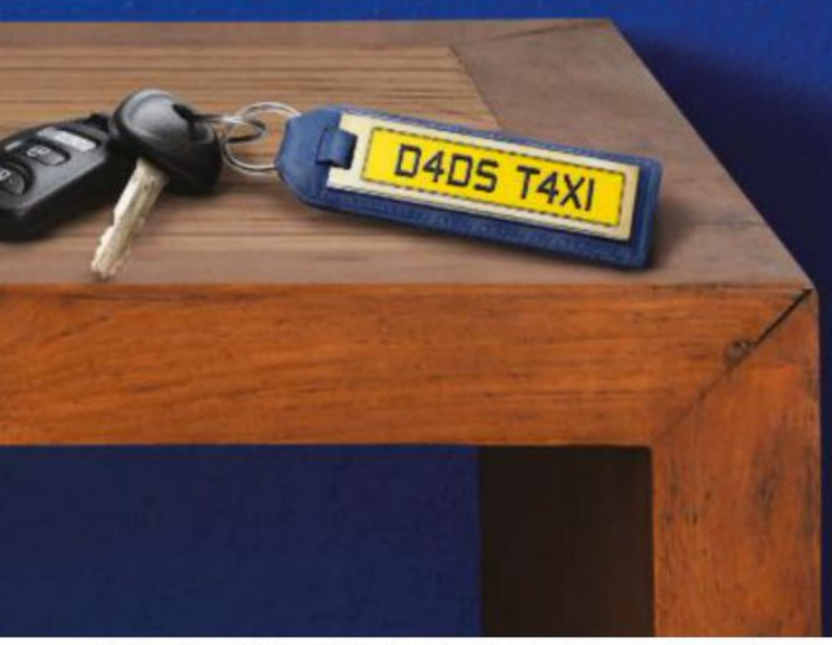
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ford.co.uk/mondeo

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STORIES FROM OUR WEIRD WORLD

PLANET TOPGEAR

EDITED BY DAN READ



"Everyone wants to move around the world with style"

LAPO ELKANN TALKS FAMILY, POLITICS AND BESPOKERY TURN OVER

MY OTHER CAR IS... p50
The BAC Marine Edition. Perfect for a superyacht

TOPGEAR ARCHIVE p56
The men in a shed who created Harley-Davidson

PUB AMMO p60
Why you shouldn't drive on Pacific atolls

OPTIONS LIST p63
A build-it-yourself car. For your kids



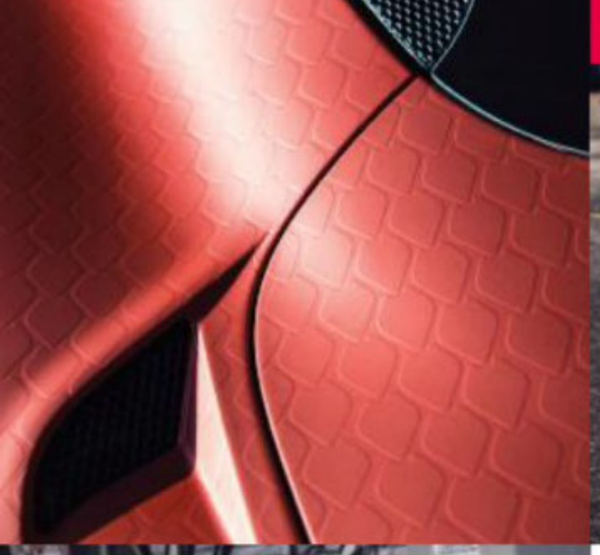
Lapo Elkann's heart will always be Italian, but new venture Garage Italia Customs encompasses not only German brands, but also helicopters, boats, private jets and scooters

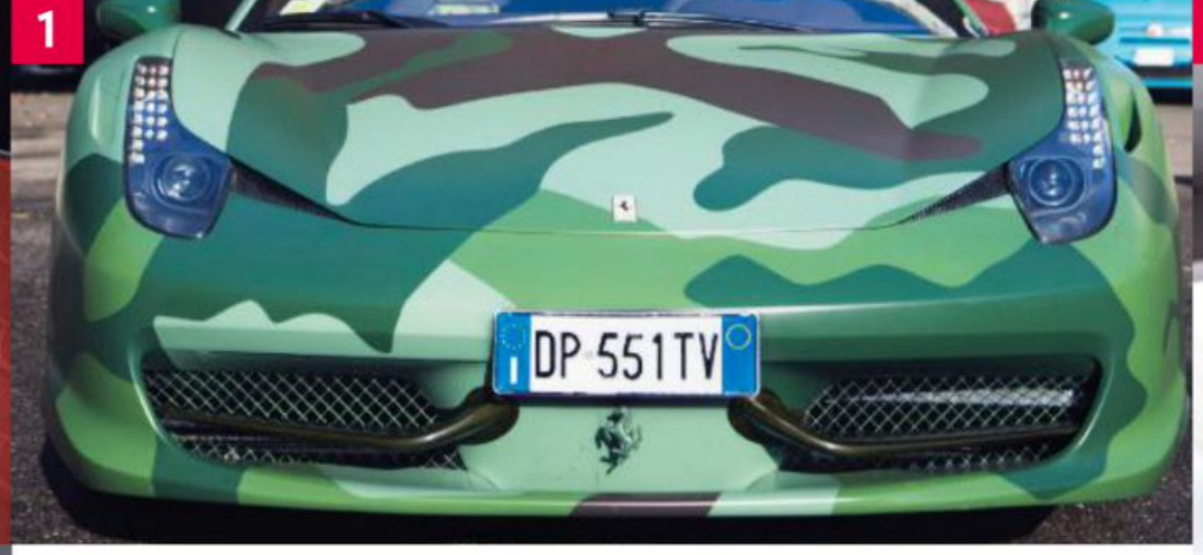


LAPO ELKANN: THIS TIME IT'S PERSONAL

THE GLOBAL CITIZEN AND STYLE ICON IS BACK TO TAKE BESPOKE TO A NEW LEVEL

WORDS: JASON BARLOW /
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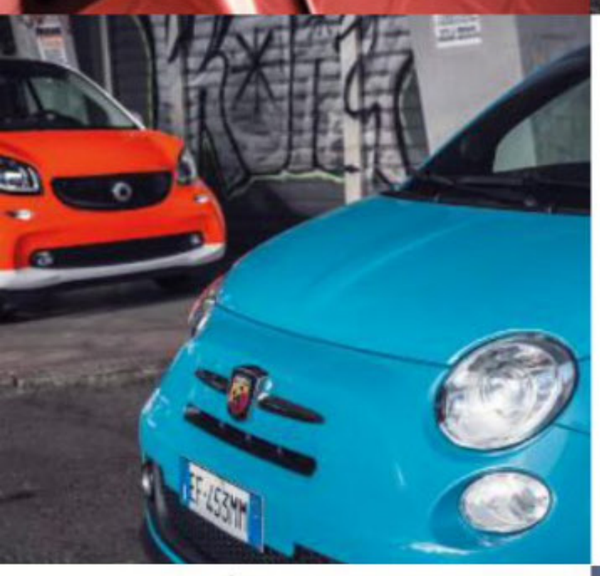


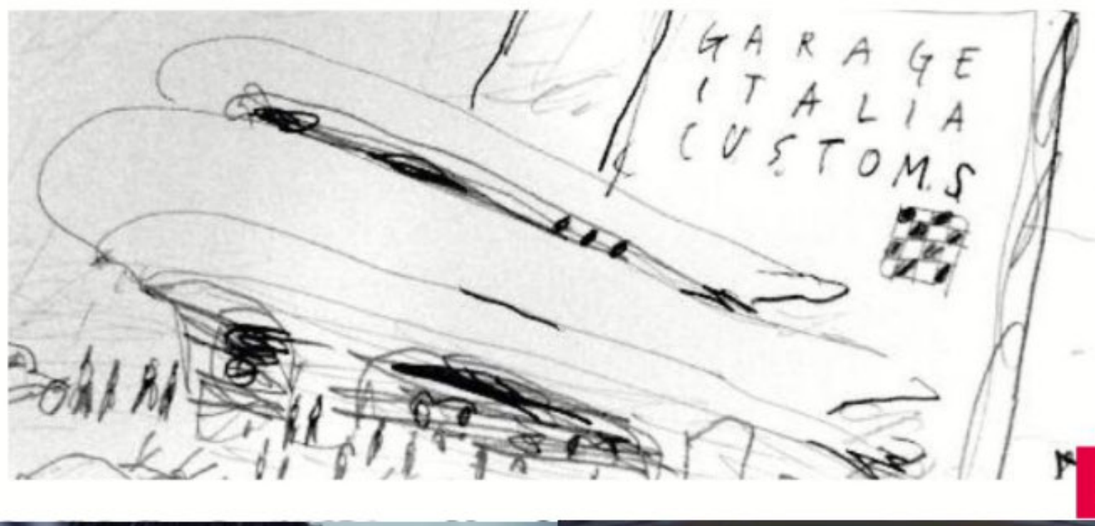


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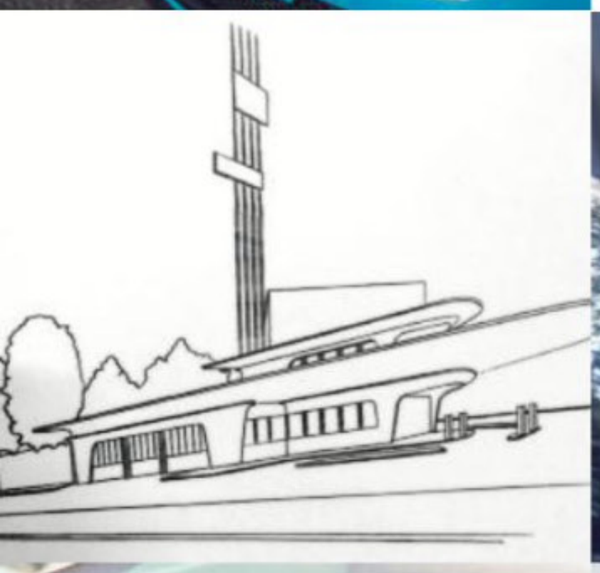


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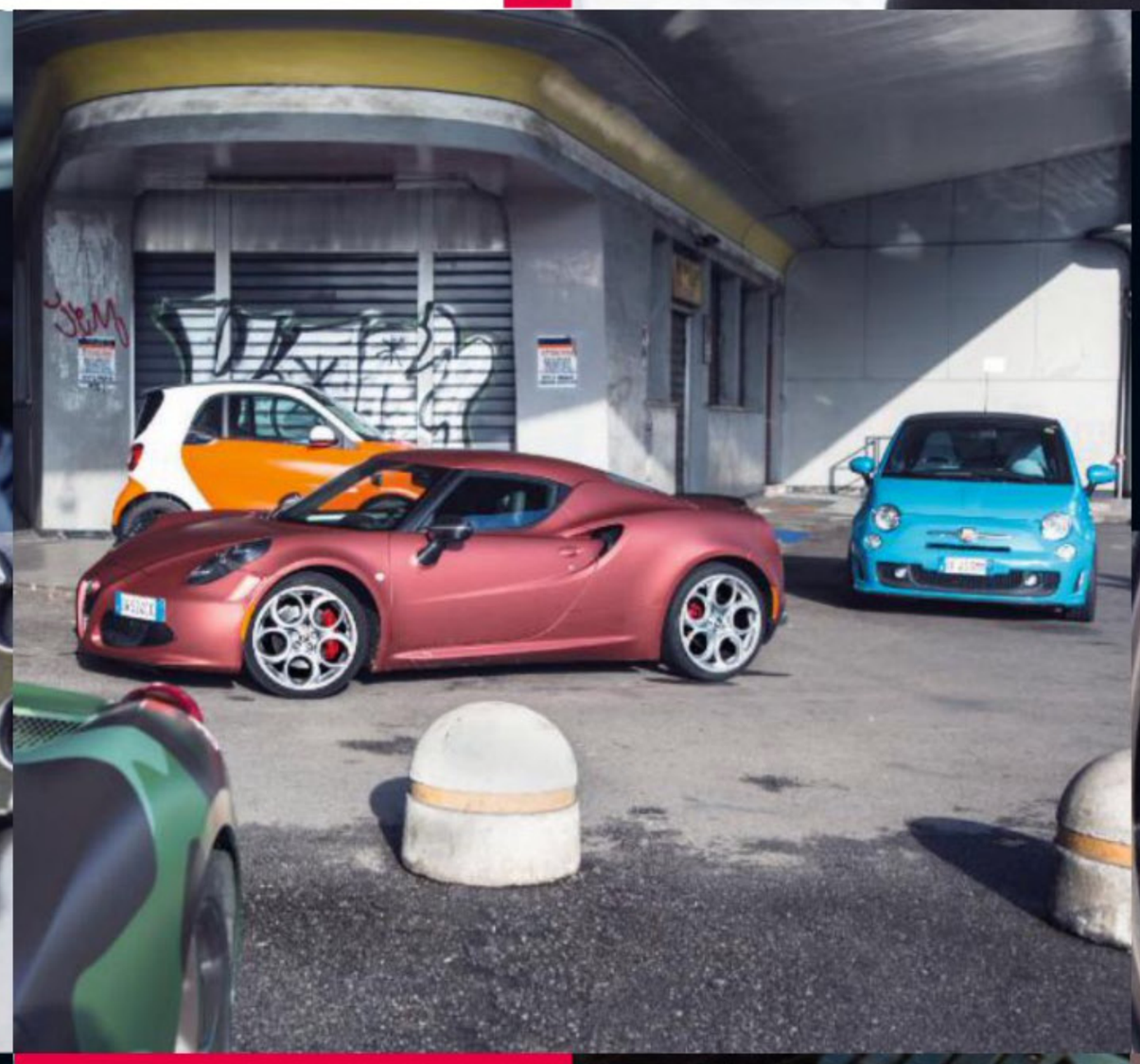




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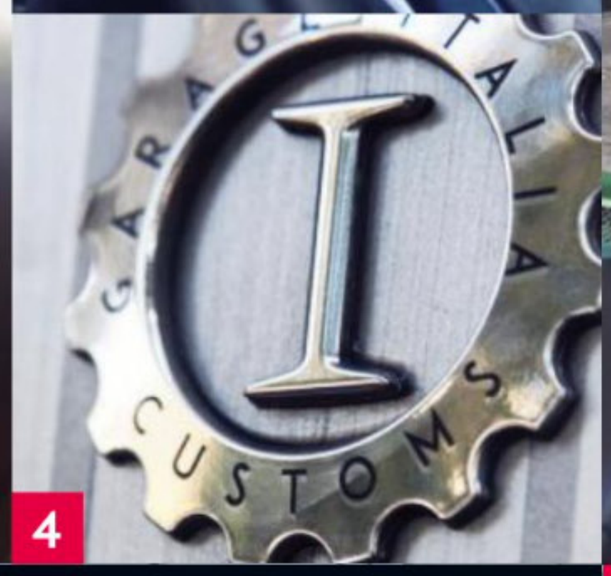












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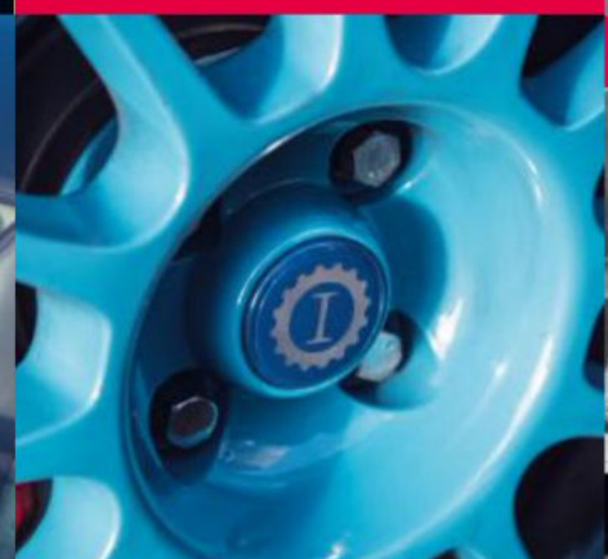
1 Military camouflage Ferrari 458 Italia is a very well-known car in Milan. **2** The main man on the roof of GIC HQ, a former flagship petrol station built in the Fifties (**6**) and now set for a thorough renovation. **3** The architect's drawing of Lapo's vision of the building. **4** Garage Italia Customs is due to open in time for Milan's 2016 Salone del Mobile design fair. **5** Lapo's London tailor Rubinacci has created suits for him with the building's graphic on the jacket's lining and pocket







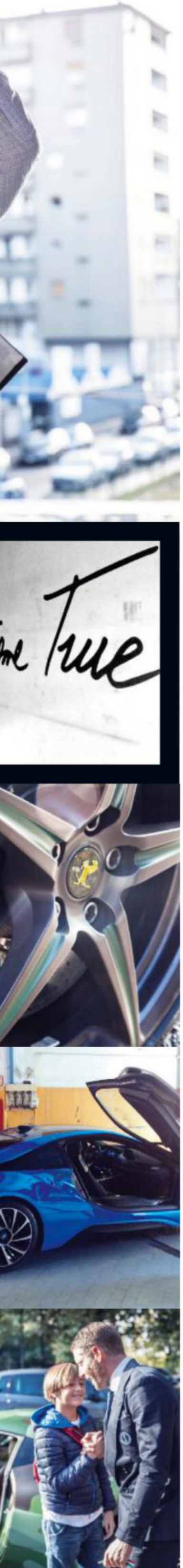






6





From street level, there's a hint of the Starship Enterprise about Lapo Elkann's new HQ. A faded beauty from Italy's post-Art Deco *Streamline Moderne* era, this former petrol station is about to undergo a dramatic renovation at the hands of renowned Italian architect Michele De Lucchi.

"It's a landmark in Milan," Lapo says. "The CEO of ENI, Enrico Mattei, wanted to create a symbol of what a fuel station could look like. It has been empty for 20 years, which I thought was a disgrace."

When it comes to enterprise – and boldly going – few can touch Lapo. A scion of the Fiat dynasty, and feted globally by the likes of *Vogue* and *Vanity Fair* for his highly personal style, Lapo is also an irrepressible petrolhead and born entrepreneur. His latest venture, Garage Italia Customs, has already customised 70 cars – there's a BMW i8, Alfa 4C and blue Abarth 595 outside – as well as various boats, jets and scooters. But the idea is bigger than that: Lapo has enlisted celebrated chef Carlo Cracco to oversee the restaurant that will emerge upstairs, and plans to license GIC around the world.

This is 21st-century *la dolce vita*. But as always with Lapo – a man intimately acquainted with the machinations of the car industry – there is much to discuss.

***TopGear*: Fantastic building, Lapo. What do you plan to do with it?**

Lapo Elkann: Throughout my career, I dreamed of something like Garage Italia Customs. We do tailoring for cars, boats, planes and toys for boats, representing the quintessence of Italian style. My work at Fiat, Maserati and as a consultant on Ferrari's Tailor-Made was v1.0 or 2.0. But I always felt more could be done. This is version 3.0 or even 4.0. I wanted to take the best people in Italy – artisans and craftsmen – and create a family. We will also work with the best industrial partners, Pirelli, Brembo, Sabelt, Lear, Alcantara, to fulfil the dreams of the consumer. We make the impossible possible at a level of excellence that I don't believe anyone else can match.

TG: It feels like a return to Italy's grand coachbuilding tradition.

LE: It's a very modern *carrozzeria*. Sadly, I believe Italy has lost a bit of its shine – a lot of the companies in this space are German, American or British. But it's a business opportunity too. Automotive customisation is worth €94bn globally. Now look at planes, helicopters and boats... imagine how much more that adds to the equation. There's a huge space in this area, and it's also my favourite business. You know me – I like a challenge. Italy has potential that no other country has, and I want to leverage all these great people and companies.

TG: Automotive tailoring and bespoke has become a big deal this past decade, especially among high-net-worth individuals. Why?

LE: I think a new era of motion with style is emerging. Whether it's on a bicycle or a jet ski, a helicopter or a boat, a car or even rollerblades, everyone wants to move around the world with style. It can be *Pimp My Ride* or *The Fast and the Furious* to the beautiful cafe racers you have in the UK, or the fantastic things Singer and Icon are doing in the US. I want to bring the Italian way of life into the arena of motion.

TG: You have spoken before to us about your frustrations with Italy, in terms of government and attitude. Are things improving?

LE: I push Italy, but in an international sense. Italy is an unbelievable country, but it needs to speak more effectively at an international level, with that tone of voice and vision. If you're not international, you die. No business can be local; it must be global.

TG: OK, let's talk about the big picture. Automated cars are coming. Alternative energy is inevitable. Silicon Valley's tech giants are circling. The fallout from the Volkswagen scandal is also going to have profound long-term effects...

LE: We automotive guys will have the problem of the technology guys coming in, with means that are far bigger than ours. So we have a choice. They can become an asset or a liability. They can become friends or they can become enemies. In Germany, Japan, Italy and the US – we should think very closely together about what the future will be. The bosses need to open their minds and humble themselves, and understand that it's no longer a one-man show, no longer enough simply to do a good car. There needs to be far more. There needs to be unity. I don't fear competition. Alliances can often lead to better results.

TG: Adapt to survive, in other words.

LE: Some automotive brands have an unbeatable aura. But even behind all these magical names, there still needs to be people who love them and cherish them, like they would their own son, not only leverage them or squeeze them like extracting juice from a lemon. That way you decrease the value of the brand, and hamper its potential growth.

TG: And Volkswagen?

LE: I believe the Volkswagen situation is more of an opportunity than a problem. A big reset button. Morals and ethics are key in whichever business you are in. It will humble down a lot of people. Listen, I am not here to judge, and I know a lot of great people there. But humility is key if you want to succeed in life, love and business.

TG: How about creating a new automotive brand, and actually building your own car?

LE: If the opportunity arose, with the right people and the right technology and it was viable... why not? I have great admiration for Horacio Pagani and others like him. I am not saying no, which does not mean I am saying yes... [smiles] I always want to do more and better, especially for the motion industry. Listen, my great-great-grandfather's first motto when he founded Fiat was *terra, mare cielo*. He was the one who started it all. When I think about someone, I always think of him, not necessarily my grandfather [Gianni Agnelli]. And I think of Enzo Ferrari – his story was not all glamour, it was passion, drive, determination, focus, it was love and suffering. Look at Pagani or Elon Musk – they are true visionaries. What is there not to love about sitting around a table with people like that? You can only learn. I think certain automotive companies have lost that ability. They have the potential to regrasp it, but they have to be open and willing to listen.

"Bosses need to open their minds and realise it's no longer a one-man show"

IMAGES: JOE WINDSOR-WILLIAMS

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AVANT-GARDE

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Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO_2 emissions (g/km). Highest: DS 3 Ultra Prestige THP 165 S&S 6-Speed manual: Urban 7.1/39.8, Extra Urban 4.6/61.4, Combined 5.6/50.4, 129 g/km CO_2. Lowest: DS 3 DStyle BlueHDi 100 S&S manual: Urban 3.8/74.3, Extra Urban 3.2/88.3, Combined 3.4/83.1, 87 g/km CO_2. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

Ask Uncle TopGear



OUR MYSTERIOUS AGONY UNCLE TRIES TO SOLVE YOUR DILEMMAS. SORRY IF HE GETS A BIT GRUMPY

Dear Uncle TG

I've found an Audi S4 Avant for sale that looks great and is at a fair price. Trouble is, it's in Falkirk. Do I risk a long trip to inspect it only to find it's not as good as it looks and I come home empty-handed?
Chris, Kent

Absolutely. While you're there could you get my hat back? I left it there in 1987.

Dear Uncle TG

The Fiat 500 Twinair. Any thoughts?
Clare, by email

Actually, just going back to Chris's question, I wouldn't worry about the hat. I think my head has grown considerably since then and it probably won't fit.

Dear Uncle TG

Driving on the M6 toll road around Birmingham recently, I noticed a lot of people driving extremely quickly. Are they under the mistaken impression that it's a private road and therefore exempt from normal road rules?
Graham, Chichester

Thinking on this some more, it's entirely possible that the hat has a certain amount of 'give' in the structure and might still be able to accommodate the increased girth of my skull and/or hair. Chris, if you're still reading, please do retrieve the errant headgear during your trip to Falkirk.

Dear Uncle TG

What do you think of plans touted by the new Labour leader Jeremy Corbyn to renationalise the railways?
William, by email

Of course, I purchased a new hat in the mid-Nineties and it has served me well ever since, rather rendering the old hat superfluous even if it was to be rescued from its Falkirkian exile. I must admit, I'm torn. As the hat might be too.



EMAIL US YOUR QUERIES FOR UNCLE TG...
askuncletopgear
@bbctopgear
magazine.com



Dear Uncle TG

Do you think the diesel emissions scandal will bring down Volkswagen?
Irf, by email

The truth is, I don't wear a hat as much as I used to on account of now owning a car with doors and some of a roof.

Dear Uncle TG

Please, please, please stop talking about hats.
TopGear *magazine, London*

Vauxhall Astra 1.6 SRi

ILLUSTRATION: BILL McCONKEY

MY OTHER CAR IS...

THE BAC MONO MARINE EDITION

THE WORLD'S MOST SELFISH CAR TAKES TO THE SEAS



TG TOP FACT

Despite being a Marine Edition, the Mono is disappointingly unfloaty. However, it is fully customisable and can be matched to the colour of your yacht. That'll be white, then

What's going on here?

We already know the BAC Mono is resistant to various bodily leakages, even the worst ones, and that it's impossible to fit a life-size, inflatable crocodile in its nose.

How do you know?

The interior is made from wipe-clean, synthetic suede usually found on furniture in nursing homes. The crocodile thing is harder to explain, so you'll have to trust us.

Why are you telling us this?

Because BAC has just launched a Marine Edition, designed to fit in the cargo hold of a superyacht. This means it's likely to get splashed, so the waterproof interior is a good thing.

What about the crocodile?

Forget the crocodile. More importantly, the bodywork and components have a special salt-proof coating, and it comes with a humidity-controlled cocoon to keep it dry in the boat's garage.

How does it get on the boat?

Included in the standard equipment is a carbon-fibre arm that fits all superyacht cranes, and special mounts on the chassis for attaching the crane cradle. So you just lift it aboard.

What else is different?

The price. It's £500,000. For that, you do get all the goodness of a landlubbing Mono, including an updated 2.5-litre Mountune engine making 305bhp at the propeller. Sorry, propshaft.

SPEC SHEET







ENGINE
2.5-litre, 4cyl

POWER
305bhp

TORQUE
270lb ft

0-62MPH
2.8secs

TOP SPEED
170mph

WEIGHT
580kg

PRICE
£500,000

RIVALS: SWIMMING IN CASH

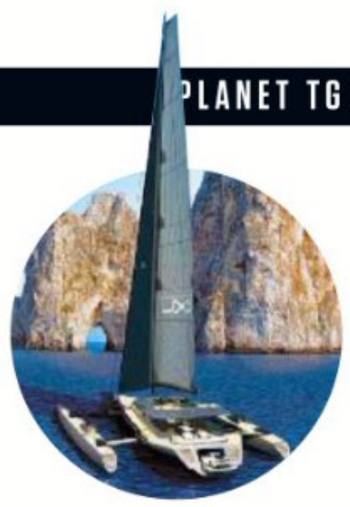
SUPERYACHTS WITH SUPERCARS FOR THE SUPERRICH



1. Strand Craft 122
Costs £17m. Anonymous car comes free



2. Sunseeker Predator 108
With a complimentary Caterham



3. UltraLuxum CXL
Trimaran with an on-board McLaren

PHOTOS: MANUFACTURERS

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Pat Devereux



A VOICE OF REASON IN THE LAND OF THE FREE
PART 17: PRO-CAR POLITICIANS

Which of the next US presidential candidates is the most pro car?
Before we look at that, let's just remind ourselves who the front runners are right now: Hillary Clinton in the blue corner and Donald Trump in the red. Both of them live in New York, which has one of the lowest numbers of driving licences and cars per head of any city in the US. So we are off to a poor start on both sides. But before we condemn or crown them, let's look at the evidence.

I've seen car-related stories about both of them recently – none of them flattering.
Yes, neither of them has covered themselves in automotive glory lately, have they? Hillary scored a few points by turning up at the National Automobile Dealers Association conference in New Orleans to deliver a keynote to the salesmen – imagine the gold ring, diamond tie-pin and tasselled loafer count in that room. But then she quickly lost as many points as she gained.

What did she say that was so bad?
Hillary admitted that she hasn't driven a car for almost 20 years. "The last time I actually drove a car myself was 1996, and I remember it very well," she said. "Unfortunately so does the secret service, which is why I haven't driven since then." There's no record of what that car was or why the journey was so memorable for all concerned. But it probably wasn't good.

She might regret saying that...
She might. The last presidential hopeful to say driving was for other people was Mitt Romney. He got roundly abused for saying that, and it quite possibly started the rot which saw him miss out on a term in the White House.

Anything that might counter that criticism?
Admitting her first car was a 1963 Oldsmobile Cutlass which cost just $120 is a definite points winner with her left-leaning party faithful. That she also regularly opened the bonnet to remove the battery "taking it to my dorm room so that it would be warm before I put it back in" is another hands-on story that will appeal to her people.



But do US voters really care about the driving records of presidential candidates?
In the simple soundbite world of US political reporting, not being able to drive a car is immediately stretched and amplified into an inability to plot a course for the nation. Which is surely one of the reasons why The Donald has made no secret of his vast collection of cars.

Has he got anything really interesting?
Nothing astonishing, but there is a good cross section of

> "Hillary says, if anything, Bill's driving is worse than hers"

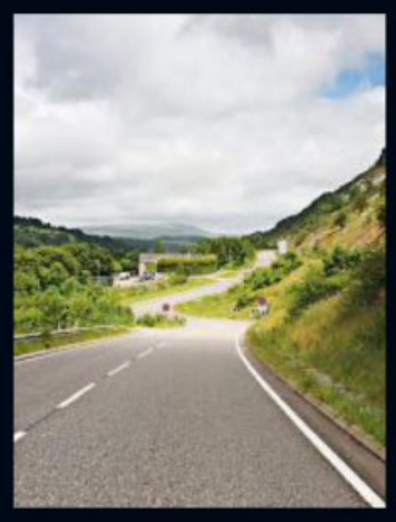
show and go. Other than the default Rolls-Royce Phantom, he also gets around in a 1956 R-R Silver Cloud. But he also has a Mercedes-Benz SLR McLaren and a Lamborghini Diablo, which are both worth a couple of bonus points. He recently sold the Lambo, probably on the say-so of his political advisors, but he still hangs onto his Chevy Camaro pace car from the 100th Indy 500.

So he's got the metal – is he a pro-car kinda guy?
He is as long as it's made in the US. Without any hint of irony from the man who mostly owns imported cars, he recently rounded on Ford for wanting to build more of its cars in Mexico rather than the US. If he were to do the unthinkable and make it all the way into the hot seat next year, you could be forgiven for expecting some kind of legislation to reduce this trend.

But he's not going to win, is he?
Everyone thought The Donald's candidacy was a joke when he announced he was going to run for president. But he's now only just behind Hillary. There's still a year to run, so plenty of time for things to change.

If Hillary wins, will Bill be allowed to drive?
Doubtful. Hillary says, if anything, his driving is worse than hers. Anyone concerned about her lack of hours behind the wheel should see her two-term president husband drive, she says. Hopefully that wasn't a metaphor for something else...

So Donald or Hillary FTW?
Has to be a tie right now.



DREAM DRIVES

THE BEST ROADS IN THE WORLD BROUGHT TO YOU IN WORDS AND PICTURES



A4069
WALES

WHICH BIT?
From Upper Brynamman to Llangadog

I STILL CAN'T FIND IT...
Bash this into your satnav: 51.868681, -3.841684

WHEN SHOULD I GO?
Anytime. Weather is just as wet in July as October

WHAT CAR SHOULD I TAKE?
A Caterham 160. Fun at any speed.



I APPEAR TO HAVE CRASHED...
Don't worry – sheep aren't carnivorous. Dial 999.



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A MONTH OF NONSENSE ON ONE HANDY PAGE!

ANY RESEMBLANCE TO REAL-LIFE EVENTS IS ENTIRELY DELIBERATE



PLANET TG / #10

DOUBLE-DECKER

Jules Gounon and Joffrey De Narda practise their artistic parking skills during a French Carrera Cup race



FIREBUG

Arachnophobe uses his lighter to kill a spider on his car while filling up with fuel. Manages to set petrol station alight



POLICE STING

Truck carrying millions (probably) of honeybees overturns in Oklahoma. Bees swarm attending police cars



DIM SUM

New checkpoint on Chinese motorway filters 50 lanes into just 20. The resulting traffic jam looks like this



ALL AT SEA

Aussie man decides best way to evade pursuing police cars is by driving... into the ocean, before they arrest him



"Important engineers? They've hired people we've fired. We always jokingly call Apple 'The Tesla Graveyard'."

Tesla-founder Elon Musk responds to claims that Apple is poaching his staff for its self-driving car project

"I'm driving. I think I'm on a flat tyre. This is horrible..."

Twenty-something Florida woman live-streams herself drink-driving. Viewers call police. Police track driver and arrest her



"I'd get very close to his times, if not do identical times."

1992 champ Nigel Mansell says that, if he were driving the same car and given a few months to practise, he could match Lewis Hamilton's lap times in the Merc F1 W06



130RON

Ukrainian petrol station offers free fuel to women who turn up dressed in nothing but bikinis



MERC BERKS

To the ire of other motorists, two Merc drivers block underpass for 40 minutes in right-of-way stand-off



KEYLESS ENTRY

Burglars steal 148 sets of keys from Manchester car dealer. Dealer pays £60k to have all locks changed



DOG GONE

Drunk Florida driver flees cops, crashes, claims his dog was driving. No dog is found at the scene



STAR IN AN UNREASONABLY PRICED CAR

This month:

Pope Francis

Car: Fiat 500L

Verdict: Ever modest – he once owned a Renault 4 – the Pope shunned the familiar Popemobile on a recent US trip for the comfy rear seat of a Fiat 500L. Bold, Pope. Bold.

PHOTOS: GETTY, REX FEATURES

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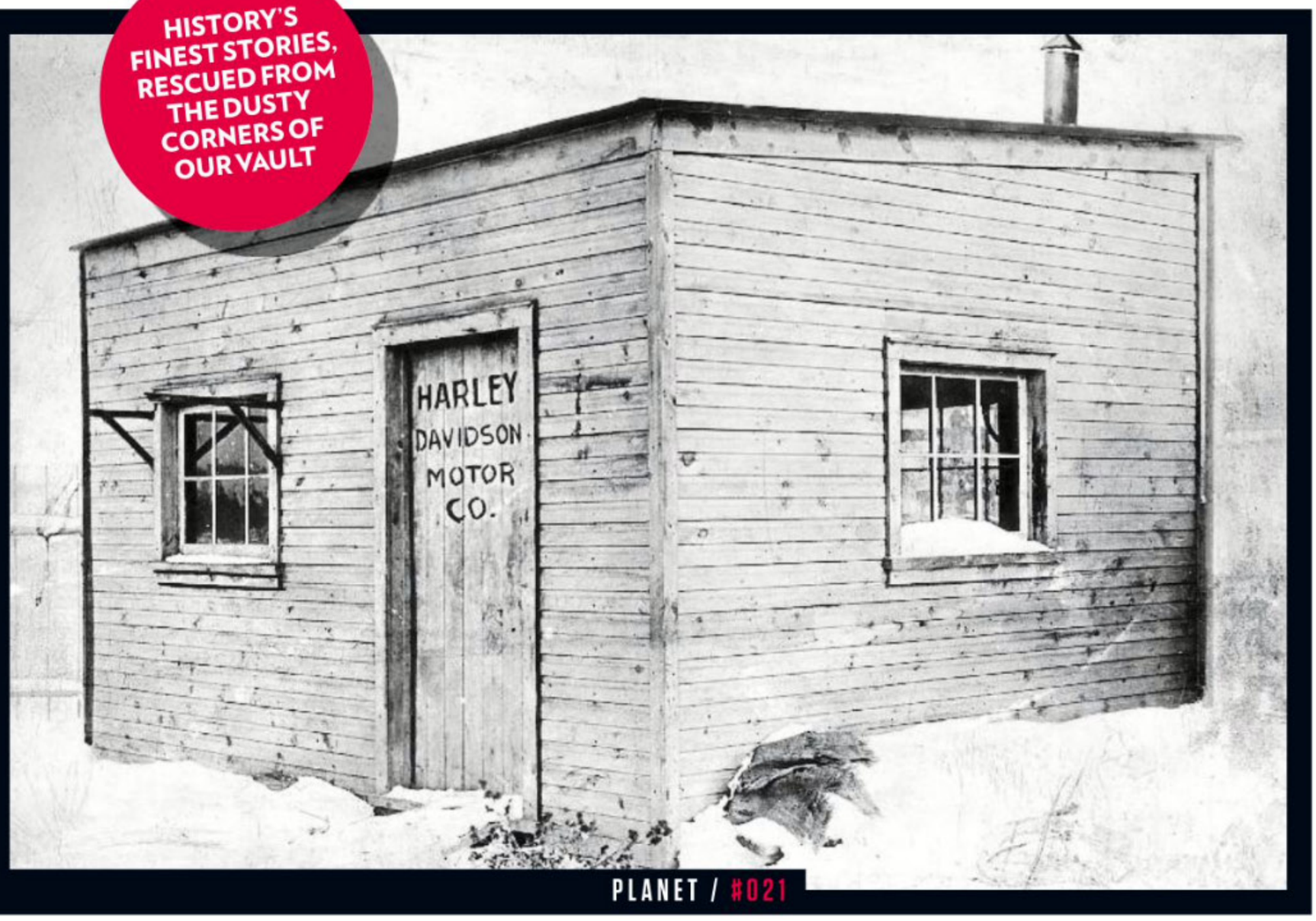
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HISTORY'S FINEST STORIES, RESCUED FROM THE DUSTY CORNERS OF OUR VAULT



From the *TG* archive

TO BUILD A HUGE BRAND, YOU NEED A VISION... AND A SHED

WORDS: DAN READ **IMAGES:** HARLEY-DAVIDSON ARCHIVES

If you were to compile a list of history's most important sheds, it would be very short. But in the number one spot would be this one, a 10ft by 15ft wooden shack built sometime around 1903 in Milwaukee, Wisconsin.

Inside were two men, William S. Harley and his mate Arthur Davidson. Two years earlier, Harley had invented an engine small enough to fit inside a bicycle frame. Unfortunately it was woefully underpowered and so, in that very shed, they began working on a beefier version.

What they created was Serial Number One, the first motorcycle to wear the Harley-Davidson name. They sold it to a man called Henry and cracked on with more. Soon there were dealerships, then a small factory and – in 1909 – the first V-twin with enough grunt to carry even the most well-fed American.

The company weathered World War One, just about scraped through the Great Depression, and moved into bigger and better buildings. The story goes that the original shed was dismantled and stored in the corner of a factory, until one day a tidy-minded worker threw the whole lot away during a clean-up.

Should you feel like it, you can visit a replica of the shack at Southside Harley-Davidson in Indianapolis. Although nobody knows what it really looked like inside, nor precisely where it was built, because the whole neighbourhood is now underneath a car park owned by the Miller Brewery. God bless America.

1. WHO
Harley & Davidson

2. WHAT
A shed

3. WHERE
Wisconsin, USA

4. WHEN
1903



NEXT MONTH: A HISTORY OF BREATHALYSERS

Blink & you'll buy it



THIS MONTH'S TOP LOT

Renault 5 Turbo 2

Engine: 1400cc 4cyl
Year: 1984
When: 14 November, Silverstone Auctions
Estimate: £45k–£55k

Its creation spurred by Lancia's all-conquering Stratos of the mid-Seventies, the Renault 5 Turbo made production in 1980. It had a familiar engine, the 1.4-litre from the 5 Alpine – or Gordini as it was known in the UK – but boosted up to 162bhp from just 93bhp. And that engine was most certainly not in a familiar place. It sat in the middle, driving the rear wheels instead of the fronts. Built for rallying, the 5 Turbo had some success. Yet even though it was boosted up to some 350bhp with the arrival of Group B, the lack of AWD put paid to Renault's lofty aspirations.

There's something quite excellent about a humble French hatchback with steroidal bodywork and an engine where you'd normally find brie and baguettes. This one is mechanically sound but a bit rough around the edges. But we still would.





PHOTOS: SILVERSTONE AUCTIONS



ANY RESEMBLANCE TO THE DASHBOARD OF THE E-TYPE JAGUAR IS PURELY INTENTIONAL.

Enzo Ferrari called it the most beautiful car in the world. Now two new watches pay homage to Malcolm Sayer's ground-breaking design. The Bremont MKI and MKII have been developed in partnership with Jaguar. The dials are inspired by the E-Type's tachometer and the winding weight is based on the car's iconic steering wheel. You may never own the car, but the MKI and the MKII might just be the next best thing.

BREMONT

CHRONOMETERS

SIMPLY CLEVER

TRAVEL IN STYLE. TRAVEL IN SPACE.
THE NEW ŠKODA SUPERB

With its dynamic exterior design and a luxurious and spacious interior, travelling in space has never been so stylish.



skoda.co.uk

Model shown is Superb hatch L&K 2.0TDI 150PS AT £28,740 with optional 19" Phoenix Anthracite alloy wheels at £650, metallic paint at £650, front and rear parking sensors at £350 and sunroof at £850. *Lower fuel consumption is in comparison to previous model. Information correct at time of print.

ŠKODA



Official fuel consumption in mpg (litres/100km) for the ŠKODA Superb Range: Urban 31.4 (9.0) – 62.8 (4.5), Extra Urban 45.6 (6.2) – 76.4 (3.7), Combined 39.2 (7.2) – 70.6 (4.0). CO_2 emissions for the ŠKODA Superb Range: 164 –105g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



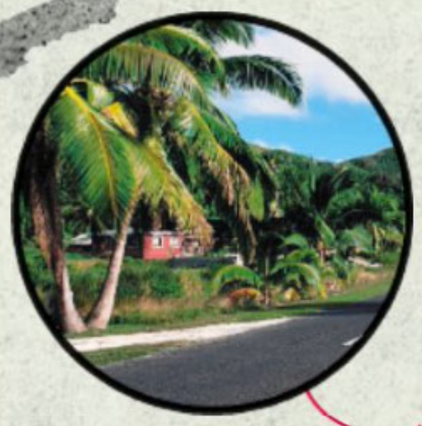
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WARNING: MAY CONTAIN POINTLESS FACTS

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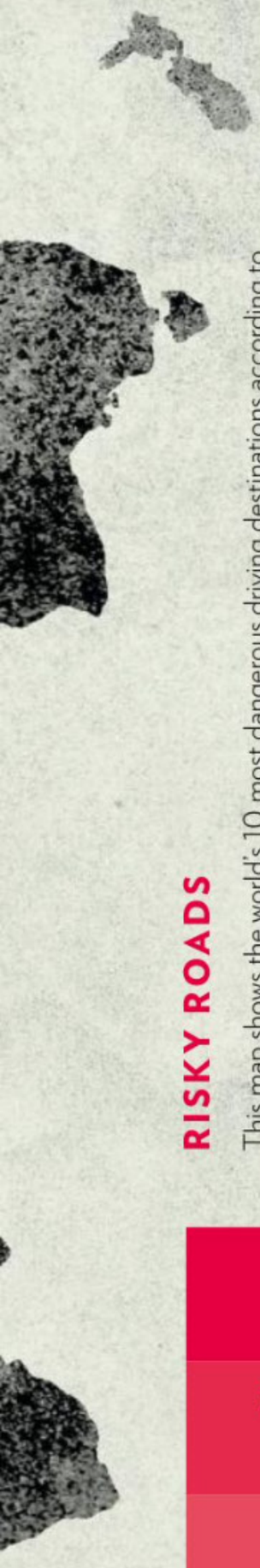




1. Ethiopia
2. Fiji
3. Egypt
4. Libya
5. Nepal
6. Yemen
7. Chad
8. Namibia
9. Saudi Arabia
10. Mauritania

RISKY ROADS

This map shows the world's 10 most dangerous driving destinations according to the World Health Organisation. The figures refer to the number of fatalities per 1,000 people in a single year, rather than the total number of deaths – if it were measured that way, India would be a clear winner, although it's actually pretty good for your health in terms of per-capita catastrophes. More worryingly, the WHO says that by 2030 crashes will be the fifth-biggest killer of people globally, beating lung disease, diabetes and AIDS. The message? Stay safe out there, look after each other, and avoid Sunday drives on the Horn of Africa and mid-Pacific atolls...



1. Eritrea	48.4
2. Cook Islands	45
3. Egypt	41.6
4. Libya	40.5
5. Afghanistan	39.0
6. Iraq	38.1
7. Niger	37.7
8. Angola	37.7
9. UAE	37.1
10. The Gambia	36.6

THE TG RANDOM NUMBER GENERATOR!

4,500

Jobs created by the UK automotive sector this year

£24.6 billion

Value of UK car exports in 2014

2.8m

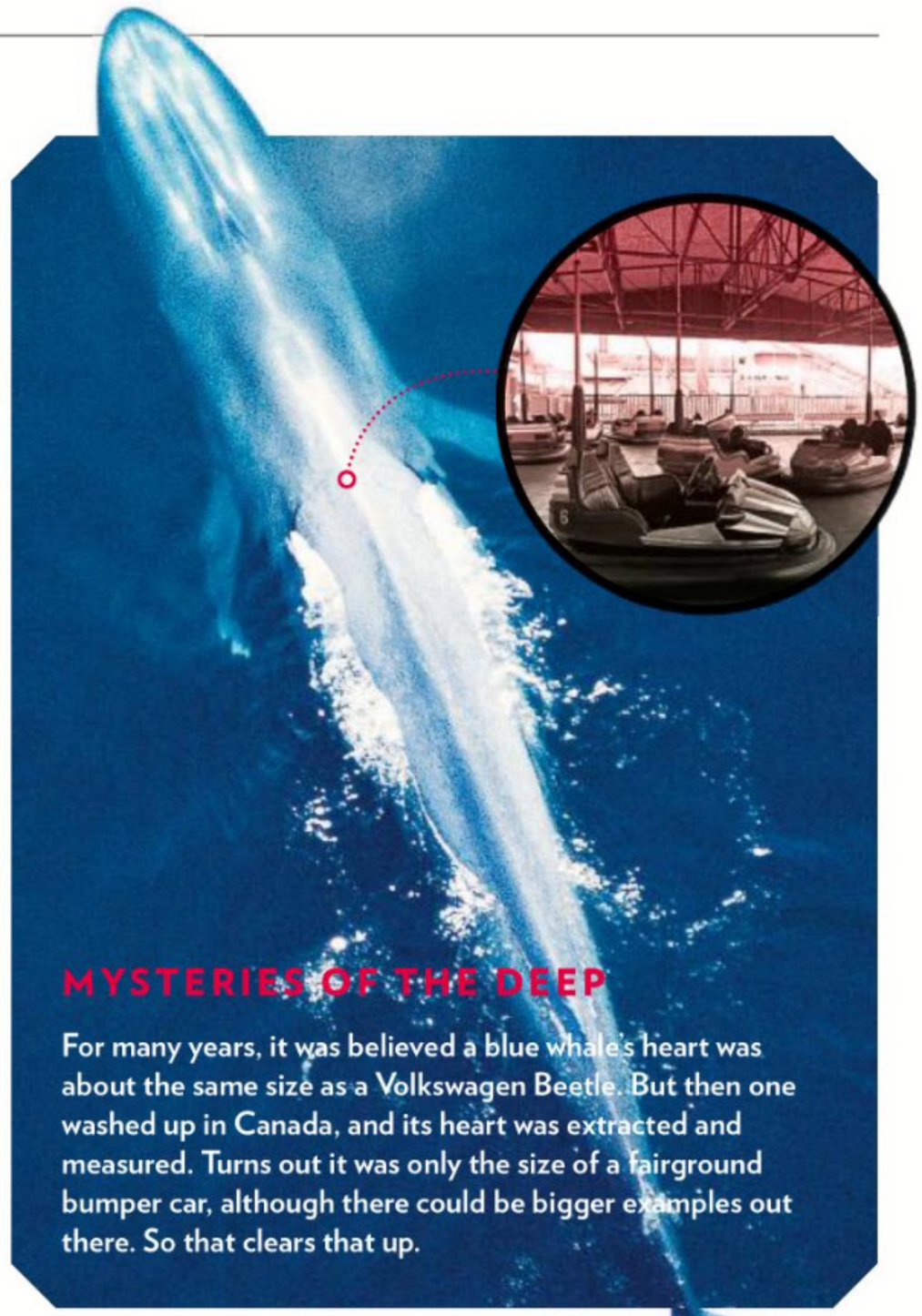
British drivers overcharged by insurance firms, for declaring expired penalty points

£25 million

Awarded to Scottish companies making biofuel from whisky waste

132,499

Speeders caught by cameras on the M1 between J15 and J19 last year



MYSTERIES OF THE DEEP

For many years, it was believed a blue whale's heart was about the same size as a Volkswagen Beetle. But then one washed up in Canada, and its heart was extracted and measured. Turns out it was only the size of a fairground bumper car, although there could be bigger examples out there. So that clears that up.

LAND OF THE FREE*

1. In the state of Tennessee, it is illegal to drive a car while asleep. So that rules out any dream drives in the area.
2. In Oregon and New Jersey, it is illegal to pump your own fuel. Instead, a forecourt attendant must do it for you.
3. In Minnetonka, Minnesota, it is illegal for your tyres to leave "mud, dirt or sticky substances" on the road.
4. In Sag Harbor, New York, it is illegal to drive with your clothes off. Presumably it's OK in Pert Bay.



***Unless you drive naked on Long Island, in which case you will probably be cuffed**

FROM THE TOP OF THE WORLD



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(*INCLUDING THE REALLY COLD BITS WHERE YOU GET FROSTBITE)

Penguin Random House UK

OUT NOW

BBC BOOKS

OPTIONS LIST

Get Christmas sorted early





INFENTO RIDES

Yeah, it's still November, but you'll thank us when Santa wedges this down the chimney. It's a flat-pack, DIY vehicle-set for kids, which can be assembled in 11 different configurations. From the kit of parts, you can build bikes, trikes, scooters and even winter-ready sleds if you spec the snow pack, which replaces wheels with skis. The only tool you'll need is an Allen key, so it's a safe bet for ambitious junior mechanics, and for rubbish old ones. Originally a Kickstarter project, it's now taking orders and ships globally. **From $299 (plus shipping); infentorides.com**



TAMIYA MONSTER BEETLE

Children of the Eighties! Remember this? Originally released in '86, the chunky-tyred (but 2WD) Monster Beetle became an r/c classic, and now it's back, largely unchanged but with a few upgrades including new driveshafts and an electronic speed controller. **£130; hobbyco.net**



GARMIN DASHCAM 35

Not only do dashcams capture everyday events such as incoming meteors and Taiwanese mudslides, they're also quite good at filming all sorts of traffic dramas. This one even comes with a collision-warning system, so it's talking itself out of a job. **£159.99; buy.garmin.com**



LEGO TECHNIC MERCEDES AROCS

The full-size Arocs is a proper slogger, of which this two-in-one Lego version does a pretty good impression. New pneumatics control the crane arm, grabber, outriggers and tipper body, and the cab even tilts to reveal a six-cylinder engine with moving pistons. **£169.99; shop.lego.com**

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RAIDILLON RACING 3 HANDS

Eau Rouge – the fast, downhill kink at Spa – is probably the best-known stretch of track in the world, and yet it isn't called Eau Rouge at all. As any Belgian tarmac enthusiast will tell you, it's actually called Raidillon, and Eau Rouge is the river that runs beneath it (although nowadays, Eau Rouge is technically recognised as the kink before the kink). You can bore people with this fact while flashing your watch of the same name. Raidillon, that is, not Eau Rouge. Clear? It's made, unsurprisingly, by a Belgian company, but uses the same Swiss automatic movement you'll find in many mid-range mechanical watches. The range includes all sorts of motorsporty influences, from racing stripes to chronographs and tachymeters. **€1,750; raidillon-watches.com**



WATCHES

Classic timing



GRAND SEIKO SPRING DRIVE CHRONOGRAPH GMT

Grand Seiko is the Lexus of the watch world – a reassuringly posh arm of a Japanese brand, known for its beautifully built pieces such as this GMT chronograph with its best-of-both-worlds quartz/mechanical movement and titanium/ceramic case. **£7,700 approx; seiko.co.uk**



RAYMOND WEIL MAESTRO FRANK SINATRA

It's unlikely that Sinatra actually wore a Raymond Weil – the company was only founded in 1976 – but you can imagine him with this simple, dressy piece on his wrist, hand on wheel, tie loosened, on a desert blast to a Vegas afterparty. **£975; raymond-weil.com**



STOWA FLIEGER KLASSIK SPORT 43MM

Back in the day, Stowa was one of five suppliers of the German Luftwaffe's sturdy, standard-issue B-Uhr pilot's watch. This is the second-gen of the modern version – it's grown since last year, and gained better waterproofing and shock resistance. **€1,270; stowa.de**

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Get a grip

Fashion with traction, just in time for autumn

OPTIONS LIST

1

2

3

4

1. Shearling lined wax parka. From Arctic explorers to the Gallagher brothers via Sixties mods, the classic fishtail parka is still going strong today. This one is waterproof with a snorkel hood and removable faux fur. ***£250; fredperry.com*** **2. Ecru chunky roll-neck jumper.** If you are a weathered Hebridean fisherman, you will already have some chunky knitwear. For the rest of us, this one should do the job nicely – and it meets the approval of seasonal fashion police. ***£40; riverisland.com*** **3. Sandqvist Jordan bag.** A waxed canvas – and therefore showerproof – weekend bag, with brown leather trim and handles. Also comes with removable shoulder strap. ***€259; sandqvist.net*** **4. Adidas Boost Urban Hiker Climawarm boots.** With slightly springy 'boost' technology, and soles made with Continental Tyres rubber, so they should give you decent grip on slippery autumnal pavements. ***£120; adidas.co.uk***

Q: HOW DO YOU MAKE THE ASTON VULCAN EVEN COOLER?

A: By fitting it with the world's fastest oil-change system, Castrol's revolutionary Nexcel technology

"The process of changing oil hasn't really changed since the dawn of motor cars," says Nexcel Chief Engineer Oliver Taylor. "It's basically the same today as it was for the Ford Model T. You unscrew the sump plug, all the hot oil spurts out, and you have to catch it in a pan. It's not particularly safe, not particularly clean, not particularly efficient."

Cars, of course, have moved on a little since the Model T of 1908. And at the top of the automotive evolutionary tree in 2015 lurks the Aston Martin Vulcan, the most extreme Aston Martin ever: a track-only, carbon fibre-clad hypercar armed with a screaming 820bhp V12. Just 24 will be built.

A car that redefines the boundaries of possibility needs an oil system that does the same. Enter Nexcel, Castrol's revolutionary new lubrication system, and probably the biggest paradigm leap in car oil since, well, ever. An 'oil change in a box', Nexcel's self-contained, sealed unit contains both oil and oil filter, making slow, mucky oil changes a thing of the past.

To change the Aston Martin Vulcan's oil and oil filter, you simply unplug the Nexcel unit from the top of the engine, and plug in a fresh unit. No mess, no tools, no waste. Total change time? A mere 90 seconds, against the 20 minutes or so it takes a skilled technician to perform a traditional change of oil and filter. In racing terms, that's several lifetimes.

So why launch Nexcel in a car as intense and demanding as the Aston Martin Vulcan? Exactly because it's so intense and demanding, says Taylor. "Vulcan is a very extreme application, with very high oil flow rates," he explains. "It's a very stiff car, with a lot of vibrations through the oil system. Because it's a track car, you have to prepare for it being pushed to the limit in extreme conditions, and we have. We've successfully simulated crash tests up to 25g."

But Nexcel will reach far beyond track-only hyper-Aston Martins. "Almost every new car could have a Nexcel system," reckons Taylor, with the technology expected to find its way into road cars in the next five to ten years. Castrol has test-fitted prototype Nexcel systems into almost every size of modern vehicle, right down to the smallest city cars.



Nexcel benefits sustainability, too. Globally, only 75 per cent of used oil is recycled [Kline, 2009] – and because of the variable quality of that recovered oil, the lubricant returned is of low grade, or simply incinerated. Nexcel changes all that. After use, every unit will be collected and returned to Nexcel. After every drop of oil has been recovered, the units are cleaned, fitted with fresh filters and dispatched back into duty. Because the team know exactly what the used oil is, and what it's been up to, it can be re-refined back to 'virgin quality' stock.

Nexcel's makers are aiming to reduce tailpipe CO2 emissions in future road cars by providing just the right oil in just the right quantity for any engine. With Nexcel tech enabling a new generation of even more precise lubricants, this benefit can only grow.

"It's about innovation, about pushing the boundaries," says Taylor. If Nexcel can do it for the Aston Martin Vulcan, it can do it anywhere.

NEXCEL IN NUMBERS

90 SECONDS

Time taken to perform a complete change of oil and filter with Nexcel

20 MINUTES

Time currently taken for a skilled technician to change oil and filter

600 litres PER MINUTE

Tested oil flow rate of the Nexcel system, 10 to 20 times that of a normal passenger car

25g

Force of the crash test performed on the Nexcel unit. It remained safe and sealed









The Aston Martin Vulcan's Nexcel unit holds around ten litres of oil



WHAT'S THE VULCAN LIKE TO DRIVE?

WE ASK ASTON MARTIN WORKS DRIVER DARREN TURNER

"It's not in the same sphere as a road car. Even experienced racers are blown away by the Vulcan's performance. The aero and the slick tyres are the biggest difference, and of course the power. It feels like a GT3 racer – actually, it's faster than a GT3 racer – but it has a real Aston feel. It's refined and gives you confidence. You need that when you're pushing the limits..."





Any questions about Nexcel? Check out @Nexcel on Twitter and ask away

Castrol

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DRIVES

THE CARS THAT MATT[illegible]TED THE TOPGEAR WAY



DRIVE OF THE MONTH

Toyota Mirai

Hybrids are history, honey. Hail hydrogen! TURN OVER


p80

AUDI A4

Straightforward estate takes on its German rivals


p81

SUBARU LEVORG

Fire the naming dept. But what about the car?


p85

RANGE ROVER BY KINGSLEY

Old shape meets modern tech. Yes, please


p86

CHEVROLET CAMARO

Last of the big three muscle cars gets made over

TOYOTA MIRAI

Man in the Mirai

Toyota explores the hydrogen path

BY JACK RIX

The future has arrived. Quite literally, in fact, because this is the Toyota Mirai, and 'Mirai' translates as 'future' in Japanese. Beneath its conventional four-door family saloon clothes it's quite the trailblazer – a hydrogen-fuel-cell-powered mass-production car that paves the way for a zero-emissions, hydrogen-energy-based society. Sorry if you were expecting hovering bubble cars and tin-foil boiler suits.

It's not the very first, of course – there's already a £53k Hyundai ix35 Fuel Cell on sale – but it still represents a sizeable wager from Toyota. There are just three filling stations in the UK capable of delivering hydrogen at the requisite 700bar – in Heathrow, Hendon and Swindon. By early 2016 there will be three more (two in the London area, another in Sheffield), and 16 dotted around by the end of 2016. The long-term goal is 65 by 2020.

As usual, it's the Germans who have got their act together the quickest with 50 stations by 2016, and 400 planned by 2023. Still, it's a surprise to find myself standing in the driving rain at a filling station stunned by the familiarity of it all.

Filling up the Mirai's twin carbon-fibre tanks with 5kg of compressed hydrogen is exactly like filling up with unleaded – it takes three minutes and unlocks a range of about 340 miles. That's further between fill-ups than a Tesla Model S and quicker too – even using a Tesla Supercharger point requires 30 minutes to charge up just 80 per cent of its battery.

And it's that sense of unexpected normality that infuses throughout the whole car. It behaves just like any other large EV – and a well-resolved one at that. The big difference here is that instead of extracting your electricity from the grid, you have a mini hydrogen-powered fuel station on board.

The fuel-cell stack (now 43 per cent smaller, 48 per cent lighter and 26 per cent more powerful than the system Toyota showcased in the 2008 FCV-R concept) is made up from a series of cells. In each one, pressurised hydrogen (H_2) is delivered to a negative electrode. This releases electrons that flow to the positive electrode, where it meets oxygen (O_2) from the atmosphere to form the only waste product – water (H_2O) – seven litres of the stuff for every 100km you drive.

It's this movement of electrons from one electrode to the other that produces the electricity used to drive a front-mounted 152bhp electric motor. Any excess energy from regenerative braking and the fuel stack is stored in a battery and deployed when the motor needs an extra boost. Extend your right ankle,



SNAPSHOT

IN DETAIL



Some say a screen for the climate control is overkill. We disagree

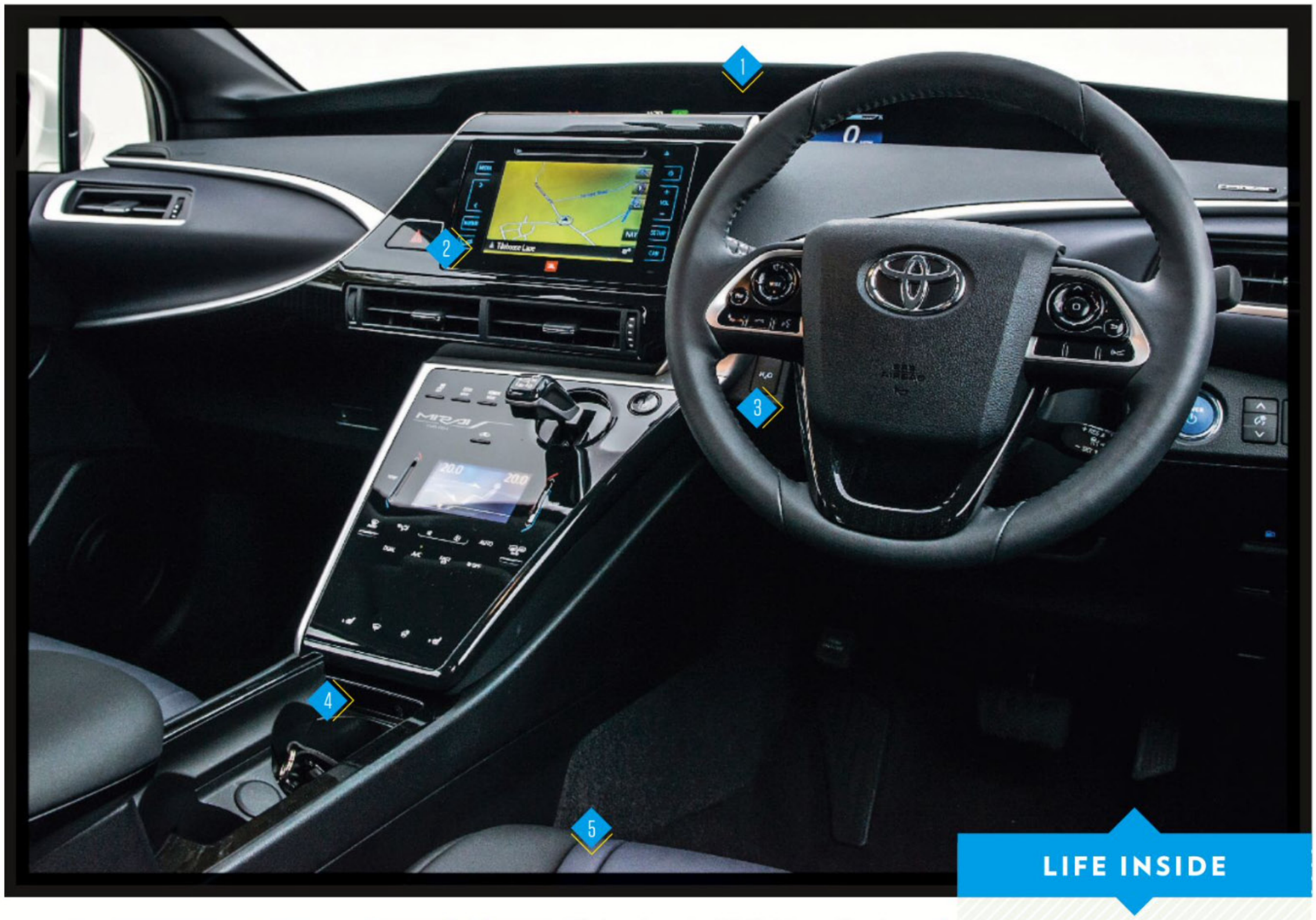


Electric motor and control electronics live under the bonnet



Accumulated water released on demand or automatically

PHOTOGRAPHY: ROWAN HORNCASTLE



LIFE INSIDE

1 Top screen shows graphic of energy flow in the powertrain, bit like the Prius

2 **Flush-fitting central touchscreen for all your infotainment needs**

3 H_2O button allows you to vent your waste water. OK, the car's not yours...

4 **Wireless phone charger in the centre console. Only compatible with Qi phones**

5 Seats are designed for comfort not speed and are wrapped in high-grade leather



and with 247lb ft of torque from zero rpm it takes off instantly, making it properly satisfying to drive in stop-start traffic. The 0–62mph time of 9.6secs and top speed of 111mph aren't too shabby either, and thanks to a single gear ratio (instead of the Prius's infuriating CVT), the slick, linear power delivery is enough to make you crack a smile.

There's a familiar EV whine to proceedings, but that's overladen with a noise I can only describe as someone vacuuming downstairs when you're up in your bedroom. Really, there's no need to venture from the default driving mode, but should you feel compelled there's an Eco button that numbs performance to save fuel, and another labelled Sport if you're a big fan of understeer.

On skinny, friction-reducing tyres, lateral grip isn't the Mirai's strong point, but then why would it be? Lock up your leaden-foot tendencies, keep things smooth and calm, and it's a swift and comfortable way to get around. At motorway speeds, the interior is cathedral quiet – you'll appreciate that when you're trying to get some kip in the back of an Uber a decade from now.

Clearly those twitching to drop £66,000 on a stylish coupe aren't about to be seduced by the Mirai's oddball looks, but I will say this: it looks a bit different because it is a bit different, and the ugly stick hasn't hurt Prius sales, has it? Step inside and the quality is Lexus-esque – touch-sensitive black panels control the three separate screens, while leather sections on the dash are wrapped in the same soft hide as the seats. And because you have to pay through the nose for it, there's only one lofty trim level with everything thrown in.

Given there's a hydrogen tank under the rear seat, lanky passengers are almost certain to complain about a lack of leg- and headroom, and the 361-litre boot is a bit on the small side due to the battery pack sandwiched between it and the rear bench. But these compromises pale into insignificance when we come to the price: £66,000 (not including the government's £5,000 grant), the reason Toyota only expects to sell between 50 and 100 of them a year in Europe. Toyota UK is softening the blow by offering a £750pcm lease deal, which includes servicing, tyres and all the hydrogen your car can inhale. If you can find anywhere to fill it up, that is...

THE RIVAL



HYUNDAI ix35 FUEL CELL

Slightly cheaper, slightly taller, but can't match the Mirai's performance or range

VERDICT

Proof that fuel cells are ready for the mainstream. Shame about the price and lack of pumps.

7/10

SPECS Polymer electrolyte fuel cell stack, 152bhp, 247lb ft · 340-mile range, 0g/km CO_2 · 0–62mph in 9.6secs, 111mph · 1850kg · £66,000



LEXUS GS F

Drift wood

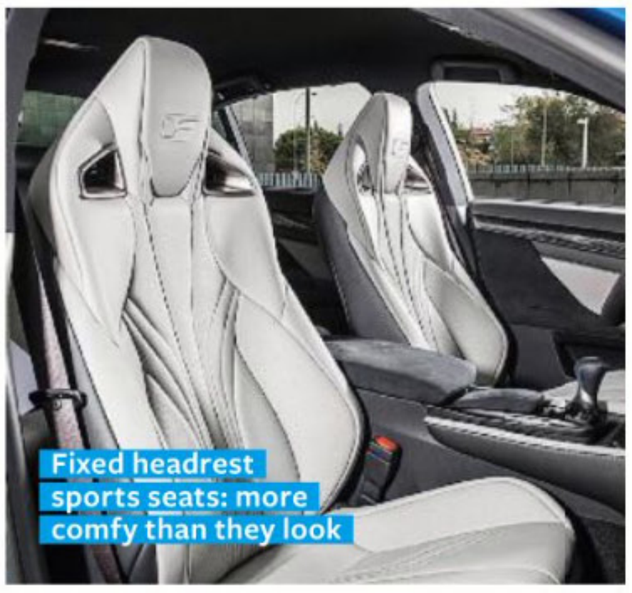
Japan's answer to the M5 is here

BY JACK RIX

Throwing some shapes in the new Lexus GS F – a 471bhp rear-wheel-drive Japanese muscle car – is far harder than it should be. And it's nothing to do with the human behind the wheel – it's the engine. Honest.

Unlike its three, rather formidable and highly turbocharged enemies – the 552bhp BMW M5, 552bhp Audi RS6 and 577bhp Mercedes E63 AMG S – it employs a 471bhp 5.0-litre naturally aspirated V8, the same V8 as the smaller RC F Coupe, in fact. These days, that leaves it some way off the pace. Crucially, though, its rivals all produce maximum torque at around 1,500rpm, while the GS makes 391lb ft between 4,800rpm and 5,600rpm and maximum power at a lofty 7,100rpm, just 200rpm before it hits the limiter. So, getting the rear end to break away requires many revs and some frankly serious commitment.

There are those who will say this is how a highly strung performance engine should be, and they have a point. But in reality, a large performance saloon spends most of its time dawdling. In the lower reaches of the rev range the GS F just feels flat and sluggish, whereas a turbocharged V8 is always poised to deliver the next wallop of acceleration.



Fixed headrest sports seats: more comfy than they look

It's not all doom and gloom, though – a mute, lifeless engine at low revs means Lexus's quiet and supple waftability is well and truly intact when you keep things calm. Toggle through the driving modes to Sport + (via Normal, Eco and Sport), open the taps and the soundtrack is fruitier (and faker) than you might expect, courtesy of front and rear speakers that pump out a cacophony of soundwaves as the engine kicks beyond 6,000rpm.



Lexus decided not to let us anywhere near a racetrack during our two days with the car – no doubt burned by the frosty reaction to the RC F's circuit skills – claiming public tarmac is where this car belongs. The electric steering weights up a fraction in Sport+, and although lacking in any meaningful feedback it's sharp enough, requiring precise flicks not twirling of the arms. The decision to fit fixed-rate dampers seems an odd one at first, given the GS F is so tech-heavy elsewhere, but soon wins you over with its well-pitched trade-off between low-speed comfort and resistance to roll. The gearbox, on the other hand, is mildly angering given its ability to deploy lightning upshifts, then slur and jolt on the way down.

A mixed bag, then, but one simple fact remains. While 0–62mph in 4.6 seconds and a 168mph top speed is fast, it's not fast enough. It's entertaining, but not thrilling. In a world where saloons can outpace supercars, the GS F is destined to be a footnote. Now, can the Americans do any better?



THE RIVAL



MERCEDES E63 AMG

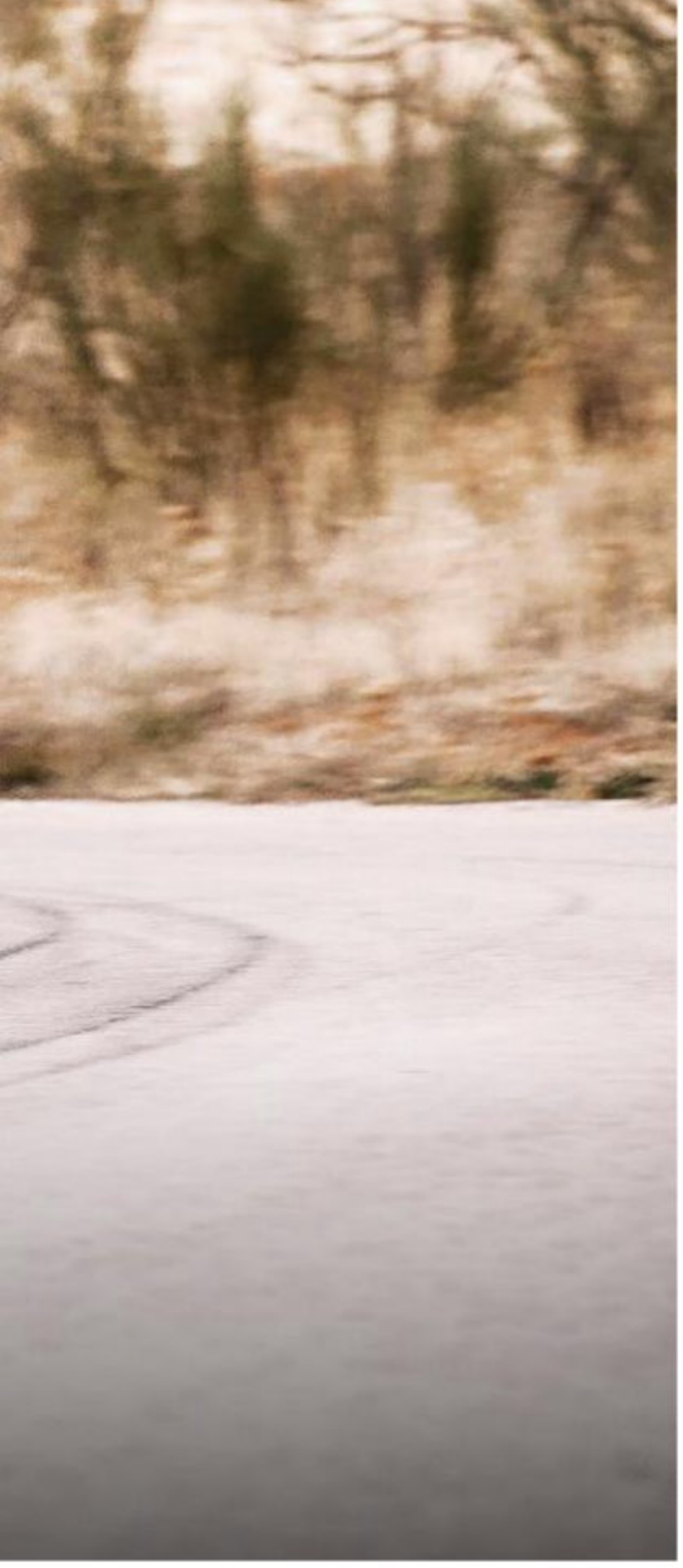
Hooligan Merc makes the GS F look like a saint by comparison

VERDICT

A great drive in isolation, but lacking when you bring in the big German three.

6/10

SPECS 4969cc V8, RWD, 471bhp, 391lb ft · 25.0mpg, 262 g/km CO_2 · 0–62mph in 4.6secs, 168mph · 1830kg · £69,995









CADILLAC CTS-V

Mad maxed

The power wars have a new king

BY JACK RIX

If the GS F's lack of firepower leaves you underwhelmed, may I introduce the antidote. By greasing the sides and shoehorning in the 6.2-litre supercharged V8 from the Corvette Z06, the third-generation Cadillac CTS-V is officially the daddy of supersaloons. You can now buy one in the UK for £75k, if you don't mind the steering wheel on the wrong side.

First the numbers, because with 640bhp and 631lb ft of torque it doesn't just outmuscle the M5, RS7, E63 and GS F, it grinds them up like chuck steak. By the time it hits 62mph in 3.7 seconds the M5 is 0.6 seconds behind and the four-wheel-drive RS7 trailing by 0.2, but even that can't convey the ferocity with which this engine kicks. At one point I tickled 175mph on the autobahn, and, believe me, the gap in traffic wasn't that big and I'm not that brave. It's relentless.

And yet this isn't the point-and-squirt Yank tank you might expect. As in the latest Corvette, there's technology here to keep the Germans on their toes. Such as adaptive dampers, an electronic controlled diff, Brembo brakes (steel, not carbon) and bespoke Michelin Pilot Super Sport tyres. Our only complaint is an exhaust note that's drowned out by the supercharger's whine – it could do with some of the Corvette's chest hair.

On the road, it handles with an alacrity that belies its size. OK, so the steering is a bit wooden, despite having a satisfying heft to it, but for a big car the front end clings on admirably while the rear can be steered with your right foot. Plus, stick to the most pliant Tour driving mode (there's also Sport and Track when you want to dial it up) and, while it doesn't quite have the GS F's waft-factor, it can still cruise like an American car should.

But whereas the Lexus backs up its docile side with only mild lunacy, the CTS-V should really be sectioned. What you're buying here is a supercar in a business suit. It's a mad concept when you think about it, and the Caddy is the maddest of them all.



Under the repmobile facade lies a raging, lunatic supercar







VERDICT

No right-hand drive and a single UK dealer are issues, but with this power, who cares?

8/10

6162cc S/C V8, 640bhp, 631lb ft | 23.0mpg, 290g/km CO_2 | 0–62mph in 3.7secs, 199mph | 1850kg | £75,255

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PEUGEOT 308 GTI 270

Warming up

Peugeot adds 'hot' hatch to line-up

BY KYLE FORTUNE

Peugeot and hot hatches. Not a massively consistent combination, but lately things have been looking up: the RCZ R was the warning shot, the 208 GTI 30th Anniversary the first proper evidence. Now we find three red letters stuck on the back of the 308, making it Peugeot's first family-sized hatch to wear the GTI badge since the fabled 306 GTi-6. Tough brief – that thing was mega.

After the 307's wilderness years, it's welcome news, but the rest of the badge reads 270 and, well, 268bhp is pretty much entry-level hot-hatch power today. There's a 247bhp version, too, but who's going to want that when there's a 306bhp Civic out there and a 345bhp Focus on the way? Still, if you like your hot hatch subtle, the 308 GTI 270 is a paragon of red pinstriped restraint when parked alongside its more overt, bewinged rivals.

That, say the people at Peugeot Sport, isn't a problem. No, the 308 GTI 270 isn't about the numbers or showy looks, it's about agility and poise. The power comes from Peugeot's familiar turbocharged 1.6-litre engine, which is eager and smooth, punching with real authority in a class more usually featuring 2.0-litre units.



There are two outputs – 247 and 268bhp. But only one real choice...

It will reach 62mph in six seconds and even sounds OK. The six-speed manual gearshift is accurate enough, if lacking the mechanical precision and speed of the class-leaders, and the brakes never run out of answers, despite some hard use.

Assisting agility is a Torsen differential, something the lower-output GTI doesn't get. Another reason you don't want that model, in other words. The diff is undeniably impressive, working very well with the chassis changes – softer front anti-roll bar, stiffer rear, lower ride height and GTI-specific spring rates – to achieve exactly what Peugeot was after. The 270 rides impeccably for a hot hatch and turns with real conviction – all of which make it a shame, then, that the steering isn't more informative and weighty, or the wheel properly sized and shaped.

So here's the nub: it's a great Peugeot and a good GTI, but the class has moved on quite a bit recently. You might justifiably choose it over a Golf GTI, but it struggles among feistier, more interesting and engaging rivals, of which there are plenty.

THE RIVAL



VW GOLF GTI

Another GTI that trades on everyday ability and class over outright power

VERDICT

Not enough excitement in a class that contains the Civic Type R and Leon Cupra.

7/10

IMAGES: MANUFACTURER



1598cc 4cyl turbo, FWD, 268bhp, 243lb ft | 47.0 mpg, 139g/km CO_2 | 0–62mph in 6.0secs, 155mph | 1280kg | £28,155

DRIVES





Skoda Octavia vRS 230

BY TOM HARRISON

Skoda has done some things to the Octavia vRS to make it better. It didn't need to, but it has anyway.

Headlining is the VAQ limited-slip diff, which has been available for some time on the Golf GTI as part of the optional Performance Pack. Skoda's ramped up the power by a broadly unnoticeable 10bhp, too, by fiddling with the ECU and fitting a new exhaust system. The other changes are cosmetic (bigger wheels, et cetera), and blessedly subtle ones at that. You might even mistake it for a diesel.

The diff may gift the 230 a smidge more mechanical traction, but the – admittedly few – problems that befall the base car remain. The steering rack is new, to account for the diff, and it's pointy but still not massively feelsome. And the chassis isn't the most engaging thing, either. It's all a bit sensible, but still immensely capable as a workaday road car and quick enough to keep you interested. And as an Octavia, it's practical, nicely made and rather comfy.

We'd take a 230 over a standard vRS, no question. You get enough extra kit as standard to justify your additional £2,970, and that's not even counting the diff...

***VERDICT**: Probably the car the vRS should always have been. A Golf GTI with bells on.*

SPECS

1984cc, 4cyl turbo, 227bhp, 258lb ft
44.8mpg, 143g/km CO_2
0–62mph in 6.9secs, 152mph
1367kg
£27,550

8/10



AUDI A4 AVANT

Plain A4

Wagon is vanilla with a nice cabin twist

BY OLLIE KEW

Apparently, there are still people out there who'd like a posh badge, seating for five, a big boot and maybe some four-wheel drive, but don't want to sit up on a high chair in a crossover. Assuming they're not the least bit interested in a rewarding drive, Audi has just built their ideal car.

The new A4 Avant is still not, by estate-car standards, vast. Sure, it fulfils the brief to beat the older cars in its segment for capacity – neither the Mercedes C-Class Estate nor BMW's 3-Series Touring can offer over 500 litres of seats-up stowage, but the Audi does: 505 in bus mode or a not-quite-flat 1,510 litres in van guise. A Skoda Superb Estate or VW Golf Estate will swallow hundreds more litres for thousands fewer pounds, but you'd hardly call the Avant pokey. The tailgate opening is wide, the wheelarch intrusions modest, and you can have a hands-free boot door that heeds a kick under the rear bumper.

It's vast in the back for passengers, anyway – easily the most spacious among its German rivals, if you're too much of a badge-phobe to consider the limo-like Skoda – and all five of you will appreciate just what a triumph this cabin is. Yes, we've seen the (£450) virtual dials in the TT, and you'll recognise the dash design from the Q7. It's becoming mainstream, but the quality remains peerless, and Audi is very clever at making the environment feel minimalist without simple radio or aircon operation becoming a pain.



Audi's designers had fun inside the A4 so you don't have to. Sorry



But what makes this a very pleasant environment to trudge many miles in is the peace. Audi is really hot on this now. The Q7 was a shot across the bows of Mercedes and BMW, and the A4 ups the ante – it whispers along. Don't bother with the £750 B&O hi-fi – there's so little engine, wind and road noise to drown out. Rides smartly too.

What you won't have, predictably, is fun. The Avant has shaved around 130kg off its predecessor's waist, but beyond secure grip and accurate steering, it's no entertainer. Not even when equipped with the gruntiest engine available. But Audi doesn't claim it to be, so that's fine, really. Want a driver's estate? It's still BMW's manor. But Audi's A4 now has its own USP.



VERDICT

Avoid options that claim to enhance the drive. The A4's talents lie elsewhere.

7/10

2967cc, V6, AWD, 268bhp, 442lb ft | 53.3mpg, 139g/km CO_2 | 0–62mph in 5.4secs, 155mph | 1770kg | £40,350





Nissan Leaf 30kWh

BY STEPHEN DOBIE

It may look no different, but this is a new Leaf. Evolution has actually been ongoing in the five years since the EV's arrival: it's far better to drive than it was at launch, for instance, riding and handling with an easy-going suppleness that befits its whirringly quiet, relaxing demeanour.

This 2016 model year update is notable, though. There's more smartphone-like media, which in time will take Tesla-like upgrades. But most importantly there's a new 30kWh battery. It's no bigger physically, but it endows the world's best-selling electric car with a theoretical range of 155 miles, a 26 per cent improvement on before.

It's a £1,600 option, and the less capacious 24kWh battery (and its 124-mile range) continues to kick off the range at £20,790. It's all about perception, though: nigh-on all buyers in the Golf and Focus class cover fewer than 100 miles a day, but an extra 31 miles of wiggle room chisels away at range anxiety yet further.

And what an opportune time to launch a more liveable Leaf. More than 200,000 have been sold since 2010, with each year yielding higher sales than the last. With some of its diesel rivals in the doghouse, that can only keep going.

***VERDICT**: Ignore the same-again looks. Extra range makes the Leaf more usable than ever.*

SPECS

AC motor, FWD, 109bhp, 187lb ft
0g/km CO_2, 155-mile range
0–62mph in 11.5secs, 87mph
1516kg
£24,490 (incl. govt grant)

6/10



SUBARU LEVORG

Naming ceremony

A decent car with a ridiculous name

BY STEPHEN DOBIE

I thought Subarus were just for farmers and wannabe rallyists? You're wrong: they're increasingly aimed at lovers of laboured wordplay. Following the Boxer Rear-drive Zenith (the BRZ) comes the Legacy Revolution Touring. Or Levorg. Obviously.

It's a special name for a specialist car, which snubs the modern personalisation trend, offering buyers just one engine, one gearbox and one spec level. To alienate itself even further, those are respectively petrol, CVT and packed-to-the-rafters GT trim. For the mass market this is not.

But Subaru is happy that way, claiming it's more comfortable satisfying 100 per cent of a very slim market (500 a year, it reckons) than a negligible sliver of the mainstream. The market in question? Buyers of performance Subaru Legacys – such as the Spec B of a decade ago – unable to replace their prized possession.

The first two letters of its frankly daft name mislead, though; it may be Legacy in spirit, but underneath sit the oily bits of the smaller WRX STi saloon. The wick has been turned down, though; a 168bhp 1.6-litre turbo four provides the power, while there's a less flamboyant four-wheel-drive system without a manually adjustable differential.



If you want glamour, look elsewhere. Subaru sticks to functionality





Nevertheless, this is a car that's dynamically sharp. Its electric steering is better than that of Audi S cars, and its suspension does a better job of smoothing out broken B-roads too. The grip feels unbreakable, and you can carry unseemly speed through corners, making it a shame the AWD isn't up for more of a laugh.

The gearbox is also a sticking point. It's better than the droning CVTs you'll find elsewhere, while its notional six gears genuinely encourage some tugging of the paddles. But it's simply not as engaging as a conventional auto or, better, a manual. It also smothers any chance of really uncovering the engine's character, which feels smooth but short of any urgency.

Far from being hamstrung, though, the Levorg is quite satisfying, and you could take some unsuspecting scalps on a twisty road. The rest of the car is age-old Subaru: short on glamour, but well built. There's also more bootspace than in a Volvo V60 and it'll tow 1.5 tonnes. It'll satisfy existing fans, then, but not tempt newcomers to the brand. Or fans of slickly executed names...

VERDICT

About as niche as cars get. But daft name aside, there's plenty to like.

6/10



1600cc 4cyl turbo, AWD, 168bhp, 184lb ft | 39.8mpg, 164g/km CO_2 | 0–62mph in 8.9secs, 130mph | 1531kg | £27,495

So, what else is new?



Smart ForTwo auto

WHAT SHOULD I KNOW?

Until the MkIII, Merc's tiddler had always been auto only. And horrendously jerky it was, too. A manual 'box now comes as standard, but there's a 6spd twin-clutch for £995 more. If your Smart never leaves a city, it ought to make sense.

SHOULD I CARE?

It's an improvement on the Smart auto of old, but then being towed along by a three-legged donkey was likely smoother, too. Ignore the pointless Sport mode and with smooth throttle use, gearchanges are broadly well executed. But it's strangely reluctant to kickdown and isn't alert enough when pulling out of junctions. We'd stay manual.

5



Mercedes GLE 450 Coupe

WHAT SHOULD I KNOW?

If you can't afford the £96k invitation to the V8 GLE 63, or bring yourself to accept the 457lb ft, 39mpg delights of the GLE 350 diesel, this £62,800 3.0-litre bi-turbo petrol V6, good for 362bhp and 0–62 in 5.7secs, is your only option.

SHOULD I CARE?

Almost certainly not. Yes, it's a stonking engine, with outrageous overrun fireworks on cue and enough torque to paper over the cracks in the 9spd gearbox's manners, but in a car this obese, it's wasted. This GLE Coupe is ungainly, doesn't stop and feels alarmingly top-heavy. Get a diesel Cayenne – or wait until June for a '450 AMG' C-Class instead.

5



Vauxhall VXR8 auto

WHAT SHOULD I KNOW?

Our favourite Aussie expat supersaloon now has an auto. But unlike posher German rivals, it's not a trendy double-clutchers but an old-school 6spd torque-converter.

SHOULD I CARE?

If you're a fan of cheap thrills, yes. The lack of a third pedal, and a hefty 577bhp 6.2-litre supercharged V8, makes unnecessary tyre torture even easier than before. But the brash and hilariously squirmy VXR8 preaches to people who want their kicks to be analogue and from the left field. So we'd opt for the stick, save £1,725 from the auto list price... then immediately spend it on tyres and fuel.

7

MICHELIN

STORIES 2015

The ART of MOVEMENT

For those in the know, tyres have long been more than just round and made of rubber, but the real benefits of MICHELIN Pilot Sport are truly a black art

In January, Michelin will launch the latest version of a tyre that has become the weapon of choice for many of the world's leading motor manufacturers and petrolheads alike. Pilot Sport 4 is all set to continue a pattern that began with the original Pilot Sport, back in 2001, becoming standard issue on some of the most powerful sports and performance cars in the world (and the natural choice for anyone who loves driving). It's not hard to understand why. Pilot Sport has always provided drivers with the opportunity to make the most of their car's performance and this fourth generation version takes the philosophy to another level. It is the perfect, high-performance example of Michelin's commitment to producing the very best all round tyres possible, hardly a surprise from the tyre maker that has won Le Mans every year since 1997.

So just how does Pilot Sport 4 move Michelin's best-selling performance tyre even further forward?



STEERING CONTROL

Michelin's latest Dynamic Response technology improves the precise steering feel of Pilot Sport still further. The use of a 'hybrid' aramid and nylon belt helps transfer crucial steering inputs into the most positive changes of direction on the road.



ROADHOLDING

Pilot Sport 4's tread pattern adapts continuously, optimising the all-important contact patch at all times and making this latest Michelin tyre ultra-reactive to changing road conditions.



IN THE WET

The latest compound used in Pilot Sport 4 includes a unique blend of 'functional elastomers' and silica. Together with deep, wide directional grooves it is a combination that provides exceptional grip, braking and water dispersal in the wettest of driving conditions.



LONGEVITY

There is more to Michelin's remarkable record of race and rally success than a cabinet full of trophies. Multiple victories at Le Mans, and in the World Rally Championship, are the glittering extremes of a relentless R&D programme that serves a singular purpose: the pursuit of Total Performance. It's about more than just speed and handling, it's about reduced rolling resistance and lower levels of wear, too. Achieving this across the entire Pilot Sport range – not just Pilot Sport 4 – is the real art of what Michelin does.

Find out more about MICHELIN Total Performance at:

topgearadcomp.com/**michelin**



Pilot Sport 4
Michelin 2015

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TG'S ONE MINUTE EXPERT

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VW POLO 1.0 BLUEMOTION

7/10

- Cannily timed as VW's diesel empire implodes, this is its first petrol Polo Bluemotion. The Polo gains a 1.0-litre turbo petrol, good for 94bhp and 94g/km CO_2.
- **The petrol's 68.9mpg pales next to the TDI Blue's 91mpg, but unless you're mainly a motorway-muncher the petrol is far preferable.**
- **No DSG version here, but the 5spd manual is a delight, and for an eco special, 10.5secs to 62mph and a 119mph top are more than adequate.**
- It's £1,065 cheaper than the diesel. But, it's worth remembering a more chuckable Fiesta EcoBoost is £535 cheaper, and still ducks under 100g/km CO_2.

Engine 998cc 3cyl turbo, FWD, 94bhp, 160lb ft **Performance** 68.9mpg, 94g/km CO_2, 0–62mph in 10.5secs, 119mph **Weight** 1111kg **Price** £14,730



DS 4

5/10

- Let's get this straight. This premium-coupe-hatch-crossover-thing isn't a Citroen anymore – it's a DS, making this facelifted Citroen DS4 simply the DS[space]4.
- **There is some new tech on offer inside, plus some new engines and more styling options. Not forgetting the new DS corporate face.**
- **There's a new variant called the Crossback. It adds 30mm of ride height and some crossover styling to the already rather lofty 4.**
- Sensible money buys diesel, not the 207bhp turbo petrol we tried. The 177bhp 2.0-litre could be more refined but is at least torquey and flexible.

Engine 1598cc, 4cyl, FWD, 207bhp, 210lb ft **Performance** 47.9mpg, 138g/km CO_2, 0–62mph in 7.8secs, 146mph **Weight** 1313kg **Price** £22,995



RANGE ROVER BY KINGSLEY

White knight

Grand old aristo gets a new lease of life

BY OLLIE MARRIAGE

This is not a Range Rover Classic. Well, it is, but only in the same way that a Singer is a Porsche. It's a restomod, albeit one that leans more to the restoration, rather than modification, side.

You take your old Range Rover to Kingsley Cars, or let the firm source one for you, and it sets to work, making the car a) better than it was when it first left the factory, and b) more aligned with modern concepts of speed, handling and braking.

It's a complete strip-down job, body separated from chassis, every trace of rust and rot eradicated, extra suspension-mounting points if required, thicker anti-roll bars, new steering rack and brakes, a bored-out 4.8-litre V8, retrimmed interior, new headlights... the list goes on. Basically, you can have done as much or as little as you like and the price will vary accordingly.

This one has had quite a bit done, 2,000 hours of work, but wherever you look, no matter how deep you probe, you can tell it's been done by genuine enthusiasts with expert skills and a sympathetic eye.

It looks spot on, the wider tracks toughening up the stance, and from inside the view is unusually unimpeded. The bonnet seems to be at knee level, the A-pillars are pipe cleaners and, well, it's all pretty outdated. And the driving position... curious. It's how things were, and means the whole car feels substantially different from anything modern. That's refreshing, but I reckon at the very least you'd eventually crave a proper gearbox (the old four-speed auto is a proper slur-o-matic).



Better than when it left the factory. Even the aircon works





Don't go thinking it's still a period driving experience, though. It's refined, the big tyres and well-set-up dampers mean the ride is better than many modern SUVs', and those suspension modifications have tidied up the body control no end. The steering is remarkably direct (almost pointy), and it corners with grip and far more poise than it ever had when new. I had confidence in the handling. Hadn't expected that.

This is a car you could drive every day if you so chose. You'd drive it for the noise alone. The V8 is the sort of lazy, rumbling, burbling motor that makes you smile and laugh and not care a jot about the abysmal fuel economy. It's a feel-good car this, and it's hard to put a value on that.

VERDICT

A complete enhancement, thoughtfully and exactingly executed.

8/10



4800cc V8 petrol, 270bhp, 300lb ft | n/a mpg, n/a g/km CO_2 | 0–62mph in 8.0secs, 125mph | 1880kg | £94,750

Q&A

Chevy Camaro

The bowtie muscle car reignites the US muscle-car war

BY PAT DEVEREUX



It's lost weight and gained power. This is definitely the right way round...

Is this...?

The new 2016 Camaro? Yes it is. It's the last of the big three muscle cars to get a full makeover, and Chevrolet has done a very thorough job on it.

But it still looks the same.

The design is the one thing Chevy hasn't changed much. And why would it? That high-sided, narrow-screened techno origami styling is now a trademark of the Camaro. The A-pillars are now a bit thinner and the cowl a little lower, so you can see out of it a bit better than before. But it still ain't easy.

Right. Styling wasn't the problem, was it?

No. It's always looked cool. It was everything else that needed work – the weight, the interior quality and layout, the controls, the handling... And to be fair to Chevy, it knew that, too. So it has completely redone the entire car inside and out.

What are the headline facts and figures?

Model for model, the car has lost in the region of 130kg, thanks to a new matrix of modular architecture that targets key areas for specific attention. As a result, it reacts faster and more faithfully to inputs and has shed that feeling that it's dragging a bag of wet cement behind it. Imagine driving your car with two passengers in it, then driving it again when they've all got out. That's the difference here.

So it's been on a diet. Is there more POWER, too?

Of course. But you have to look towards the top of the engine line-up to find it. A 275bhp turbo 4cyl unit – from the Cadillac ATS – has been added at the base of the range, which is followed by a revised 335bhp V6 and topped by the 455bhp LT1 V8 as seen in the Corvette Stingray and new CTS-V.

Less weight, more power – that sounds promising.

It's more than just a promise. With gadgets like optional active damping and exhaust valves, the new Camaro is more of a sports car than a big-engined rear-drive muscle car. This is good if you want a quick car with muscle-car looks – but less good if you want an authentically raw, light-'em-up, Detroit pony car. For that, the only place to go now is the Dodge Challenger Hellcat.









VERDICT

Lighter, more powerful and better-handling. The base cars are now more than just styling exercises.

8/10

Which would you choose?

The Camaro is now the more efficient, better-handling choice, closer to the Mustang. But for sheer hooligan driving fun – not the best handling or manners – the Dodge is our pick right now. Until the new ZL1 and Z28 appear. Then we might have to change our view.

SPECS

- 3600cc V6, RWD, 335bhp, 284lb ft
- 25.0mpg, n/a g/km CO_2
- 0–62mph in 5.1secs, 155mph
- 1560kg
- $25,700





Porsche 911 Targa GTS

BY SAM PHILIP

The last-gen 911 GTS was one of the best-ever 911s. Launched in 2010 at the very end of the 997 era, it was a Carrera turned up to 11: uprated suspension, more power, wider rear track. It drove like a dream.

The new GTS is a rather broader proposition, especially in half-convertible Targa guise. Not that it's a bad driver's car by any means, just a less focused offering than the old GTS. This is, effectively, a gussied-up Carrera 4S Targa, with plenty of juicy options and a chunky pricetag to match. It's actually slightly softer than a RWD Carrera coupe, at least in part to deal with the 200-odd extra kilos it carries.

So this is no track monster, rather a very smart, chilled iteration of a 911. You need to work the flat-six hard, wind it up past 5,500rpm to get it singing, but it's a cracker when you do. The GTS sounds lovely, and works in just about any conditions, but it's not the rare gem of old. Want a targa with teeth? Try the Corvette.

SPECS 3800cc, 6cyl, 4WD, 424bhp, 324lb ft | 30.7mpg, 214g/km CO_2 | 0–62mph in 4.3secs, 187mph | 1650kg | £107,202 | **6/10**



QUICK TWIN TEST

Ford S-Max vs Citroen C4 Grand Picasso

Meet the MPVs made for Daddy Cool. Can Ford usurp *TG*'s fave? BY OLLIE KEW



Steady. The S-Max is the seven-seater that made MPVs desirable(ish). Awkwardly, that leaves the MkII a tricky line to tread: growing up without losing sparkle. The styling is very corporate (and the trademark gills are gone), but Ford has heaped on the tech, and borrowed Mondeo chassis bits.

AAH, MPVs. GIVEN UP ON LIFE?

Think the French are best at cheap superminis? *Alors*: this is the nation that invented MPVs. In the space vacated by the not-for-Brits Espace, the Grand Picasso now struts around brandishing funky detailing, clean engines and clever seats. This range-topper is £2.9k less than the Ford.





Like the S-Max's underpants, it's all Mondeo-y inside. So this £450 touchscreen is cluttered, and there's way too much going on in the dials. Build feels reassuringly Germanic, so do your worst, kids. It's high quality, low flair. Enter Picasso...

ANY TREATS FOR THE ADULTS?

The Frenchie pegs Ford for plushness, but it's far more welcoming too. There's concept car-aping textured trim, cool metal flourishes, and enough glass to shame the Louvre. Love its 12in main display, hate the slow, idiotic 7in touchscreen.



The S-Max just holds onto its reputation for being more fun than it strictly needs to be. Its controls have an oilier heft and slickness than the C4's, and it hangs on harder if you're brutal, which is odd given how much heavier it feels (it isn't). Watch out for the choppy low-speed ride: it's happier out of town.

HANG ON, KIDS – IT'S A B-ROAD...

You'd never guess, but the Picasso is no pudding. If anything, its sweet BlueHDi diesel is superior to the Ford's motor. More responsive, just as swift, and real-world frugal. Pity the clunky gearbox is a real turkey, and the car accelerates and rides more noisily. But it feels light, eager and almost agile.





Most irksome in an otherwise clever cabin are the bizarrely inaccessible ISOFIX points, tucked out of reach in tightly stuffed leather. Visibility is also beaten by the Citroen's. Seats are a doddle to flip, though, and there's huge space and storage.

WHERE ARE THE UTILITY CLANGERS?

Even this top-spec Picasso doesn't get electrically droppable rear seats (which the Ford does), but in fairness they're just as easy to stow manually. Oddly hard seats aren't as comfy as the Ford's, but that's about it. It's a lovely, cavernous space.



VERDICT

FOR Still the best large MPV to drive, though the gap has closed. Cabin miles more sophisticated than before.
AGAINST Uppity ride about town, dour interior ambience. Options make it pricey too.
VERDICT Very good, but a touch too conservative.

7/10



FOR Fabulous design flair both inside and out, without compromising usefulness. Great engine.
AGAINST Feels more of a van to drive than the car-like Ford. And the touchscreen is dire.
VERDICT An MPV you could enjoy living with. It wins by a nose.

8/10



1997cc, 4cyl TD, FWD, 178bhp, 295lb ft	1997cc, 4cyl TD, FWD, 148bhp, 273lb ft
52.3mpg, 139g/km CO_2	70.6mpg, 105g/km CO_2
0–62mph in 9.5secs, 129mph	0–62mph in 9.8secs, 130mph
1734kg	1705kg
£29,995 (£36,320 as tested)	£27,110 (£30,380 as tested)

FORZA MOTORSPORT 6

WITH ADDED TOPGEAR

Some say his cookie policy involves baking, and that he keeps his mouse in a small box. all we know is... He's not The Stig, he's The Stig's digital cousin

After diagnostic tests and some extensive probing, he's been found to be identical to the real Stig in every way… except for one: there's a glitch in his code, which makes it possible for mere mortals to beat him.

In Forza Motorsport 6 that's exactly what you'll attempt, as you race him one-on-one in many locations, from the tricky turns of the Nürburgring to the Bernese Alps where mountain dogs come from. To make things fair you will be in identical cars, and you'll unlock a slightly better one each time you win.

The list includes the mighty Lamborghini Hurácan, the faintly exotic Alfa Romeo 4C and the drifty BMW M4 – just a few of the more than 460 shiny new cars in the game, complete with working cockpits and full damage potential. There are 26 places to race, spread across the world, all of which come with added drizzle thanks to a new wet race mode.

Of course, nowhere looks as good on a damp Wednesday morning as the TopGear Track at Dunsfold. In Forza 6, it plays host to loads more TopGear Challenges, some of which are highly intellectual, such as the one where you use cars to knock over some bowling pins while going as sideways as possible.

Or perhaps you prefer the wind in your hair and the bees in your face, in which case you'll enjoy the Top Gear Track Day Masters, featuring the BAC Mono, KTM X-Bow and other cars weighing less than a ham sandwich. Some don't even have windscreens or windows, and although you can drive them on the road, the only place you should end up is at the track. Just as well Dunsfold is available in a handy digital format, eh?

It's also the setting for the Power Lap Masters, featuring the fastest cars ever to have lapped the Top Gear track, from the borderline supersonic Nissan GT-R Black Edition, to the slidey, slightly ballistic Jaguar F Type R. In this challenge, you can choose from the best of them, and race the rest around the track.

But it's not all about the sparkly new stuff. In the Underdog Challenge you can race weather-beaten old hot rods and pickups on the world's greatest circuits, and in the Passing Challenge you'll see how slow a Land Rover Defender really is, especially when you're in hot pursuit in a modern Range Rover Sport…



Storm warning! Lambo's screaming Huracan blasts into Bacharach



Face-bending Ariel Atom fails to bend Stig's face. He doesn't have one



Lightweights duke it out through Hammerhead. Prepare for oversteer



FORZA MOTORSPORT 6: THE TOPGEAR CHALLENGES



RACE THE STIG

It's you versus the man in white, or rather, his slightly dodgy digital cousin



PASSING CHALLENGES

Brand-new cars versus their aging relatives, which have a generous head start



UNDERDOG RACES

Utterly inappropriate track cars, from ancient pickups to all-American hot rods



POWER LAP MASTERS

A selection of the fastest cars ever to have lapped the TopGear Track



TRACK DAY MASTERS

Lash yourself down with five-point harnesses and prepare to hang on...



TOPGEAR BOWLING

Just like real ten-pin bowling, without the slippery floor and stupid shoes

POUND ST



TRETCHER

McLaren's "entry-level" sports car has arrived. Time to hit the road in the £143,250, 562bhp, 204mph, overtly orange 570S

WORDS: **OLLIE MARRIAGE** /
PHOTOGRAPHY: **MARK FAGELSON**

Let's open with something startling: the McLaren 570S is as fast as the fabled McLaren F1. And this, let's not forget, is the firm's entry-level car. An entry-level car that hits 100mph in 6.3 seconds.

Only it doesn't. It's faster. More on that later. Nevertheless, claiming F1-matching acceleration times is not a coincidence – there'll have been a parameter laid down when the car was conceived, a target to be met – but as a statement of speed and intent, the numbers are revealing.

McLaren calls the 570S its "luxury sports car". Does anyone else have similar issues getting their head around the concept of the words 'luxury' and '6.3 to the ton' appearing together? Maybe not. Maybe it's 'luxury' and 'McLaren' that's harder to equate?

The simple facts are these. The 570S is the first car in McLaren's Sports Series range. It'll soon be joined by the £126,000 540C, and in 2017 by a roadster version. Above it in McLaren's three-tier line-up sits the Super Series (the 650S and 675LT) and at the top, the Ultimate Series (P1 and P1 GTR). For the first time, it feels like there's proper clarity and cohesion to McLaren's model range.

We're now used to the idea that all cars use the same 3.8-litre twin-turbo V8, the same SSG twin clutch gearbox, the same carbon-fibre chassis tub. It's the ancillaries that change. So the crux of the matter for the 570S is how it differs from the 650S, how the company has managed to reduce the asking price by £60,000. Or, looked at the other way, how the 650S can continue to justify its £200,000 list price.

"Only 10 per cent of parts are carried over", says Andy Palmer, the head of the Sports Series product range. "And these are mostly things such as the front and rear wishbones, the braking system, some engine components and the IRIS infotainment system. The engine uses new injectors, turbochargers and cam phasers, the exhaust and manifold is bespoke and we've even changed the carbon tub itself."

There's a reason: McLarens are not easy cars to get into. The angle the dihedral door opens to and the chunkiness of the side sill means it's like posting yourself into a circus cannon. So, here, the carbon sill height has been reduced by 85mm and the doors now rise further and twist outwards more. You could argue that's a change that should be passed on to the 650S as well, unless owners believe that the harder the car is to get into, the sportier it must be. There is possibly some truth in that. But the dynamic differences, the reason for the cost saving, largely comes down to suspension and aero.

Instead of the high-tech hydraulically cross-linked dampers of the 650S that keep the car super level without the need for anti-roll bars and contribute so much to the spookily smooth ride, the 570S has regular spring/damper units and (a first for any modern McLaren) actual anti-roll bars. Nor are there any moveable aerodynamic devices. No pop-up wing to keep the 570S planted at high speed or level under braking. Instead the unadorned body has to do its own work using just a set of flying buttresses, a lip spoiler and many intakes and vents.

What I didn't appreciate until I was up close with the 570S is just how sparingly the bodywork has been drawn over the underpinnings. It covers the vitals, but not a lot else and hints suggestively at what goes on underneath. The tease. It makes it doubly frustrating that you can't open that rear deck to have a good pore over the engine. All you get is a miserly little flap for the oil fill. Still, it's got concave rear glass like a Citroen C6, and that's just cool.

Reassuringly, it doesn't appear to distort the view out the back, but given that view is currently occupied by nothing but blackness, maybe I'm being too hasty in my judgement. It's 4.45am and I'm heading north, away from the warm southern coast of Portugal, to the chillier uplands, where we've arranged a little get-together for the 570S.

There's no more hostile way of getting acquainted with a supercar then stumbling out of bed into a dark, unfamiliar seat, and having to

"THE 570S IS AS FAST AS THE FABLED F1. AND THIS IS THE FIRM'S ENTRY-LEVEL CAR"









This 570S has 13-grand of exterior carbon. This is just a small section...





The 570S has actual roll bars. If ever there was a reason for a party...

do many hours of motorway plodding. It's all the stuff that you can't imagine a supercar needs to be good at. But actually, to be a daily driver, how easily you can get the satnav sorted (very), a beefy holdall in the boot (simple), phone Bluetooth'd up (straightforward), and comfortable in the seat (the driving position is superb), is the kind of stuff the 570S needs to be good at.

Here's what else I noticed. It's still not that easy to get into, though it doesn't help that our car has the optional £4,910 one-piece carbon buckets. It sounds especially rowdy and belligerent in an underground car park at 4.15am. Every time I get out, my ankle seems to clout the external carbon sill. The headlights have a massively potent main beam. The cruise control is easy to master. The sun visors contain vanity mirrors which look and feel a bit... TVR. The digital dash isn't one large screen, but three small ones. I was a bit disappointed when I noticed this. The optional £3,400 Bowers & Wilkins 12-speaker stereo has to work quite hard to overcome the background noise. Can't imagine the standard four-speaker system is up to much.

This is important. In fact, of all these things, refinement and access are the two that most concern me about the 570S. Getting in and out requires deft joints, and I can't in all honesty say the next five hours pass in perfect tranquillity. It's fair to say the carbon tub transmits a bit of hubbub, and noise insulation could be improved.

	570S	650S	P1	F1
Engine	3799cc V8 TT	3799cc V8 TT	3799cc V8 TT, electric motor	6064cc, V12
Power	562bhp/443lb ft	641bhp/500lb ft	903bhp/664lb ft	627bhp/479lb ft
Kerbweight	1409kg	1428kg	1490kg	1140kg
Power to weight	399bhp/tonne	449bhp/tonne	606bhp/tonne	550bhp/tonne
0–30mph	1.7*	1.7*	1.6*	1.7
0–60mph	3.2*	3.1*	2.7*	3.2
0–100mph	6.1*	6.0*	5.0*	6.3
Top speed	204	207	217	240



* TG's own test figures



But if it were, the 570S would be heavier. And that would make it slower and less efficient. As it is, when I stop to fill up after 242 miles, I work out I've averaged almost 25mpg. Pity it's not the 29.1mpg the trip computer is telling me I've done. But I have no aches and pains, I'm not deaf and the ride and ease of progress has impressed.

And we're nearly there. Serra da Estrela, a national park containing Portugal's only ski resort, its highest point and the N339. The N339 is so good I want to track down the roads minister and give him a hug. That's until I find the N338. Then I want to have his babies.

Majestic granite scenery woven together by fabulous ribbons of road. Up through the cobbled heights of Covilhã we climb, the 570S feeling narrow and easy to place on the old streets, its gearbox proving to have no vices, and finally above the trees to the surrealist land where every roundly-weathered rock looks like a Henry Moore sculpture.

Deep breath, drink it all in, savour the scenery. And... go. We climb and climb, up beyond 1,600, 1,700, 1,800 metres and yet there's no sense that the 570S, unlike me a few minutes later, is struggling for breath. The turbos feel sharp and eager and the power delivery is so... exciting. It pays to use the revs because it's ferocious at the top end, but you always feel on top of the performance because the chassis is so biddable and controllable. And the brakes are stellar. Palmer had said to me last night that "McLaren wants to own steering feel". At the time I'd thought it was a pompous statement, but now I don't doubt him. Where Ferrari favours steering so quick it's almost nervous, this McLaren feels, well,

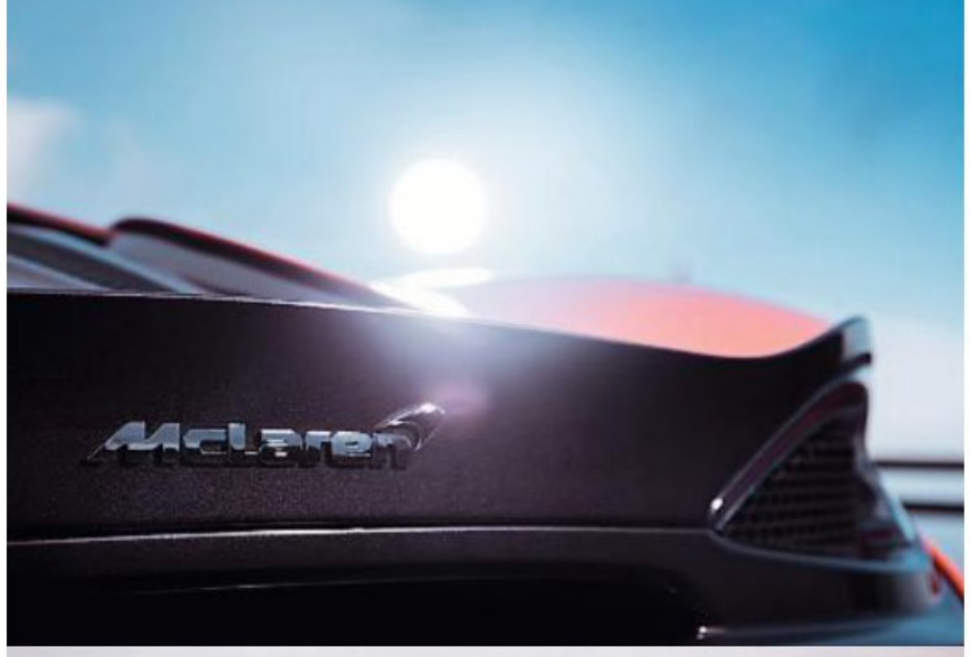
"PUSH HARD AND THE 570S PROVES IT'S AN EVERYDAY CAR, NOT A TRACK HERO"

peerless. It's feelsome, direct and puts the car *exactly* where you want it.

This feel and sensitivity bring colossal confidence. It helps that the car never seems to grow around you or lose its agility. Instead you get utterly caught up in the process of accelerating, braking, steering and shifting. Because the suspension isn't trying anything too tricky, it feels beautifully natural, and the car moves with the road.

Push hard and you'll find the point where the 570S proves it's an everyday car, not a track hero. The clarity of communication means you sense the surprisingly modest 225-width front tyres starting to edge wide before understeer ever becomes an issue. But it does mean you have to be slightly circumspect about getting on the power coming out of corners – too much, too soon and you'll push wide and sense the traction control subtly doing its thing.

But this is safe, and it's not like you're travelling slowly. Here I refer back to where we came in. This car has almost surreal sprinting ability. And it teams this with a chassis of astonishing dexterity to create something really quite special indeed. The 570S may not have the technological focus of the 650S, but driving it, two things strike me: the whole spiel about F1 tech in road cars is claptrap, but what F1 has undoubtedly given McLaren's road-car department are the processes necessary to improve and make changes fast. The speed of development since the 12C arrived has been vast. The 570S is a confident car from a company that has found its feet. The other thing that strikes me? Given a straight choice between the two, I think I'd have the 570S. I prefer the way it looks and drives. But choosing between two McLarens? That's not the reason we're here...

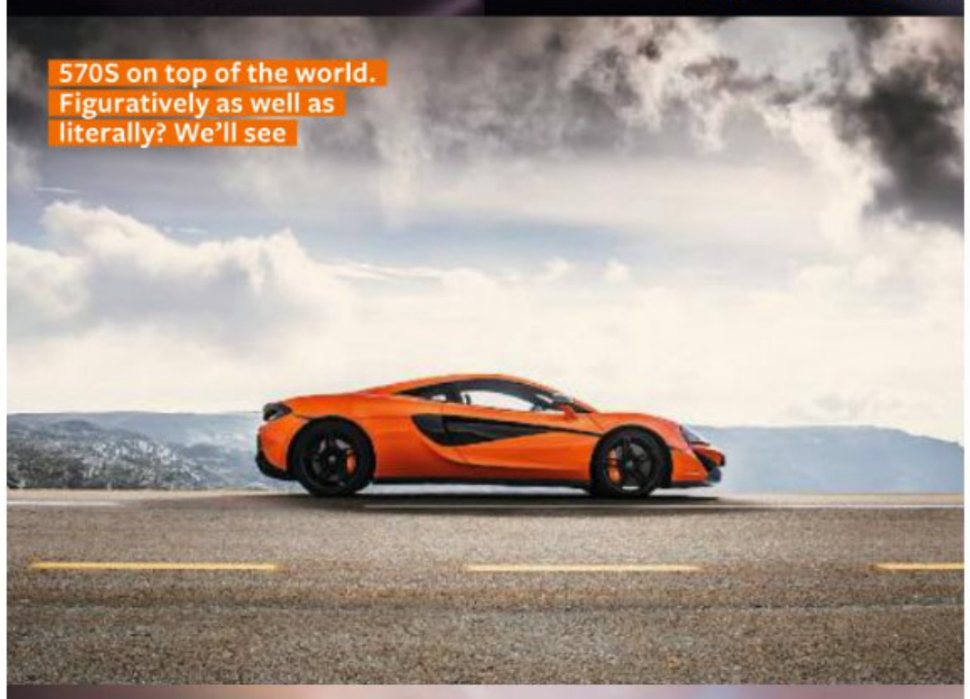




570S heads to Portugal's only ski resort. Minus skis. D'oh



Carbon ceramic brakes are standard - and phenomenal to use



570S on top of the world. Figuratively as well as literally? We'll see



SPOILER ALERT

Time for the 570S to meet its rivals. Please welcome the Porsche 911 Turbo S and Audi R8 V10 Plus to the stage

WORDS: **OLLIE MARRIAGE** /
PHOTOGRAPHY: **MARK FAGELSON**

“THE HOLLOW, BALEFUL WAIL RISES UP THE MOUNTAINS”



I hear the Audi R8 a long time before I see it. Whole minutes earlier. The hollow, baleful wailing rises up the mountains, the sound waves washing against the rocks, slipping through the crevices.

And you know what my first thought is? Not "Can't wait to have a go in that", more "That's it, the Polícia will be on our case within minutes."* Supercars, even those of an everyday persuasion, tend to leave things in their wake: not least perturbed, talkative locals and readily identifiable sound waves. Especially if they're yellow.

Unless they're a Porsche. The 911 Turbo S rolls up a few minutes later, having done the supermarket shop. The back seats contain many crisp packets and chocolate bars. There are many corners between supermarket and mountain top. I didn't hear it coming at all. I could only identify it as not-another-grey-cloud by the four twinkling LEDs in the headlights.

The 911 Turbo is the original everyday supercar. It's the template for others to copy, the light that guides the way, arguably the reason Audi built the original R8 and why we now have a McLaren 570S. The methods may be different – no one else seems convinced that slinging an engine behind the rear axle is a good idea – but the results are the same: stellar speed, everyday usability. After 40 years on sale, those are still the two key selling points for anything that challenges it.

And aren't these three closely matched? Each costs around £140,000, scoots to 60mph in a shave over three seconds, has a top end around the 200mph mark, a boot of around 150 litres and two seats. Except the Porsche, where the kids get to join in the fun as well.

Technically, apart from the fact all have twin-clutch gearboxes with paddles to pull, they go about power production in different ways. Both McLaren and Porsche have 3.8-litre, twin-turbo engines, eight in a vee for the 570S, six horizontally opposed for the 911, while the R8, a V10 Plus with harder suspension and shorter gear ratios, relies on nothing but natural aspiration to aid its 5.2 litres split between 10 cylinders. Just to digress for a moment, the fact Audi has carried over the V10 surprises me. Firstly, because it's not a clean and efficient engine; secondly, with BMW giving us the stunning hybrid i8 and Mercedes-AMG the brutish, belligerent GT, I thought Audi would be braver, would move the R8 on, try to claim back technological momentum. Instead we get entrenchment: a car that looks similar to its predecessor and has a very similar set of specs. Not that I'm complaining about natural aspiration – far from it, as we will see – I'm just surprised Audi didn't bow to the inevitable and go turbo.

No one is shocked when we compare notes from our journeys here and discover the Porsche has used the least fuel, the Audi the most. What does surprise is the gulf between them. Flanking the 25mpg McLaren, over the course of 1,200 miles, the R8 V10 Plus has achieved 18.0mpg, the 911 Turbo S a frankly astounding 31.0mpg. The same story will be reflected over the next two days: we'll emerge from the Serra da Estrela with the Porsche having returned 13.8mpg, the McLaren 10.3 and the Audi 8.4. In our defence, the roads are very, very good...

We're parked by a sculpture carved into the rock that we've instantly christened The Fallen Madonna with the Big Boobies. It's a frighteningly dated reference that reveals my age and has the youngest member of our crew utterly flummoxed. The pared-back McLaren looks the lightest – and it is, by a considerable margin. Despite the crisp creases, the Audi alongside looks heavy and bloated, the Porsche, a porker. Naturally. And yet both have something about them. Later I follow the 911 and am struck by its broad, planted, muscular stance,

* THEY WERE. AND THEY WERE VERY FRIENDLY AND POLITE AND EXCITED. EVEN TOOK THEIR GUNS OFF TO SIT IN THE CARS...



"WHAT'S RAPIDLY BECOMING CLEAR IS THAT THE 570S IS MORE GT3 THAN GT"






911 does what 911s do. And it does it very well. Of course


Get in, sit down, strap up. Prepare to experience the V10 power surge

and when I see the R8 howling around a corner, low, wide and fully lit, I just think... phwoar! There's something in its cab-forward proportions that's eager and very nicely judged.

What really surprises me is that while the McLaren looks the smallest, it's actually the longest and widest of these three. The reason it feels a tiddler is that, inside, it is. Driver and passenger are shunted into the centre in cosy companionship, pressed forwards further within the cabin. In the Audi you have space, both in front and around you. And you have style. It's got a jaw-droppingly beautiful cabin, all effortlessly executed surfaces, stunning screens and dazzling, jewel-like trinketry, just the right side of pure decadence and artistry. It's Pagani, by Audi.

Shame, then, that the pedals are too far up the footwell for genuine comfort. But that's it, the one criticism. There's no car here I'd rather spend time in, and for an everyday supercar, that matters. In comparison, the Porsche feels bland, a workaday 3-Series, and the McLaren, for all its improvements, doesn't have the quality, artistry and craftsmanship. Though it does have a fabulous driving position.

But the Audi feels big on the road, which makes it harder to deploy its considerable force. And when you do, you have less confidence in its responses. The problem here is the optional £1,200 Dynamic steering – it's too light and the variable-ratio rack means that the steering becomes suddenly darty as you turn in. It's therefore hard to accurately predict your trajectory around corners. At least until you have a fiddle with the endless settings and work out Comfort steering is more progressive, if even lighter.

However, you can turn the magnetic dampers up to maximum Dynamic and not feel the wrath of the road. It is genuinely supple. So supple, in fact, that you don't feel you're getting all the information you might want. The Audi communicates in broad brushstrokes; the McLaren, in finely textured detail.

The 570S isn't harsh – it's just positive, and no more uncomfortable than the Porsche. But in terms of mindset and approach, what's rapidly becoming clear is that the 570S is more GT3 than GT. It wouldn't, we all agree, have been as easy on the schlep down, and the next day, when the wind howls and sheets of rain sweep the landscape, it's the one that needs the most circumspection – rear-wheel drive and Corsa tyres ensure that. But it's worth

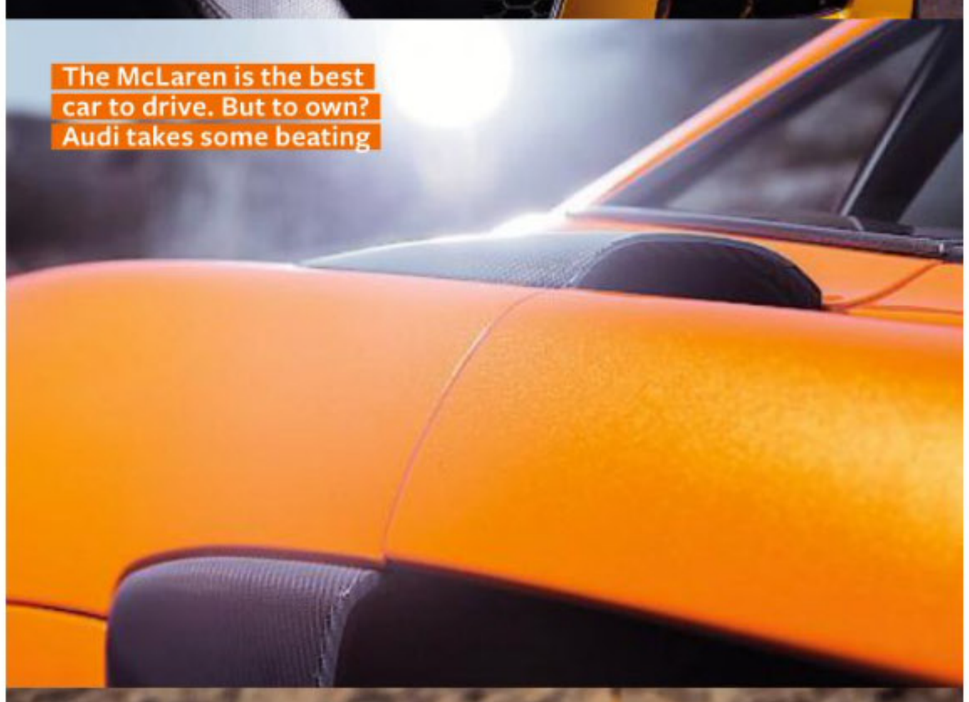






Audi hasn't gone turbo like the rest of the gang. This is a good thing





The McLaren is the best car to drive. But to own? Audi takes some beating



pointing out that this particular 570S is in a very sporty spec: one-piece moulded seats, 13-grand's worth of exterior carbon, Sport design interior. If it were mine, I'd back the spec off a bit. It wouldn't diminish dynamics, but it would enhance habitability.

If not quite to Porsche levels. It's such a deceptive car, the 911 Turbo. You see them around, they appear sensible and familiar, and people you know who talk about cars say they're not as responsive as a standard 911. And they're right. Visually, it doesn't thrill me, at £140k it's a hill of money, and so you chronically underestimate it.

But, jeez, it's fast. It has at least as much real-world pace as the others, feels more together and cooperative on a difficult road than the Audi and gets about the place in a far more addictive, compelling manner than you expect. You can drive it deep into corners on the superb PCCB brakes, and use the vast, vast torque to come piling out the other side. It drives with real conviction and harmony. Doesn't quite have the clarity and communication of the McLaren, the stellar steering, chassis and brake feel, but it's deeply capable, convincing and amusing. What it doesn't do is get under your skin.

The beguiling Audi is inferior to drive but for one very important asset. Its drivetrain. The V10 reminds us why we love naturally aspirated engines. Its response, pick-up and reach are majestic, it curdles the air around it. If I have an issue with it, it's that the buttercream note and delivery are so soothing and mellifluous that

"THE AUDI R8'S V10 CURDLES THE AIR AROUND IT"

it never seems to be working that hard. I always preferred the old R8 V8 – it was slower, but had a more savage engine.

You have to work the V10 hard to get the best from it, but the rewards are there. In the Porsche, as long as you have 2,100rpm showing, you're away with all 553lb ft engaged. The turbos are big and take a second to spool up, but they don't half shoulder the mid-range aside. I prefer the McLaren's approach – sharper, fizzier, shriller blowers that not only react faster, but get more and more forceful at high revs, the engine's flat motorsport blare hardening to a tungsten point. It's got a top-end hit neither of the others comes close to matching. And a chassis of rare talent. The 570S scythes along these roads, an instrument of dissection, picking them apart with its accuracy, balance and finesse. Neither can match its urgency, nor come close to its intoxicating involvement. One thing brings it home. It's night and we're tumbling back down the mountain, McLaren leading, Audi behind, Porsche already dispatched to find an eatery. When we reach the bottom, the Audi is heaving and puffing with the effort, standard carbon-ceramic brakes smoking. The McLaren? Fitter, leaner... it's barely worked up a sweat.

The best car here, then? To drive, undoubtedly. To live with? No. The Audi has a sense of occasion to match it and a far better appointed cockpit. The Porsche hits the outer limits of real-world speed and practicality better. So it all depends where you place the tipping point, where your wants as a driver give way to your needs as an owner. For us, it's the McLaren. Every time. TG



AUDI R8 V10 PLUS

Price: £134,500 / £154,700 (as tested)
Engine: 5.2-litre n/a V10, 602bhp @ 8250rpm, 413lb ft @ 6500rpm
Kerbweight: 1630kg
Power to weight: 369bhp/ton
Performance: 0–60mph in 3.2secs*, 205mph vmax
Transmission: Seven-speed DSG, 4WD
Economy: 23.0mpg, 287g/km CO_2

McLAREN 570S

Price: £143,250 / £184,620 (as tested)
Engine: 3799cc twin-turbo V8, 562bhp @ 7500rpm, 443lb ft @ 5000rpm
Kerbweight: 1409kg
Power to weight: 399bhp/ton
Performance: 0–60mph in 3.2secs*, 204mph vmax
Transmission: Seven-speed SSG, RWD
Economy: 26.6mpg, 249g/km CO_2

PORSCHE 911 TURBO

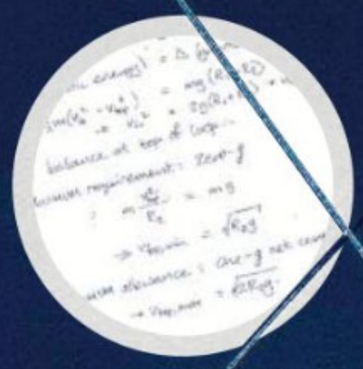
Price: £140,852 / £142,939 (as tested)
Engine: 3800cc twin-turbo flat-six, 552bhp @ 6500rpm, 553lb ft @ 2100rpm
Kerbweight: 1605kg
Power to weight: 344bhp/ton
Performance: 0–60mph in 2.9secs*, 197mph vmax
Transmission: Seven-speed PDK, 4WD
Economy: 29.1mpg, 227g/km CO_2

* TG's own test figures

265-METRE RUN-UP



6.5G PULLED



102 TONNES

TERRY GRANT



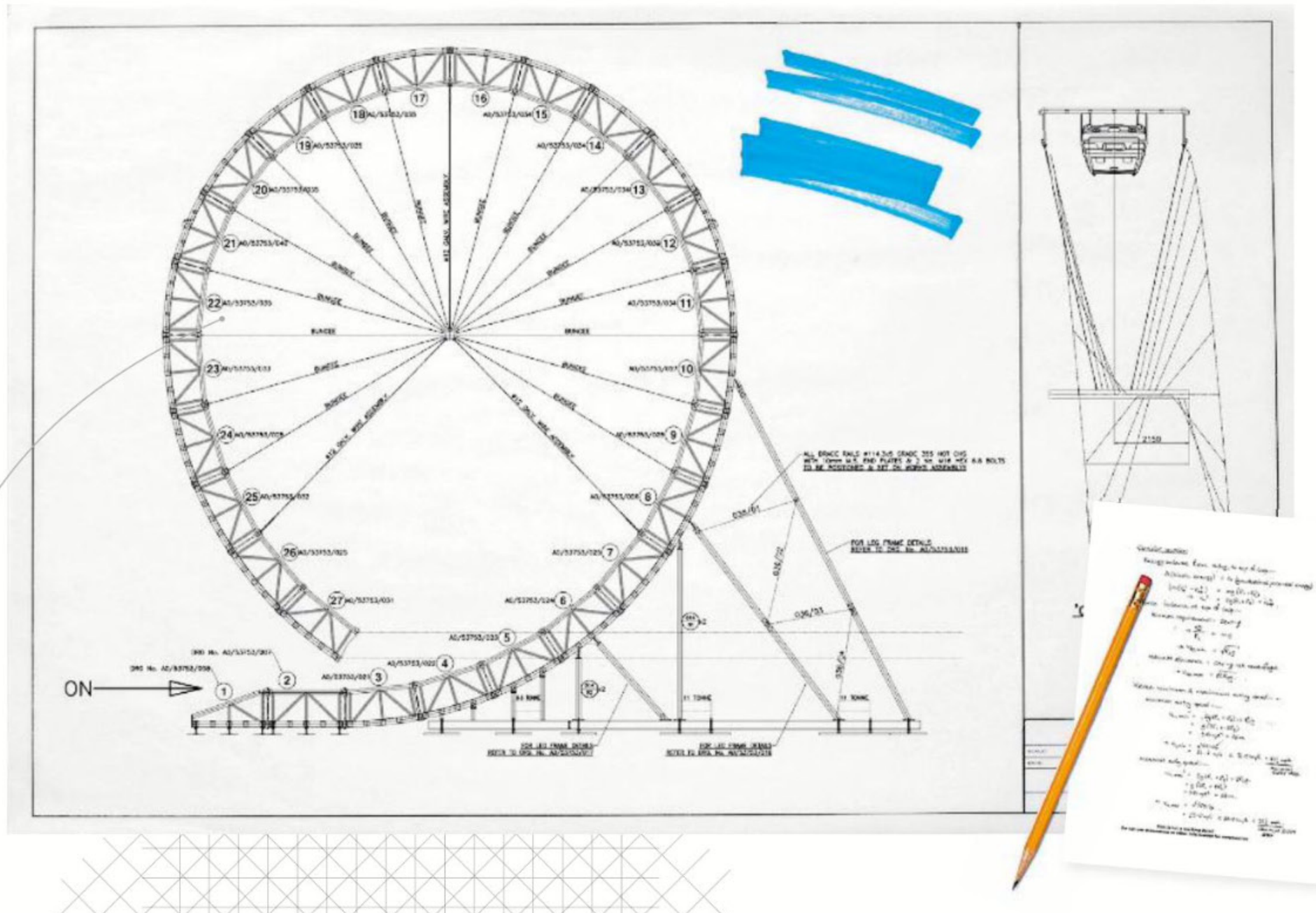
UPSIDE DOWN & ROUND AND ROUND

Motorways? Boring. B-roads? Better. For the ultimate motoring thrill, though, do a loop the loop

WORDS: **SAM PHILIP**

WORLD RECORD





Full-size kids' toy created, now all Terry had to do was drive it



The night before the Frankfurt motor show, 2015. A park on the edge of the city.

Watching from ground level, the stunt seems oddly... serene. A blue Jaguar F-Pace thumps down the damp approach road, enters the 19-metre loop and gracefully inverts. In near-silence it turns upside down: over, round and through. All over in, what, three seconds? A strange spectacle, for sure – not to mention a world record for the biggest loop the loop ever – yet curiously tranquil to behold.

But when stunt driver Terry Grant emerges from the F-Pace a few seconds later to chat with compere Martin Brundle, it's clear things didn't feel quite so tranquil from the driver's seat. Terry's voice is cracking, his words wobbly. This isn't what you expect from Mr Grant: the holder of 19 driving world records, the man who's done more weird, extreme things in cars than anyone else on the planet. If a stunt is out of Terry's comfort zone, we're talking – in the immortal words of Sir Alex Ferguson – serious squeaky-bum time.

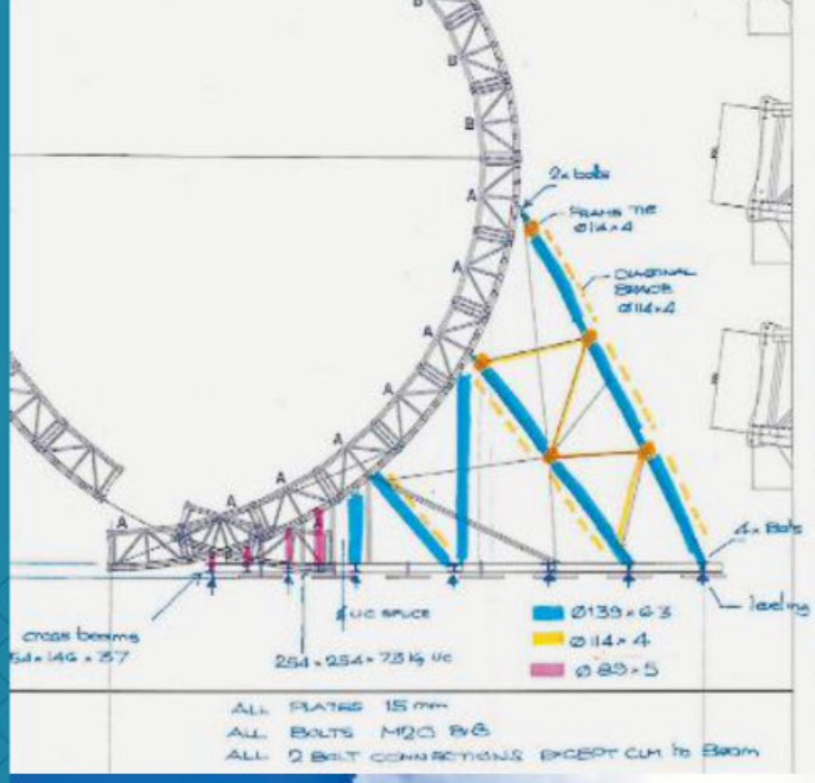
F-Pace in a rare moment of not being upside-down



SIX MONTHS EARLIER

It started, as the best ideas do, with a kids' toy. Playing with his child's Hot Wheels loop, Jaguar global comms boss Rich Agnew wondered if it'd be possible to create a life-sized version to launch the F-Pace. He contacted Terry, because Terry's the bloke you contact when you want to do something silly with a car. "Rich gave me this big cheesy grin. I couldn't say no," remembers Terry, talking to *TopGear* after the Frankfurt stunt. He had built and performed loop the loops before, but all had used far smaller and lighter cars than the F-Pace. This one would be much bigger.

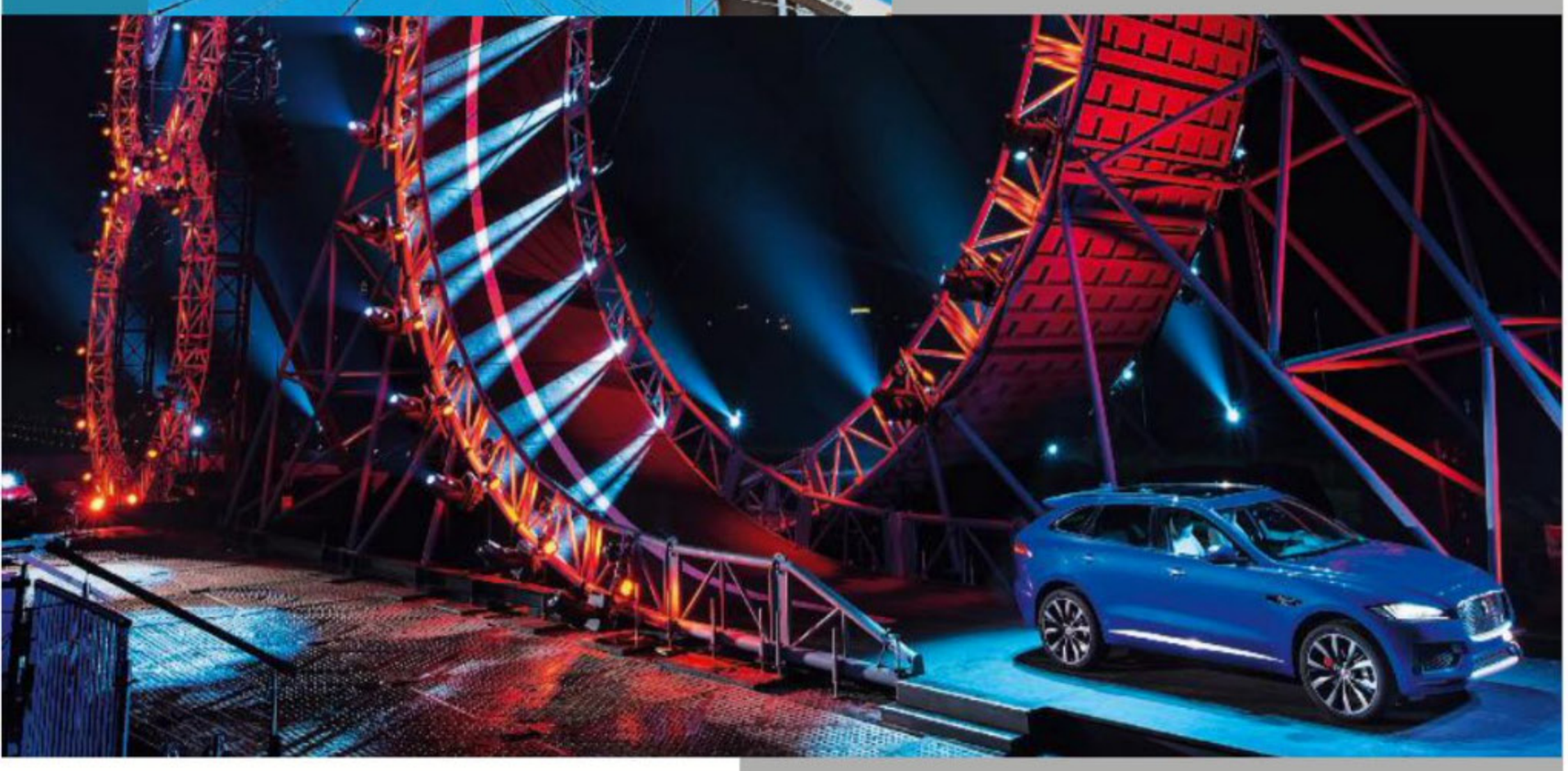
Armed with the F-Pace's vital statistics, Terry went off and chatted to his team of engineers to see if the stunt was physically possible. The initial calculations showed the loop would have to be some 16 metres tall, a vast construction and an order of magnitude bigger than anything he'd attempted before. Jaguar checked the record books. The existing record was an 18.29-metre double loop, built in







Many diagrams were drawn, many calculations were calculated, many fears were realised... many people were impressed by the end result



F-Pace poses post-stunt. Considers doing it again in reverse

2012 by Hot Wheels and driven by *TG* USA host Tanner Foust and Greg Tracy. Terry had been involved in the planning and safety for that stunt.

"Jaguar came back and said, 'What if we go for the biggest loop in the world? The record,'" says Terry. "I thought about it and said, 'If we can get it built, I'm up for it.' I contacted Tanner and Greg to check they were OK with it. They're buddies of mine. Tanner said, 'Terry, if there's anyone who deserves to have the record, it's you, not two wise-arses from California.'"

It was decided. The F-Pace loop would stand 19.08 metres tall, giving clear air between Jaguar and the previous record. The engineers' calculations suggested that, with ballast, the structure would weigh 102 tonnes. A team of 60 builders got to work.

THE CAR

As the ramp was being constructed, so were two custom F-Paces. "It's the first time a car of this type had been used for a loop," explains Terry. "All the other cars doing the loop the loop are purpose-built. We were attempting something that had never been done before."

The biggest challenge was the suspension. As the F-Pace hit the loop, a 6.5*g* load would drive straight through its wheels into the body. Safety regulations dictate road cars' links and wishbones are designed to collapse in a 5*g* accident, so every suspension component on the F-Pace had to be removed, reinforced and refitted.

"We needed the whole thing to squat, and stay squatted all the way though the loop," remembers Terry. "If the car had bounced back on its suspension, it would have jumped off the loop [usually, cars built to do loops have solid suspension] so we had to block the suspension out."

The modified F-Paces were to look stock from the outside, but underneath had full, purpose-built roll cages. "The worksmanship was amazing," says Terry. "They looked like touring cars on the inside." The tyres were inflated to a bulging 80psi to stop them deforming under the *g*-force.

The next question was: just how fast would an F-Pace need to travel to get around a 19-metre loop without plummeting to the ground? Turns out that's not a straightforward question to answer. Many sketches were made and equations devised, and it was calculated that Terry's optimum entry speed was 51mph. "They said at 49mph you'll be OK, but you don't want to be going more than 56."

There would be no margin for error. A fraction too slow and the car wouldn't have enough speed to complete the loop and would fall off at the top.

"TOO SLOW AND THE CAR WOULD FALL OFF THE LOOP"

Go in too hot, and the *g*-force would cause the F-Pace to ground out on the ramp, losing speed, and also potentially cause Terry to black out.

To practise the stunt, Terry sourced a 10-metre loop used in an old Shell stunt, and had it installed at RAF Bentwaters, where the new mega-loop was also being constructed. In the weeks leading up to tackling the record-breaking loop, Terry ran the smaller one more than 50 times, with brutal physical consequences.

"It makes you feel horrendous. It's all the blood rushing to your head. The first few times I did it, I was peeing blood," grins Terry. "All your organs are getting rattled around. You have to train your body, train your mind. It's like a weightlifter doing a jerk." He embarked on a rigorous training and diet regime to ensure he could survive the loop.

He was also effectively driving one-handed: a couple of weeks before, he'd sustained an injury when a barrel-roll stunt went wrong, pinning his right hand between the top of the steering wheel and the collapsed roof of the car. "I'd f***ed up my hand in a big way," he remembers. "I broke two

bones but took the option not to get it repaired. It would have put me out of action to do the loop."

THE FIRST TIME

D-Day came two weeks before the stunt. That was the day Terry and the F-Pace would run the 19m loop for the first time at Bentwaters. If they could do it there, the stunt itself would be fine.

"We knew the magic number was 51.5mph," says Terry. "Flat-out in second, the F-Pace would do 53mph. Perfect. Get the car in second gear, mash it, keep my foot in."

What could go wrong? Quite a lot, potentially. The team calculated a 265-metre runway would give the F-Pace time to get up to speed, with three seconds to spare to make sure Terry had time to conduct his pre-flight checks. "If my foot slipped off the pedal when upside down, we'd fall off the loop. So I had a hand throttle in my left hand. Before I hit the loop, I had to push the hand throttle on, get back on the steering wheel, check the speedo, get my line right. The track wasn't much wider than the car, so I needed my A-game."

"WHAT COULD GO WRONG? QUITE A LOT..."

As Terry's team assembled for the briefing at Bentwaters, nerves were jangling. "The safety guys were really worried. If I was upside down, or on fire, whatever, how were they going to revive me?" says Terry. "I just climbed onto something and said: 'For f**k's sake, we're going to set a record. I'm going to be fine.' Everyone started smiling. You could see them thinking, 'Who is this prick?' In a nice way. I said, 'Guys, we're going to do this. I'm not going to take the escape road.'"

At the end of the runway, Terry strapped in. "I said, 'I'm ready, let's do it.' First, second, 53mph. Perfect. I said to them on the radio, 'I'm going in.'"

A gang of 100 engineers held their breath. So did Terry. The F-Pace inverted into the unknown.

"Done. Straight through," says Terry. "I remember them screaming at me on the radio, they knew I'd done it. I came out of the loop, turned around, then drove back to where everyone was. I climbed on top of the car, raised my arm in the air. For that second I was a hero. Then I put my foot on the button that set the fire extinguishers off..."

THE FINAL STUNT

Pratice over, all that was left to do was simply dismantle the ramp, ship it and the cars over to Frankfurt, reconstruct the whole thing and perform the stunt again. This time in front of the world's media.

The plan was perfect, apart from the fact it poured with rain before the stunt, requiring the team to completely repaint the ramp with grippier paint. And extend the runway by 80 metres – using makeshift wood, pallets, anything they could find – to make sure the F-Pace could get up to speed on the sopping surface.

"The thing was wheelspinning the whole way down the runway," says Terry of the final, televised stunt. "And when the car was completely upside down, I was doing 15mph but the speedo went up to 50mph. I was getting wheelspin because the wheels left the ground. That's how close we were."

Does that explain the emotion, the cracking voice in his post-loop interview? "No, I was calm. The emotions were there because I hadn't let down everyone involved, everyone who'd worked so hard. Everything hit me at once. It's the biggest stunt I've ever done. What do you do next?"

What indeed? Probably a few more loops: with the vast structure slated for destruction after its stunt, Terry convinced Jaguar to let him buy it, to be shipped back to Britain piece by piece.

"I don't have a plan for it yet," he admits. "But I couldn't let it go to the scrapheap in Frankfurt..." TG



Entering the loop. Just like a hill. That carries on . And on. And on...





Success! The F-Pace survived to tell the tale to its kids



BEEMER BABY

Small but perfectly formed – the new M2 is the baby M car with muscles to spare

WORDS: JACK RIX / PHOTOS: ALEX HOWE



Dear M cars, you've changed. This is as hard for me to write as it is for you to read, but lately I've found myself longing for the good old days when you weren't quite so confused. It used to be so simple, so effortless – a naturally aspirated engine, rear-wheel drive and away we went. Now you spread yourself so thinly I'm scared you've forgotten who you are or where you came from. And it's eating me up inside.

There are shards of light, sure: the M3 and M4 adhere to the racecar technology distilled for the road philosophy that your legacy is built upon, but the X5M and X6M? Really? What's next, an M5 with four-wheel drive? Pray I never see the day.

What you need is something compact, something attainable, something that reminds us nobody can strip away the peripheries and focus on handling quite like you. You need something that shoots a glance at the past but has four wheels firmly in the present. Something that tells us who you really are and what you're capable of. Something that gives us the fizz.

Yours,

Jack

BMW M2

You are gawping at the new BMW M2, a 2-Series Coupe with the firepower of an intercontinental ballistic missile and the new baby of the M Division. Engine up front, smouldering tyres out back and arches swollen like a boxer's eyelid – it's a well-worn formula that can be traced back to the Seventies, but one that's resisted the decay of time. It would appear, then, that BMW has answered our prayers.

For context, and because it's possibly the most badass model to come out of Munich, ever, we've brought along a '73 2002 Turbo. Although not an M car per se, it's a stimulating exercise on two levels: firstly because any opportunity to run your eye over the Turbo's botoxed silhouette is a chance you need to take, but also because while the pace of development has been fierce over the last 40 or so years, these two machines aren't so different at all.

Both have single-turbo petrol engines under the bonnet driving the rear wheels – the 2002 has four cylinders, the M2 six. Both have manual gearboxes – the 2002 four speeds, the M2 six. Both have enough grunt to stick with a Porsche 911



M-specific gills look great. An amphibious M car still some way off

of their day, and both have been on a high-protein diet and pushing some tin. Build quality, weight, electronic innovation, raw power – all these things have improved and increased exponentially, but the basic package remains... because it's just so inherently right.

I'll admit to a slight sense of deflation on first acquaintance with the M2, the dimly lit studio neatly reflecting my mood. Whereas its predecessor, the 1-Series M Coupe, had a freakish quality and a bulldog-like stance, the insanity has been turned down a notch this time around. All the necessary elements are there: widened arches and track (63mm wider than the M235i at the front, 69mm at the rear) immediately elevate it above the cooking 2-Series, the ravenous-looking front bumper fulfils the mini-M4 brief from the front and quad chrome exhaust tips protrude like inquisitive rifle barrels at the back, but the 1M's visual sucker punch has been lost along the way.

It's as if the M2's inflated outline was conceived long ago, on the same drawing board as the standard 2-Series and so has a finesse and cohesion that the cruder 1M never did. It's a shame because unsophisticated isn't necessarily undesirable – just look at the 2002 Turbo's bolted-on arches and glued-on front spoiler – more iPhone cameras were pointed at them on the day than the vaguely apologetic M2.

No apologies required for the engine – a 365bhp, 3.0-litre, straight-six brute. A development of the M235i's single-turbo unit (rather than a detuned version of the twin-turbo you'll find in an M4), it's pimped up with higher-spec pistons, crankshaft bearings and spark plugs from its bigger brother. It coughs up maximum power at 6,500rpm, red-lines 500rpm later and for short bursts on overboost can churn out 369lb ft of torque between 1,450rpm and 4,750rpm.

While the manual-only 335bhp 1-Series M Coupe ticked off 0–62mph in 4.9 seconds – and that was a proper little firecracker – the M2 takes just 4.5 seconds with a manual gearbox. With launch control activated on the DCT twin-clutch and the afterburners fully lit, that's trimmed to an Audi RS3-matching 4.3 seconds. Top speed? It's 155mph as standard or 168mph if you shell out for the M Driver's

"Both the M2 and 2002 have been on a high-protein diet and pushing some tin"





BMW M2

Engine: 3.0-litre 6cyl turbo, 365bhp, 369lb ft
Performance: 0–62mph in 4.3secs, 155mph vmax
Transmission: 7spd DCT, RWD
Economy: 36.0mpg, 199g/km CO_2
Length/width/height: 4468/1854/1410mm
Weight: 1595kg
Price when new: £46,575
On sale: April 2016

BMW 2002 TURBO

Engine: 2.0-litre 4cyl turbo, 168bhp, 173lb ft
Performance: 0–62mph in 6.9secs, 131mph vmax
Transmission: 4spd manual, RWD
Economy: 27.0mpg
Length/width/height: 4220/1620/1410mm
Weight: 1080kg
Price when new: £4,299
On sale: 1973–1975

package, although for that BMW kicks in a track day. Who knows? You might actually get to use it.

Ah, so you noticed. Yep, the M2 comes with a choice of seven-speed twin-clutch DCT lifted directly from the M4 or a six-speed manual – a major USP in the rarefied world of mega hatches and hot coupes in which it's destined to compete. BMW calls out the Audi RS3 and Mercedes-Benz CLA 45 AMG as its opposite numbers (we'd throw the Porsche Cayman in there too, despite its lack of rear seats), but neither has the M2's trump card. And as if to justify the costly engineering decision, BMW is predicting a 50/50 split between sales of the two transmissions in the UK. Unlike the 1M that was limited to 450 right-hand-drive models full stop, there's no cap on the M2. Around 400 to 500 units will wing their way to us every year, so the logic behind broadening the M2's appeal is sound.

As is BMW's decision to include a most un-Germanic sounding Smokey Burnout mode that "invites the driver to indulge in a degree of rear-wheel spin while the car is moving at low speeds." Anything that encourages a bit of light-hearted hooliganism is fine by us, but when did switching the t/c off and giving it a bootful become old hat? Oh God, I'm getting old.

Now, electronically monitored burnouts and launch-assisted 0–62mph times are all well and good, but the M2 needs to do much more than just drag race – we've got the one-trick Audi RS3 for that. Luckily, the BMW's fundamentals are as solid as your nan's Christmas cake. The front and rear axles are borrowed from the M3 and M4, that means all-aluminium suspension – a major contribution to the 35kg weight saving over an M235i – and an electronically controlled diff that boosts traction but more importantly, drifting potential.

ARCH VILLAINS



MERC CLK63 BLACK
A family of four could comfortably live under its arches



PEUGEOT 205 T16
Group B special with flares that could swallow your kids



BRABUS B63S 6X6
Count them – six carbon-fibre canopies are well worth a prize



LANCIA DELTA HF
Rally pedigree made big-arch peacocking acceptable

The M2 sits 10mm lower on its fixed-rate springs and dampers than the standard 2-Series, but no closer to the tarmac than the M235i, while mixed Michelin Pilot Super Sport tyres (245/35 front and 265/35 rear) should provide rock-solid rear-end grip but maintain a sense of front-end precision.

Perhaps surprisingly, BMW isn't following Audi's lead and offering optional carbon-ceramic brakes at huge expense. Instead you get compound discs that combine steel and aluminium, measuring 380mm across at the front and 370mm at the rear. The exhaust is switchable, so there's electronically controlled flaps that mean the M2 won't embarrass the kids on the school run, or make your ears bleed on the motorway.

I'll probably end up in a dank prison cell beneath Munich for telling you this, but having heard the M2 ignite its cylinders in the studio, I can confirm it sounds suitably burly. The real fireworks will happen when you go chasing the rev-limiter, of course, and BMW's product manager confirmed there are snorts and explosions on downshifts with the DCT gearbox. He should know – he's been fanging around in a prototype for the last few months.

Brace yourself, though, it's not cheap. Stick with the manual and you'll be relieved of £44,070; order the DCT version and you'll be £46,575 lighter – that's more than either the RS3 or the CLA 45 AMG. But here's the idea – it comes with all the equipment you need, plus there's only one set of 19in wheels to choose from, one interior design and four colours – blue, black, white or grey. It means BMW can build them faster so buyers can get their hands on one sooner and get down to the important bit – driving it. This is good. Good enough to restore faith? We'll find out at Laguna Seca in February. TG



"Unlike the 1M, there's no cap on production for right-hand-drive M2s"



M2's interior – available in any colour you like so long as it's black

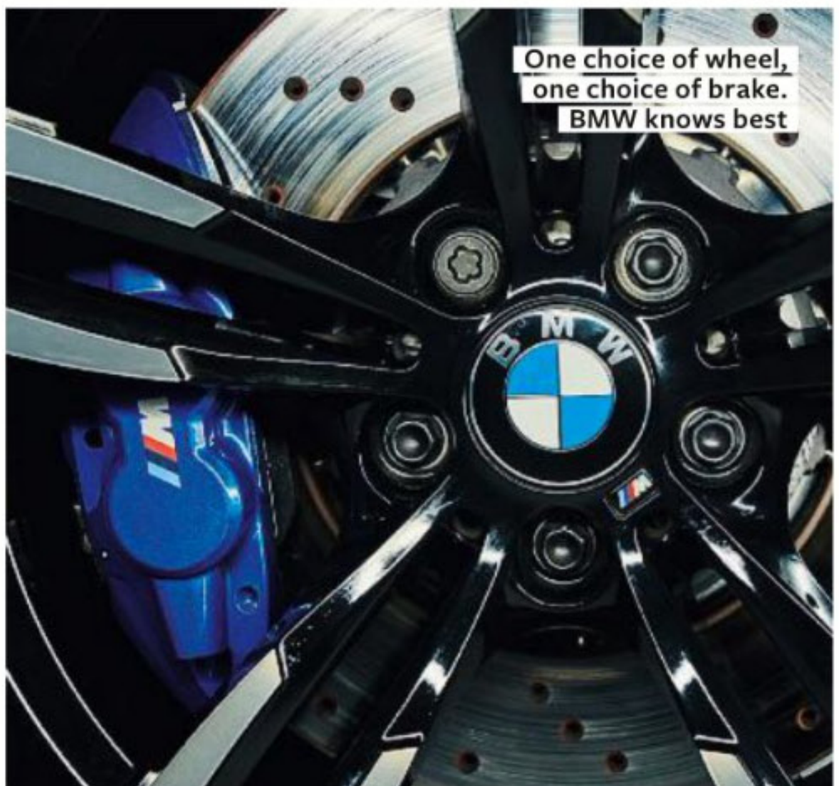


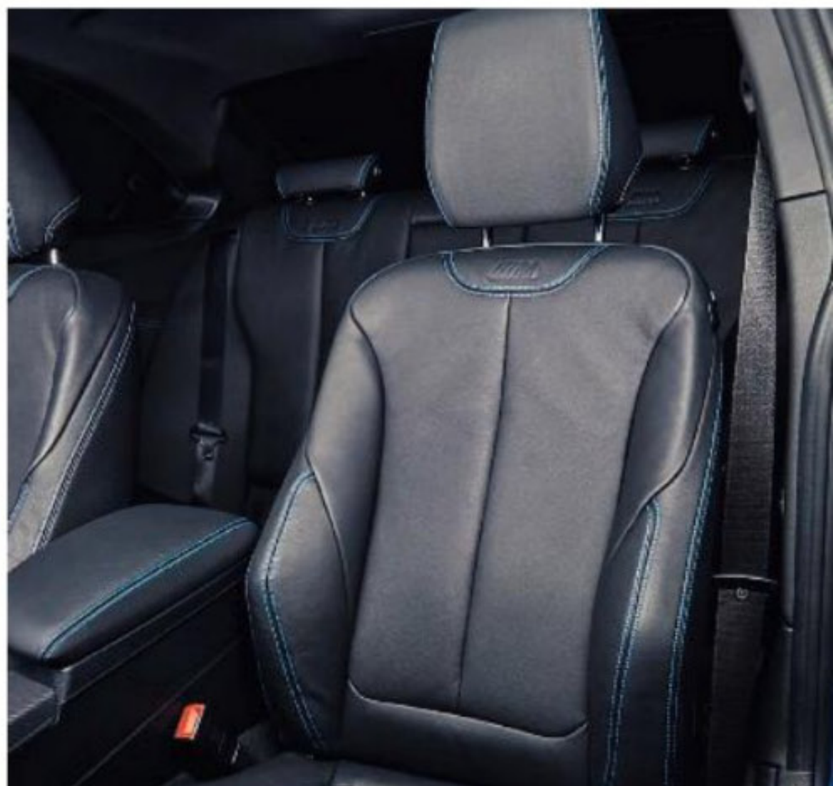
The M letter has been sullied by the X6. The fightback starts here











turbo lad

Laggy engine, no electronic blanket and a greasy country lane – we hold on tight to the M2's fighty great-grandfather

WORDS: JACK RIX / PHOTOS: ROWAN HORNCASTLE

The immaculate BMW 2002 Turbo I'm currently clinging to is one of only nine currently registered in the UK – that makes it three times rarer than a LaFerrari on these shores – and minters like this are now swapping hands for upwards of £60,000. Given its short wheelbase and primitive KKK turbocharger lashed to a 2.0-litre motor, it also has a reputation for swapping ends if you're not on high alert for the arrival of the boost.

Designed to tap the obvious potential in the 2002's chassis, only 1,672 were ever built between 1973 and 1975 – each one receiving a calculated makeover from the engineering department with bigger brakes, a limited-slip differential, wider tyres and a 40bhp hike over the tii. And then the design department indulged in too many steins and set about reshaping the exterior. I mean, just look at it – those riveted arches, that snow-shovel front spoiler and the full-length decals are full-on bonkers and still have the power to shock today.

If we had more time to play with, I'd probably rethink our choice of corner. Call me a wuss, but a blind exit, off-camber, tight right-hander smothered liberally in cowpats on a moist October afternoon doesn't scream "Faster, Jack, faster." It has more of a "Don't crash, you ham-fisted imbecile, or you will lose your job, your house and your wife" kind of a feel. Still, the clock is ticking, so I grit my teeth and stick to the plan.

I'm insured up to the eyeballs, but the thought of spannering this high-value classic is making my palms sweat and my bowels gurgle. For the first few minutes, I'm like an antelope with a lion smacking its chops nearby: ears pricked listening for the whoosh of the turbo before it uncorks its full force, foot feathering the throttle like a surgeon's hand, eyes on stalks – one analysing the road for dung-related friction changes,



Interior from a time when working dials were considered a luxury. Strange metal objects used to start the engine, apparently. Right: Jack takes retro theme way too seriously by borrowing his dad's shirt









Only nine 2002 Turbos around in the UK. Makes LaFerrari look common

the other scanning the horizon for oncoming traffic. It's a full-on job driving an old-timer like this.

The first barrage of sensations is unsettling, to say the least. For starters, there's huge play in the steering wheel so it flops about in your hands like a dead fish as you pinball off lumps and undulations in the road. It's noisy as hell, too – not just the engine but the tyres, the creaking body and the wind pummelling the upright windscreen and near-vertical front end. At anything below 10mph, the non-assisted steering requires biceps like loaves of bread and the four-speed manual gearbox has so much slack that selecting a gear is a coin toss. Meanwhile, the arthritic clutch pedal triggers a lactic acid convention in my left thigh.

And then it clicks. Intimidation clears the way for elation, and I'm hustling along at unruly speeds. You see, peel back the unfamiliar facade of old-car quirks – block them out, in fact – and what you're left with is a performance car whose fundamentals are still relevant and measurable against today's crop. Case in point being the 168bhp engine.

Considering this was the first German series production car to employ a turbocharger, you'd expect to be able to pop the kettle on before the turbo wakes up, but it's a lot perkier than that. A low drone turns to a buzz overladen by an intensifying hiss as the turbo spools, then at 4,000rpm – the delivery point for peak torque of 173lb ft – you get the hit of the whole fruit. Windows down to make the most of the rasping pea-shooter exhaust, there's a smack of forward momentum comparable with a modern warm hatch. With a lack of insulation from the outside world, though, it feels a heck of a lot faster than that.

What really builds my confidence is a lack of spikiness in the power curve – it's more of a smooth bulge than an abrupt onslaught. Emboldened by its exceptional balance in the corners, and the fact that it only wants to bite my head off if I behave like a fool, I start burying the throttle at each apex so the turbo is primed at the exit. It becomes rhythmic: swinging it around

"The steering wheel flops around in your hands like a dead fish"

corners, opening the taps down the straights, climbing on the front discs and rear drums harder than you first think. And repeat.

Even the steering – truculent at low speeds and frankly useless around the dead-ahead – has come to life. Push through the slack and you feel it bite, a physical connection to the plump front tyres – and you can lean on them hard because you're fully aware if they're about to wash wide. I want to drive it harder – I'm gelling with it now. Even the firm bolsters on the squishy vintage sport seats are perfectly moulded to my love handles.

Just as a meaningful relationship is forming, it's dashed against the rocks. Dwindling light and a fuel needle wagging forlornly around empty force our hand – we hand back the keys and stare longingly as it parps over the brow of the hill. The new M2 has the potency and tech to rock our world, but if it can muster half the charisma of the 2002 Turbo it'll be the best M car for a generation.

A big thank you to Dan and Laura at Munich Legends for arranging the loan of the car. For more info go to www.munichlegends.co.uk







The 1973 oil crisis meant that 2002 Turbo production was small





Empire building

How can one letter hold such a fascination for petrolheads? It's all down to past form...

WORDS: **TOM FORD** / PHOTOS: **ROWAN HORNCASTLE**

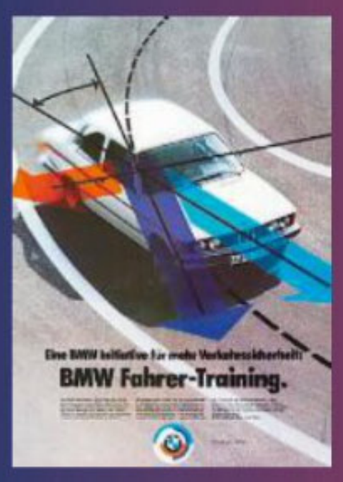
BMW's Motorsport or 'M-Power' division has long been a staple of the top ten most desirable on any self-respecting petrolhead's dream list. Why? Because its machines tend to be brilliantly engineered, eminently usable daily drivers, with the ability to put a smile on your face on any journey. They also tend to be relatively subtle (M3 GTS excepted), reliable and properly quick. They're also within reach. The good thing about having a long, mass-produced history is that there are loads of older M-cars that are now very reasonable money. Which means you can have a little piece of legendary metal in the garage, without breaking the bank...

It started by accident...

Founded in 1972, BMW Motorsport is actually a fully fledged subsidiary of BMW originally intended to handle its racing exploits, starting off with the legendary 3.0-litre CSL back in the early Seventies. It wasn't long before 'M'-badged and tweaked machinery (usually, engine, suspension and styling/aero upgrades) arrived, though 1978's M1 was more a racing car converted to road use than an upgraded road car, something that is probably more realistically encapsulated by the M535i in 1979.

These days, it's a legendary outfit, having made some of the most accessible 'real-world' performance cars ever. It supplied the 6.0-litre V12 for the McLaren F1, has competed in – and won – many kinds of motorsport and currently M-Powers (sorry) most of the BMW range in some form or another.

As with most of the famous in-house tuners, there's been a little bit of liberty taken in terms of the badging, though. The famous 'M' badge also denotes 'M' styling and accessories, so the only 'real' M cars tend to have the three-striped M before the model designation (M2, M3, M4, M5, M6, etc). Anything else is lager in a champagne glass.



M1, 2, 3, 4, 5 & 6 timeline

M1 (E26)
1978–1981
3.5-litre straight-six, 275bhp
Number built: 456



M635CSi (E24)
1984–1989
3.5-litre straight-six, 256/283bhp
Number built: 5,859



M5 (E28)
1984–1988
3.5-litre straight-six, 282bhp
Number built: 2,191



M5 (E34)
1988–1995
3.6-litre/3.8-litre straight-six, 311bhp/336bhp
Number built: 11,336 (saloon), 891 (estate)



M Roadster (E36/7)
1996–2002

M Coupe (E36/8)
1996–2002
3.2-litre straight-six, 317bhp
Number built: 6,318 (Coupe), 15,375 (Roadster)



70s — 80s — 90s



M535i (E12)
1979–1984
3.5-litre straight-six, 216bhp
Number built: 1,410



M535i (E28)
1985–1988
3.5-litre straight-six, 215bhp
Number built: 9,483

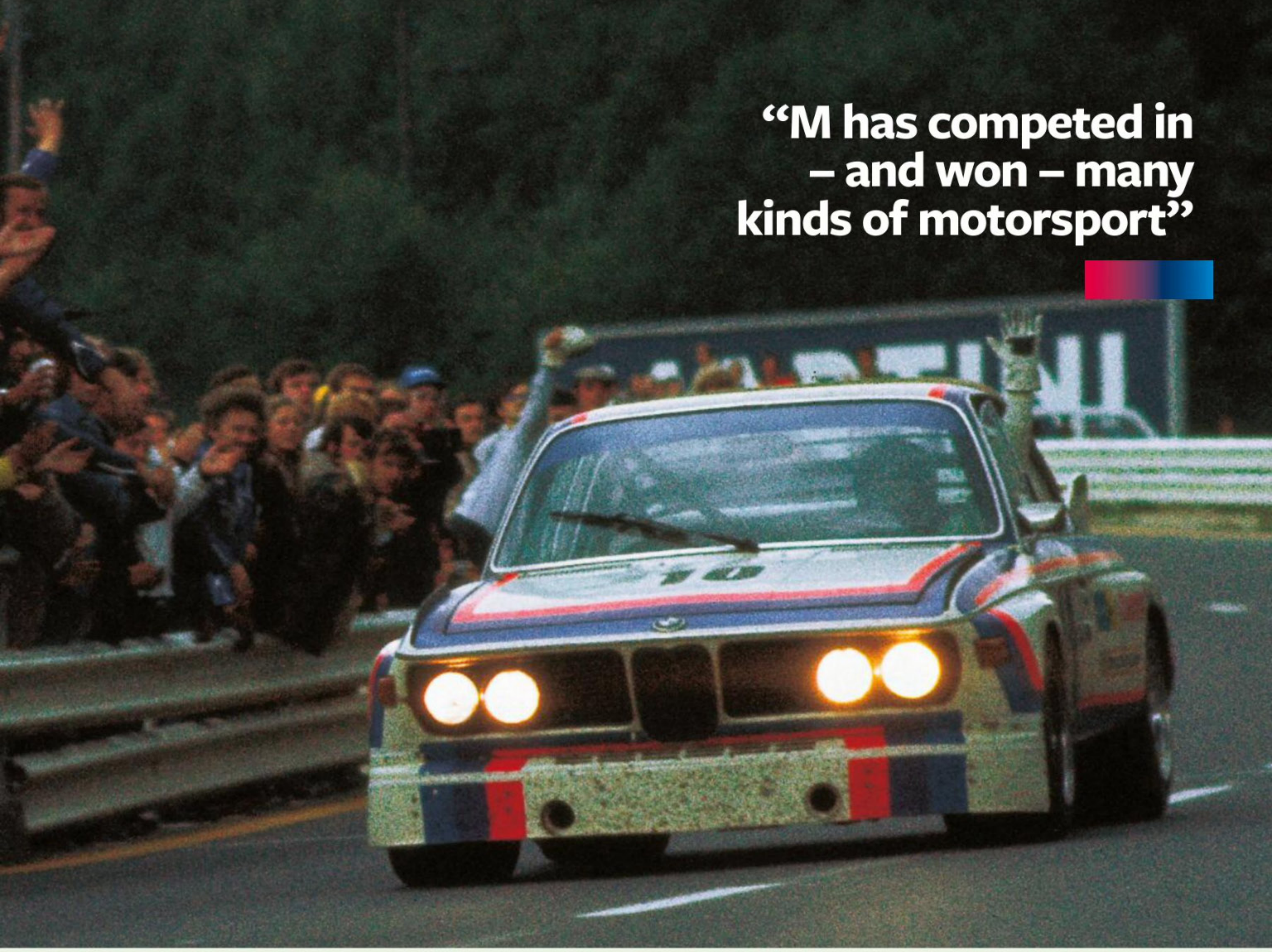


M3 (E30)
1986–1991
2.3-litre/2.5-litre four-cylinder, 191bhp/234bhp
Number built: 16,202



M3 (E36)
1992–1999
3.0-litre/3.2-litre straight-six, 239bhp/317bhp
Number built: 71,242

“M has competed in – and won – many kinds of motorsport”



M3 (E46)
2000–2006
3.2-litre straight-six, 339bhp
Number built: 85,744

M3 CSL
2004
3.2-litre straight-six, 355bhp
Number built: 1,400

M6 (E63/4)
2005–2010
5.0-litre V10, 503bhp
Number built: 5,070

M3 (E90)
2007–2013
4.0-litre V8, 416bhp
Number built: 9,606 (saloon), 39,954 (coupe), 16,219 (convertible)

M5 (F10)
2011 – present
4.4-litre bi-turbo V8, 558bhp
Number built: n/a

M6 (F12/13)
2012 – present
4.4-litre bi-turbo V8, 558bhp
Number built: n/a



00s



M5 (E39)
1998–2003
5.0-litre V8, 396bhp
Number built: 20,482



M5 (E60/1)
2004–2010
5.0-litre V10, 503bhp
Number built: 19,522 (saloon), 1,025 (estate)



Z4 M Roadster (E85) / Coupe (E86)
2006–2008
3.2-litre straight-six, 339bhp
Number built: 4,275 (Coupe), 5,070 (Roadster)

10s



1M Coupe (E82)
2011–2012
3.0-litre straight-six, 338bhp
Number built: 6,342



M3/M4 (F80/F32)
2014 – present
3.0-litre bi-turbo straight-six, 422bhp
Number built: n/a

The ones to look out for

The difference between duffer and desirable is a bit moot with older M-cars, as there isn't really a bad car among them. So the usual caveats apply when looking for something that won't lose money, or might even appreciate by a bob or two. First, rarity. Anything limited attracts value, though we're talking about real change, not just some of the more obscure paint and trim combos. And yes, an M1 is both fast and rare, but you'll already find 'POA' on most of the listings, which means us normal humans can't get anywhere near one.

So things like M3 CSL, CS and GTS are good bets, cars that have limited production, extra speed and geek-chic cachet – though you'll still be looking at significant cash for any of those. Something like a good-condition M635CSi is also a decent shout – a little overlooked at the moment, but with under 6,000 built, that's likely to change. The 1M Coupe is already making the same prices it was originally sold for in 2011 – meaning that it has bottomed out already – and looking at the relative prices of M Coupes and Roadsters, good ones are starting to creep ever upwards compared with even a couple of years ago.

Second, and rather obviously, is condition: even though there are lots of companies that can service and restore performance BMWs, an original, good-condition, early car is still worth more than something even sympathetically modified – so beware bodykits and dubious 'upgrades'.

M635CSi (E24) *1984–1989*

Number built: 5,859

Average value: £20k–£30k

(though a 50k-miler is more like £35k)

It's an E24 Six powered by the M88 motor from the M1, so what's not to like? With over 280bhp and a dry weight of just over 1,500kg, these GTs were no slouch back in 1984: 0–60mph in around 6.4secs and a 158mph top end. And they're starting to look seriously good now, Paul Bracq and Manfred Rennen's sharky-nose design entering the desirable plane of 'retro' rather than just 'old'. Prices have been gently rising for a while now, and they aren't going to get lower.



M5 (E60/1) *2004–2010*

Number built: 19,522 (saloon), 1,025 (estate)

Average value: £16–20k

A saloon car with a V10? A big deal in 2005, and the E60's 5.0-litre was matched to either a single-clutch SMG semi-auto in Europe or a 6spd manual in the US (the SMG being an option). It was quick – 0–62 in under 5 and, when derestricted, a 200mph car. Plus, you could get it in estate form in Europe, which led to some surprised pets. Best bit? It's still affordable.





M3 CSL *2004*

Number built: 1,400

Average value: £70k (£60k six months ago!)

The Coupe Sport Lightweight appeared in 2004 with either silver or black paint, 110kg lighter than the M3 and featuring a general loss of sound-deadening. It also got lots of CFRP bits – including the roof, before it was standard-fit on later M3s – better suspension and brakes plus a racier engine tune. You can ID them by the subtle ducktail bootlid and the front-bumper intake, as well as the multi-spoke 19in BBS wheels. Beware clones! Likely to become unaffordable soon.



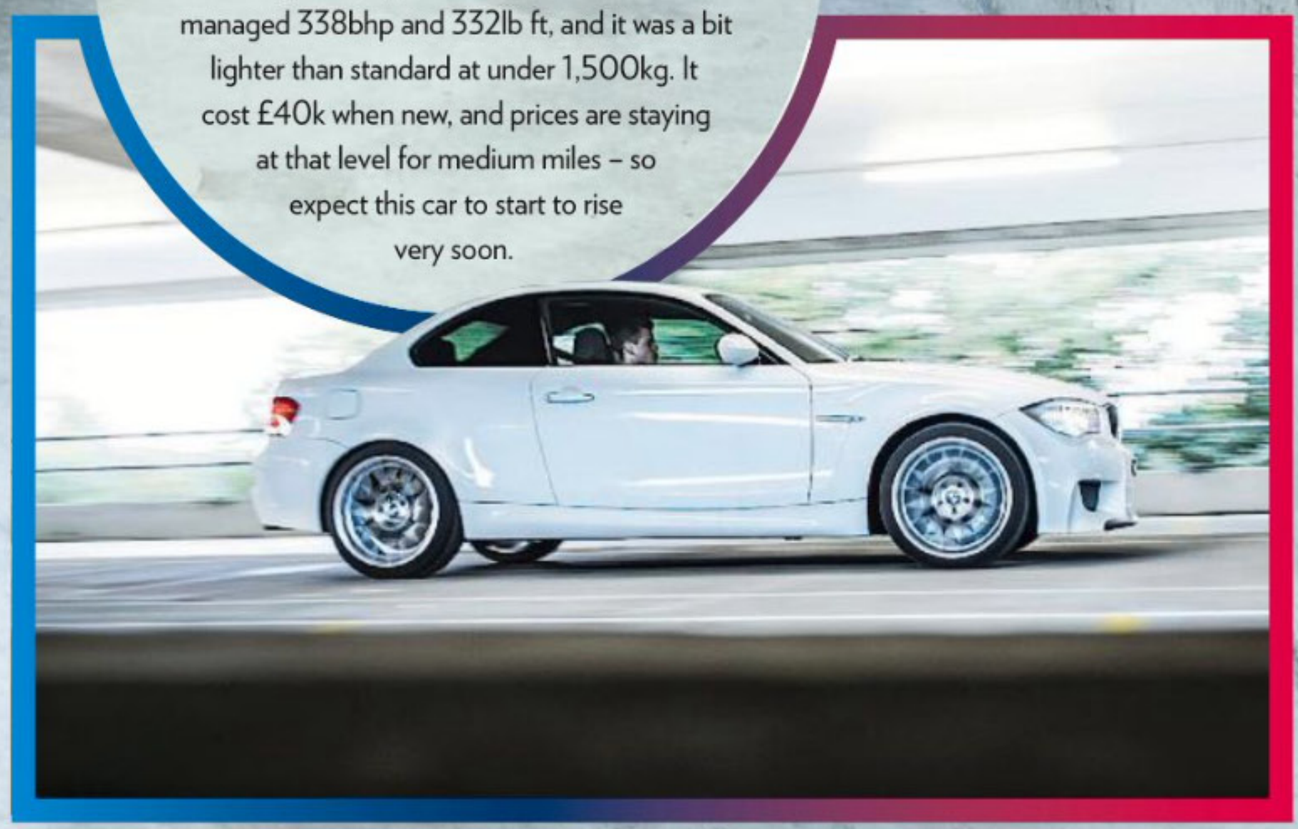


1M (E82) *2011–2012*

Number built: 6,342

Average value: £40k

Called the 1M to avoid confusion with the M1 supercar, this little 1-Series Coupe was an instant hit. Bigger, wider body and specific bodykit, plus a turbocharged straight-six and manual 'box. The 1M managed 338bhp and 332lb ft, and it was a bit lighter than standard at under 1,500kg. It cost £40k when new, and prices are staying at that level for medium miles – so expect this car to start to rise very soon.



"Cars that have limited production, extra speed and geek-chic cachet"

B-ROAD BATTLE
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TRACK THRASH
...duke it out against the other RWD hero. Is the MX-5 a master, or a...



POSING IN TOWN
...then a night shift with a modern style icon before heading to...



...JACK OF ALL TRADES?

The MX-5 killed its cheap roadster rivals long ago. Now it fights a war on three fronts against a new wave of talented opposition

WORDS: **OLLIE KEW** / PHOTOGRAPHY: **LEE BRIMBLE**

TEST 1: THE B-ROAD FACE-OFF

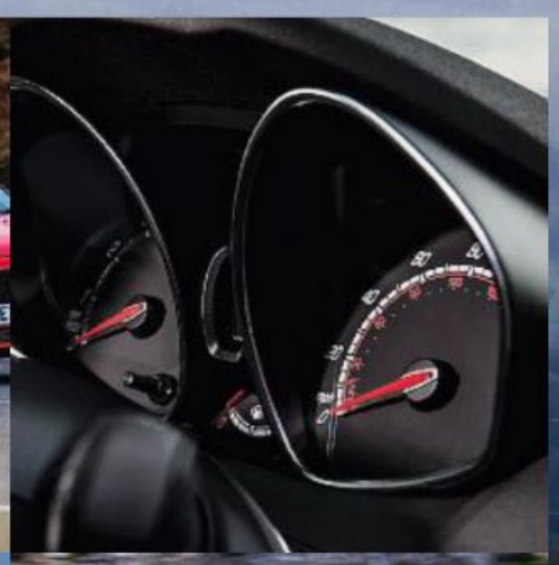
Yes, the MX-5 has drained the bargain roadster gene pool, then concreted over it. RIP MR2, less so MG TF. But the entry-level drivers' cars are still to be found, albeit in different, less comparable forms. Take the almost identically priced Ford Fiesta ST: to hot hatches what the Mazda MX-5 is to sports cars. Not in having a long and cherished lineage (there've been one or two dud hot Fiestas) but because it is, right now, the default. Cheap enough to be attainable, practical enough to be usable, and laugh-out-loud good to drive. And, ultimately, not that challenging. You could outgrow both, but in the process, you'd feel you'd wrung 100 per cent out of them every time a white circle bisected by a black diagonal streak shrunk into the rear-view mirror.

The Fiesta remains a bargain. This one is a top-of-the-range ST-3, heaping keyless entry, automatic lights and wipers plus controls of the cruise and climate variety into the dated, fussy cabin – and it's still under twenty grand, but for a handful of options. We're missing the £599 Mountune tune-up to 212bhp and 215lb ft, which is good news for this 2.0-litre, most powerful version of the new MX-5. You have to applaud Mazda for sticking to natural aspiration, and a fanatical attention to weight-saving that brings this MX-5 in 163kg lighter than the Ford, precisely none of which keeps it on the Fiesta's coat-tails. Dashing up and down the B4560 while snapper Lee bags pictures, I'm scrambling to stay in shot with the Ford. Deep reserves of torque from that earnest-sounding burblebox up front and the Fiesta's lighter gearchange just unlock more point-to-point pace. It still feels like lots of power in a little car (ignore the 179bhp claim – it overboosts to 197bhp). Naughty. Exactly the character you want from a fast Ford.

However, the Fiesta really demands you assume its attack-attack attitude and forgive the foibles. For one thing, the way you sit feels entirely wrong after the inherent rightness of the Mazda's arse-on-axle, straight-leg recline. The Recaros couldn't be grippier if they were upholstered in flypaper, but sitting high betrays the fact you're not in a dedicated driver's car here. It's an unavoidable compromise. Worse is the ride. You're usually so occupied chucking the Fiesta around like an











FORD FIESTA ST-3

Price: £19,545 (£20,120 as tested)
Engine: 1596cc 4cyl turbo, 179bhp @ 5750rpm, 214lb ft @ 1500–5000rpm
Performance: 0–62mph in 6.9secs, 139mph vmax
Transmission: 6spd manual, FWD
Economy: 47.9mpg, 138g/km CO_2
Weight: 1163kg

MAZDA MX-5 2.0 SE-L NAV

Price: £20,695 (£21,235 as tested)
Engine: 1998cc 4cyl, 158bhp @ 6000rpm, 147lb ft @ 4600rpm
Performance: 0–62mph in 7.3secs, 133mph vmax
Transmission: 6spd manual, RWD
Economy: 40.9mpg, 161g/km CO_2
Weight: 1000kg


Steering around a bend allows Ollie a brief rest from changing gear

Eighties hatch, the rock-hard ride is a footnote, a means to an end you tolerate. Here, the MX-5 opens your eyes to the boons of a more pliable, breathable chassis, and avoids interfering with the wheel or pummelling your back like an over-excited sparring partner.

Few 'sporty' cars are as good to drive when you're *not* driving it quickly as the MX-5. Just let the ball-topped gearlever roll around in the palm of your hand, clicking in three gearchanges where maybe only two were strictly necessary. It says "I've been set up to actually work on a road, like suspension used to before it became a marketing tool". And being rear-wheel drive, there's more to explore in a sensible comfort zone. Yes, the Fiesta is keener to flaunt its rear than Mrs Kanye West, and adjusting your lines with a trailbrake and excitable turn-in is addictive. But it's quite a passive way to feel a car move around beneath you – those cheeky little sidesteps are over as quick as they've begun, and because the car will naturally self-correct as it accelerates from the turn, you've ultimately got less to do.

Get the MX-5 loaded up, and you can actually extend and alter its squiggliness. Savour it. And all without going antisocially quickly. You're aware the ST is the more serious bit of kit, which is odd given in most company it's the playful tearaway. Maybe it's that alarming-looking but entirely manageable body lean, or the fact the roof comes off, but the MX-5 really doesn't take itself that seriously. It won't punish your mistakes, and I love the accessibility that offers.

Ultimately, the Fiesta is the car that dumps a higher concentration of dopamine in your bloodstream. In a straight line, out of every turn, it demolishes the Mazda, and though it feels livelier under braking (handy for turn-in), it shrugs off its extra flab and stops convincingly too. I'll never stop respecting the fact Ford gave it a bodykit-by-numbers suit, a new steering wheel and seats, then locked the marketing chaps in a cupboard and set about the engine, gearshift quality, brakes and handling. In a nutshell, that's why the Fiesta is here representing the small hot-hatch breed, and the newer, pokier Clio RS Trophy is not. There's no denying, though, that the Mazda's greater dexterity on rough surfaces (which, let's face it, goes hand in hand with most B-roads) helps find a few priceless chinks in the armour of a world-class hot hatch. Ask yourself: how much are you going to use the back seats?




Small wheel motif, new gearlever, better seats. Hot hatch priorities right



"THE FIESTA IS KEENER TO FLAUNT ITS REAR THAN MRS KANYE WEST. IT'S ADDICTIVE"

TEST 2: THE CARS ABOUT TOWN

Optimistic, aren't we? Brits, I mean. Buy more cabriolets than any other country in Europe, we do, despite something like 120 rainy days a year. And we like our purchases to succeed as trinkets too. Apparently when Vauxhall sold the folding tin-top Tigra, dealers considered offering stick-on fabric segments for the metal roof, as owners complained it wasn't obvious enough to onlookers the roof was retractable. It nicely distills the point that most people couldn't give a monkey's which wheels are being driven or whether or not the air being inducted into the engine is at atmospheric pressure. They want a hotly desirable object, and that's a game Audi has become highly skilled at playing. Look at that TT. It's a delivery vehicle for the very latest in trendy LED signatures, with an image to die for.

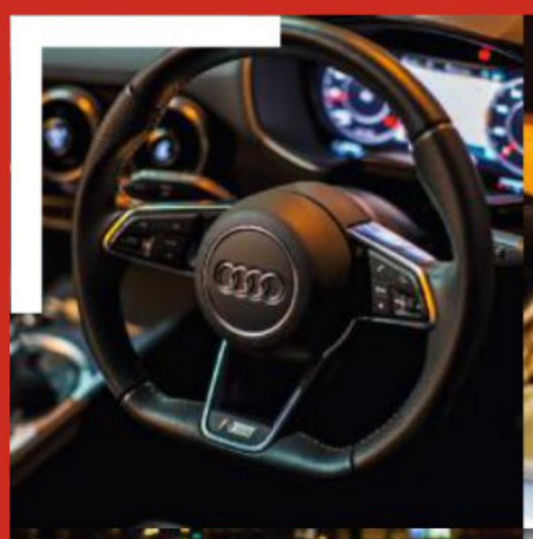
Or is it? Midway through shooting the TT's interior, it's seized upon by a curious group of girls midway through a night out in Cardiff town. Straw-poll time. Our impromptu judging panel recoils with upturned noses when they discover the Audi is thirty-three grand. They prefer the daintier Mazda, which stars in more selfies as a result. But the waiters who inquisitively scuttle out of the Indian restaurant opposite for a look gravitate to the Audi, "because it's smart and expensive".

Let's rattle off some point-scoring. The TT's heater is only just adequate for topless British motoring, while the Mazda's will roast your knuckles and soften the soles of your shoes. The Audi's £325 heated seats are feeble, but this MX-5 didn't have them at all. This is a sin. Heated seats are a folly in every car except a cabrio, and I'd rather bum-warmers as standard in the MX-5 than cruise, climate or traction control. Mind you, the Mazda at least offers a comfortable chair. I've racked up considerable mileage in several TTs this year and, just like the others, this one's lumbar-lacking suede jobs knackered my back.

TT's roof drops electrically. MX-5's is DIY. Sums both cars up









Fearsome panel of experts plumps for the dinky Mazda. Result!





Then again, an S line TT on (£450) 19-inchers has all the give of Boris Johnson on a primary school rugby field. And for what purpose? Did an engineer discover at the eleventh hour that the MMI switches possessed a greater tactility and precision than his woolly gearshift and hyper-quick steering, and so demand that Vorsprung durch Schportiness was injected by filling the dampers with sand?

Send the Audi on the offensive, and it begins to undo the MX-5, which is noisier than wing-walking whatever you do with the roof. The Audi's triple-layer soft-top is beautifully insulated, and even without deploying the elegant (£425) wind deflector, it's less turbulent inside. More headroom too – I wanted to avoid hairdresser gags until the MX-5 flattened my Simon from *The Inbetweeners* do. The MX-5's roof is a device to stop you getting wet, but that's about it. Life in here is altogether more intimate. You raise your hand in a gesture of thanks to another driver for giving way (it happens), and your nails brush the windscreen. Its entirely manual toupee is easier to lift than Donald Trump's. Hopping in from the TT is like taking off a puffer jacket and slipping on some thermals. Less isolating but less cumbersome.

Thing is, the TT is a two-seater with a removable roof, which does not a sports car make. Take its unusually flat Golf GTI powertrain, for example. The zesty exhaust parp is the opposite of the car's styling – the good stuff is saved for the outside. It's quick – quick enough to cause the heaviest, widest-tyred car in this group traction headaches – but does a topless TT really need 227bhp? If I were a betting chap, I'd wager the sub-200bhp, sub-£30k 1.8-litre TT is just as appropriate. And won't land you on a speed-awareness course before topping second gear.

Cynics will argue the MX-5 is for those who can't afford a TT. Perhaps. The Audi's technology and ambience annihilate the Mazda's. But it also beckons those who can't – or daren't – appreciate the MX-5. Only the Mazda is a legitimate sports car.

AUDI TT ROADSTER S LINE

Price: £33,820 (£40,315 as tested)
Engine: 1984cc 4cyl turbo, 227bhp @ 4500rpm, 272lb ft @ 1600rpm
Performance: 0–62mph in 6.2secs, 155mph vmax
Transmission: 6spd manual, FWD
Economy: 45.6mpg, 144g/km CO_2
Weight: 1320kg

"THE AUDI IS A DELIVERY VEHICLE FOR THE VERY LATEST IN TRENDY LED SIGNATURES"

TEST 3: TRACK ANTICS

Why is it you look at these two and just assume the GT86 is the more serious, proper driver's car? Because it has a hard-top? Because of Toyota's back catalogue of rear-drive coupes? Pity the MX-5 at your peril. Yes, the Mazda is 39bhp down, but the torque gap is an inconsequential 4lb ft, and the MX-5 is 275kg (!) lighter. The Mazda also rides on proper rubber, its Bridgestone Potenzas clawing more grip just about everywhere than the Toyobaru's infamous Michelin Primacys. Yeah, the Prius tyre. As a result, the MX-5 lapped the tremendous little Llandow Circuit half a second faster than the GT86. Not that this test is about data – raw speed was at the bottom of the priority list when these two were being developed. But it just goes to show the zeitgeist's supposedly girlier MX-5 is no fairy cake.

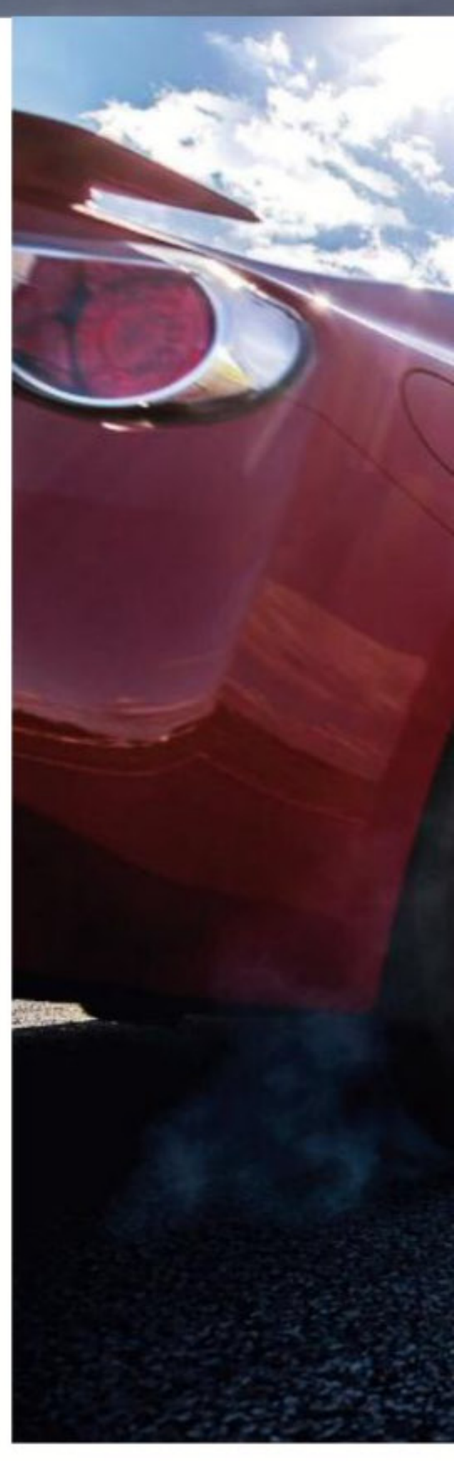
In fact, at times, it's a bit of a hooligan. The sheer amount of bodyroll looks comical, but on board you've got to trust it'll stick and stay on the ball, because the shorter wheelbase and less forgiving tyre breakaway mean when the lolloping body transfers its momentum into a slide, it goes quickly, and the altogether faster steering doesn't go out of its way to warn you. While the MX-5 lacks the Toyota's sense of the centre of gravity being somewhere around the floormats, its stickier tyres nail its front end more convincingly to the road. In the Toyota, leaning on the front hard through the fast right-handers at Llandow is a bit of a guessing game, because the fronts want to scrub wide.

That slight vagueness is a pay-off for Toyota's philosophy of reducing the car's grip, and remains at odds with a keener, wrist-roll turn-in and none of the Mazda's spinnaker body roll. The MX-5 never, ever understeers, but it, not the GT86, is the keenest to slide at the rear. So much for the Toyota being the modern-day oversteer hero, the car to bring those delightfully naughty squiggles back to the people. I like that, because I'm no drift hero but like to at least feel that I can agitate a car a tad. Ollie Marriage takes the GT86 back to Llandow's pits having performed the smoky drift shots and notes both of these supposedly underpowered rear-drivers will slide far further on the throttle than he'd predicted.

This one is by far the sweetest '86 I've yet driven. Be wary of cars that haven't done enough miles to give their best. For me, the D-4S boxer still sounds like a bear complaining into a filing cabinet, but at least the drone tapers into a decent zing of response as the central tachometer revolves past 5,500rpm. There's a much greater appetite for revs in the Toyota's purer sports-car engine than there is from the Mazda's workaday hatchback motor. Sharper throttle response makes it the easier machine to heel and toe in –



Scoff at the cissy image if you insist, but it'll still lay plenty of black lines

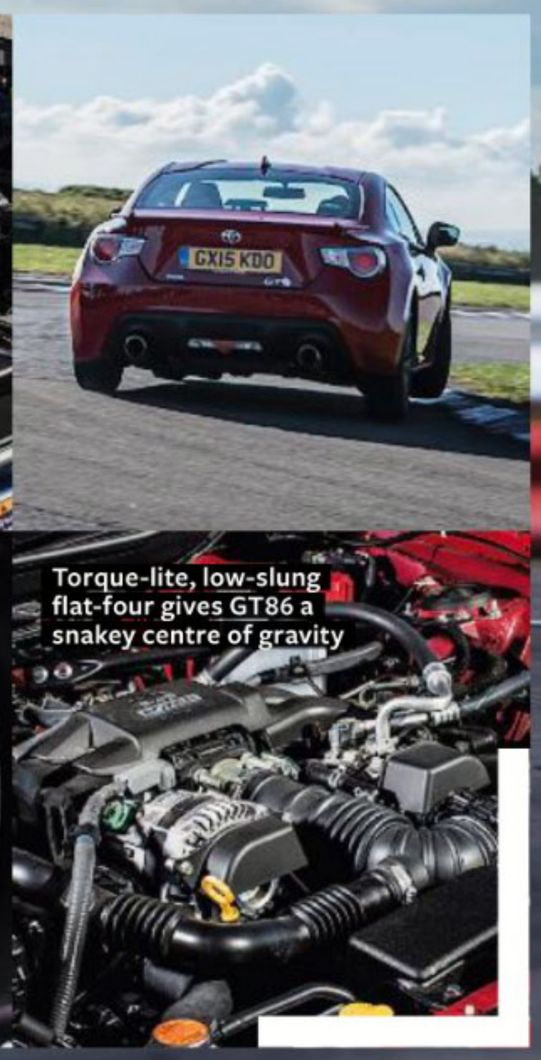


TOYOTA GT86

Price: £25,000 (£25,625 as tested)
Engine: 1998cc flat-four,
197bhp @ 7000rpm,
151lb ft @ 6400–6600rpm
Performance: 0–62mph
in 7.7secs, 140mph vmax
Transmission: 6spd manual, RWD
Economy: 36.2mpg, 180g/km CO_2
Weight: 1275kg









"THERE'S A MUCH GREATER APPETITE FOR REVS FROM THE TOYOTA'S SPORTS CAR ENGINE"

handy, since the GT86's long-throw, mechanical gearchange lacks the sweet, magnetic intuition of the MX-5's shift.

Awfully tough to split, these two. I like lots about the Toyota – throttle response, balance and its Porsche-like electric steering in particular. The Mazda is more wayward, easier to get your kicks from.

That the new MX-5 is the best one Mazda has ever made is not shocking, but the fact it can compete so strongly in all these disciplines – racetrack, town and country – is damned impressive. It's so gratifying at regular speeds, you could use it every day and have such a satisfying time doing so, you'd scarcely miss the fact that the same money could buy you more power. Of course the Audi costs half as much again as the Mazda – it is undeniably of higher material and technological breed. The Ford is a showcase for the boons of turbos. The MX-5 is closest in spirit to its Japanese compatriot, but edges it for laughs. Time for the snootier factions of cardom to stop laughing at the MX-5, and smile with it. TG



EMITTING DEFEAT

VW EMISSIONS SCANDAL EXPLAINED

TopGear's guide to what happened, and how it affects you

WORDS: **PAUL HORRELL** /
ILLUSTRATION: **JUSTIN METZ**

When politicians sniff the blood of a scandal, a lot of noise and heat will be generated, but not usually so much light. It's difficult to see quite why Parliament's transport select committee decided to question Paul Willis, head of the VW Group in Britain, about the Volkswagen NO_x emissions scandal and its possible effect on British drivers. After all, the cars' compliance, or non-compliance, with European exhaust standards is a matter for the European authorities and the fix will be pan-European. So this was basically a bunch of not-very-technically-literate MPs on an afternoon's grandstanding.

And yet, sometimes such events can produce the soundbite that neatly characterises what everyone has been subconsciously thinking. For instance, you might remember that in the financial crisis of 2008, the CEOs of the stricken GM, Chrysler and Ford flew to Washington to ask for bailout money. One senator asked a question that was in one way irrelevant but in another perfectly abstracted everyone's resentments. "Couldn't you have jetpooled?" The three CEOs had flown from Detroit to Washington each on their own corporate planes; they were fingering the public purse without first having trimmed their own extravagances. And so this month came a similar moment when Paul Willis was up before the transport select committee. Asked Will Quince MP: "If the public can't trust you on emissions, can we trust you on safety?"

Pronouncements from the top of the VW Group over the past few weeks have all been about rebuilding trust. But for trust you need transparency. And there's been precious little of that. Basic questions to Wolfsburg get no answers. VW probably hopes if it keeps quiet, things will blow over. After all, Toyota is a highly trusted name now, yet in 2010 it was recalling 10 million cars after a handful of them reportedly jammed on full throttle. VW keeps parroting the phrase "our cars are safe and legal to drive".

But this is a cataclysm for the VW Group. Recall costs, possible buy-backs and corporate fines will all be huge over the next few years. So VW has already announced some big changes to the cars it will develop. But until we know how this happened, and can be confident changes have been made so nothing similar



Paul Willis, head of the VW Group in the UK was grilled by MPs

"IT SEEMS THAT MOST DRIVERS DON'T CARE MUCH ABOUT NO_x"

can happen again, the VW Group is inevitably going to be viewed with a severe deficit of trust.

In contrast to all the fevered activity in Wolfsburg, right now there's remarkably little effect for people in Britain or Europe who own the affected VWs, Audis, Skodas and Seats. The ones who spent thousands of pounds and who might have been duped.

Willis told Parliament that some 400,000 UK cars, ones with the 1.6-litre versions of the EA189 engine, will need hardware changes. We expect – though VW hadn't confirmed at the time of going to press – this means new injectors and software, and possibly new exhaust gas-recirculation (EGR) equipment. The rest, the 1.2 triple and the 2.0-litre four-cylinders, need only software changes. VW Group in Germany says that this makes a total of a staggering 8.5 million cars across the 28 countries of the EU.

Bizarrely – and this is a sign of how meanly the Group is releasing information – VW Group hasn't actually confirmed, as we go to press, that the engines sold here did in fact employ the 'defeat device' cheat code during the European emissions tests. If the code was dormant, then a software flash would remove it with no other effects. That's plausible for the 1.2- and 2.0-litre engines. But how come the 1.6-litre engines need hardware changes? For those, we really must assume the defeat device was active in Europe as in the US.

VW Group has promised the engines will be updated to meet the standards relevant at the time they were sold. So they'll be legal. Willis told the transport committee that the engineers devising the update had been given the brief not to impair performance or economy. And that's a crucial point. If either of those things suffer, owners would have faced the choice of accepting the modifications and then having a cleaner but thirstier or slower car, or of dodging the mods and worrying about MoT or resale issues.

In most of Europe it's a recall, but in the UK this isn't. It's a voluntary 'service action'. The VW Group brands in the UK have each written to the owners of affected cars, telling them there will be a service action, and that it will be free, and that the cars are safe and roadworthy in the meantime. The copies of


Tiguan was the first car to feature the problematic engine

WHICH CARS ARE AFFECTED? WHICH AREN'T?

The affected cars all run the VW Group's EA189 diesel engine. This is a four-valve common-rail unit that for many years was the mainstay of the VW, Audi, Seat and Skoda ranges in Europe. It was first seen in the Tiguan in 2007, and it remains in production but in smaller numbers, for cars running on platforms that pre-date the MQB project.

The VW Group emphasises that any car sold as meeting today's Euro 6 exhaust emissions standards is unaffected. But there were still some Euro 5 cars in stock at the time the scandal broke, and they were quickly withdrawn from sale. So you might have a very new car that's EA189-powered and Euro 5, so still affected.

Any MQB-platform car is clear of the issue, as they use the EA288, an all-new diesel. MQB cars include the current Golf, Passat, Golf SV, new Touran, Audi A3, TT, Skoda Octavia and Superb and Seat Leon. Also the MLB-Evo cars from the new Audi A4 onward are clear.


MQB-based Volkswagen Group cars are not affected by the crisis



No urea here but plenty of very complex engine management software

these letters seen by *TopGear* don't include the words "sorry" or "apologise".

The Government has also said it won't charge owners of the affected cars any extra tax, such as company car tax, for the time they had the car and it didn't meet the emissions standards it was supposed to.

Yet it seems trade in the cars has hardly been knocked. Discounts on new Group cars (which, of course, meet EU6) haven't risen, and residual values on old ones (the ones to be recalled) haven't dropped much. So it seems most drivers don't care much about NO_x. Used values are closely correlated to a brand's reputation, so perhaps VW's brand is valued and will bounce back, even if trust is damaged. And if VW brand showroom traffic has taken a slight knock, trade sources say Audi and Seat and Skoda haven't discernibly suffered at all.

So, across Europe at least, for owners and drivers of these cars, there's little need to panic. The modifications should be painless, the economy and performance shouldn't be impaired, there are no tax implications, and likely little effect on values when they come to sell. Move along now – nothing to see here.

For the VW Group, though, the story ain't that painless. Not by a thousand times. Yes, it might be that the immediate storm passes and car sales hold up. But there are going to be immense costs, and that will affect the cars it sells in future years.

To understand why, we need to go back through the history of the issue. Back in the mid-2000s, to sell an economical car in the US, it looked like hybrid was the only answer. VW didn't have one, and believed – with a measure of arrogance perhaps – that the European answer, diesel, would do. So it mounted a major effort to wedge diesels into the US market. But the US regulations of NO_x emissions were far harder to meet than the European ones. Mercedes-Benz and BMW managed it with a technology known as SCR. This takes AdBlue, the trade name for a urea fluid, and injects it into a reduction catalyst. The ammonia in the fluid reacts with the NO_x, producing water and CO_2 and nitrogen.

The reduction cat and the urea tank are hard to package into a car, and the owner has to add the fluid periodically. VW thought it had a better idea. It developed an all-new diesel engine, the EA189, with some clever injection and exhaust gas-recirculation technology which, it told the world, could meet the US rules without the SCR kit. These VWs and Audis were the only diesels sold in the US without SCR. We now know they couldn't meet the rules, except by cheating.

The first cost to VW will be fixing the cars to meet the rules. In the US, that probably means retrofitting SCR. This implies wholesale changes to the engine and the exhaust system, and finding room for the urea tank and the extra cat. Not to mention developing the fix and getting the parts delivered, and ensuring the dealer workshops aren't overwhelmed with it all. It's going to cost thousands of dollars per car on the 430,000 VW Group cars in the US that don't have SCR already.

When VW's USA CEO Michael Horn went before a Congressional committee, he reluctantly answered one question on the subject that VW was "looking into" letting customers sell their cars back. One very respected industry analyst, Max Warburton of Bernstein Research, says VW could save money long-term by offering to buy them all back, and add 20 per cent to their used value as a gesture of goodwill. He calculates that would cost nearly $7bn – £4.5 billion. Gulp. And think of the environmental cost of scrapping half a million cars.

In Europe, the recall cost per car will be less, but there are nine times as many. So you can bet on a similar cost to VW here too.

Then there will be fines, in the US at least. Early in the scandal, a figure of $37,500 per car in the US was bandied around – some $18 billion or £11bn. But actually the US can only fine $37,500 for the first 10 cars, not half a million. After that it's a sliding scale, with many factors taken into account. Overall, Warburton reckons the fine will likely be below a third of the first estimate. But that's still multiples of billions. Then we have an unknown number

"A CONSERVATIVE ESTIMATE OF THE COST TO VW IS £15 BILLION"

of class-action lawsuits on top. And local German prosecutors are pursuing criminal investigations, for which individuals could be held guilty. And beyond those unknowns will doubtless appear some of Donald Rumsfeld's as yet "unknown unknowns".

A conservative estimate, then, of the direct cost to the Volkswagen Group would be somewhere in the region of £15bn. Which sounds staggeringly big. In fact, it's only two years' profits. It is in itself manageable. But there will be other consequences.

For a start, VW will have to put other engineering on hold while it develops the fixes for the affected cars. That will impoverish the development of other future models. And it's likely that VW will move faster into electric cars and hybrids. Coincidentally, a year ago VW appointed BMW's head of R&D Herbert Diess to run the VW brand. He was put on gardening leave but took up his appointment in July this year. Diess is a purchasing and factory expert – skills vital to keeping VW's costs under control in the aftermath of the storm.



WHAT IS A DEFEAT DEVICE?

THE CRUX OF THE MATTER

That's the name given to it in the US emissions regulations, but in the VW Group case it's not a device at all. It's just a section of the immensely complex engine-management software code. It detects when a car is being tested for emissions. One trigger is that the steering wheel isn't turned at all. A second is the unique set of speeds and accelerations that the test cycle uses. Under these conditions, the management software switches to a special 'dyno calibration'. It runs the engine in a particular way to keep the oxides of nitrogen (NO_x) in the exhaust below the legal limits. To do that, it would, for example, occasionally run the engine with extra fuel to cleanse the NO_x catalyst, or run at high levels of exhaust-gas recirculation to keep down the combustion temperature, which also limits NO_x. But when the car is on the road, the engine switches to another calibration. Here it would reduce the over-fuelling, improving real-world economy and prolonging the life of the NO_x catalyst. It might also allow higher combustion temperature and pressure, improving power.

NO_x

$(NO + NO_2)$

WHAT IS NO_x ANYWAY?

IT'S TIME FOR CHEMISTRY 101

NO_x is oxides of nitrogen – NO and NO_2 (but not N_2O, which is a greenhouse gas but not significant in car emissions). NO_x combines with other air pollutants to produce compounds that cause or worsen respiratory diseases, especially among children, the old and asthmatics. It's closely linked to the LA smogs that were a big reason for emission controls being introduced in the US in the Seventies.

Don't confuse it (some commentators have) with CO_2, carbon dioxide, the main gas that is responsible for man-made climate change. Carbon dioxide goes into the atmosphere and reduces the ability of the planet to radiate heat. More fuel consumption means more CO_2. So diesels emit less CO_2 than petrols, but more NO_x – especially if they're cheating.



Matthias Müller has taken over from Martin Winterkorn as VAG CEO







Despite all the recent problems, people are still buying the cars



More positively, under Diess's watch at BMW, that firm developed the i3 and i8.

A month after the scandal broke, he announced that the next Phaeton would be all-electric, with long range and advanced driver assistance. A new modular electric matrix will be developed, for cars across several brands. The MQB matrix will be further developed, with emphasis on hybrid and plug-in hybrid cars, including mass-market EVs with a 200-mile range. Additionally, he announced that all diesels, whether they need it or not to meet local regs, will get SCR. Costly moves, all. But he also said that investments will have to be reduced by €1bn (£730m) a year. Some things will have to give, clearly.

This gives the impression of a company looking to the horizon, beyond the crisis. But it handily deflects the VW Group from talking about how it all happened too. And here things get very, very murky.

The line so far has been that this emissions cheat was the work of a handful of bad-apple software engineers who didn't tell their superiors. That's what Michael Horn told Congress. No one high up in Germany knew, he said, and no one at all in VW's engineering centres in the US knew. But hang on. This engine managed to overcome a hurdle that no other engine in the world could meet: passing US emissions tests without a reduction cat and AdBlue. Wouldn't the bosses at VW, a bunch of expert engineers and absolute detail freaks, have wanted to know how they did it? Wouldn't the company's patent lawyers have wanted to protect the method?

And anyway, this wasn't just one calibration or one engine. Even if it were, one freelance emissions expert quoted anonymously by Warburton says it would be a job for "tens if not hundreds" of calibrators. More than that, it happened systematically across the 1.2-, the 1.6- and the 2.0-litres. The US investigations show that the engine switched to 'dyno calibration' when it recognised a specific part of the US speed profile – which is different from the European profile. Yet the European cars cheated too. There were three generations of engine in the US that cheated, including the one in 2012–2015 Passats which had SCR. In other words, the cheating has worked its magic in different ways in different types of test with multiple engine variants over several years. A job for many engineers. The critical "who knew what and why" question hangs very heavy over Volkswagen.

"THE LINE IS THAT THIS CHEAT WAS BY A FEW BAD-APPLE ENGINEERS"

And if it were just a few rogue calibrators, what does it say about the command-and-control nature of the company that they felt unable to tell their bosses? If they did tell, the company's desire to succeed in the US must have been spiralling into blindness for any consequences.

I have managed to come up with only one mitigating theory that might allow the perpetrators of this scam to have slept at night. That they, by hook or crook, delivered a low-consumption, low-CO_2 car to US buyers. They didn't worry about NO_x because NO_x at those levels was not seen as a problem by the European rules at the time. Is that enough to justify the biggest car-industry scam in history?

VW continually denied the deception. In April 2014, the non-profit International Council on Clean Transportation, worried about how emissions are worse on the road than in tests, asked West Virginia University to do some road testing. This revealed some VWs as producing up to 40 times the NO_x limits. The California and US environmental agencies (CARB and the EPA) got involved, and notified VW USA. VW USA told VW in Germany, which developed new software. From December 2014, it began to recall all 482,000 affected cars in the US and flash the software. But to be sure, the US authorities ran the on-road tests again, and again the car blew it. Over the summer, VW proposed some more explanations for the high NO_x, none satisfactory to the EPA. Finally the EPA told VW it won't be allowed to sell its 2016 diesel cars at all in the US unless it explained why the old ones had such high on-road NO_x.

This kicked VW into action, and on 3 September this year VW in Germany told the EPA of the defeat device. That, says Michael Horn, CEO of VW USA, was the first anyone on his side of the Atlantic knew of the cheat. It was all down to a few rogue engineers in Germany, he says.

If the VW high-ups didn't know, then it's no surprise the EPA has already said it will do more "unpredictable" and surprising testing. The European tests will get tighter too. We surely need to bolster the ability of states and democracies to keep an oversight on multinational corporations apparently so far out of control that they end up persistently lying in order to keep poisoning us. TG

FERRARI 488 SPIDER

ROOFLESS PREDATOR

The twin-turbocharged 488 Spider has arrived. Time to find out if a fast, blown Ferrari cabrio is as good as a naturally aspirated one...

WORDS: JASON BARLOW /
PHOTOGRAPHY: JOE WINDSOR-WILLIAMS

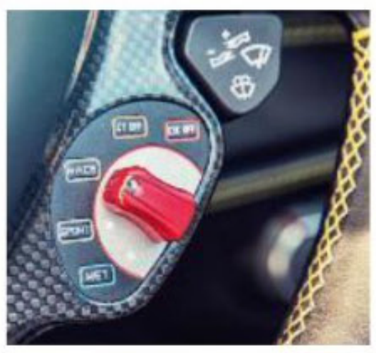
Interior looks great. Comfort not top of priority list, mind

Small child approaches Spider with extreme caution

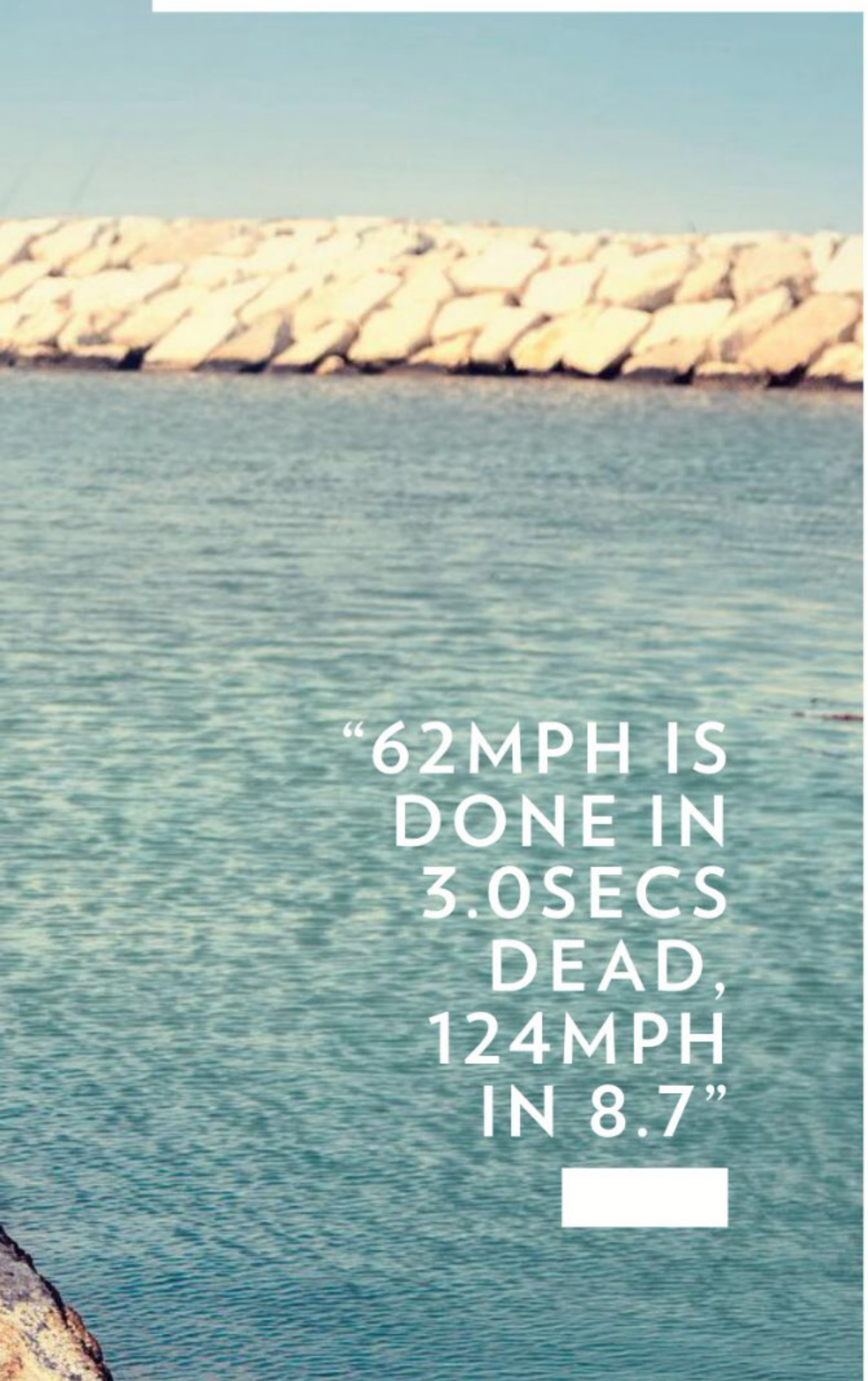












There really is no such thing as a free lunch. With the global car industry still fumbling its way through the aftermath of the VW emissions debacle, Ferrari has reimagined its signature V8 to the tune of 661bhp, 561lb ft, while simultaneously slashing CO_2 and fuel consumption. Yet all anyone thinks to ask about is the noise, and how crisp the throttle response is now that the engine is t****charged. How do these guys catch a break?

They don't. Because this is Ferrari we're talking about, and therefore we have unfeasibly high expectations. Sorry about that, chaps. Give the 488 Spider's spec a cursory inspection, and you'll have a serious headache long before you've figured out how the algorithms governing the E-diff's interaction with the traction control work, or quite how they can have improved the side-slip-angle thingy for extra slidey fun with impunity. Ferrari might still play on that old devil Enzo for a narrative kick, but right now, the technology story in Maranello could give the bum's rush to Silicon Valley's most Tefal-headed boffins.

Sure, the 488 Spider still has an engine and four wheels, just like the very first car Enzo Ferrari put his name to, 1947's 125 S, but in every other significant respect it might as well be an emissary from the fifth dimension. So what we're here to explore isn't the car's performance or handling – we already know these are unimpeachable – but its soul.

This is less easily located than it used to be. For a start, Ferrari is very businesslike these days. It knows that it needs to keep the new product flowing fast. The flotation on the US stock market is under way (the IPO values Ferrari at approximately $10bn, which means the company is being scrutinised by merciless high-end financiers, and it needs to stake out the territory where luxury and technology intersect most lucratively. This has focused a fair few minds.

Then there's the fact that new invariably equals good at this end of the market. Not to mention that the sales split between Spider and GTB is almost 50/50. In fact, in the UK 54 per cent of 458 Italias sold were convertibles. In other words, this car matters.

Ferrari claims that the 488 Spider was developed around its retractable hard top, a slender two-panel item that weighs 25kg less than a regular soft top, creates that extra sense of security and rigidity, hides away in 14 seconds and crucially doesn't saddle the car with a backside the size of a small country. Ferrari's marketing boss also insists that coupe and convertible clients are quite distinct, and there's some puffery about being able to breathe in "nature's heady aromas".

Well, nature's heady aromas will have to move fast to keep up with a committed 488 Spider driver – as with the GTB, 62mph is done in 3.0 seconds dead, 124mph in 8.7, and the top speed, should you be absorbing the especially fragrant smells of the German autobahn, is 203mph. Not the car for Donald Trump, then, or anyone else of risky or bouffant coiffure.

Ferraris used to be a bit flakey. Even the otherwise entirely magnificent F355 – the 1994 reboot of the shabby 348 and the car that got Maranello back on track – isn't much to write home about inside. Its successor is an exquisite place to sit. The driving position is perfect, a low cowl helps the view ahead, and those gorgeously cresting front wings mean it's easy to place on the road. I found the seats a little thin, but the main instruments and multimedia – sited



Ferrari still the car most likely to land you a hot date. Fact



Tyre-smoke mode seemed to work just fine



in two wings either side of the main display, but with the rev counter to the fore – are now easier to use, as is the satnav. It all feels fabulously well made, too.

Ferrari road cars long ago surrendered simple beauty on the altar of aerodynamics, and the 488 Spider's body is effectively an ode to this black art. Ferrari's design director Flavio Manzoni is adamant that aero functionality isn't the aesthetic impediment you might think. "If everything stays respectful of the technical principles, that's better," he says. "We would not feature bulges or scallops on the bonnet where they are not needed. So we have to understand what is beneath the skin." Highlights on the 488 Spider include the central Aero Pillar at the front, a rear diffuser with variable flaps, and the same brilliantly elegant blown spoiler as on the GTB. The upshot is a load of downforce without drag. The downside is that the engine is no longer visible. Those gaping central air intakes also take some getting used to, but overall this is another modernist masterpiece from Maranello.

Time to go. We start in the hills several hours' journey south of Ferrari *centro*, and plan to wind our way into nearby Rimini, a Miami-lite beach town on the Adriatic west coast heavy with the peculiar charm of the out-of-season holiday resort. Chief test driver, the charming and modest (given his best-job-in-the-world status) Raffaele de Simone, politely asks that we put the 458 Speciale out of our minds. We'll try.

Anyone who's been lucky enough to drive a 288 GTO or F40 will tell you turbochargers don't necessarily stymie a Ferrari's sound. Now that the dust has settled on the GTB, this particular pair of ears can report that the 488 Spider emits a noise somewhere in the same postcode as epic if not quite party central. It starts with a baritone rumble that swells to a noise similar in frequency to the

No roof = better noise in the cabin. Who cares about the stereo?

“THIS IS A CAR THAT’S CAPABLE OF GETTING AHEAD OF YOUR BRAIN”





one Brian Blessed must have made shortly after chewing through the umbilical cord of the baby he helped to deliver.

The technical reason for the Spider’s fruity sonics is a combination of equal-length tubing on the exhaust headers, its flat-plane crank, and some assiduous harmonic tinkering. But the fact is, nobody wants a Ferrari that doesn’t sound like a proper Ferrari. Including Ferrari. It’s definitively not as visceral as the 458 Italia, but by any objective measure it sounds pretty ruddy fabulous and frankly could peel the paint off the walls of any tunnel you choose to blast through.

Like the GTB, the Spider is a monumentally fast car, but accessing it is as much about exploiting its 561lb ft reservoir of torque as it is tapping up its 661bhp. Ferrari’s variable-torque geometry effectively mimics the delivery of a high-revving normally aspirated engine, dishing up progressively more grunt in higher gears, but while it simply vaporises the straight bits between the corners, it does so in a way that prompts some mental rejigging. To be honest, this is one of those cars that is capable of getting ahead of your brain – it’s *that* fast. But I don’t remember short-shifting through the gearbox quite as frequently in previous mid-engined V8 Fezzas (though the superb seven-speed dual-clutch set-up makes it a treat), and you no longer find yourself homing in on the red line like a loon. We’re talking Bryan Ferry rather than Blessed.



Looks like a Ferrari, goes like a Ferrari, it even sounds like one...







FERRARI 488 SPIDER

Price: £204,400
Engine: 3902cc twin-turbo V8, 661bhp @ 8000rpm, 561lb ft from 3000rpm
Performance: 0–62mph in 3.0secs, 203mph vmax
Economy: 25.1mpg, 260g/km CO_2

The shift strip lights on the steering wheel seem to illuminate a whole lot earlier, and you're definitely riding a torque wave – a bloody big one, admittedly – than surfing all that lovely power. It still warps forward with enough pace to turn the air blue, and a throttle response of 0.8 seconds – while a tenth slower than the 458's – points to an almost total lack of turbo lag. But... it isn't *quite* as fun to drive. The difference could lie in the 1,000rpm that have gone missing at the top end compared with the 458 Speciale (sorry, Raffa).

Goodness me, its chassis is impressive, though. Good job: this part of Emilia-Romagna turns out to have some of the most heinous road surfaces on the planet. Ferrari claims the 488 is 23 per cent stiffer than the 458 Spider, and its structure only winces when confronted with the very worst surfaces (I suspect Mars is better maintained). Meanwhile, the car's E-diff, F1-trac and ESP work in blissful harmony, and the side-slip angle control system that debuted in the 458 Speciale gets a v2.0 upgrade. It takes the pulse of the car's electronic chassis software – which now includes the active dampers – enabling it to blast out of corners with an almost comical mix of poise and flamboyance. Its magnetorheological damping system also gets a reboot, and the 488 Spider's ride is sublimely good as a result, even with the same spring rates as the GTB (our car was on Michelins, but Pirellis or Bridgestones are also available – all bespoke for the 488, the difference between them undetectable to all but the experts).

Frankly, it's difficult to think of another fast car that has such an expertly judged balance of handling and ride. McLaren's 650S is arguably even cleverer and gets very close, but the 488 is friendlier on the limit. The latest-generation carbon-ceramic brakes are derived from the LaFerrari's; they're powerful enough to turn loose cabin objects into ballistic missiles, but lack feel on initial application. De Simone describes them as "almost living things... the system learns what you need and they develop more feel". I almost believe him.

Rimini elicits various beeps and honks from passing Vespas, a few selfies are taken, and the car is mobbed on the quay. "Si, si, quattro otto otto, bella!" Italy should indeed be proud. Ferrari is a company at the top of its game, a master of both the invisible new software and the heart-pumping hardware. Purists won't readily park the memory of the high-revving genius of the 458 Speciale, a car that will go down in history as one of the greats, maybe even the greatest normally aspirated V8 ever. The 488 has traded some of its soul in return for greater efficiency and even higher performance, but it's hardly a Faustian pact. And just think of all the extra heady aromas you can inhale with the roof down. TG

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OF GROUNDBREAKING
TELEVISION



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EDITED BY OLLIE MARRIAGE

GARAGE

TOPGEAR'S LONG-TERM CARS, TESTED AND VERIFIED



TEST OF THE MONTH

JAGUAR XE

The repmobile has arrived! TURN OVER



LEXUS NX300h

The Lexus is off. Esther remembers the good times

p147



RANGE ROVER SPORT

And the RRS is leaving as well. A sad day for Tom

p149



SEAT LEON

"Give us more room" we said, and a roofbox appeared

p151



BLOODHOUND

Bloodhound has been out. To an exhibition

p152



JAGUAR XE

Hello Kitty

HELLO 1999cc, 4cyl diesel, RWD, 178bhp, 317lb ft 67.4mpg, 111g/km CO_2 0–60mph in 7.4 seconds, 140mph 1565kg
£34,775/£43,815 **Total mileage** 710 **Driver** Jack Rix **Why it's here** Has Jag really cracked the '3-Series' thing?

Our Jaguar XE was probably looking forward to a gentle introduction – several slow commutes, a few admiring glances, you know the thing. Instead, we threw it into the fiery slugfest that is the compact executive class these days. No sooner had it arrived at the office gates than it was about-turned and pointed towards Wales to meet the C-Class and updated 3-Series in a wet 'n' wild road test. You can read how it fared in the last issue, or I can save you the effort: it didn't win. Problem was, it was fighting with one hand tied behind its back.

On numerous occasions, the satnav system crashed, prompted you to reboot and would promptly crash again. Not great. Fortunately smartphones these days do the satnav thing so well it wasn't a disaster, and Jag has now taken the car back, flashed the system and it's back up and running – but it certainly soured first impressions.

Moving on, because, teething problems aside, the XE is wonderfully executed in nearly every area. The styling, although generic in places, has enough flair to turn heads and it's got the nod from my wife, a stubborn Audiphile. I'm especially pleased with the 19-inch Venom alloys – not cheap at £900 – but their increased diameter hasn't spoiled the plump ride quality.

IN DETAIL









Behold: a Jag at a stag! Shame the rear space is insufficient for long-legged pals

You will notice I've managed to augment the standard price by £9,040 with some expert optionisation of the XE (I subscribe fully to Tom Ford's policy that if it's not fitted, you can't test it). The heated and cooled front seats (£800) are phenomenal and about to come into their own as temperatures start to plummet. Even the rear seats are heated – so those in the back can't complain of a bum deal.

The three priciest extras, costing a neat £1,000 a pop, are the head-up display (nice to have, but not really necessary), the parking assist (haven't used it yet because I'm too proud to admit a machine knows best) and the sliding panoramic roof (beautifully integrated, but is it just me who feels uneasy when you see that great hunk of glass levitating above the roof?).

What we'd really like to buy, though, is some extra rear legroom, because it is seriously cramped back there – as demonstrated by my two abnormally lanky friends en route to a stag do in Suffolk. Even behind little five-foot-eight old me, it's a squeeze for normal-size adults.

It's not ideal, but I think it's a calculated risk by Jaguar to preserve that sporty silhouette. I'm prepared to give Jag the benefit of the doubt, so will keep a tally of the number of times I actually use the back seats each month to see if the XE's only real fault really matters.

GARAGE LOGBOOK
XE 2.0d R-SPORT



GOOD STUFF

▲ It's not a 3-Series

▲ Gruff from the outside, but quiet and refined where it matters – Ingenium engine is a big improvement over Jag's old 2.2 lump. Punchy, too

▲ Heated and cooled front seats keep your bum happy

BAD STUFF

▼ Rear legroom is seriously tight – anyone over six-foot will be whingeing within minutes

▼ Erm... the infotainment system crashing repeatedly

▼ Eight-speed 'box occasionally jerky on kick-down

MILEAGE AND MPG THIS MONTH
000710 | 46.2

RENAULT TWINGO

On the slide

I've complained before on these pages about the Twingo's hyper-aggressive, un-switch-offable traction-control system, a supernanny of Jo Frost severity that smothers any attempt at rear-drive silliness under a 15-tog safety blanket.

Further comprehensive investigation has revealed, however, that the real issue occurs when the Twingo detects a discrepancy between front and rear axles – when hopping over a speedbump, for example, or if the nose gets caught by a gust of wind. But in terms of lateral leeway, the Twingo's TC is actually far more forgiving. True, it won't allow you to engage in Ferrari 488 GTB-style oversteer on your local mini-roundabout, but at least it lets you get towards the limits of those skinny rear tyres before shutting down all the fun.

For His Stigness, of course, 'getting towards the limits' isn't good enough. On a recent shoot at Dunsfold, the white-suited one decided to test the little Twingo's performance credentials... by ripping out the traction-control fuse before engaging in some handbrake-based silliness. The result? Not wanton drifts, exactly, but – as evidenced in the shot below – certainly a healthy willingness to get, in the car-magazine vernacular, crossed up. You can see the video on TopGear.com.

Some may complain, reasonably, that such research is hardly relevant to Twingo's target market. But, as the saying goes, when life gives you a rear-engined, rear-drive car, make rear-engined, rear-drive-ade.

REPORT 8

898cc, 3cyl, RWD, 89bhp, 100lb ft
65.7mpg, 99g/km CO_2
0–62mph in 10.8secs, 103mph
943kg £12,595/£13,765

Total mileage 6980
Driver Sam Philip
Why it's here Is this the best city car on the market?



Twingo demonstrates Twingoversteer



LEXUS NX300h

Endgame

GOODBYE 2494cc, 4cyl turbo petrol hybrid, AWD, 153 + 141bhp, 155 + 199lb ft 54.3mpg, 121g/km CO_2 0–62mph in 9.2secs, 112mph 1785kg £42,995/£44,640 **Total mileage** 13,704 **Driver** Esther Neve **Why it's here** Is this a worthy competitor to the Evoque?

So, this is it. The end. La fin. Das Ende. The Lexus is no more. Insert sad-face emoticon here.

It's had a bit of a rocky ride, the poor thing. For reasons known only to the road-test team, it was decreed that the most hybrid-cynical member of *TG* should run it (that's me)*. And, to compound the issue, sadly for the Lexus, I have an 80-mile round trip every day, most of it on motorway or motorway-style roads.

In reality, the NX is an ideal yummy-mummy town car. Perfect for high-seating-position runs to the local school to drop off children for a day of robust swotting. Perfect for quick sprints to collect offspring from ballet, yoga or hummus appreciation classes. Perfect for trips to Waitrose for the weekly shop and a free cup of coffee. Lots of people use it regularly for such activities and are super-thrilled with it. But this is not my life.

So, how did it cope with multitudinous motorway miles and unforgivingly long journeys? You already know the answer to this, naturally: it coped just fine. The fuel economy was never quite as high as I would have hoped for (had I done lots of town driving, this probably would have improved dramatically), once reaching the heady heights of 37.1mpg. All together now: Oooooohh.

But the NX is about more than fuel economy. It's about comfort, which it has in spades. It's about sufficient luggage space, which it also has (but try to remember that the bootfloor does get very hot). It's about a super-useful, licence-saving head-up display, which I loved. It's about key-free locking, unlocking, starting and stopping – another superb feature.

And it's all standard. The only extras we added were the paint (great colour) and the panoramic glass roof (wouldn't do that again, would have preferred to get roof bars instead). All things considered, then, the Lexus has gone from zero to hero in my estimation – an impressive achievement when paired with the office cynic.

*NOT REALLY. THE IDEA, OF COURSE, WAS TO SEE IF I COULD BE CONVERTED.

IN DETAIL







Boot was spacious enough, but for more room, better not to collapse the rear seat as it didn't fold flat and you got a better deal using it as an extra storage bench



GARAGE LOGBOOK
NX300h Premier

GOOD STUFF

▲ Head-up display is now top of my must-have option list in a car

▲ Stereo was pretty good, once you'd figured out how to fine-tune it

▲ Great colour!

BAD STUFF

▼ Touchpad too sensitive and often did the wrong thing at the wrongest time possible. Arrrrgghhh

▼ CVT gearbox drove me mad initially. I learned to live with it eventually

MILEAGE AND MPG THIS MONTH
000658 | 37.1



HONDA CIVIC TYPE-R

Wild thing

HELLO 1998cc, 4cyl VTEC turbo petrol, FWD, 306bhp, 295lb ft 38.7mpg, 170g/km CO_2 0–62mph in 5.7secs, 167mph
1378kg £29,995/£30,520 **Total mileage** 1176 **Driver** Stephen Dobie **Why it's here** Is the Type-R a practical daily driver?

The Honda Civic Type-R lost out to the Volkswagen Golf R in our recent hot-hatch bonanza. But I reckon it's the one I'd have out of the two. If the sums worked out, I'm certain it is.

Yeah, you want some usability, and the Golf R probably triumphs at being an amiable ally for the sensible stuff. But you also *need* silliness. Which leads naturally to the Type-R's bodykit. Several of the *TG* team have declared it "a bit much", but away from mere pictures and under natural light, it's really, really grown on me. Especially since we specced ours in Brilliant Sporty Blue, a colour classier than its name suggests.

Paint aside, our Civic is sparsely specced, as these things go. By foregoing GT trim, we've lost out on auto lights, satnav and a gaggle of active safety stuff. But then such focus feels fitting for what Honda declares "a race car for the road". And sure enough, this is a car that feels quite full-on in London traffic, with potholes and speed bumps asking for more of your attention than if you were driving that Golf.

There's also no automatic option, which is entirely correct for a car like this. Especially when the shift at the end of the Civic's stubby lever is so wonderfully precise.

IN DETAIL







Seats are of the extremely hugging variety and surprisingly comfy. Gearknob still round and metal... as it should be

It's easy to find yourself changing up and down on a whim, just for entertainment.

Certainly I have, as thus far the majority of my time in the Type-R has been sanely running it in, having found just 202 miles on the odometer upon first clambering into its impeccably supportive wing-back seats. Such sensibilities aren't really a big chore, however: in the old-school days of naturally aspirated VTEC engines, I imagine keeping below 4,000 revs or so would be frustrating. But one upside of newly turbocharged Type-Rs is a spread of torque that ensures the Civic is still rather quick, regardless of how near the red line you are.

Still, a big trip up to Yorkshire beckoned, so I managed to get 700 miles under its belt before hitting the undulating roads of the Dales, a journey which felt akin to a *Born Free* mission taking a lion from captivity to the wild. Sufficiently run in, the Honda deserved an appropriate stage to perform upon, and in truth, felt even more senior than its 306bhp and BMW M2-beating 'Ring time suggests.

Over such roads, I'd defy anyone to choose the Golf over this. So that's why our Type-R is going to be given a tougher test for the next few months – as an everyday family wagon. Can its deeply scalloped boot and under-seat storage overcome its inner, ragged-edge racer?

GARAGE LOGBOOK
TYPE-R



GOOD STUFF

▲ Brutally quick, to put it mildly

▲ Gorgeous short-throw gearchange like Type-Rs of old

▲ It's got a proper mechanical diff

▲ Standard wing-back bucket seats are superb: supportive over long distances

BAD STUFF

▼ Gets a lot of attention on the road. Some of it unwanted

▼ The media system lacks nav, and could be a lot more intuitive to use

▼ The seats may cocoon, but the cabin doesn't: din at motorway cruise speeds

MILEAGE AND MPG THIS MONTH

0	0	0	9	7	4	1	30.1

FORD MONDEO

Flash of magic

It's something of a cliche, though largely true, to say that these days nobody makes truly bad cars.

Of course, there are a few exceptions, but if you want to buy, for instance, an estate that is good value, reliable and practical, you are spoilt for choice. Therefore, very often, it will be one tiny little design feature that makes you smile and want one car over another.

In the case of my Mondeo, it's the indicators. No, really. I just love the way that rather than simply flicker on and off like on most cars, the Ford has a row of tiny orange LED lights that light up in order. My pictures don't do it justice, but trust me – it looks cool. As far as I am aware, only Audis currently feature something similar. My Mondeo is an outstanding all-rounder and difficult to fault – but touches like this make it feel that little bit special.

REPORT 6

1997cc, 4cyl turbodiesel, FWD, 176bhp, 195lb ft
56.5mpg, 130g/km CO_2
0–62mph in 8.7secs, 135mph
1703kg £27,165/£33,510

Total mileage 3310
Driver Adam Waddell
Why it's here Is Ford's family favourite still a sensible family choice?





Scrolling indicators add a touch of pizzazz to the Ford Mondeo



RANGE ROVER SPORT

Gone and gone

GOODBYE 2993cc, V6 turbodiesel, 4WD, 290bhp, 443lb ft 40.4mpg, 185g/km CO_2
0–62mph in 6.8secs, 138mph 2115kg £76,250/£95,250 **Total mileage** 21,922
Driver Tom Ford **Why it's here** Is there any point in a Range Rover 'Sport'?

Running a Range Rover Sport was never going to be a chore, and so it has inevitably – and rather satisfyingly – proved. The TDV6 engine has been faultless, strong and always sufficient, relatively frugal – we're up at 33+mpg now – and a pleasant, thrummy cruiser. The eight-speed 'box is perfect for this kind of car, especially deft off-road if you need to crawl around at half an mph, quick enough to remain inconspicuous going faster in Dynamic Mode while switching gears from the paddles – and the gearing is perfect, no doubt helping out with that decent mpg reading.

Despite the recurring jokes about Land Rover reliability, nothing has fallen off or broken, though we've had some minor warning lights that reset after a full stop and start. Electronic self-healing. It's probably worth mentioning that the temporary disengagement of the active suspension was actually more fun than it sounds, too.

There are a couple of flies in the automotive ointment, mind. First up has to be the multimedia system and general interface, including the satnav. Basically, it's just not very good these days, slow to react and annoyingly unintuitive. The nav is basically potty, and will choose random and quite bizarre routes, even for simple journeys. Updates are on the way, and they can't come soon enough. Some of the options are also very overpriced for what they are – the rear-seat entertainment at £2,500 is a prime example – so make sure you know what you'll use before going mad ticking boxes.

There's also the slightly uncomfortable feeling that this car has been engineered to live up to the Sport tag – and it's lightly amazing at doing so – but beating the compromise out of an inherently undynamic physical arrangement still feels largely pointless. To me, at least. You want to go fast? Get a fast estate. Saying that, the RRS deserves a place. Specced wisely, it's reasonable money, and offers a Range Rover experience in a slightly smaller, more nimble package than a full-fat RR. It's a solid eight, rather than a mind-blower, but it's been enjoyable and useful, and will do sterling service for the thousands who obviously agree.

IN DETAIL







Many happy memories of the RRS. Interior was an acquired taste, though. And the only thing to go wrong was the suspension

GARAGE LOGBOOK
AUTOBIOGRAPHY

GOOD STUFF

▲ Engine and 'box ideally suited – and work great together

▲ Handsome and solid – looks fab anywhere

▲ Remarkably easy to drive fast, with surprising dynamic ability

BAD STUFF

▼ It's a big car with limited rear space. Boot's big, though

▼ Multimedia is outdated; satnav is patently mad

▼ Some of the options are many £s, without the value

MILEAGE AND MPG THIS MONTH
000976 U1 33.2

VW GOLF R

Coast to coast

The R, as is its way, is clever at balancing choice. Usually I run around in Individual mode, combining the intermediate steering weight and damper setting with Sport throttle response, and Eco aircon. Worth 5bhp at least. Softly-softly Comfort mode is reserved for the speed bumps in the last few yards of my commute, and parking. Race is overkill for everyday driving, and Normal – why bother? It's a 300bhp hatch...

I've been experimenting more with Eco mode, though, which decouples the DSG's clutches when cruising, so you can coast 'for free'. The results are healthy. I drove to Cardiff in Individual and recorded a respectable, stable 33.4mpg. Switching to Eco for the return leg upped that to 38.7mpg (and climbing), for an identical journey time. Encouraged, I squeezed 410 miles from one 55-litre tank this month. Pity there's a slight lurch when the clutches re-engage, though, so 20mpg service will resume next month.

REPORT 5

1984cc, 4cyl, AWD, 296bhp, 280lb ft

40.9mpg, 159g/km CO_2

0–62mph in 4.9secs, 155mph

1495kg £30,820/£41,330

Total mileage 6120

Driver Ollie Kew

Why it's here Can we expose chinks in the ultimate Golf's armour?







SUBARU OUTBACK

French trip hop

REPORT 3 1998cc, boxer 4cyl, AWD, 148bhp, 258lb ft 50.4mpg, 145g/km CO_2

0–62mph in 9.7secs, 119mph 1622kg £30,995/£30,995 **Total mileage** 4831

Driver Andy Franklin **Why it's here** Has Subaru's move to the mainstream struck gold?

This month, *TG*'s Outback got a chance to stretch its legs, get away from the tedium of commuting and head to the south of France for our family holiday. If you are going to have a car, I always think you need to take it on a long journey to really understand its strengths and weaknesses.

In an earlier report, I mentioned I was a bit disappointed with the space in the boot and so I had a mild panic about getting all the family's kit in. But this was without knowing about the secret storage hole under the boot floor. The Outback has no spare tyre, so where that would normally sit is a clever sunken storage hole. Which, handily, is wide enough to fit many bottles of wine securely on the way home. Well, when in France...

So, with all our stuff crammed in, we headed off. A quick blast to Dover, across the Channel and then east around Paris onto the A10 to Cahors using the rather stylish and easy-to-use central console to navigate our way down.

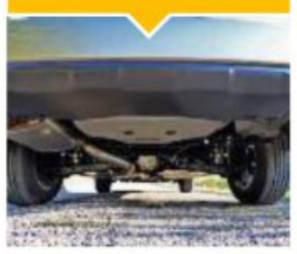
After 727 miles, we arrived. The Outback was an excellent cruiser, not rapid by any means, but what it lacks in speed it makes up for in comfort, practicality and economy. The seats are mega comfy and fit around you nicely, and the whole interior feels well-made and robust, which is what you want on a long journey – and for life.

We managed about 48–50mpg for most of our holiday, which is an improvement over the 40–41mpg I'm regularly getting at home. Maybe the quality of the roads makes a difference! Paying 80p a litre certainly does...

Overall I was pleasantly surprised by how nice the Subaru was to use over a long period, even with my dislike of the engine. It feels like the Outback is made to last and will cope with anything you throw at it.

The only complaint is that it's a shame the car doesn't look more upmarket – I'm constantly envious of Merc, Audi and BMW drivers, but at least it's not a French car...

IN DETAIL





The Outback sits 200mm off the ground – great for clearance. Centre console is brilliant



GARAGE LOGBOOK
OUTBACK 2.0D SE PREMIUM

GOOD STUFF

▲ Sunroof goes all the way back and has different modes

▲ Plenty of room for holiday kit, once you discover the hidden storage

BAD STUFF

▼ Pedals are off-centre, so they tend to give me footache

▼ The noise of the car unlocking when the clutch is released is very loud and very annoying

MILEAGE AND MPG THIS MONTH

00228 4 | 48.2

FIAT 500X

System failure

I've been doing a lot of motorway commuting. This 500X has a really top-notch motorway lane-keeping system. But its blind-spot warning, part of the same £650 pack, is woeful. Oh, it has excellent powers of perception. But its criterion for warning you, and the size of its defined 'danger zone', is the same whether a vehicle is receding back out of the danger zone or blasting into it. In other words, if you indicate to overtake and there's something faster in the outside lane, you get a warning, which is right and proper. But if you indicate promptly to move back in front of the vehicle you just passed (because there's a Range Rover Sport driver up your chuff making assumptions about cuddly little Fiats), you also get a piercing, infuriating beep-beep admonishment. You can switch the beeper off, leaving just a flashing orange light in each mirror, but that's just capitulating to poor software.

REPORT 2

1598cc, 4cyl turbodiesel, FWD, 120bhp, 236lb ft
68.9mpg, 109g/km CO_2
0–62mph in 10.5secs, 116mph
1320kg £20,845/£24,004

Total mileage 6801
Driver Paul Horrell
Why it's here Why are small FWD crossovers taking over the world?







SEAT LEON CUPRA

New hat

REPORT 4 1984cc, 4cyl petrol, FWD, 276bhp, 258lb ft 42.2mpg, 158g/km CO_2
0–62mph in 6.1secs, 155mph 1440kg £29,205/£32,020 **Total mileage** 7660
Driver Dan Read **Why it's here** Is it really the king of hot hatch estates?

Another month, another accessory, and further proof that the Leon suits headwear, whether it's a bike rack or a fetching roofbox.

It's a slippery, slimline number called the Thule Touring Sport, and though it's really supposed to hold a few skis and salopettes, it also neatly compensates for the in-car luggage room sacrificed by taking animals and humans on a weekend trip to Dorset.

Specifically, it adds 300 litres of space for a load of up to 50kg – more than enough to hold a few carryalls and walking boots to make the cabin a little less squished. But aside from this, I reckon it actually makes the Leon look even more purposeful, and it even shares the car's streamlined silhouette.

I'm probably getting overly chirpy about this, but hey, it's about as sexy as a roofbox is ever going to get, and (as you've probably gathered by now) I like things that make virtues out of dull necessities. Our lovely bright blue Seat does that in many ways, which is why I'm liking it more and more.

On a practical note, the box is ridiculously easy to attach (a couple of crablike claws simply grip the roofbars), locks safely so you can leave your luggage up there unattended, and, due to its low-drag shape, wind noise is kept to a bare minimum. Fuel economy dropped slightly, but only by one or two mpg, which is admirable considering I also had extra people on board.

And despite being loaded up like a donkey, the Leon barely noticed. If anything, it felt a little more settled under the extra weight, and the 2.0-litre turbo was just as punchy. Because remember, underneath all the sensibleness lurks a 276bhp hot hatch, ready to escape given half a chance.

On roads like the B3157 between Weymouth and Bridport, those chances arise often. At times I forgot I had company and cargo, until being lightly admonished by the spouse in the passenger seat*. If it weren't for that, we'd have driven along as normal, and my earache might never have happened.

IN DETAIL





Many people and much luggage meant a sleek roofbox was a welcome addition to the Seat Leon for a recent trip to deepest Dorset



GARAGE LOGBOOK
CUPRA ST 280

GOOD STUFF

▲ *If my wife is reading this, you were right, I probably did brake too late for that corner. But those discs are exceptionally powerful and the pedal is very nicely weighted, don't you think?

BAD STUFF

▼ Boot floor could do with a strut to prop it up while you get to the spare tyre and tools

▼ Only the driver's seat is electric. Front-seat passenger must adjust things the old-fashioned way

MILEAGE AND MPG THIS MONTH
000620 35.3



BLOODHOUND SSC

World premiere!

REPORT 10 Rolls-Royce EJ200 turbofan, Nammo hybrid rocket, 47,700lb thrust 200 litres of jet fuel and 800 litres of rocket fuel per run 0–1000mph in 42.0secs, 1050mph 7750kg
Weeks to go 21 **Run by** Mark Chapman **Why it's here** It's Bloodhound SSC...

We were blown away. Not by the jet or rocket, but by your enthusiasm. I know that sounds corny but, honestly, we can't believe how well Bloodhound was received at its public debut.

How did the unveiling at Canary Wharf in London come about? Well, as I mentioned last month, we had to make a decision on when to run Bloodhound in the UK. The narrowing weather window, plus the fact we're not exactly flush with funds (even though we've calculated that Bloodhound's entire budget to break 1,000mph is a fraction of what a Formula One team spends each season!), meant trying to get to Newquay this year didn't make much sense.

Instead, to give the project a promotional (and hopefully financial) boost we decided to show the car to the public for a couple of days, to prove we have something tangible here, a real, working record-breaker.

We should have guessed what we were in for when all 8,000 tickets went in the blink of an eye. In the end, another 2,000 people turned up in the hope they're be able to get in. We made sure they did. If you came along I really, sincerely hope you got a lot out of it and didn't have to queue for too long.



IN DETAIL







Air brakes will go here! Nearside left uncovered so people can see how it works

How good does Bloodhound look under studio lights, even with a sheet over? Proud moment for all concerned

Seeing as we ran out of merchandise on day one and several members of the team lost their voices, I think you can guess it all went pretty well. And what a centrepiece Bloodhound was: 5.2 tonnes at the moment (one of our engineers guessed its weight based on the spring compression and was only 10kg out...), empty of fuel, fluids and rockets. Even we're still fascinated when peering in through the open flank to see the rocket impeller pump and rear suspension.

What next? Well it's now back in the workshop at Bristol, and as you read this the stripdown will be well underway. Yes, that's right, we're taking it to bits again. We now know it fits together, but one or two of the parts aren't in their final spec and any gaps and spaces you can see will eventually be filled – there's very, very little spare space.

GARAGE LOGBOOK
BLOODHOUND

GOOD STUFF

▲ We've announced a date: all being well, on 15 October next year we will break the existing record and go beyond 800mph

▲ Your reactions to the car made all the years of effort worthwhile!

BAD STUFF

▼ Many exhausted people in the wake of the show. One team member was too tired to make it to the hotel and slept next to the car for the night...

▼ Still waiting for a rocket-testing date from Nammo

MILEAGE AND MPG THIS MONTH
000000 N/A

AUDI TTS

Night crawler

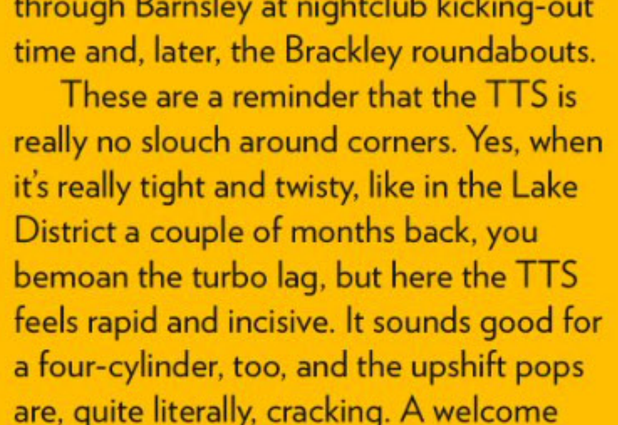
It's midnight and I could be tucked up in a hotel in Leeds. Instead I've elected to drive 200 miles home in a car with no cruise control. It's borderline foggy and there are roadworks. Guess how many miles of my 120-mile stretch of the M1 consist of 50mph limits, average speed cams and flashing red crosses... 80 miles. Isn't that a joke?

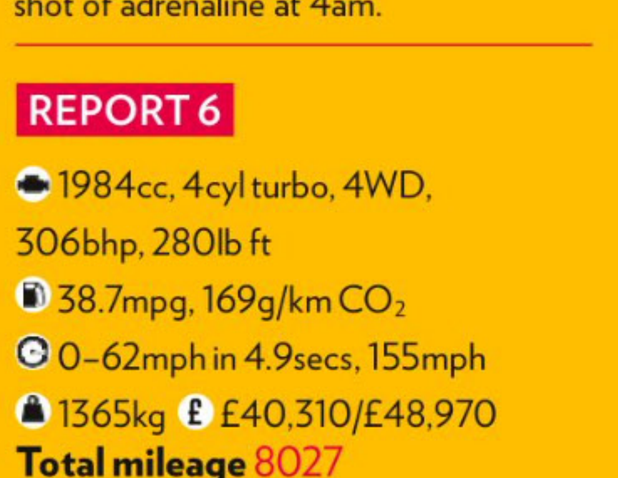
Come to think of it, no, it really isn't. A journey that should have taken under three hours, takes over four. Misery. Still, droopy eyelids are resisted by diversions through Barnsley at nightclub kicking-out time and, later, the Brackley roundabouts.

These are a reminder that the TTS is really no slouch around corners. Yes, when it's really tight and twisty, like in the Lake District a couple of months back, you bemoan the turbo lag, but here the TTS feels rapid and incisive. It sounds good for a four-cylinder, too, and the upshift pops are, quite literally, cracking. A welcome shot of adrenaline at 4am.

REPORT 6

1984cc, 4cyl turbo, 4WD, 306bhp, 280lb ft
38.7mpg, 169g/km CO_2
0–62mph in 4.9secs, 155mph
1365kg £40,310/£48,970
Total mileage 8027
Driver Ollie Marriage
Why it's here Does the TTS have real sporting smarts?







CHALLENGER HELLCAT

Helluva party

REPORT 6 6166cc, V8, RWD, 707bhp, 650lb ft 15.6mpg, n/a g/km CO_2
0–62mph in 3.9secs, 199mph 2013kg £60,990/$65,695 **Total mileage** 5600
Driver Pat Devereux **Why it's here** What's it like to live with a 700+bhp muscle car?

If you think we are going overboard with our praise for the Challenger Hellcat, think again. It's not just us – the whole of America is transfixed by it and its four-door brother, the Charger Hellcat. No better demonstration of which occurred at this year's Woodward Dream Cruise in Detroit.

What's the Woodward Dream Cruise? It's the blue-collar version of Califonia's Pebble Beach Concours. Instead of static, over-polished garage queens being the main attraction, the cruise is a multi-mile moving motor show watched by a million people on Woodward Avenue from suburban Detroit into downtown. And back.

There are a lot of hugely valuable cars here, but they are almost 100 per cent US-built. The stars are not Mercedes or Maseratis – it's local muscle cars that take centre stage. And the muscle of the moment is the Hellcat with the supercharged heart, no question.

The night before the cruise, Dodge held an event to settle a Hellcat grudge match. Two competing US car-build shows – *Fast N Loud* and *Roadkill* – had been given a Hellcat engine to drop into a classic Dodge, to prove who builds the better, faster cars.



IN DETAIL







Welcome to the Hellcat party. Bring your own strait jacket and join in the, um, fun?

There was quite a lot of backchat on the web leading up to the event, but no one was ready for the spectator turnout. Expecting a handful of people from both sides, Dodge was stunned when over 10,000 turned up to watch the Hellcat rumble.

With that kind of audience, the point of the Hellcat's popularity was proven, but let the record show that Richard Rawlings's 1967 'Shart Cat' Dodge Dart beat *Roadkill*'s 1968 'General Mayhem' Dodge Charger with a 9.05-seconds quarter-mile.

The next day, Dodge dominated the proceedings with its thrill rides, burnouts on a moving flat-bed truck and other stupidity. But even that wasn't enough for Dodge boss Tim Kuniskis. "We don't know when or where, but trust us, it will be even bigger and better [next year]." My Hellcat? Still as strong as ever.

GARAGE LOGBOOK
HELLCAT

GOOD STUFF

▲ Nothing touches it for fun per $

▲ You can carry four people plus luggage in easy comfort

▲ The boot is bigger than some crossover load areas

BAD STUFF

▼ Starting to attract a lot of attention. The Hellcat badge means something good to a lot of people now. Including cops

▼ Being asked to do a burnout at every traffic light

MILEAGE AND MPG THIS MONTH
000400 U1 11.0

NISSAN JUKE

Crystal balls

Now, I'm not claiming to be a soothsayer. But six years ago, when first testing the Nissan Juke, I surmised that it'd make a great base for a hot hatch. People laughed. Loudly.

Roll forward to 2015, and a Nismo-fettled Juke with a proper shopping list of hot-hatch hallmarks. Who's laughing now? Surely I should be filing my invoice to Nissan demanding money for IP infringement?

Well, maybe not. As I've found the Jismo to be a bit 'all the gear, no idea'.

With horsepower on the right side of 200, Recaro seats from a Clio Cup, a mechanical LSD like a Corsa VXR and Alcantara innards like a Porsche GT3, it has the right components. But they don't gel.

The diff is unfashionably aggressive, it torque-steers viciously and feels horrible changing directions quickly – that may have something to do with its jacked-up ride height. Or, it could be a case that I'm just driving it wrong. More investigation is needed. By someone else preferably.

REPORT 3

1618cc, 4cyl, FWD, 215bhp, 206lb ft
39.2mpg, 186g/km CO_2
0–62mph in 7.0secs, 137mph
1341kg £21,995/£23,295

Total mileage 3074
Driver Rowan Horncastle
Why it's here A hot hatch crossover? Is that really a thing?





All the gear, no idea: Nissan Juke Nismo... discuss















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TOPGEAR

DATA

EVERYTHING YOU NEED TO KNOW ABOUT BUYING NEW CARS

PRODUCED BY MOTORING RESEARCH

HOW IT WORKS

VOLKSWAGEN

TopGear on Volkswage
Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

GOLF

AWARDS WINNER 2014



The best done better than ever. You need no other hatchback. So don't waste your time looking.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI GT 5d	£24,270	8.2	134	150	184	57.6	115	8/10
2.0 GTI 5d	£28,155	6.5	153	220	258	47.1	139	8/10
2.0 GTD 5d	£27,590	7.5	143	184	258	67.3	109	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1270-litre boot, 13 engines, 9 trims, 48 models in total.

1 TG SPEAKS — Our verdict on the brand
2 SOME WORDS... — ...about the car
3 YELLOW BAR — Denotes the TG Favourites
4 FUEL ECONOMY — Less is, um, more
5 MODEL CHOICE — Just the ones that count
6 CRASH TESTING — You want five stars here
7 BOOT VOLUME — Two numbers? Seats up/down
8 NOT EVERY ENGINE — is available with every trim!

NEW IN THIS MONTH

McLaren 570S p164

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
570S	£143,250	3.1	204	570	443	25.5	258	9/10



Mini Clubman p165

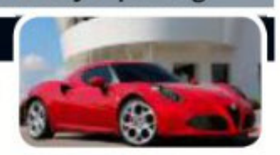
	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Cooper	£19,995	9.1	127	136	162	55.4	118	6/10



ALFA ROMEO

TopGear on Alfa Romeo:
The best badge in the business, now worn by two hatches and a sports car that divides opinion. History repeating?

4C



Lotus by Alfa, with the odd Alfa foible to boot. But when a car's this pretty, light and engaging, you just want one.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7T Coupe	£51,500	4.5	160	240	258	41.5	157	5/10
1.7T Spider	£59,500	4.5	160	240	258	41.5	157	7/10

Euro NCAP N/A, LxWxH in mm: 3989x1864x1183, 40-litre fuel tank, 110-litre boot, 1 engine, 1 trim, 2 models in total.

GIULIETTA



Another pizza slice from Fiat's Taste The Difference range. It's no Golf, which is why you want it, and also why you don't.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 JTDM-2	£21,930	8.8	130	150	280	67.3	110	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4350x1800x1460, 60-litre fuel tank, 450-litre boot, 7 engines, 6 trims, 15 models in total.

ARIEL

TopGear on Ariel:
Artfully shaped metalwork containing frenzied engines and a man clinging on for dear life. Hectic, addictive.

ATOM



The single most insane car on sale. Even the regular version will redefine your sense of what's possible in a car.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245	£32,255	3.2	141	245	154	N/A	N/A	9/10
2.0 SC 350 R	£64,800	2.5	155	330	243	N/A	N/A	9/10

Euro NCAP N/A, LxWxH in mm: 3410x1890x1195, 42-litre fuel tank, N/A-litre boot, 4 engines, 4 trims, 4 models in total.

NOMAD



Part special forces all-terrain fast attack vehicle, part latter-day beach buggy. This is Tamiya made real, and it's mega.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.4 Nomad	£33,000	3.4	125	235	221	N/A	N/A	10/10

Euro NCAP N/A, LxWxH in mm: 3215x1850x1425, 42-litre fuel tank, N/A-litre boot, 1 engine, 1 trim, 1 model in total.

ASTON MARTIN

TopGear on Aston Martin:
Achingly cool cars that make up in beauty and charisma what they lack in technical and dynamic ability.

VANTAGE



The car that took on the 911. And lost. But it's an Aston, which means brogues to the Porsche's two-a-penny trainers.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
4.7 V8 N430	£94,995	4.8	189	430	361	20.4	321	8/10
6.0 V12 S	£138,995	3.7	205	573	458	17.2	388	8/10
6.0 V12 GT12	£250,000	3.5	185	600	461	19.8	323	8/10

Euro NCAP n/a, LxWxH in mm: 4380x1870x1260, 80-litre fuel tank, 300-litre boot, 4 engines, 5 trims, 9 models in total.

DB9



Actually a blend of DB9 and now-defunct Virage. Not without charm, but, really Aston, it's time for some new ideas.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 GT	£140,000	4.5	183	547	457	19.8	333	7/10

Euro NCAP n/a, LxWxH in mm: 4710x1880x1270, 80-litre fuel tank, 175-litre boot, 1 engine, 1 trim, 1 model in total.

VANQUISH



Overhauled DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
V12 Coupe	£195,950	3.8	201	576	465	22.1	298	8/10
V12 Volante	£207,950	4.0	197	576	465	22.1	298	8/10

Euro NCAP n/a, LxWxH in mm: 4692x1912x1294, 78-litre fuel tank, 368-litre boot, 1 engine, 1 trim, 2 models in total.

RAPIDE S



Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£147,950	4.4	203	560	465	21.9	300	8/10

Euro NCAP n/a, LxWxH in mm: 5019x1929x1360, 90.5-litre fuel tank, 317/886-litre boot, 1 engine, 1 trim, 1 model in total.

AUDI

TopGear on Audi:
Aspirational premium brand is inventing so many niches, if there's not one for you today, there will be by tomorrow.

A1



Essentially a posh Fabia, the A1 is prince to Skoda's pauper. Or maybe the emperor's new clothes. Either way, it's not £20k good.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£16,730	8.8	127	125	147	57.6	115	6/10
S1	£25,420	5.8	155	231	272	40.3	162	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3973x1740x1416, 45-litre fuel tank, 270/920-litre boot, 4 engines, 4 trims, 14 models in total.

A3



New A3, old looks. But new bits underneath and a really rather lovely cabin. Slight naffness standard with every model.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£21,315	9.2	128	125	147	55.4	117	6/10
e-tron	£30,340	7.6	138	204	258	177.6	37	8/10
S3	£30,980	5.2	155	300	280	40.4	162	7/10
2.0 TDI Sport	£23,615	8.6	134	150	236	68.9	106	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4230x1770x1420, 45-litre fuel tank, 365/1,100-litre boot, 10 engines, 6 trims, 70 models in total.

DATA IN NUMBERS: PLUG-IN ECONOMY

→ **Fuel range, fully-charged A3 e-tron** 584 miles
→ **Time to fully charge an A3 e-tron** Four hours

A4



Meet the regional boss's new A4. Just like the regional boss's old A4. It's lighter and smarter. Unlike the regional boss.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI SE	£25,900	8.7	130	150	185	53.3	126	7/10
2.0 TFSI SE	£27,700	7.2	149	190	236	50.4	127	7/10
2.0 TDI SE	£29,150	8.9	130	150	236	74.3	99	TBA
3.0 TDI q' S Line	£38,950	5.3	155	272	443	55.4	134	TBA

Euro NCAP n/a, LxWxH in mm: 4726x1842x1427, 58-litre fuel tank, 480-litre boot, 6 engines, 3 trims, 20 models in total.

DATA IN NUMBERS: FLEET FACTS

→ **Audi A4 2.0 TDI 150 ultra SE** 99g/km, £29,150
→ **BMW 320d ED Plus** 102g/km, £30,485
→ **Jaguar XE 2.0D 163 SE** 99g/km, £29,775

A5



An artful lesson in understatement, Audi's A5 does desirable without the flash. Unless you spec it in white with 20s. Fool.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI q' SE	£33,995	6.4	155	225	258	42.8	152	7/10
3.0 TFSI 333 S5	£43,970	4.9	155	333	324	34.9	190	7/10
3.0 TDI quattro	£41,340	5.8	155	245	358	49.6	149	7/10

Euro NCAP n/a, LxWxH in mm: 4630x1860x1370, 65-litre fuel tank, 455/829-litre boot, 8 engines, 5 trims, 45 models in total.

A6



Audi's photocopier styling department has pulled another one out the bag. Still not up to 5-Series standards.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 6	£78,790	3.9	155	560	516	28.8	229	8/10
2.0 TDI ultra SE	£32,295	8.4	144	190	280	65.7	113	6/10
3.0 BiTDI SE Av'	£48,515	5.2	155	320	479	45.6	164	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4910x1870x1460, 65-litre fuel tank, 535/1680-litre boot, 8 engines, 6 trims, 23 models in total.

A7



Audi's niche-busting continues. The A7 is basically an A8 hatch, with the added suggestion that you might drive yourself.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 7	£84,525	3.9	155	560	516	29.7	221	7/10
3.0 TDI BiTDI	£56,730	5.2	155	320	479	46.3	162	7/10

Euro NCAP n/a, LxWxH in mm: 4970x1911x1420, 73-litre fuel tank, 535/1390-litre boot, 6 engines, 5 trims, 13 models in total.

A8



Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
W12	£97,920	4.6	155	500	461	25.0	264	6/10
4.2 TDI SE Ex' L	£76,800	4.9	155	385	626	38.7	190	6/10

Euro NCAP n/a, LxWxH in mm: 5135/5270x1949x1460, 90-litre fuel tank, 520-litre boot, 5 engines, 6 trims, 17 models in total.

TT



It won't chase away the old stereotypes, but the all-new TT is a big step forward. Interior is genuinely cool.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI Sport	£29,915	6.0	155	230	273	46.3	141	8/10
2.0 TDI ultra	£29,810	7.1	150	184	280	62.8	116	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4177x1832x1353, 50-litre fuel tank, 305/712-litre boot, 3 engines, 3 trims, 14 models in total.

R8



No V8, no manual, only a faint restyle? Has Audi dropped a difficult second album clanger? Nope, not at all.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2 V10	£119,500	3.5	200	540	398	23.9	275	9/10
5.2 V10 Plus	£137,500	3.2	205	610	413	22.8	289	9/10

Euro NCAP n/a, LxWxH in mm: 4470x1240x1940, TBA-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 2 models in total.

Q3



This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI quattro	£29,280	7.9	136	184	170	53.3	139	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4385x1831x1608, 64-litre fuel tank, 420/1325-litre boot, 4 engines, 3 trims, 15 models in total.

Q5



Audi's 'small' SUV is only small because the Q7 is the size of sub-Saharan Africa. It's small inside though, if that helps.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
SQ5	£44,785	5.1	155	313	479	41.5	179	7/10
2.0 TDI q' SE	£32,695	8.4	130	190	295	49.6	148	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4630x1880x1650, 75-litre fuel tank, 540/1560-litre boot, 6 engines, 3 trims, 16 models in total.

Q7



About time too. New Q7 smaller on the outside, bigger where it matters. Marginally less offensive, too.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 TDI 272 SE	£50,340	6.3	145	272	442	49.5	149	8/10

Euro NCAP n/a, LxWxH in mm: 5053x1963x1730, 100-litre fuel tank, 295/2075-litre boot, 1 engine, 2 trims, 2 models in total.

BAC

TopGear on BAC:
A car so good to drive that you'll need to take everyone you know out for a ride in it. Oh, wait...

MONO



Some say it's too extreme. All we know is that Stig once voted it his car of the year. And that some people are fools.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3 280	£80,000	2.8	170	280	206	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3952x1800x1110, 35-litre fuel tank, NA-litre boot, 1 engine, 1 trim, 1 model in total.



The latest in
Vorsprung durch Technik.

Business users only with Contract Hire.^

Official fuel consumption figures for the all-new Audi A4 Saloon Sport ultra 2.0 TDI 190PS manual in mpg (l/100km): Urban 58.9 (4.8), Extra Urban 80.7 (3.5), Combined 72.4 (3.9). CO_2 emissions: 102g/km. Fuel consumption and CO_2 figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Image shown for illustration purposes only. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca

BENTLEY

TopGear on Bentley:
"Speak softly and carry a big stick," as W. O. Bentley literally never said.

CONTINENTAL GT



Way better than the David Dickinson image would suggest, the Conti GT is a masterclass in modern British style.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8 S	£150,725	4.3	192	528	502	26.7	246	8/10
6.0 W12 Speed	£169,445	4.0	206	635	605	19.5	338	8/10
6.0 W12 Conv'	£166,755	4.4	195	575	517	19.0	347	8/10

Euro NCAP n/a, LxWxH in mm: 4806x1920x1400, 90-litre fuel tank, 358-litre boot, 5 engines, 5 trims, 9 models in total.

FLYING SPUR



Brilliant in many ways, but somehow fails to capture the essence of luxury as well as the Conti coupe.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8	£142,800	4.9	183	507	487	25.9	254	6/10
6.0 W12	£153,300	4.3	200	625	590	19.0	343	6/10

Euro NCAP n/a, LxWxH in mm: 5299x1976x1488, 90-litre fuel tank, 475-litre boot, 2 engines, 2 trims, 4 models in total.

MULSANNE



The replacement for the Arnage, and every bit as opulent and grand. If you can ignore the looks, this is brilliant.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75 V8	£229,360	5.1	184	512	752	16.8	393	7/10

Euro NCAP n/a, LxWxH in mm: 5570x1930x1530, 96-litre fuel tank, 443-litre boot, 1 engine, 2 trims, 2 models in total.

BMW

TopGear on BMW:
i cars good, 2-Series Active Tourer bad. We'll leave you to put the rest of BMW's range on the swing-o-meter.

i3



The future is here, its electric and we love it. The rest are now playing catch up. From a long way behind.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
i3 EV	£30,980	7.2	93	170	184	n/a	0	8/10
i3 EV REx	£34,130	7.9	93	170	184	470	13	9/10

Euro NCAP ★★★★ LxWxH in mm: 3999x11775x1578, 9-litre fuel tank(REx), 260-litre boot, 2 engines, 4 trims, 8 models in total.

1-SERIES



Perhaps the pick of the premium hatches right now, the 1-Series thrashes the opposition for driving. M135i is bargainous gem.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
116d ED+ 3d	£22,030	10.4	121	116	191	83.1	89	7/10
120d Sport 5d	£25,840	7.1	142	190	295	65.7	114	7/10
M135i 3d	£31,860	5.1	155	326	332	35.3	188	9/10

Euro NCAP ★★★★★ LxWxH in mm: 4329x1765x1421, 50/52-litre fuel tank, 360/1200-litre boot, 11 engines, 6 trims, 54 models in total.

TOPGEAR TOP FIVE

HATCHBACKS

1 VOLKSWAGEN GOLF 1.4 TSI 125



Price £20,995 **Specs** 125bhp, 148lb ft, 0-62mph 9.3secs, VMax 126mph, 53.3mpg, CO_2 120g/km

The runaway class leader. It just does what it does better than any other car, be it the school run or the motorway haul. Pity about diesel-gate; we'll take the TSI instead.

2 FORD FOCUS 1.0T 125



Price £19,095 **Specs** 125bhp, 125lb ft, 0-62mph 11.0secs, VMax 120mph, 60.1mpg, CO_2 108g/km

Britain's best-selling family hatchback and it's easy to see why. A recent facelift has made it a lot more Ford-like, although it's still pipped by the Golf.

3 VAUXHALL ASTRA 1.4T SRi



Price £18,895 **Specs** 150bhp, 181lb ft, 0-62mph 7.8secs, VMax 134mph, 51.4mpg, CO_2 128g/km

New Astra weighs in at some 200kgs less than the old one, and it feels it. Far livelier than ever before, it's an Astra that may actually tempt. Honest.

4 SEAT LEON 1.4 TSI SE



Price £18,300 **Specs** 125bhp, 148lb ft, 0-62mph 9.1secs, VMax 126mph, 54.3mpg, CO_2 120g/km

SEAT has pulled out all the stops with the latest Leon and it's now a car that pushes the Golf hard. Bit of extra sporting intent, covers all the bases well.

5 PEUGEOT 308 1.6 BLUEHDI



Price £19,845 **Specs** 120bhp, 221lb ft, 0-62mph 9.7secs, VMax 122mph, 91.1mpg, CO_2 82g/km

This one caught us a bit by surprise. It's a Peugeot, and it's not awful. At all. Rides well, drives nicely, looks good. A return to the Peugeots of old.

2-SERIES



2-Series follows BMW's new naming strategy, but is very much its own car. And a rather good one at that.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
220i Sport	£26,730	7.0	146	184	199	44.8	148	7/10
220d Sport	£27,550	7.2	143	184	280	58.9	125	7/10
M235i	£35,075	5.0	155	326	332	34.9	189	8/10

Euro NCAP n/a LxWxH in mm: 4432x1774x1418, 52-litre fuel tank, 390-litre boot, 5 engines, 3 trims, 10 models in total.

2-SERIES ACTIVE TOURER



BMW builds an MPV, but stupidly still quotes a Nürburgring time for it. First FWD BMW misses the point entirely.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
218i SE	£23,010	9.2	127	136	162	57.6	115	5/10
218d SE	£25,090	9.1	129	150	243	68.9	109	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4342x1800x1555, 51-litre fuel tank, 468-1510-litre boot, 6 engines, 4 trims, 23 models in total.

3-SERIES



Not only the benchmark small exec, but one of the best saloons of all. Recently facelifted, so even more excellent.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
340i M Sport	£38,265	5.2	155	326	332	36.7	179	7/10
M3	£56,595	4.3	155	431	406	32.1	204	8/10
316d SE	£27,435	10.9	126	118	192	68.9	109	7/10
320d ED Sport	£30,985	8.0	143	163	280	68.9	108	9/10
330d xDrive M	£38,915	5.3	155	258	413	53.3	139	9/10

Euro NCAP ★★★★★ LxWxH in mm: 4624x1811x1429, 57/60-litre fuel tank, 480-litre boot, 10 engines, 7 trims, 66 models in total.

4-SERIES



The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
428i SE	£33,520	5.9	155	245	258	42.8	154	8/10
435i M Sport	£42,370	5.4	155	306	295	35.8	185	8/10
M4	£57,055	4.3	155	431	406	32.1	204	7/10
420d SE	£32,495	7.3	149	190	295	67.3	111	8/10
420d SE xDr' GC	£33,995	7.7	147	190	295	61.4	121	7/10

Euro NCAP n/a LxWxH in mm: 4638x1825x1362, 57/60-litre fuel tank, 445/480-litre boot, 7 engines, 6 trims, 86 models in total.

5-SERIES



Remains the best exec around thanks to cosseting cabin and ride. Big, smooth and brilliant - why d'you need a 7-Series?

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
535i Luxury	£44,690	5.7	155	306	295	37.7	174	7/10
M5	£73,970	4.3	155	560	501	28.5	232	8/10
520d SE	£32,365	7.9	147	190	295	65.7	114	8/10
530d Tour SE	£43,665	5.9	155	258	413	53.3	139	9/10
535d Lux	£48,920	5.3	155	313	464	52.3	143	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4907x1860x1460, 70-litre fuel tank, 520-litre boot, 13 engines, 6 trims, 62 models in total.

Audi
Vorsprung durch Technik

The all-new Audi A4 Saloon Sport ultra from £329 per month.* Includes:

▸ MMI Navigation ▸ Xenon headlights with LED daytime running lights ▸ Audi Smartphone Interface

Visit audi.co.uk/offers

*At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the all-new Audi A4 Saloon Sport ultra 2.0 TDI 190PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,974.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [October 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

6-SERIES



Unusually, BMW launched the 6 as a Cabrio first. Also unusually, the coupe's a bit... rubbish. GC 4dr is much better.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
650i Sport Con'	£75,690	4.6	155	450	480	30.7	214	5/10
M6 Coupe	£92,350	4.2	155	560	501	28.5	232	6/10
640d GC SE	£62,295	5.4	155	313	464	50.4	148	9/10
M6 GC	£94,750	4.2	155	560	501	28.5	232	8/10

Euro NCAP n/a, LxWxH in mm: 4890x1890x1370, 70-litre fuel tank, 460-litre boot, 4 engines, 3 trims, 19 models in total.

7-SERIES



Never as attractive a proposition as the Merc S-Class, the 7 is phenomenally good without anyone really giving a toss.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
730d	£66,200	6.1	155	269	458	60.1	124	7/10
740Li M Sport	£75,710	5.6	155	331	332	40.4	164	7/10

Euro NCAP n/a, LxWxH in mm: 5098/5238x1901x1467, 78-litre fuel tank, 515-litre boot, 2 engines, 2 trims, 8 models in total.

Z4



How does BMW get the Z4 wrong? It looks right, but doesn't drive right. The Boxster kicks it in the tenders.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
sDrive18i	£29,690	7.9	137	154	177	41.5	159	4/10
sDrive28i	£39,340	5.7	155	245	258	41.5	159	5/10

Euro NCAP n/a, LxWxH in mm: 4240x1790x1290, 61-litre fuel tank, 180/310-litre boot, 6 engines, 2 trims, 9 models in total.

i8



A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i8	£104,540	4.4	155	367	236	134.5	49	9/10

Euro NCAP n/a, LxWxH in mm: 4689x1942x1298, 42-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

X1



New X1 gets FWD platform from 2-Series Active Tourer. Is less objectionable than old one in every single way.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive20d	£32,180	7.6	136	190	295	57.6	128	8/10
xDrive25d	£36,060	6.6	146	231	332	56.5	132	8/10

Euro NCAP n/a, LxWxH in mm: 4439x1821x1598, 61-litre fuel tank, 505/1505-litre boot, 4 engines, 3 trims, 8 models in total.

X3



Far superior to the last one. So much so that you question the need for the X5. X3 is more socially acceptable, too.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive20d SE	£33,795	8.1	130	190	295	55.4	135	7/10
xDrive35d M Sp'	£45,895	5.3	152	313	465	47.1	157	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4648x1881x1675, 67-litre fuel tank, 550/1600-litre boot, 3 engines, 3 trims, 7 models in total.

TOPGEAR TOP FIVE

PLUG-IN HYBRIDS & EVS

1 BMW i3



Price £34,130 **Specs** 170bhp, 184lb ft, 0-62mph 7.9secs, VMax 93mph, 470mpg, CO2 13g/km

The first all-electric BMW available to the masses. BMW-y drive, clever interior, and the option of a tiny motorbike engine to extend the range. It's brilliant.

2 BMW i8



Price £104,540 **Specs** 372bhp, 421lb ft, 0-62mph 4.4secs, VMax 155mph, 113mpg, CO2 49g/km

A hybrid that can also go toe-to-toe with a Porsche 911? That'll be the i8. Stunning design, amazing powertrain and just so intoxicating to live with. The future's here.

3 TESLA MODEL S P90D



Price £90,700 **Specs** 762bhp, 713lb ft, 0-60mph 2.8secs, VMax 155mph, N/A mpg, CO2 0g/km

Quite simply, the most appealing all-electric car on sale. Lesser models get more range, but 90D is worth it for 2.8-to-60mph 'Ludicrous' mode alone.

4 AUDI A3 SPORTBACK E-TRON



Price £35,690 **Specs** 204bhp, 258lb ft, 0-62mph 7.6secs, VMax 138mph, N/A mpg, CO2 37g/km

Like the Golf GTE, only not tarted up to ape the GTI. Is all the better for it. Intelligent drivetrain plus general Audi nice-ness makes for a winner.

5 VOLKSWAGEN E-GOLF



Price £30,845 **Specs** 115bhp, 199lb ft, 0-62mph 10.4secs, VMax 87mph, N/A mpg, CO2 0g/km

Looks like a Golf, feels like a Golf, drives like a Golf. Only more silently and with a bit of range anxiety. Electricity takes a step into the mainstream.

X4



People with the hides of rhinos and a passion for obnoxiousness bought the X6, so we now have to suffer an X4. Joy.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive30d XLi'	£45,395	5.8	145	258	413	49.6	149	4/10

Euro NCAP n/a, LxWxH in mm: 4671x1915x1624, 67-litre fuel tank, 500/1400-litre boot, 3 engines, 2 trims, 6 models in total.

X5



Very good on tarmac, assuming you want to pummel it into submission. Just like with those building contracts, yeah?

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
M50d	£65,040	5.3	155	381	545	42.8	173	6/10
xDrive30d SE	£49,365	6.8	142	258	413	47.9	156	7/10

Euro NCAP n/a, LxWxH in mm: 4896x1938x1762, 85-litre fuel tank, 650/1870-litre boot, 3 engines, 3 trims, 5 models in total.

CATERHAM

TopGear on Caterham:
Small, light and nimble 50-year old cars remain all that. But they didn't have to negotiate X6s in 1965.

SEVEN



As old as the hills, yet as energetic as a spring lamb. The small, light, flimsy template still serves the 7 well.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.8 160	£18,995	6.9	100	80	79	57.6	114	9/10
2.0 360	£26,995	4.8	130	183	143	n/a	n/a	7/10
R620	£49,995	2.8	155	310	219	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 3530x1690x1140, 36-litre fuel tank, 75-litre boot, 5 engines, 5 trims, 5 models in total.

CHEVROLET

TopGear on Chevrolet:
If you're looking for Chevrolets such as the Aveo and Cruze, you're reading the wrong magazine.

CORVETTE STINGRAY



The Americans have finally got serious about taking on the Porsche 911. Others have tried before, but rarely as well as this.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2 V8	£69,810	<4.0	186	460	465	23.5	279	7/10
6.2 V8 SC Z06	£99,140	3.4	186	650	650	20.0	322	8/10

Euro NCAP n/a, LxWxH in mm: 4495x1780x1235, TBC-litre fuel tank, TBC-litre boot, 2 engines, 2 trims, 3 models in total.

CITROEN

TopGear on Citroen:
Design-led brand that's the most 'French' of the French car firms. Undergoing a bit of a renaissance these days.

C1



The first time Citroen got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Touch 3d	£8,345	14.3	98	69	69	68.9	95	6/10

Euro NCAP ★★★★ LxWxH in mm: 3460x1620x1430, 35-litre fuel tank, 196/780-litre boot, 2 engines, 3 trims, 20 models in total.



BMW (UK) Ltd is a credit broker. Figures may vary depending on driving style and conditions. Official fuel economy figures for the BMW 520d M Sport Saloon: Urban 50.4 mpg
Hire agreement for a BMW 520d M Sport Saloon with optional metallic paint, with a contract mileage of 30,000 miles and excess mileage charge of 10.12p per mile. Applies for new vehicles ordered at participating mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer

C4 CACTUS



Breath of fresh air, as only Citroen can do. Great looking and with just enough gadgets to keep a modern family happy.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 PureT' 75	£12,990	12.9	103	75	87	61.4	105	8/10
1.2 PureT' 110	£15,890	9.3	117	110	151	60.1	107	8/10
1.6 BlueHDi 100	£15,490	10.7	114	100	187	83.1	90	8/10

Euro NCAP ★★★★ LxWxH in mm: 4157x1729x1480, 45-litre fuel tank, 358/1170-litre boot, 6 engines, 3 trims, 13 models in total.

GRAND C4 PICASSO



Funky newness from Citroen, helping make the world of MPVs more acceptable. Headlights a particular success.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 THP 165	£24,410	8.7	130	165	177	50.4	130	7/10
1.6 BlueHDi 120	£22,485	11.6	117	120	221	65.7	105	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4590x1830x1630, 60-litre fuel tank, 537/1851-litre boot, 5 engines, 4 trims, 11 models in total.

DACIA

TopGear on Dacia:
Cheap cars from Eastern Europe, via France for a bit of je ne sais quoi, and then on to the budget-conscious.

SANDERO



The UK's cheapest new car – you can lease one for less than a Sky TV package. Nothing here besides simple transport.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 75 Access	£5,995	14.5	97	75	78	47.9	137	6/10
0.9 TCe 90 Amb	£7,595	11.1	109	90	99	54.3	120	6/10
1.5 dCi 90 Amb	£8,595	12.1	107	90	162	74.3	99	6/10

Euro NCAP ★★★★ LxWxH in mm: 4060x1730x1520, 50-litre fuel tank, 320/1200-litre boot, 3 engines, 3 trims, 7 models in total.

DUSTER



Simple, high-riding crossover-style five-seater is a favourite of James May. Good value, surprisingly able, very tough.

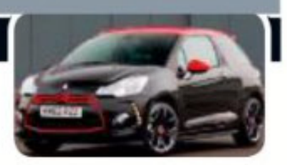
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 105 Access	£9,495	11.5	102	105	109	39.8	165	7/10
1.5 dCi Amb'	£11,995	11.8	106	110	177	56.5	130	7/10

Euro NCAP ★★★ LxWxH in mm: 4320x1820x1700, 50-litre fuel tank, 475/1636-litre boot, 2 engines, 3 trims, 6 models in total.

DS

TopGear on DS:
Citroen's new sub-brand will focus on style, tech and luxury. Think Lexus. Only French-er.

DS 3



A former Car of the Year and a gigantic, mincing Gallic leap forward for Citroen. Not fast, but a kick up the arse for Mini.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 VTi DSign	£12,865	10.6	114	82	87	62.8	104	7/10
1.6 THP DStyle	£17,790	7.5	135	165	177	50.4	129	7/10
1.6 e-HDi DSt'	£15,820	12.5	113	90	169	78.5	95	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3950x1720x1480, 48-litre fuel tank, 285/880-litre boot, 5 engines, 4 trims, 12 models in total.

TOPGEAR TOP TEN

CHEAPEST AWD

1



Dacia Duster
1.6 Access
£11,495

2



Suzuki Swift
1.2 4x4
£12,099

3



Suzuki Jimny
1.3 SZ3
£12,499

4



Fiat Panda
0.9 TwinAir 4x4
£14,575

5



SsangYong Korando
2.0 SE4
£16,495

6



SsangYong Tivoli
1.6 115 EX
£17,100

7



Subaru Impreza
1.6 RC
£17,495

8



Vauxhall Mokka
1.4T 140 Tech Line
£18,774

9



Mini Countryman
1.6 Cooper ALL4
£19,855

10



Skoda Yeti
2.0 TDI 110 S
£20,030

DS 4



Not as good as the DS3, not as cool as the DS5. An awkward middle-child that's best avoided. Facelift imminent.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 DSign	£18,695	10.0	123	130	169	55.4	119	4/10
1.6 BlueHDi DSi'	£19,895	12.2	120	120	236	65.7	100	4/10

Euro NCAP ★★★★★ LxWxH in mm: 4330x1790x1490, 60-litre fuel tank, 410-1185-litre boot, 6 engines, 3 trims, 9 models in total.

DS 5



The most avantgarde DS. Not as inspiring as the 3, and the ride should still be better, but family cars come no cooler.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 BlueHDi	£27,140	10.6	127	150	272	68.9	105	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4530x1870x1540, 60-litre fuel tank, 465-litre boot (Hybrid 325l), 5 engines, 3 trims, 9 models in total.

FERRARI

TopGear on Ferrari:
Art and science blended into the most alluring and diverse supercar range in the company's history.

CALIFORNIA T



The Ferrari that everyone thought was a Maserati now has a turbo V8. Purists will hate it, but it'll bring in buyers.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V8 T	£155,460	3.6	196	560	556	26.9	250	8/10

Euro NCAP n/a, LxWxH in mm: 4570x1910x1322, 78-litre fuel tank, 240/340-litre boot, 1 engine, 1 trim, 1 model in total.

488 GTB



So long, natural aspiration. Twin-charged 488 is new-age fast, but not quite as fizzy as the car it replaces. Mighty nonetheless.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.9T	£183,964	3.0	205	670	560	24.7	260	9/10

Euro NCAP n/a, LxWxH in mm: 4568x1952x1213, TBA-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

458



The finest sports car of the past five years. Utterly mind-blowing. You should want one. Everyone should want one.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.5 V8 Speciale	£208,100	3.0	202	605	398	23.9	275	10/10
4.5 V8 Spider	£199,006	3.4	198	562	398	21.2	307	10/10

Euro NCAP n/a, LxWxH in mm: 4580x1940x1210, 86-litre fuel tank, 230-litre boot, 2 engines, 3 trims, 3 models in total.

F12



The F12 is bombastic, epic and howlingly fast. The fastest ever until the LaFerrari came along. Emphatically not just a GT.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12	£241,053	3.1	211	740	508	18.8	350	10/10

Euro NCAP n/a, LxWxH in mm: 4620x1940x1270, 92-litre fuel tank, 350-litre boot, 1 engine, 1 trim, 1 model in total.



(5.6 l/100 km). Extra Urban 67.3 mpg (4.2 l/100 km). Combined 60.1 mpg (4.7 l/100 km). CO_2 emissions 124 g/km. *Initial rental £5,699. Price shown is for a 36 month Personal Contract BMW retailers between 1 October and 31 December 2015 and registered by 31 March 2016 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess may be varied, withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited, Summit ONE, Summit Avenue, Farnborough, Hampshire GU14 0FB.

CAR CLINIC+

FF



A 4wd Ferrari estate, making this the most practical 208mph family car around. Buy it for the 6.3-litre V12, not the 450-litre boot.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12	£238,697	3.7	208	660	503	18.3	360	9/10

Euro NCAP n/a, LxWxH in mm: 4910x1960x1380, 91-litre fuel tank, 450/800-litre boot, 1 engine, 1 trim, 1 model in total.

LAFERRARI



Meet the most drivable, engaging and friendly 950bhp hypercar you can imagine. Also has electric, but you wouldn't know it.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12 KERS	£1 million	2.9	218+	950	664	19.8	330	10/10

Euro NCAP n/a, LxWxH in mm: 4702x1992x1116, TBC-litre fuel tank, TBC-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: HOLY SMOKED

→ **McLaren P1** 0-62mph 2.8s (0.1s faster than LaFerrari)
→ **Porsche 918 Spyder** 85mpg (+65.2mpg over LaFerrari)

FIAT

TopGear on Fiat:
Good when they do the small stuff, bad when they go beyond it. Buy a Panda and be content.

PANDA



It's back, it's slightly rounder and it's still entirely brilliant. Come 'ere cuddly Panda, we want to give you a hug.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
TwinAir 85 Easy	£11,095	11.2	110	85	106	67.3	99	8/10
1.3 MJet Easy	£12,095	12.8	104	75	140	72.4	104	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3650x1640x1550, 35-litre fuel tank, 225/870-litre boot, 4 engines, 5 trims, 15 models in total.

500



Not quite the Sixties revival Fiat was angling for, but the 500 is a refreshing alternative to Mini-shaped ubiquity.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Pop Star	£11,765	12.9	99	69	75	60.1	110	7/10
0.9 85 Pop Star	£13,060	11.0	107	85	107	74.3	90	7/10
500C 0.9 Lounge	£17,070	10.0	117	105	107	67.3	99	6/10

Euro NCAP ★★★★★ LxWxH in mm: 3571x1627x1488, 38-litre fuel tank, 185-litre boot, 3 engines, 5 trims, 26 models in total.

500L



Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 95 Pop	£13,040	12.8	111	95	93	45.6	145	5/10
1.6 MJet Lounge	£19,090	11.3	112	105	236	62.8	117	5/10

Euro NCAP ★★★★★ LxWxH in mm: 3550x1630x1490, 37-litre fuel tank, 185-litre boot, 4 engines, 3 trims, 12 models in total.

ABARTH 500



Short on talent, long on appeal, that's the rufty-tufty Abarth. Pogo stick ride but ever so eager with it.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 T-Jet 135	£14,560	7.9	127	135	148	43.5	155	7/10
595 1.4 Comp'	£18,990	7.4	130	162	148	43.5	155	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3660x1630x1490, 35-litre fuel tank, 185/610-litre boot, 2 engines, 3 trims, 8 models in total.

500X



The quest to cash in on the 500 continues. Similar lights, but otherwise there's nothing 500-ish here. Not a bad crossover, mind.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 MAir P'Star	£17,595	9.8	118	140	170	47.1	139	6/10
1.6 MJet P'Star	£19,095	10.5	116	120	236	68.9	109	6/10
2.0 MJet Cross	£24,095	9.8	118	140	258	51.4	144	6/10

Euro NCAP ★★★★ LxWxH in mm: 4248x1796x1600, 48-litre fuel tank, 350/1000-litre boot, 4 engines, 6 trims, 13 models in total.

VUHL 05



VS



ARIEL ATOM 3.5R

Dear Car Clinic

I'm the kind of person who enjoys picking bugs out of my teeth, washing grit out of my eyes, and discussing the minutiae of my Caterham's suspension geometry. Recommend me a new track toy.
GEOFF WEBB, BATH

There are many from which you can choose, Geoff. Designed in Italy by a pair of Mexicans, following the familiar "I don't care how my face looks at the end of this journey" template, the Vuhl 05 is new to the game. Bit tame for you though, Geoff. Quick, but too easy to potter around in. Less friendly, and therefore better, (weirdly) is the Atom 3.5 R. Antisocially swift and utterly bereft of any bodywork whatsoever, the Atom is surely the one.

SPECS



VUHL 05
Price £59,995
Engine 2000cc 4cyl turbo, 285bhp, 310lb ft
Performance 0–62 in 3.7secs, 152mph, N/A mpg, N/A g/km



ARIEL ATOM 3.5R
Price £64,800
Engine 1998cc 4cyl s'charged, 330bhp, 243lb ft
Performance 0–62 in 2.5secs, 155mph, N/A mpg, N/A g/km

FORD

TopGear on Ford:
Proof that mass market motoring can have an edge. Note: this does not apply to the disappointing EcoSport.

FIESTA



Arguably the best supermini on sale. Pace-setter or pacemaker, there's something for everyone here.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec 3d	£14,195	11.2	112	100	125	65.7	99	8/10
1.6T 182 ST 3d	£17,545	6.9	139	182	213	47.9	139	9/10
1.5 TDCi Ztec 5d	£16,295	11.9	111	95	159	88.3	82	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3950x1720x1480, 42-litre fuel tank, 295/979-litre boot, 9 engines, 7 trims, 47 models in total.

FOCUS



New engines, new interior design, even a tweak to perk the handling back up. Focus is back to its best.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£19,095	11.0	120	125	147	60.1	108	8/10
1.5T Tit' X	£23,820	8.6	130	182	177	51.4	127	8/10
2.0T ST	£22,195	6.5	155	255	250	41.5	159	8/10
1.5 TDCi Zetec	£19,795	10.5	120	120	199	74.3	98	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4358x1823x1484, 53-litre fuel tank, 363/1148-litre boot, 9 engines, 5 trims, 51 models in total.

MONDEO



Been on sale in the US for three years now. Smooth, refined and not too American. Well done Ford.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDCi Style	£21,095	12.1	119	115	199	78.5	94	7/10
1.5T Zetec	£21,345	9.2	138	160	177	48.7	134	7/10
2.0 TDCi Est Tit'	£25,295	9.5	130	150	258	67.3	109	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4780x1890x1500, 70-litre fuel tank, 540/1460-litre boot, 7 engines, 4 trims, 34 models in total.

B-MAX



Ford's reply to the Vauxhall Meriva. Sliding rear doors and no B-pillars means easy access and brilliant packaging. Fine car.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£15,495	13.2	109	100	125	55.4	119	7/10
1.0T Titanium	£17,295	11.2	117	125	147	57.7	114	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4080x1860x1600, 48-litre fuel tank, 318/1386-litre boot, 6 engines, 4 trims, 14 models in total.

C-MAX



Now with added grille. C-Max gets Ford's new family face and myriad very welcome improvements elsewhere.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£19,195	11.4	116	125	125	55.4	117	6/10
2.0 TDCi Ti' Gr'	£24,495	9.8	126	150	273	61.4	119	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4380/4519x1860x1620, 53/60-litre fuel tank, 432/1723-litre boot, 4 engines, 3 trims, 20 models in total.

DATA IN NUMBERS: MAX VALUE

→ **Average price premium, C-Max over Focus 5dr** £100

S-MAX



Second-gen of Ford's low-roofed MPV keeps its dad's fine dynamics, with a much smarter interior

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SCTi Zetec	£24,545	9.9	124	160	177	43.5	149	8/10
2.0 TDCi Zetec	£26,445	10.8	123	150	258	56.5	129	8/10
2.0 TDCi AWD	£32,945	10.5	128	180	295	48.7	149	8/10

Euro NCAP n/a, LxWxH in mm: 4796x1916x1655, 70-litre fuel tank, 285/2200-litre boot, 7 engines, 5 trims, 11 models in total.

GALAXY



Ford's flagship seven-seater offers extra headroom, but is otherwise upstaged by the livelier and more desirable S-Max.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDCi Zetec	£28,345	10.9	123	150	258	56.5	129	7/10

Euro NCAP n/a, LxWxH in mm: 4848x1916x1747, 70-litre fuel tank, 300/2339-litre boot, 5 engines, 3 trims, 13 models in total.

KUGA



The Kuga has grown up and bought some sensible slacks. Sure, it's highly competent, but so are others.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Titanium	£22,645	9.7	121	150	177	45.6	143	6/10
2.0 TDCi AWD	£26,345	9.2	126	180	295	54.3	135	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4520x1840x1700, 57-litre fuel tank, 456/1653-litre boot, 4 engines, 4 trims, 16 models in total.

MUSTANG



At last, a muscle car to call our own. Mustang now here in right-hand drive, still feels very American. Also large.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3 Ecoboost	£28,995	5.8	155	314	320	35.3	179	7/10
5.0 V8 GT	£32,995	4.8	155	418	387	20.9	299	7/10

Euro NCAP n/a, LxWxH in mm: 4784x1916x1381, 61-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 4 models in total.

HONDA

TopGear on Honda:
Reliable, practical model range that seems a lot brighter now the Civic Type-R is here.

JAZZ



New Jazz is clever. Very clever. Deserves to be bought by more under 80s than it almost certainly will be.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3 SE Navi	£14,595	11.2	118	102	91	56.5	116	6/10

Euro NCAP n/a, LxWxH in mm: 3995x1694x1550, 40-litre fuel tank, 354/897-litre boot, 1 engine, 5 trims, 5 models in total.

CIVIC



Facelift helps add interest to the fading Civic; Type R introduces a rocket into dealerships for guaranteed fireworks.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Type R	£29,995	5.7	167	310	295	38.7	170	8/10
1.6 DTEC Sport	£20,820	10.5	129	120	221	76.3	98	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4370x1770x1470, 50-litre fuel tank, 477/1378-litre boot, 4 engines, 6 trims, 25 models in total.

HR-V



Honda Jazz with a bit more chunk and the option of 4WD. Smaller than a Qashqai. Think Mazda CX-3.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 S	£17,995	10.7	119	130	114	50.4	130	7/10

Euro NCAP n/a, LxWxH in mm: 4294xTBAx1605, 50-litre fuel tank, 453/1026-litre boot, 2 engines, 4 trims, 8 models in total.

CR-V



A car engineered for accountants. It's a great all-rounder but deeply boring with it. There are few more reliable SUVs.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 i-DTEC EX	£27,570	9.6	125	160	258	55.4	133	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4570x1820x1685, 58-litre fuel tank, 589/1648-litre boot, 3 engines, 4 trims, 11 models in total.

HYUNDAI

TopGear on Hyundai:
Value-packed Korean has earned a proper reputation for capable cars. Excuse us while we tuck into our hats.

I10



Lacks the charisma of the Panda and the sheer polish of the Up! but actually, if you don't care about cars, buy this one.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S	£8,705	14.9	96	66	69	60.1	108	8/10

Euro NCAP ★★★★ LxWxH in mm: 3665x1660x1500, 40-litre fuel tank, 252-litre boot, 2 engines, 3 trims, 7 models in total.

I20



It's the new i20! It's not that exciting! It needs better engines! Otherwise a very worthy and competent supermini.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 S Air	£11,445	13.6	99	75	90	58.9	112	7/10

Euro NCAP n/a, LxWxH in mm: 4035x1734x1474, 50-litre fuel tank, 301/1042-litre boot, 5 engines, 6 trims, 13 models in total.

I30



Coo, Hyundai seems to be catching up with Kia in the design stakes, and catching up with everyone else everywhere else.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CRDi BD SE	£18,495	10.6	117	110	206	78.4	94	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4300x1780x1470, 53-litre fuel tank, 378/1316-litre boot, 5 engines, 5 trims, 18 models in total.

I40



Not long ago, a Hyundai would be beige and so would its driver. The stylish i40 has changed all that. Estate is the pick.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7 CRDi S Tour'	£21,650	10.5	124	141	251	65.7	114	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4775x1815x1470, 70-litre fuel tank, 553/1719-litre boot, 2 engines, 4 trims, 16 models in total.

GENESIS



Like prog rock, a bit of a relic. Over-blown, thirsty and laughably expensive. Fails to rock us: where's the progress?

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V6	£47,995	6.5	149	308	293	25.9	261	5/10

Euro NCAP n/a, LxWxH in mm: 4990x1890x1480, 73-litre fuel tank, 493-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: HOW MUCH?

→ **BMW 535i M Sport** £3,250 cheaper than a Genesis

TUCSON



Just what the world needed. Another compact SUV. Silly name, but if you're into this kind of thing, quite good.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 CRDi 2WD	£24,195	10.6	116	136	275	58.9	127	8/10

Euro NCAP n/a, LxWxH in mm: 4475x1850x1645, 62-litre fuel tank, 513/1503-litre boot, 5 engines, 5 trims, 18 models in total.

SANTA FE



Can't afford a Disco? Then step this way, as savvy Santa Fe shows there is another way. Gymkhana mums might not agree.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2 CRDi SE	£27,995	9.8	118	197	311	46.3	159	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4660x1890x1760, 70-litre fuel tank, 534-litre boot, 1 engine, 3 trims, 5 models in total.

INFINITI

TopGear on Infiniti:
Posh Nissan offshoot desperately aiming to emulate Lexus. In Europe, we're still struggling to notice. Or care.

Q50



More sharply styled but otherwise anonymous saloon from Nissan's lux wing. This time aimed at the BMW 3-Series.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
Q50 2.2d SE	£28,650	8.5	140	170	295	65.0	114	5/10
Q50 Hybrid	£40,695	5.2	155	364	402	43.0	144	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4790x1820x1450, 74-litre fuel tank, 400/500-litre boot, 2 engines, 4 trims, 8 models in total.

Q70



Refined, classy and quick, but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2d Premium	£33,400	8.9	137	170	295	57.6	129	5/10

Euro NCAP n/a, LxWxH in mm: 4950x1850x1500, 70/80-litre fuel tank, 350/450/500-litre boot, 3 engines, 5 trims, 9 models in total.

QX70



Want to avoid a BMW X6 and associated impressions of drug related violence? The QX70 is an option.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 S Prem'	£54,750	5.8	155	390	368	21.6	307	6/10

Euro NCAP n/a, LxWxH in mm: 4870x1930x1540, 90-litre fuel tank, 410/1305-litre boot, 3 engines, 4 trims, 9 models in total.

JAGUAR

TopGear on Jaguar:
Gorgeous Callum design and a raffish demeanor get you so far. Over-powered engines take you the rest of the way.

XE



Forget the F-Type, this is actually the most important Jaguar of the last decade. Needs to banish all memory of the X-Type. Oops.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T SE	£26,995	7.7	147	200	206	37.7	179	8/10
3.0 V6 S/C S	£44,870	5.1	155	340	332	34.9	194	8/10
2.0D 180 SE	£30,275	7.8	140	180	317	67.3	109	9/10

Euro NCAP n/a LxWxH in mm: 4672x1850x1416, 47/56/63-litre fuel tank, 450-litre boot, 5 engines, 5 trims, 14 models in total.

XF



New XF is good. Probably-better-than-a-5-Series good. Lovely inside too, just not big enough for plutocrat bellies.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 S/C S	£49,945	5.1	155	380	332	34.0	198	9/10
2.0D 180 R Sp'	£35,100	7.7	136	180	317	65.7	114	9/10
3.0D V6 S	£49,945	5.8	155	300	332	51.4	144	9/10

Euro NCAP n/a, LxWxH in mm: 4954x1880x1457, 55/66/74-litre fuel tank, 540/963-litre boot, 4 engines, 4 trims, 8 models in total.

DATA IN NUMBERS: FAT CAT DIET

→ **Jaguar XF 2.0D 180 kerbweight** 1595kg
→ **BMW 520d kerbweight** 1620kg
→ **Audi A6 2.0 TDI ultra kerbweight** 1625kg

XJ



Zoinks. The XJ is rapid, refined and just plain beautiful. The interior is so special we invented an award for it.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
XJ L 3.0D Port'	£67,870	6.4	155	275	443	47.0	159	7/10
XJ L 3.0 SC Por'	£73,450	5.7	155	340	332	30.0	224	7/10

Euro NCAP n/a, LxWxH in mm: 5120/5250x1890x1490, 82-litre fuel tank, 520-litre boot, 3 engines, 5 trims, 13 models in total.

F-TYPE



Over-priced Cayman rival, or cut-price 911 alternative? Who cares, when the F-Type is this sodding good?

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 S Coupe	£60,250	4.9	171	380	339	31.8	213	8/10
5.0 V8 R AWD	£85,025	3.9	186	550	501	25.0	269	8/10
3.0 V6 S Conv'	£67,520	4.9	171	380	339	31.0	213	7/10
5.0 V8 S Conv'	£79,985	4.3	186	495	460	25.5	259	7/10

Euro NCAP n/a, LxWxH in mm: 4470x1920x1300, 70-litre fuel tank, 196/315-litre boot, 3 engines, 3 trims, 14 models in total.

JEEP

TopGear on Jeep:
Oblong-obsessed 4x4 experts still trading off WWII heroics. Don't mention the Italian and German oily bits underneath.

RENEGADE



Meet the Fiat 500X's Yankee cousin. The styling's a bit yee-hah, but it drives with Euro sophistication, with added fun.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport	£16,995	11.9	111	112	112	47.1	141	6/10
1.4 MJet Longi'	£19,795	10.9	112	142	170	47.1	140	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4236x1805x1667, 48-litre fuel tank, 351/1356-litre boot, 5 engines, 5 trims, 15 models in total.

CHEROKEE



After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Mjet 140	£26,095	10.9	116	140	258	53.3	139	6/10
2.2 Mjet 200 4x4	£36,795	8.5	127	200	324	49.6	150	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4623x1859x1669, 60-litre fuel tank, 714/1267-litre boot, 4 engines, 4 trims, 11 models in total.

HOW TO SPEC A...



JAGUAR F-PACE S

Basic price £51,450
Engine 2995cc, V6, 375bhp, 332lb ft, 31.7mpg, 209g/km
Performance 0–62mph 5.5secs, 155mph
Weight 1,861kg
Colour Italian Racing Red (£675)
Wheels 22" Double Helix (£1,600)
Trim Jet and Red Taurus Leather (£0)
Standard equipment Heated seats, climate control, DAB, sat-nav, Bluetooth, keyless entry, rear-view camera, parking sensors
Options Practicality Pack (£450), Advanced Parking Pack (£1,850), Cold Climate Pack (£510), Black Pack (£660), LED Headlights (£845), InControl Touch Pro with Meridian Sound (£2,050), ASR (£150), Adaptive Cruise (£1,400)

TOTAL PRICE £61,640



GRAND CHEROKEE



Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee. Big, thirsty, pricey.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
6.4 V8 SRT	£63,995	5.0	160	461	460	20.0	328	6/10
3.0 CRD O'land	£48,195	8.2	126	237	405	37.7	198	6/10

Euro NCAP ★★★★ LxWxH in mm: 4820x1940x1760, 93-litre fuel tank, 782/1554-litre boot, 2 engines, 7 trims, 7 models in total.

KIA

TopGear on Kia:
Seven year-warranty-backed range of whitegoods with barely a duffer among 'em. We're as surprised as you are.

PICANTO



A Kia cracker. Latest Picanto looks good, drives well, costs little and is warrantied to the max.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 1 3d	£8,345	13.9	95	68	70	67.3	99	7/10
1.25 2 5d	£10,745	11.0	106	85	89	65.7	100	7/10

Euro NCAP ★★★★ LxWxH in mm: 3600x1600x1480, 35-litre fuel tank, 200/870-litre boot, 2 engines, 7 trims, 11 models in total.

CEE'D



Still a white goods car, but now it's white goods by John Lewis. Build quality is a rival for VW now, as is much else.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T-GDi GT Li'	£20,220	10.3	118	118	26	57.6	115	7/10
1.6T GT	£23,605	7.3	143	201	195	38.2	170	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4310x1780x1470, 53-litre fuel tank, 380/1318-litre boot, 3 engines, 5 trims, 18 models in total.

SPORTAGE



An early trendsetter in the crossover class, but trends have caught up with it now. Big, chunky, not that great to drive.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7 CRDi 2WD 2	£21,200	11.9	107	114	188	54.3	135	6/10
2.0 CRDi KX-4	£28,200	9.4	120	181	282	46.3	158	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4440x1860x1650, 58-litre fuel tank, 564/1353-litre boot,4 engines, 6 trims, 9 models in total.

KOENIGSEGG

TopGear on Koenigsegg:
Swedish purveyors of deeply outrageous supercars. Big and shouty - yes. But also quite clever.

AGERA



The P1, LaFerrari and 918 are all well and good, but there is a fourth way. The Swedish way...

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 T RS	£1.27m	TBA	TBA	1160	944	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4293x2050x1120, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 model in total.

REGERA



True to form, latest 'Segg is maddest yet. Petrol-electric hybrid with a weird single speed 'box. We can't wait for this one.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 T PHEV	£1.45m	2.7	255	1800	1475	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4560x2050x1110, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 model in total.

LAMBORGHINI

TopGear on Lamborghini:
The supercar for those who don't care about lap times. Or The Green Party. Or visibility. But like hexagons.

HURACAN



Lambo's riposte to the 458 and 650S. Smoother, slicker, but is still essentially Gallardo v.2.0.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 610-4	£188,000	3.2	202	610	413	22.6	290	8/10

Euro NCAP n/a, LxWxH in mm: 4459x1924x1165, 80-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

AVENTADOR



Murcielago replacement doesn't disappoint. A hint of Audi has crept in, but the Aventador is still bonkers.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 700-4	£260,040	2.9	217	700	509	17.6	370	8/10
LP 750-4 SV	£321,743	2.8	217+	750	509	17.7	370	9/10

Euro NCAP n/a, LxWxH in mm: 4780x2030x1140, 90-litre fuel tank, n/a-litre boot, 2 engines, 2 trims, 4 models in total.

LAND ROVER

TopGear on Land Rover:
A genuine UK success story with the whole range as at home on a field as the red carpet.

DEFENDER



Still going, still a workhorse farmer's cart, where practicality and toughness outweigh, well, everything really.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2 Heritage 90	£27,800	14.7	90	122	265	25.5	295	8/10

Euro NCAP n/a, LxWxH in mm: 3890/4640x1790x2020, 60-litre fuel tank, 1600/2300-litre boot, 1 engine, 3 trims, 6 models in total.

DATA IN NUMBERS: INDEFENSIBLE ECONOMY

→ **Land Rover Defender 2.2D fuel economy** 25.5mpg
→ **BMW X5 M 4.4 V8 fuel economy** 25.4mpg

DISCOVERY SPORT



Freelander gets a new name, and much more besides. Not cheap, but it's what yummy-mummys will be driving this year.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TD4 150 SE	£30,695	11.0	112	150	280	57.7	129	7/10
2.0 TD4 180 SE	£32,395	9.4	117	180	317	53.3	139	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4599x1895x1724, 54-litre fuel tank, 195/1698-litre boot, 2 engines, 4 trims, 4 models in total.

DISCOVERY



The best practical SUV on sale. Massive inside, thoughtful design, astonishing ability. Revised once again in 2014.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 SDV6 SE	£41,600	8.8	112	256	443	35.3	213	9/10

Euro NCAP ★★★★ LxWxH in mm: 4830x1880x1890, 84-litre fuel tank, 280/2560-litre boot, 1 engine, 4 trims, 4 models in total.

RANGE ROVER EVOQUE



A Range Rover for a younger, more stylish, more urban audience. One for fashionistas, not farmers.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Si4 HSE Dyn'	£43,000	7.1	135	240	250	36.2	181	7/10
2.0 eD4 SE 2WD	£30,200	10.6	113	150	317	65.7	113	8/10
2.0 TD4 SE Tech	£34,800	9.5	124	180	317	58.9	125	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4360x1960x1610, 60/70-litre fuel tank, 550/1445-litre boot, 3 engines, 3 trims, 12 models in total.

RANGE ROVER SPORT



A prettier RRS would be a contradiction in terms, but the new one definitely comes with less thuggishness.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 SVR	£95,150	4.5	162	550	502	22.1	298	9/10
3.0 SDV6 HSE	£61,950	6.8	130	292	442	37.7	199	9/10
3.0H SDV6 HEV	£85,850	6.4	130	345	517	45.6	164	9/10

Euro NCAP n/a, LxWxH in mm: 4850x1983x1780, 80-litre fuel tank, 784/1761-litre boot, 6 engines, 6 trims, 8 models in total.

RANGE ROVER



This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or GALC. Hmm, catchy.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 SC Autobi'	£102,450	5.1	140	510	461	20.5	322	8/10
3.0 TDV6 Vogue	£74,950	7.4	130	258	442	37.7	196	9/10
3.0 SDV6 HEV	£102,450	6.9	135	340	517	44.1	169	8/10
4.4 SDV8 Vge SE	£88,850	6.5	135	340	517	32.5	229	9/10

Euro NCAP n/a, LxWxH in mm: 5000/5199x2070x1840, 85/105-litre fuel tnk, 909/2030-litre boot, 4 engines, 4 trims, 11 models in total.

TOPGEAR TOP TEN
CABRIOS WITH BIGGEST BOOT



1 Mercedes-Benz SL
504 litres



2 Renault Megane CC
417 litres



3 Mercedes-Benz E-Class Cabriolet
390 litres



4 Vauxhall Cascada
380 litres



5 Audi A5 Cabriolet
380 litres



6 BMW 2-Series Cabriolet
335 litres



7 Mercedes-Benz SLK
335 litres



8 Audi A3 Cabriolet
320 litres



9 Rolls-Royce Phantom Drophead Coupe
315 litres



10 BMW Z4
310 litres

LEXUS

TopGear on Lexus:
Angular luxo-Toyotas reverting back to hybrid slumberland after mad, intoxicatingly awesome LFA supercar.

IS



3-Series drive too well for you? Then buy this, it's worse. In other areas, IS gives the Germans a much tougher time.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
IS 250 SE	£26,495	8.1	143	205	185	32.8	199	7/10
IS 300h Exec	£29,995	8.4	125	220	163	65.7	101	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4670x1810x1430, 66-litre fuel tank, 450/480-litre boot, 2 engines, 6 trims, 10 models in total.

RC F



Bit heavier than we hoped, but roaring V8 is sure to give BMW's M4 a few headaches. Good thing, too.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8	£60,995	4.5	167	450	384	26.2	252	7/10

Euro NCAP n/a, LxWxH in mm: 4705x1845x1390, 66-litre fuel tank, 366-litre boot, 1 engine, 2 trims, 2 models in total.

NX



Curious, Lexus sees the need to cross an SUV with a sharp object in a not altogether happy alliance.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
NX 300h SE	£31,495	9.3	112	200	152	54.3	121	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4630x1845x1645, 56-litre fuel tank, 475/1785-litre boot, 2 engines, 5 trims, 6 models in total.

LOTUS

TopGear on Lotus:
Overlook shaky economics and turnip farmer jokes and you'll find sports cars close to driving nirvana.

ELISE



Still a joy, the current Elise offers visceral driving thrills in a relatively usable package. This is steering feel.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Standard	£28,720	6.0	127	134	118	45.0	149	8/10
1.8 S	£36,970	4.6	145	220	185	37.5	175	8/10

Euro NCAP n/a, LxWxH in mm: 3790x1850x1120, 44-litre fuel tank, 112-litre boot, 2 engines, 2 trims, 6 models in total.

EVORA



More power = good, more price = bad. 400 is astonishingly good to drive but an uphill struggle against Cayman and 911.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5 S	£61,895	4.6	172	345	295	28.7	229	8/10
400	£73,115	4.1	186	400	303	29.1	225	8/10

Euro NCAP n/a, LxWxH in mm: 4340x1850x1220, 55-litre fuel tank, 160-litre boot, 3 engines, 3 trims, 5 models in total.

EXIGE S



Lotus' track car has grown up and got heavier. But don't worry, this makes it more usable. Deliriously good to drive.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5 V6 Standard	£54,500	4.0	170	345	295	28.0	236	9/10
3.5 V6 Roadster	£54,500	3.8	145	345	295	28.0	236	8/10

Euro NCAP n/a, LxWxH in mm: 4050x1800x1150, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 3 models in total.

MASERATI

TopGear on Maserati:
Ferrari's moody cousin. Every model beaten in every way by German opposition, save for cachet, cool, and style.

GHIBLI



Maserati builds a BMW 5-Series. It's available with a diesel engine. Well, they think it's a good idea.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6	£53,580	5.6	163	330	369	29.4	223	6/10
3.0 V6 TT S	£64,730	5.0	177	410	405	27.2	242	7/10
3.0 V6 Diesel	£49,160	6.3	155	275	442	47.9	158	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4970x1950x1460, 80-litre fuel tank, 500-litre boot, 3 engine, 2 trims, 3 models in total.

QUATTROPORTE



Noooo – what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 TT V6	£80,125	4.9	177	410	405	26.9	244	7/10
3.8 TT V8	£108,195	4.7	190	530	523	23.7	278	7/10

Euro NCAP n/a, LxWxH in mm: 5050x1900x1440, 90-litre fuel tank, 450-litre boot, 2 engines, 1 trims, 2 models in total.

GRANTURISMO



Muscular, pretty coupe that's more GT than sports car. Nothing wrong there and the MC Strad has bite if you need it.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
4.7 460 Sport	£90,820	4.8	185	460	383	19.7	331	8/10
4.7 MC Stradale	£110,145	4.5	188	450	376	19.5	337	8/10
4.7 GranCabrio	£98,350	5.2	177	440	361	19.5	337	8/10

Euro NCAP n/a, LxWxH in mm: 4880x1920x1350, 86-litre fuel tank, 260-litre boot, 3 engines, 3 trims, 5 models in total.

MAZDA

TopGear on Mazda:
Remember when every single Ford was the best to drive in its class? Well, Mazda's nicked that mantle.

2



The last 2 was a sleeper – it never set out to be sparky, but somehow achieved it. Same again. Just with a hint more polish.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£11,995	12.1	106	75	100	60.1	110	7/10
1.5 Sport Nav	£15,995	8.7	124	115	109	56.5	117	7/10

Euro NCAP ★★★★ LxWxH in mm: 4060x1695x1495, 44-litre fuel tank, 280/950-litre boot, 4 engines, 4 trims, 12 models in total.

3



The 6's design language moves to the 3. So does the handling verve. After that we're less sure why you'd have one over a Golf.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£16,995	10.8	113	100	110	55.4	119	6/10
2.0 Sport Nav	£21,920	8.2	130	165	154	48.7	135	6/10
2.2D SE	£19,645	8.1	130	150	280	68.9	107	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4465x1795x1450, 51-litre fuel tank, 364-litre boot, 4 engines, 3 trims, 17 models in total.

6



Handsome mid-size saloon with some clever engine tech underneath. Drives well, possibly a bit middle management.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Sport Nav	£24,595	9.1	134	165	154	47.8	135	6/10
2.2D Sport Nav	£26,395	9.1	131	150	280	72.4	107	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4870x1840x1450, 62-litre fuel tank, 489-litre boot, 3 engines, 3 trims, 13 models in total.

MX-5



Ignore the stereotypes: the MX-5 is back and, crucially, better than it's ever been before. Happy, simple fun.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£18,495	8.3	127	131	111	47.1	139	10/10
2.0 Sport	£22,695	7.3	133	160	148	40.4	161	10/10

Euro NCAP n/a, LxWxH in mm: 3915x1735x1225, 45-litre fuel tank, 130-litre boot, 2 engines, 5 trims, 9 models in total.

DATA IN NUMBERS: WEIGHING IT UP

→ **Old Mazda MX-5 1.8 kerbweight** 1080kg
→ **New Mazda MX-5 1.5 kerbweight** 1015kg

CX-3



Because the Nissan Juke doesn't have enough rivals already. CX-3 is pretty and likely to drive well, though.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE	£17,595	9.0	119	120	151	47.9	137	8/10
1.5D SE	£18,995	10.1	110	105	199	70.6	105	8/10

Euro NCAP n/a, LxWxH in mm: 4275x1765x1535, 48-litre fuel tank, 350/1260-litre boot, 3 engines, 3 trims, 12 models in total.

McLAREN

TopGear on McLaren:
Hyper-clinical British outfit spinning ever more baffling model choices off its bi-turbo V8 and carbon tub.

570S



Meet McLaren's bonny, bouncy baby. As if. 570S is as focused and fast as its siblings. Just cheaper.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
570S	£143,250	3.1	204	570	443	25.5	258	9/10

Euro NCAP n/a, LxWxH in mm: 4530x1910x1202, 72-litre fuel tank, 150-litre boot, 2 engines, 2 trims, 2 models in total.

DATA IN NUMBERS: 570S V 911

→ **McLaren 570S** £1,130 premium over a Porsche 911 Turbo S

650S



Not a facelifted 12C, says McLaren, but an all new car. Has a P1 nose, more speed, is the car the 12C should have been.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
650S	£195,250	3.0	207	650	500	24.2	275	9/10
650S Spider	£215,250	3.2	207	650	500	24.2	275	9/10

Euro NCAP n/a, LxWxH in mm: 4512x1910x1199, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 2 models in total.

675LT



The Ronseal 650S: 675bhp and a longer tail, by 12mm. Trade descriptions might want to have a word.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
675LT	£259,500	2.9	205	675	515	24.2	275	10/10

Euro NCAP n/a, LxWxH in mm: 4546x1910x1188, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 1 model in total.

P1



Same carbon tub as the 12C, same base V8; but five times the price. Yin to the LaFerrari's yang. Well done, Ron.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
P1	£866,000	2.8	217	916	664	34.0	194	10/10

Euro NCAP n/a, LxWxH in mm: 4700x2000x1110, n/a-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

MERCEDES-BENZ

TopGear on Mercedes-Benz:
More letters combos than a bath of alphabet soup. Slurp through that and the cars are very tasty.

A-CLASS



Despite the bulbous drunkards nose, this is a conventional hatch. Watch the spec or you'll muck it up.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
A 45 AMG	£38,195	4.2	155	381	351	40.9	162	8/10
A 180d SE	£212,140	11.3	118	109	192	80.7	89	6/10
A 200d AMG L'	£25,505	9.3	130	136	221	62.8	116	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4299x1780x1433, 50-litre fuel tank, 341/1157-litre boot, 5 engines, 6 trims, 57 models in total.

B-CLASS



This Volkswagen Golf SV rival remains oddly proportioned but has plenty of tech inside. Not to mention space.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
B 180d SE	£22,900	11.6	118	109	184	70.6	104	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4360x1790x1560, 50-litre fuel tank, 488-litre boot, 5 engines, 6 trims, 57 models in total.

C-CLASS



Sleek and sophisticated C-Class takes the fight to the 3-Series. Better looking and highly desirable, especially the C63.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
AMG C 63 S	£66,810	4.0	155	517	517	34.5	192	9/10
C 220d AMG L	£33,665	7.7	145	170	295	70.6	108	8/10
C 350e PHEV	£38,270	5.9	155	293	258	134.5	48	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4685x1810x1447, 66-litre fuel tank, 480-litre boot, 8 engines, 5 trims, 98 models in total.

E-CLASS



Ooh, fancy nose! Better than the A-Class's. Merc's big exec has got its mojo back. Self-confident, relaxed and refined.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
E 63 AMG	£74,725	4.2	155	557	531	28.8	230	9/10
E 220d SE Est	£36,660	8.8	136	177	295	60.1	124	7/10
E 350d AMG	£42,010	6.4	155	258	457	53.3	139	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4870x1850x1470, 59-litre fuel tank, 540-litre boot, 7 engines, 6 trims, 24 models in total.

S-CLASS



Meet the car that has single-handedly saved the luxury car class from the SUV incursion. Sublime in most ways.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
S 400 L Hybrid	£72,020	6.8	155	333	272	44.8	147	9/10
S 500 L	£89,790	4.8	155	455	516	31.7	207	9/10
S 350 L d	£67,995	6.8	155	258	457	50.4	148	9/10

Euro NCAP n/a, LxWxH in mm: 5110/5250x1900x1490, 70/80-litre fuel tank, 510/530-litre boot, 7 engines, 5 trims, 21 models in total.

CLS-CLASS



One of the most competent cars in Merc's range. It no longer defines cool like the first one, but it's all top drawer.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
CLS 350d	£50,695	6.5	155	265	457	51.4	142	8/10
CLS 63 AMG SB	£87,010	4.2	155	593	590	28.0	235	9/10

Euro NCAP n/a, LxWxH in mm: 4920x1850x1470, 580-litre fuel tank, 520-litre boot, 4 engines, 3 trims, 11 models in total.

S-CLASS COUPE



Loads of tech, loads of power, loads of class, quite a bit of cash. New coupe is good enough to justify it all.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
S 500	£96,195	4.6	155	455	516	30.0	219	9/10
S 63 AMG	£125,605	4.3	155	585	663	27.9	237	9/10

Euro NCAP n/a, LxWxH in mm: 5027x1899x1411, 80-litre fuel tank, 400-litre boot, 3 engines, 3 trims, 3 models in total.

SLK



Third-gen SLK still hasn't got the dynamic talent it needs. Gadgets galore, including a roof which changes opacity.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
SLK 300 AMG Sp	£38,545	5.8	155	245	273	47.1	138	6/10
SLK 55 AMG	£55,350	4.6	155	421	398	33.6	195	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4130x1810x1300, 66-litre fuel tank, 225/335-litre boot, 5 engines, 3 trims, 6 models in total.

SL-CLASS



Perhaps the best all-round, usable hard-top convertible on sale today. Practical, fast, excellent quality and dynamics.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
SL 500	£83,130	4.6	155	435	516	31.0	212	8/10
SL 63 AMG	£114,185	4.2	155	537	590	28.5	231	8/10
SL 65 AMG	£173,360	4.0	155	630	737	24.4	270	8/10

Euro NCAP n/a, LxWxH in mm: 4530x1830x1320, 80-litre fuel tank, 235/339-litre boot, 4 engines, 2 trims, 4 models in total.

AMG GT



AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
GT	£97,200	4.0	189	462	443	30.4	216	8/10
GT S	£110,500	3.8	193	517	480	30.1	219	8/10

Euro NCAP n/a, LxWxH in mm: 4546x1939x1287, 85-litre fuel tank, 285-litre boot, 2 engines, 2 trims, 2 models in total.

GLA



On paper little more than a pointless curiosity, but in reality a rather well judged crossover. Better than the CLA at least.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
GLA 45 AMG	£44,855	4.8	155	360	332	37.7	175	8/10
GLA 250 4Matic	£31,450	6.6	143	211	250	43.5	153	7/10

Euro NCAP n/a, LxWxH in mm: 4417x1804x1494, 50/56-litre fuel tank, 481-litre boot, 3 engines, 8 trims, 23 models in total.

GLC



Take one Merc' C-Class Estate, add a bit of length, some height and a pinch of off-road ability. Et viola - the GLC.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
GLC 220d	£34,950	8.3	130	170	295	56.5	129	8/10
GLC 250d	£36,105	7.6	138	204	369	56.5	129	8/10

Euro NCAP n/a, LxWxH in mm: 4759x1890x1644, 66-litre fuel tank, 550/1600-litre boot, 2 engines, 8 trims, 16 models in total.

GLE



The ML's got a new nose and a new name to go with it. GL for SUV, E for 'the one in the middle'. Simple.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
GLE 250d	£49,280	8.6	132	204	369	47.9	155	7/10
GLE 350d	£56,280	7.1	140	258	458	42.8	179	7/10
GLE 63 AMG Cp'	£96,555	4.2	155	585	561	23.7	279	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4932x1935x1796, 93-litre fuel tank, 690/2010-litre boot, 5 engines, 9 trims, 26 models in total.



Official fuel consumption figures for the Audi A3 Saloon S line Navigation 2.0 TDI 150PS manual in mpg (l/100km): Urban 55.4 (5.1), Extra Urban 76.3 (3.7), Combined 67.3 (4.2). CO_2 emissions: 108g/km. Fuel consumption and CO_2 figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Image shown for illustration purposes only. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca

TOPGEAR TOP FIVE

LUXURY CARS

1



ROLLS ROYCE PHANTOM EWB

Price £357,875 **Specs** 453bhp, 531 lb ft, 0-62mph 6.1secs, VMax 150mph, 18.9mpg, CO_2 349g/km

So big and smooth, it should probably have sails. And a tiller. And a man at the helm. When it comes to stately speed, nothing does it better than a Rolls.

2



MERCEDES S350 L BLUETEC

Price £67,995 **Specs** 262bhp, 458 lb ft, 0-62mph 6.8secs, VMax 155mph, 50.4mpg, CO2 148g/km

It's here, and its even better than we expected. Tech and lux combined to seamless effect (to create TechLux!). Trounces A8 and 7-Series rivals.

3



BENTLEY MULSANNE

Price £229,360 **Specs** 505bhp, 752 lb ft, 0-62mph 5.3secs, VMax 184mph, 16.8mpg, CO_2 393g/km

Like the wonderful old Arnage it replaces, the big ol' Bentley will show those peasants who's boss. And who cares if it has a slightly piggy nose?

4



RANGE ROVER LWB

Price £106,250 **Specs** 339bhp, 517 lb ft, 0-62mph 6.6secs, VMax 135mph, 33.6mpg, CO_2 219g/km

New long wheelbase Rangey proves that it is possible to shoot grouse during the day and roll up to a state banquet in the evening, all in the same car.

5



BMW 730d

Price £64,530 **Specs** 265bhp, 457 lb ft, 0-62mph 6.1secs, VMax 155mph, 60.1mpg, CO_2 124g/km

New part-carbon 7 is packed with tech. Tick the right box and it can even slot itself into a parking space without anyone behind the wheel.

GL-CLASS



The GL is basically the even bigger, seven-seat version of the ML. Able to change weather systems as it drives along.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
GL 350 AMG Sp'	£61,655	7.9	137	258	457	36.2	205	7/10

Euro NCAP n/a LxWxH in mm: 5100x1920x1840, 45-litre fuel tank, 360/2200-litre boot, 2 engines, 1 trim, 2 models in total.

MG

TopGear on MG:
Chinese-backed resurrection. Sells fewer cars annually than Ford shifts in the time you're reading this.

MG3



After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 VTi-TECH	£8,399	10.9	108	106	101	48.7	136	5/10

Euro NCAP ★★★ LxWxH in mm: 4018x1729x1507, 45-litre fuel tank, 285-litre boot, 1 engine, 4 trims, 4 models in total.

MG6



Recently facelifted. Marginally better cabin, but sorely lacking everywhere else. Despite being cheap, best avoided.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.9D S	£13,995	8.4	120	150	258	61.4	119	4/10

Euro NCAP n/a, LxWxH in mm: 4651x1827x1472, 62-litre fuel tank, 498/1379-litre boot, 1 engine, 3 trims, 3 models in total.

MINI

TopGear on Mini:
New hatch uglier but more sorted. Pointless Paceman and two-seaters soon to die. Good riddance.

MINI HATCH



Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
One	£13,935	9.9	121	103	133	61.4	108	7/10
Cooper	£15,485	7.9	130	136	162	62.7	105	8/10
Cooper S	£18,840	6.8	146	192	206	49.5	133	8/10
Cooper D	£16,635	9.2	127	116	199	80.7	92	7/10

Euro NCAP ★★★★ LxWxH in mm: 3821x1727x1414, 40/44-litre fuel tank, 211-litre boot, 6 engines, 6 trims, 12 models in total.

MINI 5-DOOR



See above. And remove good looks. Not the nicest in profile, but handily bigger and only £600 more. Fills a(nother) gap.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper 5dr	£16,085	8.2	129	136	162	60.1	109	7/10
Cooper SD 5dr	£20,235	7.4	140	170	266	68.9	109	7/10

Euro NCAP n/a, LxWxH in mm: 3982x1727x1414, 40/44-litre fuel tank, 278-litre boot, 6 engines, 6 trims, 12 models in total.

DATA IN NUMBERS: MINI MINI?

→ **Toyota Yaris 5dr** 32mm shorter than Mini 5-door

CLUBMAN



No rear-hinged doors this time round. New Clubman is based on BMW's 2-Series and shares its mediocrity.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Cooper	£19,995	9.1	127	136	162	55.4	118	6/10
2.0 Cooper D	£22,265	8.6	132	150	244	68.9	109	6/10

Euro NCAP n/a, LxWxH in mm: 4253x1800x1441, 48-litre fuel tank, 360/1250-litre boot, 3 engines, 3 trims, 3 models in total.

MITSUBISHI

TopGear on Mitsubishi:
Hard to care now Evo is dead, but electro-Outlander actually Britain's top-selling EV. Nope. Still not fussed.

OUTLANDER



No-nonsense seven-seat SUV. Fair to middling. Plug-in hybrid version offered too. No one will buy that one either.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 PHEV GX3h	£33,304	11.0	106	163	245	148.7	44	6/10
2.2 DI-D GX2	£23,984	10.2	124	150	280	53.3	138	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4660x1800x1680, 60-litre fuel tank, 550/1755-litre boot, 2 engines, 4 trims, 7 models in total.

DATA IN NUMBERS: ELECTRIC RANGER

→ **Claimed EV range of Outlander PHEV** 32.5 miles

MORGAN

TopGear on Morgan:
Idiosyncratic British sports cars designed to give you wood and a healthy exposure to the elements. Poop poop.

3WHEELER



Eccentric and impractical, but for putting a smile on your face, nothing this side of a Tiger Moth competes.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Bespoke 2d	£30,000	4.5	120	110	100	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: n/a, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

CLASSIC



The only car to look like a restoration when actually new. The reasonably new Plus 8 is a fearsomely fast thing.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Plus 4	£36,290	7.5	118	154	148	40.4	164	6/10
4.8 Plus 8	£85,200	4.5	155	367	370	23.0	282	7/10

Euro NCAP n/a, LxWxH in mm: 4010x1500/1720x1220, 50-litre fuel tank, n/a-litre boot, 4 engines, 6 trims, 6 models in total.

AERO 8



Some ash still lurks in the frame of this sports car. Creaks a bit, but otherwise not as antiquated as you might think.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
4.8 V8 Coupe	£99,950	4.5	170	367	370	23.0	282	8/10
4.8 V8 S'sports	£126,900	4.5	170	367	370	26.0	256	8/10

Euro NCAP n/a, LxWxH in mm: 4120x1770x1200, 57-litre fuel tank, 227-litre boot, 1 engine, 2 trims, 2 models in total.

Audi
Vorsprung durch Technik

The Audi A3 Saloon S line Navigation from £319 per month.* Includes:

▸ Xenon headlights ▸ SD card based Navigation ▸ S line Sport suspension

Visit audi.co.uk/offers

*At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Saloon S line Navigation 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,914.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (October 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

NISSAN

TopGear on Nissan:
Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

JUKE



Clever little SUV crossover that looks like... well, looks like nothing else we can think of. Very nice, if a little odd.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 94 Visia	£13,930	12.0	104	94	103	47.1	138	5/10
1.6T Nismo RS	£21,995	7.0	137	218	207	39.2	165	6/10
1.5 dCi Visia	£17,025	11.2	109	110	192	70.6	104	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4135x1765x1565, 46-litre fuel tank, 350/1181-litre boot, 6 engines, 5 trims, 17 models in total.

DATA IN NUMBERS: JUKE RS V JUKE RS

→ **Juke RS 2WD** 218bhp, 0-62mph 7.0secs, £21,995
→ **Juke RS 4WD** 214bhp, 0-62mph 8.0secs, £24,100

LEAF



The first mass-produced leccy car. It's impressive, but our infrastructure needs sorting before it really makes sense.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
EV Visia	£26,490	11.9	90	109	206	n/a	0	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4450x1780x1570, no fuel tank, 330/680-litre boot, 1 electric motor, 3 trims, 3 models in total.

NOTE



New nose, same commodious cabin. Otherwise precious little to tempt Doris out of her Jazz.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 LE	£9,995	13.7	106	80	81	60.1	109	5/10
1.5 dCi Acenta	£15,675	11.9	111	190	147	78.5	93	5/10

Euro NCAP ★★★★ LxWxH in mm: 4100x1695x1530, 46-litre fuel tank, 411/1495-litre boot, 3 engines, 4 trims, 9 models in total.

QASHQAI



Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 DiG-T Visia	£18,545	11.3	114	115	140	50.4	132	8/10
1.6 DiG-T n-tec	£23,200	9.1	124	163	177	48.7	138	8/10
1.6 dCi n-tec	£24,980	10.5	118	130	236	64.2	115	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4370x1800x1595, 65-litre fuel tank, 430-litre boot, 4 engines, 4 trims, 19 models in total.

X-TRAIL



The X-Trail used to be a rufty-tufty thing. Now it's been emasculated. As a result, we think it's better. Fickle, us?

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 dCi 130 Visia	£23,445	10.5	117	130	236	57.6	129	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4643x1820x1695, 60-litre fuel tank, 135(550)/1982-litre boot, 1 engine, 4 trims, 14 models in total.

TOPGEAR TOP FIVE

SUPER GTs

1



FERRARI F12

Price £241,053 **Specs** 740bhp, 508lb ft, 0-62mph 3.1secs, VMax 211mph, 18.8mpg, CO_2 350g/km

There is no more bombastic way of crossing Europe than this. We can't think of a car that has ever blended GT and supercar better than this. Utterly extraordinary.

2



ROLLS ROYCE WRAITH

Price £235,000 **Specs** 624bhp, 590lb ft, 0-62mph 4.4secs, VMax 155mph, 20.2mpg, CO_2 327g/km

Want to experience the grandeur of Thirties motoring? That's what the Wraith so cleverly updates. Engage cruise, bask in the ankle-deep carpets and relax.

3



MERCEDES S-CLASS COUPE

Price £125,605 **Specs** 577bhp, 663lb ft, 0-62mph 4.2secs, VMax 155mph, 28.0mpg, CO_2 237g/km

The old CL was a sorry barge of a thing - this one is something else altogether - a genuine attempt to tackle Bentley head-on. Nothing short of magnificent.

4



FERRARI FF

Price £238,697 **Specs** 660bhp, 503lb ft, 0-62mph 3.7secs, VMax 208mph, 18.3mpg, CO_2 360g/km

A four-seat, four-wheel drive V12 Ferrari that copes with everything 'normal' Ferrari product can't. And it chomps mileage like a train, as long as you have the fuel budget.

5



ASTON MARTIN VANQUISH

Price £195,950 **Specs** 576bhp, 465lb ft, 0-62mph 3.8secs, VMax 201mph, 22.1mpg, CO_2 298g/km

Aston may not have much new to offer at present, but it has honed the Vanquish into a compelling thing - sporting, but not too sporting. Lovely, just lovely.

370Z



Z still looks great, but where's the fire-breathing manliness of the old one, Nissan? GT86 has highlighted its shortcomings.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6 Standard	£27,605	5.3	155	326	269	26.9	249	7/10
3.7 V6 Nismo	£37,745	5.2	155	344	274	26.6	248	7/10

Euro NCAP n/a, LxWxH in mm: 4250x1850x1320, 72-litre fuel tank, 235-litre boot, 2 engines, 3 trims, 3 models in total.

GT-R



Cheap at twice the price, the GT-R is an uber-techy, violently capable, ruthlessly rapid speed machine. Drive one.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V6 550	£78,030	2.8	196	550	466	24.0	275	9/10
3.8 V6 Nismo	£125,000	<2.7	TBA	600	466	24.0	275	9/10

Euro NCAP n/a, LxWxH in mm: 4670x1895x1370, 74-litre fuel tank, 315-litre boot, 2 engines, 2 trims, 2 models in total.

NOBLE

TopGear on Noble:
Yes, it's from the home of pork pies. Yes, the engine's from a school-run bus. Doesn't stop Noble being a supercar force.

M600



Powered by a twin turbo Volvo XC90 V8, the old school M600 is epically fast and amazingly supple. Major want.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
4.4 V8 T 650	£200,000	3.0	225	650	604	n/a	n/a	9/10

Euro NCAP n/a, LxWxH in mm: 4360x1910x1120, 68-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

PAGANI

TopGear on Pagani:
The greatest exponents of artistic Italian pageantry and Hulk-spec power the world has yet seen.

HUAYRA



The name is what you exclaim when you nail the throttle in this twin turbo V12'd, active aero'd hypercar.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£990,000	n/a	230	730	811	23.5	300	8/10

Euro NCAP n/a, LxWxH in mm: 4610x2040x1170, 85-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

PEUGEOT

TopGear on Peugeot:
Chassis bods have refound their mojo with 208 GTi and RCZ R. Design needs to be more Onyx, less ordinary.

108



Now more refined and comfortable. Can be had with a 1.2. Have the 1.0. That's the one Toyota made.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 69 Access 3d	£8,345	14.3	99	69	70	68.9	95	6/10

Euro NCAP ★★★★ LxWxH in mm: 3475x1615x1460, 35-litre fuel tank, 196/780-litre boot, 2 engines, 4 trims, 12 models in total.



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO_2 Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

208



Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Access ac 3d	£11,695	14.0	103	68	66	64.2	102	6/10
1.6 THP GTi	£19,145	6.5	143	208	221	52.3	125	7/10
1.6 B'HDi Allure	£16,645	13.3	106	75	169	94.2	79	6/10

Euro NCAP ★★★★★ LxWxH in mm: 3970x1740x1460, 50-litre fuel tank, 285/1152-litre boot, 6 engines, 7 trims, 39 models in total.

308



Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch good to drive and own. Gobs smacked.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 THP GT	£24,095	7.5	146	205	210	50.4	130	8/10
1.6 e-HDi Active	£19,445	10.2	121	115	199	76.3	95	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4253x1804x1457, 53-litre fuel tank, 470/1309-litre boot, 9 engines, 5 trims, 25 models in total.

508



Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Just been facelifted.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 HDi Active	£23,695	9.8	130	150	273	72.4	97	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4830x1853x1456, 72-litre fuel tank, 473-litre boot, 5 engines, 4 trims, 17 models in total.

RCZ



Peugeot's stunning coupe marks a renaissance. Good-looking, fun to drive, tolerable value. Now go buy an Audi TT.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 THP 200 GT	£27,150	7.6	146	200	206	42.1	155	7/10
RCZ R	£32,250	5.9	155	270	244	44.8	145	7/10
2.0 HDi 163 GT	£26,600	8.7	137	163	240	53.2	139	7/10

Euro NCAP n/a, LxWxH in mm: 4290x1850x1350, 55-litre fuel tank, 309-litre boot, 4 engines, 3 trims, 6 models in total.

2008



High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 VTi Access	£13,195	13.5	105	82	87	57.6	114	5/10
1.6 BlueHDi	£16,545	11.3	114	100	187	78.5	95	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4160x1740x1560, 50-litre fuel tank, 360/1172-litre boot, 5 engines, 4 trims, 15 models in total.

5008



Large seven-seat MPV that looks pretty good and does everything a family might want, although it's less brilliant to drive.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 HDi Active	£24,295	10.0	121	150	251	53.3	138	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4530x1837x1638, 60-litre fuel tank, 679/2506-litre boot, 6 engines, 3 trims, 13 models in total.

TOPGEAR TOP FIVE

FASTEST MANUAL

1



Caterham Seven 620R
2.8 secs

2



Corvette Z06
3.2 secs

3



Lotus Exige S
3.8 secs

4



Lotus Evora 400
4.2 secs

5



Porsche Cayman GT4
4.4 secs

FASTEST AUTO

1



Porsche 918 Spyder
2.5 secs

2



Nissan GT-R Nismo
2.7 secs

3



Lamborghini Aventador SV
2.8 secs

4



McLaren P1
2.8 secs

5



Ferrari LaFerrari
2.9 secs

PORSCHE

TopGear on Porsche:
Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed '911-fighter'...

BOXSTER



The best sports-roadster on sale, bar none. Don't shop anywhere else if you can afford it. S betters Jaguar F-Type...

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.7 265	£39,553	5.8	164	265	206	34.4	192	9/10
3.4 315 S	£47,858	5.1	173	315	265	32.1	205	9/10
3.4 GTS	£53,872	5.0	174	330	272	31.4	211	9/10

Euro NCAP n/a, LxWxH in mm: 4370x1800x1280, 64-litre fuel tank, 130/280-litre boot, 3 engines, 3 trims, 3 models in total.

CAYMAN



The 911's poor relation? Only if you're a social climber. The Cayman is the purer, more satisfying driver's car.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.7 275	£39,694	5.7	165	275	213	34.4	192	8/10
3.4 325 S	£48,783	5.0	175	325	273	32.1	206	9/10
3.4 GTS	£55,397	4.9	177	340	280	31.4	211	9/10
3.8 GT4	£64,451	4.4	183	385	309	27.4	238	10/10

Euro NCAP n/a, LxWxH in mm: 4380x1800x1300, 64-litre fuel tank, 150/425-litre boot, 4 engines, 4 trims, 4 models in total.

911



Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 Carrera S	£83,545	4.5	188	400	324	29.7	224	9/10
3.8 C4 GTS	£95,862	4.4	188	440	324	28.5	233	9/10
3.8 GT3 RS	£131,296	3.3	193	500	339	22.2	296	10/10
3.8 Turbo S	£142,120	3.1	197	560	552	29.1	227	8/10

Euro NCAP n/a, LxWxH in mm: 4490x1800x1300, 64-litre fuel tank, 135-litre boot, 6 engines, 10 trims, 21 models in total.

918 SPYDER



Quite possibly the most complex car in the world. But it all works, and is mind-bending. Also quite fast.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
918	£659,775	2.8	211	885	801	85	79	10/10

Euro NCAP n/a, LxWxH in mm: 4643x1940x1167, 70-litre fuel tank, 110-litre boot, 1 engine, 2 trims, 2 models in total.

PANAMERA



Four-door, four-seat family Porsche. Very fast, quite hard to fall in love with, apart from the rather outrageous GTS model.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
4.8 V8 GTS	£93,391	4.5	179	400	368	25.4	260	7/10
4.8 V8 Turbo S	£131,152	3.8	192	570	552	27.7	239	6/10
3.0 V6 Diesel	£65,289	6.8	150	250	405	43.5	172	6/10
E-Hybrid	£89,401	5.5	167	338	325	91.0	71	6/10

Euro NCAP n/a, LxWxH in mm: 4970x1930x1420, 80-litre fuel tank, 445/1263-litre boot, 8 engines, 8 trims, 9 models in total.

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Excess mileage charge	14.9p per mile

VOLVO

Finance subject to status. Retail sales only. *Subject to availability at participating dealers only on vehicles registered between 01/10/15 and 31/12/15. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/10/15 and 31/12/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.

MACAN



Porsche's Range Rover Evoque is a tidy looker that has image by the bucket-load. Thus, soon to be everywhere...

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S	£44,650	5.4	157	340	339	32.5	204	8/10
Turbo	£60,994	4.8	165	400	405	31.7	208	8/10
S Diesel	£44,636	6.3	142	258	427	46.3	159	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4684x1923x1624, 65-litre fuel tank, 500/1500-litre boot, 4 engines, 4 trims, 4 models in total.

CAYENNE



Sporting SUV that's very capable and now better to look at. It no longer has a ride that ruins your spine, either.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S E-Hybrid	£62,099	5.9	150	422	435	83.1	79	7/10
Turbo	£93,574	4.5	173	527	554	25.2	261	6/10
S Diesel	£62,099	5.4	156	383	626	35.3	209	8/10

Euro NCAP n/a, LxWxH in mm: 4855x1939x1705, 100-litre fuel tank, 670/1780-litre boot, 7 engines, 7 trims, 7 models in total.

RADICAL

TopGear on Radical:
Super-fast, super-intense range of Nürburgring-humbling race cars. Wait – what, they're road-legal? Oh my.

SR3



Few are as extreme, and few cope as badly with British roads. A car for dry, smooth, clear tarmac. Such as a track.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245 Std	£69,850	3.4	160	245	265	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4100x1790x1130, 50-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

RXC



Now here's a trick: Radical's second road car has much more power and a roof, but is far tamer to drive.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6	£94,500	2.8	175	350	320	n/a	n/a	8/10
3.5 V6 Turbo	£107,500	2.6	185	454	500	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1960x1127, 50-litre fuel tank, n/a-litre boot, 2 engines, 1 trim, 2 models in total.

RENAULT

TopGear on Renault:
Still a pervading sense of flimsiness about Renaults. We hope the ageing RS Megane isn't the end of an era.

TWINGO



Rear-engined, rear drive, it's a mini-911! Only it's actually a cheeky little city car. Turbo is only one with any nous, though.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SCe 70	£9,495	14.5	94	70	67	62.7	105	5/10
0.9 TCe 90	£11,695	10.8	103	90	99	65.7	99	7/10

Euro NCAP ★★★★ LxWxH in mm: 3595x1646x1554, 35-litre fuel tank, 188/980-litre boot, 2 engines, 3 trims, 4 models in total.

TWIZY



God knows what's got into us, but we badly want a Twizy. Mainly to sneak up on other cars in electrical silence.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
13kW EV	£7,595	n/a	50	17	42	n/a	0	7/10

Euro NCAP n/a, LxWxH in mm: 2340x1240x1460, no fuel tank, 31-litre boot, 1 electric motor, 3 trims, 3 models in total.

DATA IN NUMBERS: ELECTRIC CONTRAST

→ **Tesla Model S P85D 0-62mph** 3.1 seconds
→ **Renault Twizy 0-62mph** It can't do 62mph

ZOE



This could be the point where electric cars start to prove themselves. The Zoe looks great and costs little.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV Expression	£18,443	13.5	84	88	162	n/a	0	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4090x1730x1560, no fuel tank, 328/1225-litre boot, 1 electric motor, 3 trims, 3 models in total.

TOPGEAR TOP TEN

LOWEST CO2 PETROL CARS



1 Citroen C1 1.0 S&S **88g/km**



2 Peugeot 108 1.0 S&S **88g/km**



3 Fiat 500 0.9 TwinAir 85 **90g/km**



4 Smart Fortwo 1.0 71 **93g/km**



5 Seat Ibiza 1.0 95 Eco **94g/km**



6 Volkswagen Polo 1.0 TSI Bluemotion **94g/km**



7 Volkswagen Up 1.0 BMT **95g/km**



8 Renault Twingo 1.0 SCe 70 **95g/km**



9 Seat Mii 1.0 Eco **95g/km**



10 Skoda Citigo GreenTech **95g/km**

CLIO



A return to form for Renault. Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 1.2 petrol.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe Dyn Nav	£14,675	12.2	113	90	99	62.8	104	7/10
1.2 GT-Line	£17,725	9.9	124	120	140	54.3	120	6/10
1.6T RS Trophy	£21,780	6.6	146	220	207	47.9	135	7/10
1.5 dCi Exp+	£14,975	12.0	112	90	162	88.3	83	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4060x1730x1450, 45-litre fuel tank, 320/1200-litre boot, 5 engines, 6 trims, 16 models in total.

CAPTUR



Renault's take on the Juke that's, perhaps unsurprisingly, more style than substance. Clio for us, please.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe Exp+	£14,295	12.6	106	90	99	56.5	115	7/10
1.5 dCi Exp+	£15,995	12.6	106	90	162	76.4	95	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4120x1780x1560, 45-litre fuel tank, 377/1235-litre boot, 3 engines, 4 trims, 10 models in total.

MEGANE



It's lost the fat arse, which is a good thing. Build quality is much improved, driving manners are above average, too.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
R'Sport Cup-S	£23,935	6.0	158	275	266	37.7	174	8/10
Trophy-R 275	£36,430	5.8	158	275	266	37.7	174	9/10
1.5 dCi Exp'+	£18,245	12.1	118	110	192	80.7	90	6/10

Euro NCAP ★★★★ LxWxH in mm: 4300x1810x1450, 60-litre fuel tank, 372/1162-litre boot, 8 engines, 6 trims, 42 models in total.

KADJAR



Thankfully heaps better than Renault's last crack at a big crossover – the Koleos. Qashqai rival with genuine appeal.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TCe	£17,995	10.1	119	132	151	50.4	126	6/10
1.5 dCi	£19,895	11.9	113	112	192	74.3	99	7/10

Euro NCAP n/a LxWxH in mm: 4449x1836x1607, 55-litre fuel tank, 864/1620-litre boot, 3 engines, 4 trims, 14 models in total.

DATA IN NUMBERS: BIGGER SISTER

→ **Nissan Qashqai overall length** 4370mm
→ **Renault Kadjar overall length** 4449mm

ROLLS-ROYCE

TopGear on Rolls-Royce:
Wheeled pleasure yachts that've seen off the challenge of Maybach and offer more charm than Bentley.

GHOST S2



A car for the junior plutocrat, since his boss will clearly be in a Phantom. Wave at him - he needs your pity.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£181,865	4.7	155	571	576	20.8	327	9/10
6.6 V12 EWB	£207,105	4.8	155	571	576	20.6	329	9/10

Euro NCAP n/a LxWxH in mm: 5399/5569x1948x1550, 82-litre fuel tank, 490-litre boot, 1 engine, 1 trim, 2 models in total.

PHANTOM S2



Luxury British land-yacht which manages to drive as well as it soothes. Cars come no more opulent than this.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75 V12 EWB	£357,875	6.1	150	453	531	18.9	349	9/10
6.75 V12 D'head	£352,745	5.8	150	453	531	19.1	347	8/10
6.75 V12 Coupe	£333,155	5.8	155	453	531	19.1	347	8/10

Euro NCAP n/a, LxWxH in mm: 5830/6090x1990x1640, 100-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 4 models in total.

WRAITH



If the Grand Tour still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£235,000	4.4	155	624	590	20.2	327	9/10

Euro NCAP n/a, LxWxH in mm: 5269x1947x1507, 82-litre fuel tank, 470-litre boot, 1 engine, 1 trim, 1 model in total.

HEROES

SKODA YETI



WHY IS IT SPECIAL?

For a variety of reasons, not least that it proves that even under the VW Group corporate umbrella it is possible to be creative with the components and do something unique. What chiefly sets it apart is its fitness-for-purpose. The chunky design accurately conveys the ownership experience and to drive, it's better than you'd believe. It's also less effeminate than a Qashqai.

WHICH TO HAVE?

You'll ignore the 1.2 TSI because it's at least 10mpg thirstier than the diesel. Fair enough. But you're missing out. It's the most interesting of the two engines on offer, and manages to disguise its lack of power. Sensible money goes on the 2.0-litre TDI, the 148bhp one with AWD (well, it did before diesel-gate). Expensive, yes, but surprisingly capable once you run out of tarmac.







SPECS

ENGINE/GEARBOX 1197cc, 4cyl turbo, 108bhp, 129lb ft
PERFORMANCE 0–62mph in 11.4 seconds, top speed 110mph, 51.4mpg, 128g/km
WEIGHT 1,285kg **PRICE** £18,100

SEAT

TopGear on Seat:
Supposedly the sporty arm of the VW Group behemoth. So why does it make a seven-seat MPV, then?

MII



Don't go expecting loads of Spanish flair here. VW doesn't permit that. This is just a very sensible Up-based city car.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE Eco 3d	£10,145	14.4	100	60	67	68.9	95	7/10
1.0 75 Sport 3d	£10,540	13.2	106	75	70	60.1	108	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 238/951-litre boot, 2 engines, 5 trims, 12 models in total.

IBIZA



Looks sharp, and pricing is good, but hasn't quite made the leap that the Leon has. Ride could be better.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TDI Eco S 5d	£14,520	13.9	107	75	133	80.7	92	6/10
1.4 Cupra SC	£19,120	6.9	142	180	184	47.9	139	7/10
1.6 TDI FR SC	£16,050	10.5	117	105	185	65.7	112	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4030x1690x1430, 45-litre fuel tank, 284-litre boot, 9 engines, 5 trims, 34 models in total.

LEON



Seat has really upped its game with the all-new Leon. Super-hot Cupra is rather tremendous.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 EcoTSI FR	£20,525	8.0	134	150	184	60.1	110	7/10
1.8 TSI FR	£21,565	7.5	140	180	184	47.1	138	8/10
2.0 TSI Cupra SC	£27,910	5.8	155	280	258	42.8	154	8/10
2.0 TDI FR SC	£23,045	7.5	142	184	280	67.3	109	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4260x1780x1460, 50-litre fuel tank, 380-litre boot, 7 engines, 5 trims, 37 models in total.

ALHAMBRA



One of the very best MPVs around. If you don't want an S-Max, this is a worthy alternative. Lots of seats, lots of space.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI SE	£28,675	10.2	126	150	251	55.4	132	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 267/2297-litre boot, 4 engines, 4 trims, 8 models in total.

SKODA

TopGear on Skoda:
Supposedly the cheap'n'cheerful arm of the VW Group behemoth. So why does it make a £30k barge, then?

CITIGO



Of course you recognise it – the Citigo is a lightly altered VW Up. Which makes it a very fine city car indeed.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Green SE 3d	£9,495	14.4	100	60	70	68.9	95	7/10
1.0 Gre' SE L 5d	£10,815	13.2	107	75	70	67.3	98	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 251/951-litre boot, 2 engines, 4 trims, 12 models in total.

FABIA



Only 9 per cent of the old Fabia has been carried into the new one. So it's 91 per cent better, says TG maths.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S	£10,600	15.7	99	60	70	60.1	106	6/10
1.2 TSI 90 SE	£13,450	10.9	113	90	118	60.1	107	7/10
1.4 TDI 90 SE	£15,450	11.1	113	90	169	83.0	88	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3992x1732x1467, 45-litre fuel tank, 330/1150-litre boot, 5 engines, 3 trims, 13 models in total.

OCTAVIA



Skoda, VW's practicality-obsessed arm, gives you all the car you'll ever need. Provided you're slightly dull.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI SE	£17,635	9.9	122	105	129	57.7	114	7/10
2.0 TSI vRS	£23,830	6.8	154	220	258	45.6	142	7/10
1.6 TDI SE	£19,650	10.4	121	105	184	74.3	99	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4660x1810x1460, 50-litre fuel tank, 590/1740-litre boot, 7 engines, 8 trims, 45 models in total.

SUPERB



Enormous Skoda catches Audi-itus. Styled with ruler, but we don't care because it's like an A8 for A3 money

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI S	£18,640	9.9	129	125	147	52.3	125	8/10
2.0 TDI SE	£22,090	8.9	135	150	250	68.9	108	8/10
2.0 TDI SE L Est'	£28,520	8.1	146	190	295	67.3	110	9/10

Euro NCAP n/a, LxWxH in mm: 4861x1864x1470, TBA-litre fuel tank, 625/1760-litre boot, 6 engines, 5 trims, 19 models in total.

YETI



Skoda's SUV-lite is a favourite of TopGear. It looks chunky, acts chunky and drives chunkily, too. Facelift spoils purity though.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI 105 S	£17,000	11.4	110	105	129	46.3	142	7/10
2.0 TDI 110 Bus'	£19,850	11.6	112	110	184	62.8	118	7/10
2.0 TDI SE L 4x4	£24,620	9.1	121	150	251	55.4	134	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4222x1793x1645, 55-litre fuel tank, 322/1760-litre boot, 4 engines, 5 trims, 21 models in total.

SMART

TopGear on Smart:
Best yet execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.

FORTWO



A doddle to park, a delight around town, but what on earth was Smart thinking when it signed off the design?

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,125	14.4	94	71	67	68.9	93	6/10
0.9T Prime	£12,415	10.4	96	90	83	67.3	97	6/10

Euro NCAP ★★★★ LxWxH in mm: 2695, 1663, 1555, 35-litre fuel tank, 260/350-litre boot, 2 engines, 4 trims, 8 models in total.

FORFOUR



Same front end as the car above. Concerning. Otherwise, it's a decent city car. But our eyes hurt.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,620	15.9	94	71	67	67.3	97	6/10
1.0 Edition #1	£13,720	15.9	94	71	67	67.3	97	5/10

Euro NCAP ★★★★ LxWxH in mm: 3495, 1665, 1555, 35-litre fuel tank, 185/975-litre boot, 1 engine, 4 trims, 4 models in total.

SSANGYONG

TopGear on SsangYong:
Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

TIVOLI



Neat-looking crossover is SsangYong's more practical take on the Nissan Juke. Storming value but not bad to own either.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 eXGi SE	£12,950	12.0	106	128	118	44.1	149	4/10

Euro NCAP n/a, LxWxH in mm: 4195x1795x1590, 47-litre fuel tank, 423-litre boot, 2 engines, 3 trims, 8 models in total.

SUBARU

TopGear on Subaru:
Ex-WRC legend rebuilding its brand with chunky, rugged 4x4s. Rally heritage lives on in old-skool WRX.

OUTBACK



More of the unfashionable same from Subaru, but that's what owners love. New one is handily sized, very capable.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D SE	£27,995	9.7	119	150	258	50.4	145	6/10

Euro NCAP n/a, LxWxH in mm: 4815x1840x1605, 60-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 3 models in total.

LEVORG



Yet another big estate from Subaru. Hard to see where it fits in, particularly with just a single petrol engine choice.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DIT GT	£27,495	8.9	131	172	185	39.8	164	6/10

Euro NCAP n/a, LxWxH in mm: 4690x1780x1490, 60-litre fuel tank, 522/1466-litre boot, 1 engine, 1 trim, 1 model in total.

WRX STI



The Scooby turbo is back, minus the Impreza name but with the same huge wing and heinous thirst.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T STi	£28,995	5.2	159	300	300	27.2	242	7/10

Euro NCAP n/a, LxWxH in mm: 4595x1795x1475, 77-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: FAST THIRST

→ **WRX STI** 48% thirstier than an Audi S3; 0-62mph identical

BRZ



An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86...

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE Lux 2d	£23,995	7.6	130	200	151	36.2	181	9/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 55-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

FORESTER



Lacks school run glam, but that's not the point - this is rugged transport. Pity the 240bhp XT Turbo is so ignorable.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D XC	£26,995	10.2	118	147	258	47.9	156	7/10

Euro NCAP n/a, LxWxH in mm: 4560x1780x1700, 64-litre fuel tank, 450/1610-litre boot, 3 engines, 4 trims, 6 models in total.

SUZUKI

TopGear on Suzuki:
Only the lovable Swift Sport appears to have been fed the enthusiasm from Suzuki's mental motorcycles.

SWIFT



By not trying too hard, this no-nonsense supermini succeeds in being really rather good. The Sport is back, too. Rejoice!

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport 3d	£13,999	8.7	121	136	118	44.1	147	7/10

Euro NCAP ★★★★★ LxWxH in mm: 3850x1700x1510, 45-litre fuel tank, 213/562-litre boot, 2 engines, 4 trims, 10 models in total.

S-CROSS



Out with the SX4, in with the S-Cross. Same Qashqai-rivalling concept, same slight surprise at how decent it is.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DDiS SZ3	£16,999	12.0	111	120	236	67.2	110	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4300x1765x1575, 50-litre fuel tank, 430-litre boot, 2 engines, 4 trims,11 models in total.

VITARA



This one caught us rather by surprise. Vitara is a perfectly good alternative to a Qashqai or Juke. Well done, Suzuki.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DDiS SZ-T	£17,499	11.5	112	120	236	70.6	106	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4175x1775x1610, 47-litre fuel tank, 375/710-litre boot, 2 engine, 3 trims, 7 models in total.

TESLA

TopGear on Tesla:
All-electric cars done properly. Model S is so good; you could almost use one as your one and only car. Almost.

MODEL S



The most credible alternative to the German execs yet launched. Fast, well designed and utterly silent.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
70kWh	£60,535	5.2	140	334	317	N/A	0	8/10
P85D	£84,535	3.1	155	701	443	N/A	0	9/10

Euro NCAP ★★★★★ LxWxH in mm: 4970x1964x1445, no fuel tank, 745/1645-litre boot, 3 power outputs, 3 trims, 3 models in total.

TOYOTA

TopGear on Toyota:
Maker of many boring things. And the GT86. Which is so good, it almost makes up for the rest of 'em.

AYGO



Citroen C1 with added face fungus. Still cheap, still good around town. Now more capable elsewhere.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 x 3d	£8,695	14.2	99	70	70	68.9	95	7/10
1.0 x-cite 5d	£11,695	14.2	99	70	70	68.9	95	7/10

Euro NCAP ★★★★ LxWxH in mm: 3455x1615x1460, 35-litre fuel tank, 168-litre boot, 1 engine, 5 trims, 10 models in total.

YARIS



A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.33 Icon 5d	£14,095	11.1	109	98	92	57.6	114	4/10

Euro NCAP ★★★★★ LxWxH in mm: 3890x1700x1510, 42-litre fuel tank, 347/768-litre boot, 4 engines, 4 trims, 11 models in total.

DATA IN NUMBERS: BORIS BEATER

→ **Cheapest Congestion Charge exempt Yaris** £15,295

AURIS



For people who want a Prius, but don't want to be seen in a Prius. Possibly Britain's worst driven car. Maybe.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8 Hybrid	£19,645	10.9	112	138	105	80.7	79	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4330x1760x1475, 50-litre fuel tank, 435/1199-litre boot, 5 engines, 5 trims, 30 models in total.

PRIUS



The iconic hybrid is clever, clean and economical, especially when it comes to tax. Want seven seats? Try a Prius+.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8 Plug-in	£33,395	13.1	111	98	104	134.5	49	6/10
1.8 Prius+	£26,995	11.8	105	138	105	68.9	96	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4460x1750x1490 (Prius+: 4635x1805x1775, 45-litre fuel tank, 445/658-litre boot (Prius+: 505/1425), 1 engine, 4 trims, 6 models in total.

AVENSIS



There's little wrong with the Avensis, just like there's little wrong with your dad's M&S jumper. Mmm, woolly.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 D-4D	£18,850	11.4	112	112	199	67.3	108	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4750x1810x1480, 60-litre fuel tank, 510/1609-litre boot, 3 engines, 4 trims, 9 models in total.

GT86



The best Toyota in donkeys (with a nod of thanks to Subaru). Light 'n' lithe coupe proves that 200bhp is enough.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Primo	£22,700	7.7	140	200	151	36.2	180	9/10
2.0 Aero	£27,500	7.7	140	200	151	36.2	180	8/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 50-litre fuel tank, 245-litre boot, 1 engine, 4 trims, 4 models in total.

VERSO



Revised in 2013 and does an OK job of moving offspring and their snotty gub-bins, but outclassed by the Ford C-Max.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 D-4D Active	£19,990	12.7	115	114	199	62.0	119	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4440x1790x1620, 60-litre fuel tank, 178/1693-litre boot, 3 engines, 3 trims, 8 models in total.

LAND CRUISER



Happy in the hands of armed militia and jolly farmers from Lincolnshire. One of the most robust off-roaders ever.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 D-4D Icon	£48,355	11.7	109	171	302	34.9	213	5/10

Euro NCAP n/a, LxWxH in mm: 4760x1885x1890, 87-litre fuel tank, 403/1695-litre boot, 1 engine, 3 trims, 3 models in total.

VAUXHALL

TopGear on Vauxhall:
Along with Ford, the bread and butter of British motoring. Thing is, Vauxhall forgets to put tasty fillings in.

ADAM



They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 100 S/S Slam	£14,895	11.5	115	100	96	55.4	119	7/10
1.0T Rocks Air	£17,245	9.9	121	115	125	56.5	115	6/10

Euro NCAP ★★★★ LxWxH in mm: 3740x1680x1590, 45-litre fuel tank, 170/663-litre boot, 3 engines, 5 trims, 17 models in total.

VIVA



Vauxhall revives Viva name, but only in the UK. Viva is called Karl elsewhere. Is quite cheap. Also quite cheerful.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE	£7,995	13.1	108	75	70	62.8	104	6/10

Euro NCAP n/a LxWxH in mm: 3675x1595x1485, 32-litre fuel tank, 206/1013-litre boot, 1 engine, 2 trims, 3 models in total.



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO_2 Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

CORSA



Lovely little 1.0-litre turbo, very refined and vastly improved all round. But it's still a Vauxhall. Need we say more?

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Sting 3d	£9,265	16.0	101	70	85	52.3	124	6/10
1.0T 90 SE 5d	£15,100	11.9	112	90	122	65.7	104	6/10
1.6T 205 VXR 3d	£18,245	6.8	143	205	180	37.7	174	6/10

Euro NCAP ★★★★ LxWxH in mm: 4020x1736x1479, 45-litre fuel tank, 285/1120-litre boot, 7 engines, 8 trims, 76 models in total.

ASTRA



Yes, yawn, it's the new Astra. Trouble is, this one really takes the fight to the Focus. Onboard connectivity is superb.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T	£15,995	10.5	124	105	125	65.7	99	7/10
1.4T 150 SRi	£18,895	7.8	134	150	181	51.4	128	7/10
1.6 CDTi Design	£18,180	9.0	127	136	236	76.3	99	7/10

Euro NCAP n/a, LxWxH in mm: 4370x1871x1485, 48-litre fuel tank, 370/1210-litre boot, 8 engines, 5 trims, 41 models in total.

INSIGNIA



The Vectra replacement that changed its name to avoid incrimination in past crimes. Good to drive, smart design.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.8 T VXR SS	£30,379	5.6	170	325	320	25.7	249	6/10
1.6 CDTi Design	£19,534	10.9	130	136	236	74.3	99	6/10
2.0 CDTi SRi ST	£23,434	9.4	137	170	295	60.1	124	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4830x1860x1530, 70-litre fuel tank, 530/1470-litre boot, 9 engines, 6 trims, 106 models in total.

VXR8



No-nonsense Aussie saloon is back. TG cheers loudly. Particularly as it now has nearly 600bhp... Strewth.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2 V8 GTS	£54,509	4.9	155	584	545	18.5	363	7/10

Euro NCAP n/a, LxWxH in mm: 4940x1900x1470, 73-litre fuel tank, 495-litre boot, 1 engine, 1 trim, 1 model in total.

MERIVA



Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a Black Cab, minus vomit.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CDTi Excl'	£20,875	9.9	122	136	236	64.2	116	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4290x1810x1620, 54-litre fuel tank, 400/1500-litre boot, 7 engines, 4 trims, 21 models in total.

ZAFIRA TOURER



Who'd of thunk it? The words 'Zafira' and 'desirable' in the same sentence. Boomerang eyes are locked on S-Max...

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 CDTi SRi	£25,230	9.1	129	170	280	54.3	137	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4600x1850x1760, 65-litre fuel tank, 420/1420-litre boot, 5 engines, 5 trims, 22 models in total.

TOPGEAR TOP FIVE

TRACK DAY TOOLS

1 BAC MONO



Price £80,000 **Specs** 280bhp, 206 lb ft, 0-62mph 2.8secs, VMax 170mph, N/A mpg, CO_2 N/A g/km

It's made by some men in Cheshire. It will make you feel like Ayrton Senna. It looks like a formula racer. And it really doesn't matter if you have no mates.

2 ARIEL ATOM 3.5



Price £38,000 **Specs** 310bhp, 169 lb ft, 0-62mph 2.7secs, VMax 155mph, N/A mpg, CO_2 N/A g/km

It changed how we think about track-day cars, and nearly tore Jeremy's face off. Now in its fourth generation, the Somerset lightweight is just getting better and better.

3 CATERHAM 420R



Price £32,990 **Specs** 210bhp, 150 lb ft, 0-62mph 3.8secs, VMax 136mph, N/A mpg, CO_2 N/A g/km

New 420R is Caterham's mid-ranger, above the 360 and below the manic 620. Still light, fast and nimble. And still nowhere to keep a dog.

4 LOTUS EXIGE S



Price £54,500 **Specs** 345bhp, 295 lb ft, 0-62mph 4secs, VMax 170mph, 28mpg, CO_2 236g/km

The last one was as raw as sashimi. This one's more grown up, and now has a supercharged V6, but can still spot an apex from a mile off. Lotus still knows its onions.

5 ZENOS E10 S



Price £29,995 **Specs** 250bhp, 295lb ft, 0-62mph 4.0secs, VMax 145mph, N/A mpg, CO_2 N/A g/km

If the Ford Focus ST-engined E10 is anything to go by, British upstart Zenos will be around for a while yet. Actual windscreen makes it semi-usable on the road.

VOLKSWAGEN

TopGear on Volkswagen:
Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

UP



Finally, a VW city car you want to own. Neat styling and packaging to shame Ikea's finest, we like the Up. A lot.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Take Up 3d	£8,870	14.4	99	60	70	62.8	105	8/10
1.0 Club Up 5d	£12,485	13.2	106	75	70	60.1	108	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3540x1640x1490, 35-litre fuel tank, 251/951-litre boot, 2 engines, 6 trims, 16 models in total.

DATA IN NUMBERS: PRICED UP

→ **VW Up 1.0 60 Take 3d** £595 more than Skoda Citigo 1.0S 3d

XL1



VW has created the world's first eco-spaceship. Beam us up Scotty, we're ready for lift-off at 300mpg.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
0.8 TDI Plug-in	£94,000	11.9	99	75	103	313	24	9/10

Euro NCAP n/a, LxWxH in mm: 3970x1682x1184, 10-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

POLO



The Golf's mini-me was facelifted for 2014. It's safe and solid, and now has a (little) bit more soul.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S 3d	£11,300	15.5	100	60	70	60.1	106	7/10
1.2 TSI SE 5d	£14,410	10.8	114	90	118	60.1	107	8/10
1.8 TSI GTI 3d	£18,900	6.7	146	192	236	47.1	139	7/10
1.4 TDI SE 5d	£15,475	12.9	108	75	155	83.1	88	8/10

Euro NCAP ★★★★★ LxWxH in mm: 3970x1682x1462, 45-litre fuel tank, 280/952-litre boot, 9 engines, 8 trims, 32 models in total.

GOLF



The best done better than ever. You need no other hatchback. So don't waste your time looking.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI GT 5d	£24,270	8.2	134	150	184	57.6	115	8/10
2.0 GTI 5d	£28,155	6.5	153	220	258	47.1	139	8/10
2.0 R 5d	£31,475	5.1	155	300	280	39.8	165	9/10
1.6 TDI Match 5d	£21,960	10.7	119	110	184	74.3	99	8/10
2.0 GTD 5d	£27,590	7.5	143	184	258	67.3	109	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1270-litre boot, 13 engines, 9 trims, 48 models in total.

BEETLE



A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driver appeal.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI Design	£18,670	10.9	112	105	129	51.4	128	6/10
1.4 TSI Sport	£22,525	8.7	126	150	185	48.7	134	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4640x1770x1480, 68-litre fuel tank, 510-litre boot, 5 engines, 4 trims, 20 models in total.

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On the road price*	£19,862.50
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Interest charges	£2,718.50
Total amount payable	£22,581
Optional final payment	£8,650
Duration of agreement (months)	49
Fixed rate of interest p.a.	2.52%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile

VOLVO

Finance subject to status. Retail sales only. *Subject to availability at participating dealers only on vehicles registered between 01/10/15 and 31/12/15. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/10/15 and 31/12/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.

PASSAT



The driver likes to pretend he's an exec, when in truth he's a rep that's made his monthly bonus. Fine car, though.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDI S	£22,320	10.8	128	120	185	70.6	105	7/10
2.0 TDI S	£23,445	8.7	137	150	251	70.6	106	7/10
2.0 TDI SCR GT	£27,895	6.1	149	190	369	53.3	107	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4767x1832x1456, 59/66-litre fuel tank, 586/1152-litre boot, 4 engines, 5 trims, 26 models in total.

CC



Facelifted CC has dropped the Passat name, but not the underpinnings. Cheap, able alternative to the Merc CLS.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI 184 GT	£30,600	8.6	141	184	258	64.2	114	7/10

Euro NCAP n/a, LxWxH in mm: 4800x1860x1420, 70-litre fuel tank, 532-litre boot, 4 engines, 2 trims, 5 models in total.

SCIROCCO



Still great looking, but now resting on a platform two gens behind the Golf. Minor facelift isn't enough to disguise this.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TSI 180	£22,790	7.4	140	180	207	47.1	148	7/10
2.0 TSI 280 R	£32,580	5.7	155	280	258	35.3	187	8/10
2.0 TDI 150	£23,455	8.6	134	150	199	67.3	109	6/10

Euro NCAP ★★★★★ WxH in mm: 4256x1810x1406, 55-litre fuel tank, 312/1006-litre boot, 6 engines, 4 trims, 11 models in total.

TOURAN



A dull but capable MPV in a marketplace where that's all you need. Essentially a big, last-gen Golf with seven seats.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDI 105 SE	£23,855	12.8	116	105	185	61.4	121	5/10

Euro NCAP ★★★★★ LxWxH in mm: 4397x1794x1634, 60-litre fuel tank, 121/1913-litre boot, 6 engines, 3 trims, 14 models in total.

SHARAN



More VW MPV-ery, this time quite good. It's comfortable, practical, seats seven easily and gets decent engines.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI 150 SE	£28,485	10.7	122	150	177	43.5	150	7/10
2.0 TDI 150 SE	£30,115	10.3	TBA	150	251	56.5	130	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 300/2297-litre boot, 4 engines, 4 trims, 11 models in total.

TIGUAN



A baby SUV that's more of a family car than a rough 'n' tough off-roader. Destined for the school run, and why not?

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI 2WD	£25,520	9.8	123	150	251	56.5	130	5/10
2.0 TDI 4WD	£29,820	8.3	127	184	280	49.6	150	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4519x1809x1703, 60-litre fuel tank, 470/1510-litre boot, 6 engines, 4 trims, 15 models in total.

TOUAREG

If a large SUV can be inoffensive, this is it. Shares much with the Cayenne, except the price and cock-wafting image.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 TDI SE	£43,605	8.7	128	204	332	42.8	173	6/10
3.0 TDI R-Line	£48,405	7.3	140	262	373	42.8	174	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4801x1940x1709, 85-litre fuel tank, 493/1555-litre boot, 2 engines, 3 trims, 5 models in total.

VOLVO

TopGear on Volvo:
Far removed from Volvo of old, and far more than just boxes on wheels. Even though they are boxy.

V40



Volvo finally pulls its finger out and gets serious about the premium hatchback. We actually quite like these.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 T2 SE	£22,205	9.2	1118	122	162	51.4	129	7/10
2.0 T5 R-Des L	£31,700	6.0	149	245	258	47.9	137	7/10
2.0 D3 150 SE	£23,770	7.9	130	150	236	74.3	99	8/10

Euro NCAP ★★★★★ LxWxH in mm: 4370x1800x1450, 52-litre fuel tank, 335/1032-litre boot, 7 engines, 7 trims, 45 models in total.

TOPGEAR TOP TEN

MOST ECO ESTATES



1 Peugeot 308 SW 1.6 BlueHDi 120 **88.3mpg**



2 Ford Focus 1.5 TDCi Eco **83.1mpg**



3 Seat Leon ST 1.6 TDI 110 **83.1mpg**



4 Dacia Logan MCV 1.5 dCi 90 **80.7mpg**



5 Toyota Auris Hybrid Touring Sports **80.7mpg**



6 Skoda Octavia Greenline **80.7mpg**



7 Seat Ibiza ST 1.6 TDI **80.7mpg**



8 Volkswagen Golf 1.6 TDI Bluemotion **80.7mpg**



9 Renault Megane ST 1.5 dCi 110 **78.5mpg**



10 Skoda Fabia 1.4 TDI **78.5mpg**

S60



At last, a BMW 3-Series rival that's actually a 3-Series size. Good engines, nice interior, but no 3-Series to drive.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 T3 Business	£22,490	8.1	130	154	185	48.7	135	6/10
2.0 D4 Business	£24,045	7.1	143	190	295	72.8	102	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4630x1860x1490, 67-litre fuel tank, 339-litre boot, 8 engines, 5 trims, 36 models in total.

V60



Estate version of the S60, only Volvo insists it's not actually an estate, but a 'sportswagon'. It's an estate, Volvo.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Business	£25,245	7.2	140	190	295	70.6	104	7/10
D6 Plug-in	£50,175	5.8	143	220	325	155	48	7/10

Euro NCAP ★★★★★ LxWxH in mm: 4628x1865x1484, 67-litre fuel tank, 430/1241-litre boot, 6 engines, 9 trims, 36 models in total.

V70/XC70



Close your eyes and think of a Volvo. And here it is – the 21st century incarnation of the classic estate. Now rather off the pace.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Business	£27,195	8.1	137	181	295	67.3	109	5/10
XC70 D5 AWD	£39,540	7.5	130	215	309	53.3	139	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4820x1860x1550, 70-litre fuel tank, 575/1600-litre boot, 5 engines, 4 trims, 28 models in total.

XC60



Mid-size SUV stuffed with health and safety kit. It should come in fluoro yellow with a loud hailer as standard.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 SE Lux	£34,360	7.6	130	190	295	62.8	117	6/10

Euro NCAP ★★★★★ LxWxH in mm: 4630x1860x1490, 70-litre fuel tank, 495/1455-litre boot, 3 engines, 4 trims, 14 models in total.

XC90



Everything we hoped it would be, and more besides. Superb safety systems, fantastic tech and practicality.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D5	£45,750	7.4	137	228	347	49.6	149	9/10
2.0 T6	£49,205	6.1	143	324	295	36.7	179	9/10
2.0 T8	£59,955	5.3	140	406	295	104.6	99	9/10

Euro NCAP n/a, LxWxH in mm: 4950x2008x1776, 50/71-litre fuel tank, 397/1951-litre boot, 3 engines, 3 trims, 9 models in total.

VUHL

TopGear on Vuhl:
Thought up by a pair of Mexican brothers with a background in industrial design. 05 is a promising start.

05



Looks like a little British track thing. Isn't. Mexican money, Italian design, Ford power. Good effort.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£59,995	3.7	152	285	310	n/a	n/a	7/10

Euro NCAP n/a, LxWxH in mm: 3718x1876x1120, 40-litre fuel tank, 70-litre boot, 1 engine, 1 trim, 1 model in total.

ZENOS

TopGear on Zenos:
Upstart staffed by ex-Caterham execs. It shows – Ford-engined E10 is admirably well-executed.

E10



What do you get when former Caterham chiefs leave to design their own car? Um, a 21st century Caterham.

	PRICE	0–62	MPH	BHP	LB FT	MPG	CO2	RATING
E10 S	£29,995	4.0	145	250	295	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 3800x1870x1130, n/a-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

DATA IN NUMBERS: 10 OUT OF 10

→ **Zenos E10 kerbweight** 700kg
→ **Hyundai i10 1.0 kerbweight** 933kg



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I ALG	4 CKW	EFL I	I FAW	3 GDJ	HET I	JNL I	I KUN	I LUT	I NJN	6 PLD	I RHP	SHD 6	I TSN	I WGL
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I BFM	80 CY	3 EJG	I FEO	I GKS	I HL	9 KAD	3 LDD	I MFA	NSH 7	6 PRP	ROJ I	TAA 3	I VCM	WPK I
I BFO	I DBA	EJL 4	I FET	I GKV	HLC I	I KBC	3 LDF	MFF I	I NSJ	I PRU	I ROX	I TAB	VDA I	WR I
I BGR	I DCN	8 EJR	I FFJ	5 GME	5 HLJ	I KBE	LDL 7	MFO I	I NSP	PSD I	RPD I	TAD I	I VDC	WRG I
6 BHM	5 DDH	I EJY	FH 73	I GNF	I HMK	4 KBS	2 LEF	I MFR	I NVS	5 PSJ	3 RRW	I TBS	I VDP	I WRJ
7 BHS	4 DDL	EK I	2 FJA	I GPV	8 HMR	I KCK	I LFE	MFT 6	I NYE	6 PST	8 RV	I TCF	VE I	I WRM
5 BJN	3 DFL	7 EKS	I FKK	4 GRJ	I HMT	I KCL	I LFG	8 MGD	OCT I	7 PTH	I RVA	I TCK	I VED	WS 83
BJT I	I DFN	EL 8	I FKW	I GRV	I HO	I KCN	I LFP	9 MGT	OFW I	PTL I	I RVG	TCL 5	VGH I	I WSK
I BJV	6 DHG	6 ELJ	5 FLS	GSA I	5 HPS	I KDB	LGS I	I MKF	I OON	9 PV	I RVT	I TCO	2 VJC	WSS I
I BKJ	3 DME	I EMT	4 FMR	I GTA	9 HR	I KDJ	I LGT	MLF I	I OPR	I PWP	RVW I	4 TDD	VJD 6	I WWK
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BME 6	I DOP	I ENE	I FNB	I GVG	HRW I	KEY I	8 LJJ	MMT I	OUT I	I PYL	I RWV	TED I	VM 4	I WWP
BMF I	I DSE	I ENF	I FNF	I GWF	HVD I	I KGS	I LJR	7 MNB	I OY	I RCC	I RYK	I TEW	I VMC	YCA I
6 BMO	5 DSF	I ENH	I FNG	I HBR	HW 2	I KHJ	I LKA	I MNG	5 PAK	I RCO	SAW I	I TFF	I VMP	YCB I
6 BPR	9 DSL	EPA I	I FNJ	I HCD	I HWA	I KKA	I LKG	MO I	7 PBD	5 RCR	I SBF	I TFN	VNC I	I YD
BPW I	9 DTL	EPD I	I FPN	I HCE	I HWF	2 KLA	2 LKS	5 MSF	I PBH	RDG I	I SBW	I TFT	I VPR	YE I
BT 25	DVS 7	6 EPM	FPR I	I HCF	JCF I	KLK I	I LLC	MTJ I	PBK I	5 RDJ	9 SDA	7 TGD	VRB I	YEF I
BV I	6 DWE	I EPR	I FPS	I HCJ	9 JCJ	3 KLT	I LLJ	I MWG	3 PCF	I RDY	I SDP	TGE I	VS I	I YEL
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D342 DEN Dearden
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HEL 6A Helga
LET 773R Letter
GAII TRY Gantry
L7II SAY Lynsay
AMB 8I3R Ambler
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GII OME Gnome
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ROY 600K	Cook	H444 NDS	Hands	M42 KUS	Markus	R477 RAY	Rattray	WYM 3R	Wymer
COR 8IIN	Corbin	HAII SEN	Hansen	M42I ENE	Marlene	RAU IIF	Rauf	Y420 LEY	Yardley
COI2 NER	Corner	H428 OUR	Harbour	M42 SHA	Marsha	ROA 6H	Roach	YOI4 NDA	Yolanda
COU 9E	Coupe	H42I AND	Harland	MAR 2Y	Mary	ROA 55T	Roast	YOII SEF	Yousef
COU 5IIN	Cousin	H4I2 PER	Harper	M427 ANN	Maryann	20 PER	Roper	YUE 3N	Yuen

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P333 AAB	£225	R23 AMH	£525	AI0 BGD	£425	S4 CMU	£625	RI23 DJP	£425	ERZ 565	£225	H7 GTP	£425	N700 JCH	£225	P333 JSS	£225	R25 LJW	£325	R25 MOR	£325	0IG 656	£225	PUI 929	£225	Y8 RWH	£625	R27 SPS	£425	UBZ 656	£225
C9 AAH	£525	K90 AMH	£525	P3 BGH	£525	L3 CMR	£625	R26 DJR	£525	ERZ 868	£225	S4 GTW	£425	R25 JCK	£425	P333 JSW	£325	LJZ 987	£225	J900 MOR	£525	0IL 920I	£325	W8 PUT	£625	RXI 9876	£225	L9 SPW	£625	UCZ 373	£225
P33 AAH	£225	RI2I AMH	£425	N8 BGR	£625	R24 CMS	£425	0X53 DJS	£225	R2I ESH	£225	GUI 505	£425	R23 JCM	£425	M22 JTC	£225	LKZ 383	£225	R23 MOS	£525	JB53 OJB	£425	Y9 PWB	£625	V333 RYN	£525	R2I SPW	£225	UDZ 696	£225
J88 AAJ	£225	R2I AML	£425	BHZ 646	£325	RI23 CMS	£325	R27 DJT	£425	P6 ESK	£525	GUI 6374	£225	L99 JCM	£525	W8 JTM	£625	R2I LMB	£425	R29 MOT	£425	JS56 OJS	£425	Y9 PWS	£625	Y99 SAC	£425	R2I SPY	£325	UEZ 939	£225
G4 AAP	£550	X28 AML	£525	BIG 603I	£425	R27 CMW	£425	RI2I DJT	£325	C8 ESM	£425	V88 GUS	£525	RI2I JCM	£325	R26 JUD	£225	V27 LMS	£525	R32I MOT	£325	0JZ 232	£225	Y32I RAC	£425	R25 SAD	£325	R2I SRB	£325	UFZ 838	£225
TI6 ABA	£225	R28 AMM	£525	R2I BJB	£225	P333 CMW	£225	A8 DKL	£525	B7 ESW	£425	X004 GUY	£625	T33 JCP	£225	R27 JUD	£225	RI23 LMS	£425	R2I MPB	£325	0KZ 585	£325	R25 RAD	£525	T32I SAD	£225	R29 SRC	£325	UIW 292	£225
R26 ABB	£425	RI23 AMM	£425	R2I BJC	£325	D7 CNB	£425	A8 DKP	£625	940 ETA	£625	GXZ 949	£225	R29 JCR	£425	R23 JUL	£525	R3I LOL	£525	T200 MPB	£225	N9 OLD	£425	R26 RAE	£625	Y5 SAE	£625	T77 SRD	£225	UJZ 737	£225
RI2I ABB	£325	R2I AMP	£425	P50 BJD	£225	H5 CNP	£425	DKZ 686	£225	EUI 383	£225	GXZ 837I	£225	R2I JCS	£425	R29 JUN	£425	R2I LOR	£525	0X02 MPC	£225	0X02 OLY	£225	RI2I RAE	£525	V33 SAF	£425	P9 SRH	£625	UJZ I800	£225
Y3I ABC	£525	V32I AMP	£325	CII BJH	£525	CNZ 477	£225	N4 DLC	£625	R27 EVA	£425	R2I HAB	£325	R32I JCS	£325	AB02 JDB	£225	J500 LOR	£325	N333 MPC	£225	R3I OLY	£425	R3I RAF	£525	R32I SAF	£325	R2I SRH	£425	UKZ 434	£225
G3 ABD	£525	W24 AMR	£525	R2I BJH	£325	R23 COB	£525	R23 DLH	£325	P800 EVA	£325	J4 HAC	£625	R24 JDB	£425	R25 JWS	£325	R25 LOW	£425	W8 MPD	£625	RI2I OLY	£325	RI2I RAF	£425	T33 SAG	£225	R29 SRM	£325	UIW 978	£525
T55 ABE	£325	RI23 AMR	£425	R27 BJS	£325	R2I COE	£225	C4 DLP	£625	0X04 EVE	£325	V3 HAD	£625	RI23 JDB	£325	JXI 9990	£225	X40 LPS	£225	R24 MPH	£425	0LZ 292	£325	D20 RAG	£525	R26 SAH	£525	P99 SRW	£225	ULZ 232	£225
E8 ABH	£625	V400 AMS	£525	R25 BJW	£325	R26 CON	£525	W6 DLR	£625	X006 EVO	£625	HAD 3V	£625	R26 JDC	£525	V7 LPW	£525	W6 LSC	£625	RI2I MPH	£325	R3I ONE	£525	R29 RAG	£425	Y80 SAJ	£425	JI3 SSB	£225	ULZ I500	£225
T33 ABM	£225	R24 AMT	£325	BJZ 424	£225	K400 CON	£425	WII DMB	£525	R23 EVS	£525	F555 HAD	£325	RI2I JDC	£425	GI4 KAB	£525	Y9 LTD	£625	N4 MPR	£525	R2I ONE	£425	RI23 RAG	£325	SA60 SAL	£525	W6 SSP	£625	UPE 885	£425
R23 ABS	£625	R25 AMW	£525	BLZ 696	£225	R25 COR	£425	V333 DMB	£325	R32I EVS	£425	HG04 HAG	£225	A2 JDF	£625	T23 KAM	£525	Y9 LTS	£625	S27 MPR	£225	R2I ONS	£625	RI2I RAH	£325	0X06 SAN	£225	Y25 SSS	£325	Y2I USA	£425
E5 ABW	£525	JB03 AMY	£350	R25 BMC	£325	R25 COS	£325	R3I DMC	£625	EXZ 484	£225	R2I HAL	£425	R23 JDH	£525	C55 KAM	£625	Y9 LTS	£625	R24 MPS	£425	0NZ 424	£325	TI3 RAK	£525	R2I SAP	£225	R2I STA	£325	R29 USA	£525
R25 ABY	£525	AE02 ANA	£325	E3 BMP	£625	MH05 COT	£225	R2I DMH	£525	Y3I FAB	£325	R29 HAM	£525	R2I JDM	£525	Y300 KAM	£425	R24 LUC	£525	T77 MPW	£225	0X04 00X	£325	X008 RAM	£225	R29 SAT	£425	RI STD	£625	R25 USH	£525
RI2I ABY	£425	V20 ANA	£625	PC06 BMW	£325	LX03 BOB	£425	R32I DMH	£425	T3 FAG	£425	HH09 HAN	£325	T26 JDP	£225	Y9 KAN	£625	R28 LUC	£525	P33 MRA	£225	M60 OSC	£325	R27 RAN	£325	R28 SAV	£525	G8 STH	£625	USU I69	£625
R3I ACB	£325	Y700 ANA	£550	PI0 BOD	£325	Y333 BOO	£625	R23 DMP	£325	R25 FAR	£525	0X04 HAR	£225	V40 JDR	£325	R72 KAN	£225	V444 LUC	£425	R27 MRB	£525	T8 OWD	£425	R3I RAR	£425	0X02 SAW	£225	S9 STM	£425	P200 UTD	£625
S333 ACB	£225	K972 ANA	£425	R25 ANC	£325	BI2 CPH	£225	R2I DMR	£325	X006 FAY	£525	R24 HAR	£525	S999 JDR	£225	0X03 KAR	£225	LUI 9232	£225	R32I MRB	£425	P400 OWL	£525	CA04 RAS	£525	R2I SAW	£325	L2 STO	£525	P200 UTD	£625
B9 ACD	£625	OG02 AND	£225	X222 BOX	£625	E5 CPJ	£525	R29 DMS	£525	FAZ 725I	£325	Y3I HAR	£425	R25 JDS	£625	Y12 KAR	£625	LXI 146	£325	R27 MRC	£525	Y12I PAB	£425	R3I RAS	£625	W9 SBM	£625	DI0 STR	£425	UWO 307	£525
P33 ACD	£225	V19 AND	£525	R26 BOY	£325	J2 BPR	£325	Y12I DMS	£425	FBZ 717	£225	R26 HAS	£425	RI23 JDS	£525	V333 KAR	£425	OT02 LYN	£350	T33 MRD	£225	Y40 PAC	£525	Y32I RAS	£425	N9 SBP	£425	N300 STR	£325	UXI 424	£225
Y80 ACE	£525	R3I AND	£625	S25 BRA	£225	M2 BRC	£525	R26 DMW	£425	K8 FCB	£525	R2I HAT	£425	R2I JDW	£425	0X02 KAS	£225	W24 MAB	£525	R2I MRG	£325	R32I PAC	£425	X002 RAT	£225	SBZ 303	£525	X003 STU	£525	0X02 VAL	£525
S66 ACF	£225	KE06 ANG	£625	M3 BTL	£325	P6 BRJ	£625	R32I DMW	£325	MH02 FEE	£225	HB03 HAY	£225	R23 JEB	£525	R26 KAS	£525	E364 MAC	£625	B20 MRH	£525	R27 PAD	£425	R24 RAT	£425	R27 SCB	£425	SE04 STU	£425	X004 VAN	£325
W77 ACH	£525	R26 ANJ	£525	M2 BRC	£525	R5 CRP	£525	P6 DNR	£525	0X03 FEE	£225	R23 HAY	£425	R23 JED	£425	KAS 99Y	£625	X003 MAD	£325	R32I MRK	£625	TII PAE	£525	0X02 RAW	£225	N999 SCB	£325	R28 STV	£425	Y19 VAN	£425
R25 ACK	£325	KE06 ANN	£625	P6 BRJ	£625	W29 CRS	£325	DNZ 464	£325	R23 FEE	£525	0X04 HAZ	£225	X002 JEF	£425	N800 KAS	£325	P4 MAE	£625	R28 MRP	£425	R23 PAH	£425	R23 RAW	£525	TI4 SCD	£225	J88 STY	£425	VAZ 654	£325
N87 ACM	£225	0X5I ANN	£450	R9 BRM	£625	M55 CRX	£325	R25 DOB	£425	KI00 FEE	£425	HAZ 5475	£525	X004 JEF	£425	BK02 KAT	£225	Y33 MAJ	£525	R97 MRS	£625	Y15 PAL	£425	RAZ 7189	£325	R25 SCH	£525	J66 SUD	£225	VAZ I700	£225
P333 ACM	£225	R25 ANS	£525	R25 BRU	£325	M2 CRY	£625	X700 DOC	£625	R28 FER	£425	HBG 866	£625	W700 JEF	£625	MY02 KAT	£425	Y44 MAK	£425	R29 MRT	£425	D945 PAM	£425	598 RBJ	£650	K2 SCD	£625	CP04 SUE	£525	VBZ 464	£225
N77 ACR	£225	K888 ANS	£425	N900 BRU	£225	V9 CSD	£625	R24 DOG	£525	FEZ 606	£525	HBZ 272	£225	V8 KAW	£525	X052 KAZ	£425	N80 MAM	£425	R12I MRT	£325	C002 PAN	£325	N6 RBM	£625	WII SCP	£425	DJ04 SUE	£450	VDZ 323	£225
V333 ACS	£325	P599 ANT	£425	PI2 BRW	£225	P9 CSK	£625	Y444 DOG	£425	FFZ 979	£225	R6 HCB	£525	X056 KAZ	£425	KAZ 1016	£525	V200 MAM	£325	R2I MRW	£325	R27 PAN	£425	RBZ 959	£425	H6 SCR	£625	DR04 SUE	£625	VDZ 323	£225
R24 ACT	£325	ANZ 848	£425	BB56 BRY	£325	N4 CSR	£525	VJ54 DON	£325	FHZ 484	£225	S6 HCM	£525	R2I JEH	£625	KBZ 292	£325	ME04 MAP	£225	R29 MSB	£325	H2 PAP	£625	H4I RCB	£225	T99 SCW	£225	RC5I SUE	£325	T26 VEE	£225
R2I ACW	£325	ANZ 4435	£225	TI BSC	£525	N22 CSR	£225	V400 DOT	£625	FIG 318	£525	HCZ 19I	£225	P88 JEP	£325	C4 KCP	£625	YI7 MAP	£425	R2I MSC	£325	R29 PAR	£625	E5 RCC	£625	R2I SDB	£325	SUI 959	£325	E9 VEG	£525
S999 ACW	£225	R2I APB	£325	SI23 BSH	£225	AI9 CTB	£225	TI6 DPC	£225	FIG 9993	£325	HDZ 383	£225	JB03 JER	£225	KCZ 19I	£425	P33 MSD	£225	R7 MSH	£625	V45 PAR	£525	W3 RCR	£525	N99 SDC	£225	R25 SUL	£325	VEL 872	£650
R2I ACY	£525	T333 APB	£225	P6 BSK	£425	C9 CTW	£625	Y23 DPD	£225	FIL 5493	£525	HDZ 595	£225	R23 JER	£325	AII KDC	£425	DM02 MAT	£350	R25 MSH	£425	R32I PAR	£425	N99 RCS	£225	B4 SDD	£525	R23 SUN	£325	N900 VET	£225
R25 ADA	£325	R3I APC	£325	BSK 646	£625	K5 CUE	£425	A3 DPJ	£625	FIW 154	£425	Y6 HED	£625	K99 JER	£425	D7 KDW	£525	R23 MAW	£425	A6 MSJ	£625	BM54 PAT	£425	P28 RDB	£425	G2 SDF	£525	R26 SUS	£425	VFZ 171	£225
R700 ADB	£325	R2I APH	£325	J8 BTB	£425	K3 CUP	£425	Y6 DPR	£625	FJI 609	£325	X004 HEL	£425	R777 JES	£625	D585 PAT	£525	X006 MAY	£425	J99 MSN	£225	D2 PAU	£525	Y7 RDE	£625	P33 SDH	£225	R12I SUS	£325	VFZ 404	£225
R2I ADC	£325	W9 APL	£625	M3 BTL	£325	715 CXM	£525	G9 DPS	£625	FJZ 484	£225	Y60 HEL	£525	JFZ 282	£225	D2 PAU	£525	AAI3 MAY	£225	T33 MSS	£225	R24 PAW	£425	P99 RDM	£225	J999 SDH	£225	R25 SUT	£525	H7 VJH	£425
R2I ADD	£525	P80 APR	£225	R24 BUD	£325	CXZ I5I	£225	R2I DRC	£225	FKZ 676	£225	R25 HEN	£425	R99 JGB	£525	R24 PAW	£425	R808 MAY	£325	N77 MSW	£225	PAY 8W	£425	Y8 RDP	£625	J3 RDM	£625	J3 SWL	£425	VJI 404	£325
N333 ADD	£225	R24 APS	£425	L700 BUD	£225	CXZ 898	£225	R2I DRD	£325	FLZ 494	£225	HER 4F	£525	N7 JGD	£525	PAY 8W	£425	AD04 MAZ	£225	R3I MUL	£525	PAZ 318	£425	R26 RDS	£425	L2 SDP	£525	Y28 SYD	£425	VJZ 323	£225
AM06 ADE	£225	RI2I APS	£325	CF02 BUG	£325	W8 DAA	£525	R2I DRH	£325	FMC	£525	MI00 HEV	£525	W9 JGP	£625	PAZ 318	£425	MAZ 2799	£425	X004 MUM	£525	PAZ 3265	£225	Y6 RDW	£625	J9 SDR	£625	R23 TAB	£525	VKZ 313	£325
R25 ADE	£625	W9 APT	£625	K800 BUG	£525	R2I DAB	£625	G9 DRJ	£625	FMH	£625	R2I HEW	£525	W9 JGR	£625	PAZ 3265	£225	J6 MBA	£525	VW59 MUM	£225	R7 PBG	£625	T6 REA	£525	R23 SEA	£225	RI23 TAB	£425	VLZ 767	£225
R26 ADE	£525	R2I APW	£325	R2I BUL	£325	R32I DAB	£525	C7 DRL	£525	FMR	£225	S555 HEY	£325	T9 JHM	£625	R3I MUL	£525	SIII MBH	£325	R23 MUR	£525	M7 PBM	£525	R27 REA	£425	P200 SEA	£225	LI7 TAC	£225	VNZ 636	£325
B7 ADF	£525	P333 APW	£225	R23 BUN	£225	R32I DAC	£525	N222 DRM	£225	FNZ 50	£525	HFZ 212	£225	Y7 JHP	£525	X004 MUM	£525	R26 MCA	£425	R12I MUR	£425	W3 PBS	£525	R26 REB	£525	R28 SEB	£425	R2I TAC	£325	R3I VON	£625
ADH 42T	£425	R26 ARA	£525	R2I BUR	£325	R24 DAD	£525	M99 DRN	£225	FNZ 686	£325	R5 HGH	£525	R25 JHS	£425	VW59 MUM	£225	MB08 MCB	£325	648I MV	£625	PBZ 939	£425	M4II REB	£425	Y100 SEB	£325	P99 TAD	£225	RI2I VON	£525
TM05 ADM	£325	T9I4 ARA	£425	R2I BUS	£325	R25 DAF	£325	XIII DRW	£525	R25 FOS	£525	HHZ 434	£325	JHZ 676	£325	R23 MUR	£525	R25 MCB	£625	Y5 MWC	£525	T33 PCB	£225	0X04 RED	£325	M777 SEC	£325	R2I TAG	£225	A4 VSM	£425
T33 ADP	£325	Y222 BAR	£425	P9 CGR	£625	X005 DEN	£625	DRZ 545	£325	X002 FRY	£225	HIB 2006	£425	JIG 675	£425	R12I MUR	£425	R24 MCC	£625	Y6 MWH	£625	T9 PCE	£625	R28 REE	£425	Y6 SEE	£625	S28 TAH	£225	A4 VSM	£425
R2I ADS	£625	Y550 BAR	£325	R24 CHA	£625	R23 DER	£425	N3 EJH	£525	N555 FRY	£325	HIG 630	£425	JIG 9565	£225	648I MV	£625	Y999 MCD	£425	S9 MYO	£425	V4 PCG	£625	V100 REG	£425	R27 SEL	£425	R27 TAL	£325	R2I WAD	£225
R23 ADW	£325	X28 BAS	£425	R23 CHR	£525	DB06 DES	£425	T66 EJH	£225	FRZ 212	£225	P33 HJB	£225	JIL 6400	£625	Y5 MWC	£525	R25 MCF	£525	R25 NAB	£425	TI8 PCH	£225	S343 REG	£325	YIII SEL	£325	R25 TAM	£625	R2I WAG	£225
R25 ADY	£625	J90 BAS	£525	S600 CHR	£425	X006 DES	£525	R2I EJM	£225	T77 HJS	£225	R26 JJB	£525	KHZ 787	£225	Y6 MWH	£625	MC08 MCG	£225	W29 NAD	£525	SI5 PCM	£225	B4 REK	£425	P400 SEL	£225	R24 TAN	£625	Y5 WAH	£525
RI2I ADY	£525	N900 BAS	£325	CIL 940	£425	XX06 DES	£325	R25 EJS	£325	GFZ 545	£225	DA05 GAL	£225	Y24 GAL	£325	R32I JJB	£425	KIG I700	£325	R24 NAG	£525	GII PCS	£425	PI5 REM	£525	R24 SEM	£325	R222 TAN	£550	Y12 WAL	£325
W3 AER	£625	R2I ARG	£325	R26 CAB	£625	0X02 DEW	£225	EJZ 373	£225	GHZ 969	£225	HUZ 292	£225	N77 JJD	£225	R3I KJB	£525	W22 MCG	£425	R24 NAG	£525	S99 PCW	£225	R32I REM	£425	W9 SEN	£625	R2I TAP	£325	R2I WAL	£425
Y96 AES	£225	R29 ARH	£525	R12I CAB	£525	R23 DAL	£525	780 EKX	£625	GIG 3278	£325	HUZ 616	£225	W6 JJH	£625	RI2I KJB	£425	MC06 MCH	£225	R2I MCH	£525	T14 PDR	£225	R23 REN	£625	NI2 SEP	£225	R800 TAP	£225	N888 WAR	£225
NII AFB	£325	R23 ARK	£425	R12I CAD	£425	CB02 DAN	£425	EKZ 959	£225	GIW 5870	£325	HKZ 345	£225	R2I JJH	£325	SII KJL	£425	R23 MCK	£625	R25 NAM	£425	N2 PDT	£625	R32I REN	£525	H7 SER	£625	OX03 TAR	£225	R2I WAY	£225
PII AFH	£325	R2I ARL	£425	E4 CAF	£625	GD03 DAN	£325	R26 ELA	£425	GJW 90	£525	HLZ 373	£325	R27 JJJ	£425	R29 KJM	£425	Y32I MCK	£425	R25 NAM	£425	PDZ 383	£325	R29 RES	£325	X29 SEW	£325	R23 TAR	£425	W23 WBA	£325
AFZ 585	£225	R29 ARM	£525	R23 CAF	£325	KII DAP	£425	R26 ELE	£425	GJZ 30	£525	N9 HMB	£525	C4 HMP	£625	R27 JJM	£425	W9 KJP	£625	R2I MCM	£525	RI5 NAN	£425	R28 REV	£325	SEZ 323	£525	R23 TAS	£425	A8 WBH	£425
R28 AGB	£425	RI2I ARM	£425	R2I CAG	£225	R2I DAP	£225	R333 ELE	£325	GJZ 976	£325	X8 HMW	£625	T4 JJR	£625	KJZ 252	£225	Y777 MCM	£425	Y8 NAR	£525	T3I PEG	£225	Y14 REX	£425	A2 SFB	£625	NI6 TAW	£225	WBZ 484	£325
N77 AGH	£225	EI0 ARN	£425	R25 CAH	£525	S28 DAP	£325	R29 GJS	£425	GKZ 19I	£225	69I HNX	£425	P88 JJR	£325	KJZ 474	£225	R29 MCN	£425	R28 NAS	£625	T19 PEL	£225	P888 REX	£225	K33 SFC	£225	T3I TAX	£525	H8 WDC	£525
P6 AGK	£525	R32I ARN	£350	L777 CAH	£425	0X04 DAS	£225	R27 DUG	£525	T8 GAC	£525	H0B 20W	£525	R23 JJS	£425	KKZ 989	£225	R2I MCP	£325	0056 NAT	£625	R23 PEN	£625	REZ I66	£425	SFZ 696	£325	R27 TAY	£625	WDZ 585	£225
RI4 AGL	£225	R2I ARP	£325	DC06 CAM	£225	R24 DAS	£425	RI2I DUG	£425	P90 GAD	£225	X002 HOG	£525	R24 JJW	£325	R25 KRS	£325	T222 MCP	£225	NBZ 282	£225	R2I PER	£525	REZ 6I95	£225	N6 SGF	£625	RI23 TAY	£425	R29 WEB	£625
R9 AGM	£625	R26 ARR	£425	XI4 CAN	£525	YI2I DAS	£325	R2I DUN	£325	AD05 GAL	£225	DS54 HOG	£425	R3I HOL	£525	P99 JKB	£225	J333 KUM	£225	NBZ 282	£225	L3 PES	£525	S9 RFB	£625	X004 SHA	£225	TAZ 4350	£425	SM53 WEB	£225
R2I AGM	£225	0X03 ART	£225	R25 CAN	£425	UF06 DAV	£225	F8 DWP	£625	Y24 GAL	£325	R3I HOL	£525	G9 JKR	£625	KXI 36	£525	P9 NCD	£625	L3 PES	£525	R27 PET	£325	Y15 RFC	£525	D999 SHA	£625	TBZ 818	£325	RI2I WEB	£525
SIII AGP	£225	R24 ART	£525	C004 CAP	£225	DN08 DAV	£425	LII DWW	£325	R26 GAR	£525	RI2I HOL	£425	X7 JKS	£625	KXI 9700	£225	R23 MCR	£225	NCZ I3I	£225	R27 PET	£325	RFZ 232	£225	H7 SHM	£525	TBZ I800	£225	R3I WED	£425
VII AGR	£625	RI2I ART	£425	0X04 CAR	£325	P8II DAV	£525	DXZ 939	£225	RI23 GAR	£425	R26 HOP	£425	A84 JKW	£225	R24 LAB	£525	R23 MCS	£425	T6 NDB	£525	R25 PFC	£325	W9 RGC	£625	H7 SHM	£525	TBZ I800	£225	R3I WED	£425
R27 AGS	£325	R2I ARY	£525	C006 CAR	£425	R2I DAW	£325	R25 EAR	£425	R24 GAS	£625	YI9 HOT	£525	R32I JLB	£525	R2I LAC	£325	R25 MCW	£425	NDZ 232	£325	R9 PFH	£625	R26 RGS	£325	W6 SHR	£625	TCD 58R	£225	R2I WEN	£525
E8 AHB	£525	0X02 ASA	£225	X006 CAR	£525	S29 DAW	£425	EAZ 575	£225	RI2I GAS	£525	CF53 HOT	£225	M60 JLD	£225	R25 LAD	£425	MCZ 939	£525	R23 NED	£325	J2 PFS	£425	Y8 RHM	£625	R25 SHY	£525	R25 TCH	£425	R2I WES	£425
Y6 AHS	£525	T88 ASA	£225	X004 CAS	£625	X002 DAY	£525	EBZ 949	£225	S23 GAV	£525	YI2I HOT	£425	RI23 JLH	£325	W7 LAG	£625	R2I MDC	£325	X6 NEE	£525	PFZ 363	£225	RHZ 939	£425	SHZ 363	£425	TCZ 757	£425	WEZ 6569	£525
AHZ 909	£325	R23 ASB	£325	T800 CAS	£525	CD05 DAY	£425	S7 ECH	£625	D3 GAY	£525	R24 HOW	£425	R3I JLM	£425	AI0 LAH	£525	N333 MDC	£225	V43 NEL	£425	W5 PGC	£625	RIL 535	£625	SHZ 4605	£225	G4 TDB	£625	WFZ 858	£225
AIG 989	£525	Y65 ASC	£225	CAS 931A	£425	R24 DAY	£625	R29 ECK	£525	X006 GAZ	£625	J500 HOW	£325	R32I JLM	£425	BI8 LAK	£625	PIII MDG	£325	TI NEP	£525	P77 PGM	£325	RIW 9465	£325	SIB 595	£425	T777 TDH	£225	WIB 337	£325
PB08 AJB	£225	RG02 ASH	£225	CKZ 434	£225	DHZ 646	£425	K6 ECR	£625	X006 DAZ	£525	P8 HRA	£625	R29 JLS	£525	OX02 LAM	£425	N77 MDP	£225	Y8 NER	£625	PGV I72	£625	R29 RJD	£425	SIL 4677	£225	B2 TDM	£625	WIL 6688	£625
MD02 AJD	£225	D006 ASH	£525	R25 CLA	£525	DHZ 4587	£225	V3 ECS	£625	M9 DBH	£525	A7 HRS	£525	R123 JLS	£325	R28 LAN	£425	P33 MDR	£225	R2I NER	£425	X6 PGW	£525	P40 RJF	£225	SIW 4802	£325	TDZ 507	£325	WIL 93II	£525
KII AJD	£625	GE06 ASH	£625	R12I CLA	£425	DIG 7857	£325	ECZ 494	£325	W9 DCG	£625	HRZ 787	£325	C4 JMA	£625	R2I LAN	£425	Y15 MDS	£325	S555 NER	£325	R28 PHL	£525	R27 RJG	£425	R25 SJA	£425	T28 TEA	£325	WJZ 252	£225
R29 AJD	£525	OX06 ASH	£425	R23 CLH	£225	R2I DJA	£425	R2I EDA	£225	W9 DCL	£625	B4 HSB	£625	R29 JMD	£625	R2I LAP	£525	P400 MDS	£225	R25 NES	£625	R12I PHL	£425	W9 RJJ	£625	P333 SJA	£325	R29 TEE	£425	WJZ 6543	£225
Y32I AJD	£425	R23 ASM	£425	X006 CAZ	£625	R5 DCN	£525	X006 EDD	£625	W9 DCP	£625	P6 HSW	£625	R12I JMD	£525	OX03 LAR	£225	MDZ 767	£325	Y28 NET	£425	T9 PHW	£625	PI2 RSW	£225	R3I SJD	£525	TD02 TEL	£325	K90 WKC	£225
E4 AJE	£625	K7 ASP	£625	N8 CBE	£525	W6 DCR	£625	Y9 EDG	£625	N9 GCD	£625	R25 HUD	£525	R12I JMG	£625	R2I LAR	£325	Y3 MED	£525	KI8 NEV	£425	PHZ 909	£525	R28 RJL	£425	R2I SPB	£225	TUI 929	£325	WKZ 494	£225
R32I AJF	£425	R2I ASP	£225	Y2 CBL	£525	R2I DCS	£425	P7 EDH	£625	V22 HUW	£625	R12I HUG	£625	R24 JMG	£625	R3I LAS	£525	R2I MED	£225	NH52 NEV	£225	PIB I66	£325	R23 RJP	£325	R24 SJG	£525	R2I TEL	£625	WLZ 767	£325
VG03 AJG	£225	L5 ATC	£525	CBW I3K	£225	B4 DCW	£525	X72 EDM	£325	C8 HWD	£425	R29 JML	£425	S320 JMH	£525	R32I LAS	£425	E758 MEG	£525	R32I NEV	£325	N4 PJA	£525	V333 RJS	£625	V999 SJG	£425	S888 TEL	£525	WKZ 494	£225
R29 AJG	£625	R25 ATH	£425	V6 CLP	£525	R29 DJH	£525	P54 EDP	£225	HI0 GCR	£225	R24 JMM	£525	R24 JMT	£325	AD02 LAW	£325	MF05 MEL	£425	R29 NEW	£425	RI23 PJC	£525	Y800 RJW	£525	R32I SJP	£550	DI2 TER	£525	WLZ 767	£325
R32I AJG	£525	N9 ATM	£525	CLZ 313	£325	BI7 DJL	£425	P800 EDS	£225	W4 GCS	£625	R3I JMM	£525	R24 JSB	£425	LAW 646W	£625	T666 MES	£325	NHZ 999	£525	R27 PJD	£425	AI2 RKC	£225	R123 SJS	£625	Y19 TER	£325	Y5 WMC	£625
RH08 AJH	£225	0X02 BAB	£225	R25 CLO	£525	R26 DJF	£425	R29 EDY	£525	W4 GDH	£625	R32I JMM	£425	R24 JSC	£425	EII LAX	£625	R23 MET	£325	NIB 767	£525	WH07 PJH	£425	N8 RKG	£625	J800 SJT	£425	V24 TES	£425	C8 WMH	£425
RI2I AJH	£625	P88 BAB	£325	V333 CLO	£425	R28 DJG	£525	R32I EDY	£425	S3 GDS	£525	R32I JMM	£425	R25 JSC	£425	T33 LAY	£225	MFZ 262	£225	NIB 3408	£225	0054 PJH	£525	RKZ 464	£225	SJZ I50	£425	RI5 TEV	£425	WPW 46H	£325
R26 AJJ	£325	R29 BAD	£525	Y6 CLP	£525	R29 DJH	£525	R3I EEE	£425	X6I GDW	£225	R400 JMW	£625	W9 JNS	£625	LAZ 393	£525	V33 MGB	£325	NIL 456	£625	S99 PJH	£625	P6 RLP	£525	G2 SKR	£525	LI TEW	£625	K8 WRC	£625
R29 AJK	£325	N700 BAD	£425	EI4 CED	£425	AD03 DEB	£350	R2I GED	£425	GH02 GEE	£225	R27 GEE	£625	N50 JNS	£325	J4 LBC	£525	MC02 MGC	£325	NIL 2181	£425	E8 PJN	£625	RLZ 696	£325	R24 SKY	£425	R25 TEW	£525	B2 WRH	£425
R3I AJL	£525	Y9 BAH	£625	W8 CEL	£525	R26 DEC	£525	LJ6 EFC	£625	EFZ 767	£225	GH02 GEE	£225	N500 JNS	£225	H8 LBM	£625	V3I MGF	£325	NIW 969	£625	R25 PJR	£425	R26 RMB	£425	SKZ 636	£325	TFZ 595	£225	N9 WRH	£325
RI2I AJL	£325	R27 BAL	£425	R27 CEL	£225	RI2I DEC	£425	N6 EGB	£625	R27 GEE	£625	N9 JGR	£625	JNZ 919	£325	C4 LBW	£525	M99 MGF	£525	R25 NJB	£625	P900 PJS	£525	BI2 RMC	£625	R25 SLC	£525	L9 THP	£625	N8 WRX	£625
M777 AJL	£425	R23 BAM	£525	R26 CER	£425	DG04 DEE	£425	R3I EGG	£525	Y26 GEF	£325	X0X05 GEO	£225	R24 JOD	£325	LBZ 989	£325	J700 MGF	£425	R2I NJH	£325	DW04 PJW	£225	H9 RMG	£625	R25 SLH	£425	Y28 TJB	£525	T600 WRX	£425
R2I AJN	£325	R555 BAM	£425	CEZ 575	£325	Y24 DEK	£325	EHZ 616	£225	X0X05 GEO	£225	R23 JAB	£625	XK04 JON	£525	N9 LCJ	£625	X54 MGJ	£225	NJI I67	£425

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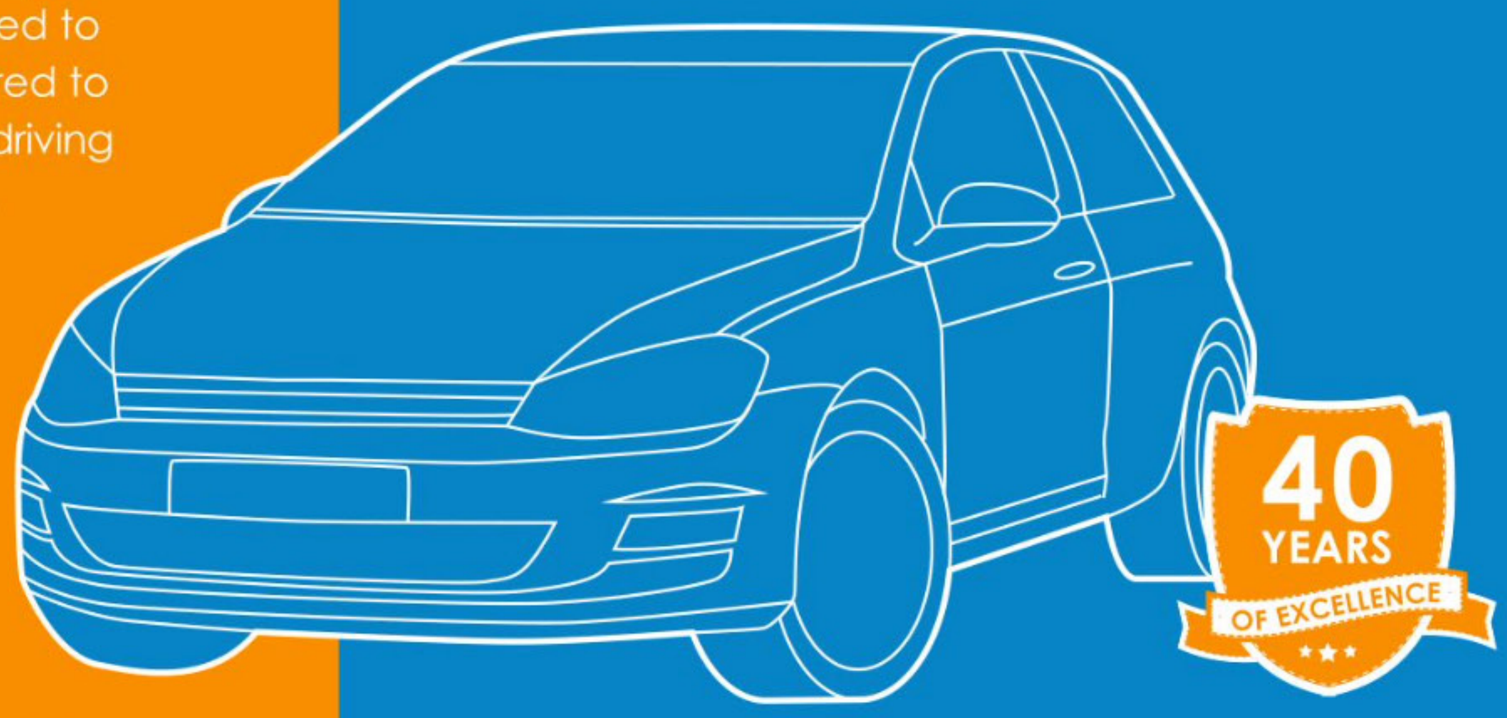


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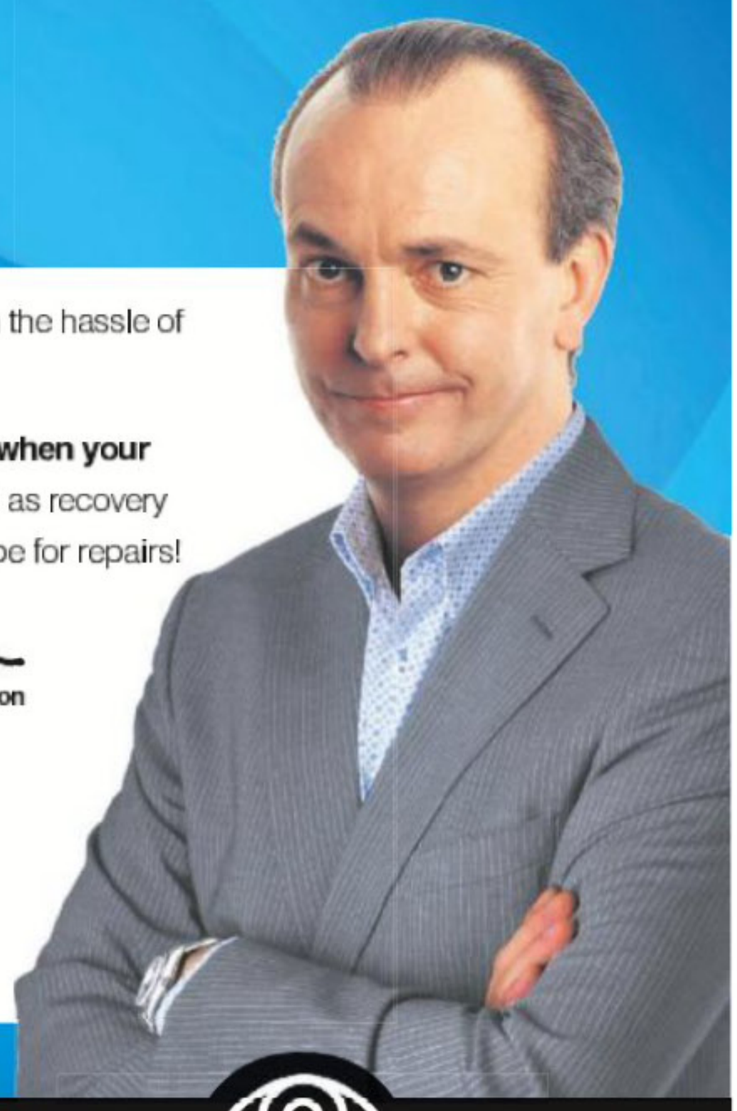
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GB 9 AB	1983 AA	B44 TES	11 CGD	400 DEB	EM11 LLX	1000 GL	470 IB	1985 JO	KYL 111E	MAT 1Y	40 N	555 PD	400 RF	10 SUE	349 VAL	GB F40 MAD
GB 96 AC	AAS 12	6 BB	9 CJ	15 DFP	S90 EVE	1 GO	**J**	JOE 333Y	KYM 555S	M4 RKX	NAV 10	8 PDR	95 RG	SUE 555Y	1 VBH	
GB G55 AMG	ABF 1	5 BBA	44 CJM	98 DG	8 EW	GRA 63W	5 J	R25 JOE	**L**	62 MAX	6 NCB	PEN 17Y	700 RG	99 SW	76 VC	GB M376 ALF
GB 66 AMY	18 ACP	1 BCN	8 CJT	875 DH	73 EW	GRA 63X	9 JAM	641 JON	9 L	R29 MAX	NCR 8	11 PF	2 RGD	S74 NNS	VER 117Y	
GB 997 AW	66 ADC	83 BD	CLU 85S	D144 NAS	**F**	GR14 VES	JAM 135S	JON 555S	43 L	100 MB	22 NF	5 PHM	RGM 3	**T**	VEY 20N	GB 9 MSG
GB CAII VMS	ADE 3Y	B36 KYS	6 CNJ	1988 DJ	161 F	6 GSK	J455 SON	R27 JON	LAU 213S	1 MBD	N163 LLS	PJC 15	544 RH	4 T	VGD 9	
GB 99 GAV	R18 ADY	BEC 55Y	COX 11E	19 DJC	FC 3	F348 GTB	1 JBD	555 JP	LAY 73N	87 MC	5 NJ	17 PJC	6 RHS	24 T	VWC 99	GB NUT 80Y
GB HEL 317A	900 AF	BEE 90	8 CR	14 DJR	430 FER	GTS 355S	1 JXC	1974 JP	9 LB	11 MCJ	60 NJ	14 PJD	RJC 44	8000 T	VWS 3	
GB HJR I	1970 AG	84 BEN	8 CRS	16 DJS	FER 612S	92 GW	14 JCD	JPS 16	8 LCP	11 MCW	60 NK	77 PJW	9 RK	75 TA	**W**	GB IIII P
GB F348 HOT	35 AH	R29 BEN	49 CS	95 DK	F457 FER	1000 GW	3 JCF	11 JRD	19 LD	69 MD	400 NM	6 PJK	8 RMR	TA12 ANT	W 4	
GB 5 JJB	5 AHE	XBE 5T	7 CSD	661 DK	FF12 RED	**H**	JD 5	99 JRG	8 LE	MDP 127	66 NN	PJS 55	ROB 327S	73 TB	35 W	GB A993 POR
GB JL 37	17 AJR	BF 9	1 CSJ	DL 95	FF12 TOY	H 9	9 JDK	JSB 253	L34 NNS	M311 ODY	NOB 3L	691 PL	RSL 9	300 TB	5 WA	
GB JMR II	66 AL	BH 9	8 CSL	98 DL	FJK 11	3 H	58 JE	11 JSW	95 LEE	98 MF	NPS 8	9 PMW	3 RTP	TCR 50	W457 NEY	GB REB 836A
GB 26 JRL	6000 AL	1 BKW	4 CSR	DM 124	FOS 573R	HA12 LYS	400 JE	JSW 12	L31 YLA	97 MG	NSL 3	24 PN	1 RTK	63 TE	1 WBD	
GB JW 8	A115 COT	15 BL	8 CT	555 DM	FOW 133R	1 HAW	444 JEF	68 JT	LEW 796	3 MGD	1 NSM	777 PO	3333 RP	TES 55Y	W33 BBS	GB ROB 813S
GB KEN 44	66 AM	B10 SSY	65 CT	DO 4	FOX 96	H84 TES	JEM 888	JTK 9	LEW 5S	65 MH	52 NT	73 POR	550 RS	TEZ 11	W333 LLS	
	7777 AM	BO55 SEY	387 CTA	DOT 1W	612 FOX	52 HC	JEM 33Y	11 JTP	3 LFC	MHD 6	NTH 2	PO12 SHE	11 RSC	1 TGP	W333 STS	GB SLR 722X
	G55 AMG	805 TON	1 CTE	1 DPX	0007 FOX	1 HDR	JEN 13S	JUS 71S	1 LGA	17 MJC	1 NTK	12 PP	**S**	500 TH	WG 3	
	AMY 848E	80 XER	85 CW	D12 ESS	F244 SER	H311 ENS	JEN 1J	JUV 34R	2 LJK	11 MJF	69 NU	786 PR	9 SA	TJP 9	WIL 5007	GB SLS 62L
	6 AN	278 BY	**D**	8 DSG	47 FW	113 LEN	R23 JEN	87 JW	75 LL	111 MJF	NWN 14	800 PS	S46 KEY	88 TK	WXJ 1	
	AND 180Y	**C**	246 D	84 DT	**G**	5 HJD	JEZ 12	JWT 21	LLZ 9	12 MJK	**O**	7 PSA	SAD 13S	88 TOM	WJC 6	GB A360 SPY
	AN63 LAX	9 C	DAM 3	84 DW	GA12 ETT	4 HJG	666 JF	**K**	400 LM	666 MK	0 6	PSB 13	79 SAM	TOM 13S	5 WJD	
	R29 ANN	5555 C	DAM 15	350 DW	98 GC	5 HJK	9 JFD	8 K	R31 LOU	6000 ML	13 000	PSK 6	3333 SB	R27 TOM	66 WS	GB F488 SPY
	ANT 11Y	666 CA	616 DAN	DWW 1	GC 777	1 HM	9 JGM	1 KA	7 LPS	41 MMH	55 OW	34 PW	8 SBM	TON 10Y	**X**	
	41 AP	C4 BBY	DAN 131X	**E**	3 GCR	1 HN	84 JL	2000 KA	LRS 70	MO11 LYX	**P**	1 PWE	SC 31	TOW 17S	57 XX	GB 8 SV
	1 APP	CAL 144M	DAN 99Y	E 6	85 GD	110 NEY	1974 JL	KAT 7S	LUV 33R	MPS 18	P 2	**R**	SCA 12Y	TRA 613S	XXX 55S	
	1 ATK	CA11 RAT	D412 CEY	30 EB	GEM 55X	HOR 53X	5 JLK	22 KAY	LYN 23Y	1977 MR	91 PA	393 R	5 SE	1977 TS	**Y**	GB VI6 KEY
	4 ATK	C412 ENS	D412 CYS	91 ED	GE02 261E	HOR 553S	98 JM	1 KD	R29 LYN	11 MRD	PBK 9	16 RAC	S151 MON	4 TVR	6 Y	
	1 AWC	C42 TER	DA12 ENS	EFP 5	GE02 GYS	1 HPV	10 JKS	3 KDP	**M**	97 MS	1 PBT	RAM 544Y	17 SJC	18 TVR	B357 YAM	GB WEB 85Y
	AWC 8	6 CAW	DAR 123N	EGM 8	86 GG	HR 5	26 JMS	KEZ 2	8 M	666 MS	8 PBT	RAT 71E	18 SJD	9 TW	355 YEL	
	8 AWC	98 CB	18 DAV	37 EH	444 GH	7 HRS	14 JMW	KG 27	123 M	MT 9	7000 PC	600 RC	SJE 6	67 TW		GB WPT I
	7 AWH	6 CE	97 DB	88 EL	GHO 57S	11 HST	91 JN	83 KG	MAC 12C	7 MTJ	10 PCD	7 RCB	S6 UND	78 TWL		
	B	6 CEB	9 DBA	800 ELA	GIL 8233	HW 4	45 JK	7 KPM	123 MAL	3 MTP	5 PCG	RCC 9	SL63 TOY	**U**		
	4 B	888 CF	5 DCW	E17 ONS	GIL 5559	71 HW	1978 JM	6 KPS	M417 DYS	MWC 332	PCT 26	5 RD	6460 SM	UPO 53R		
			DEB 7	3 EM	8 GJD	5 HWL		2000 KS	M42 TYN	MWS 383		94 RD	1 SR	**V**		

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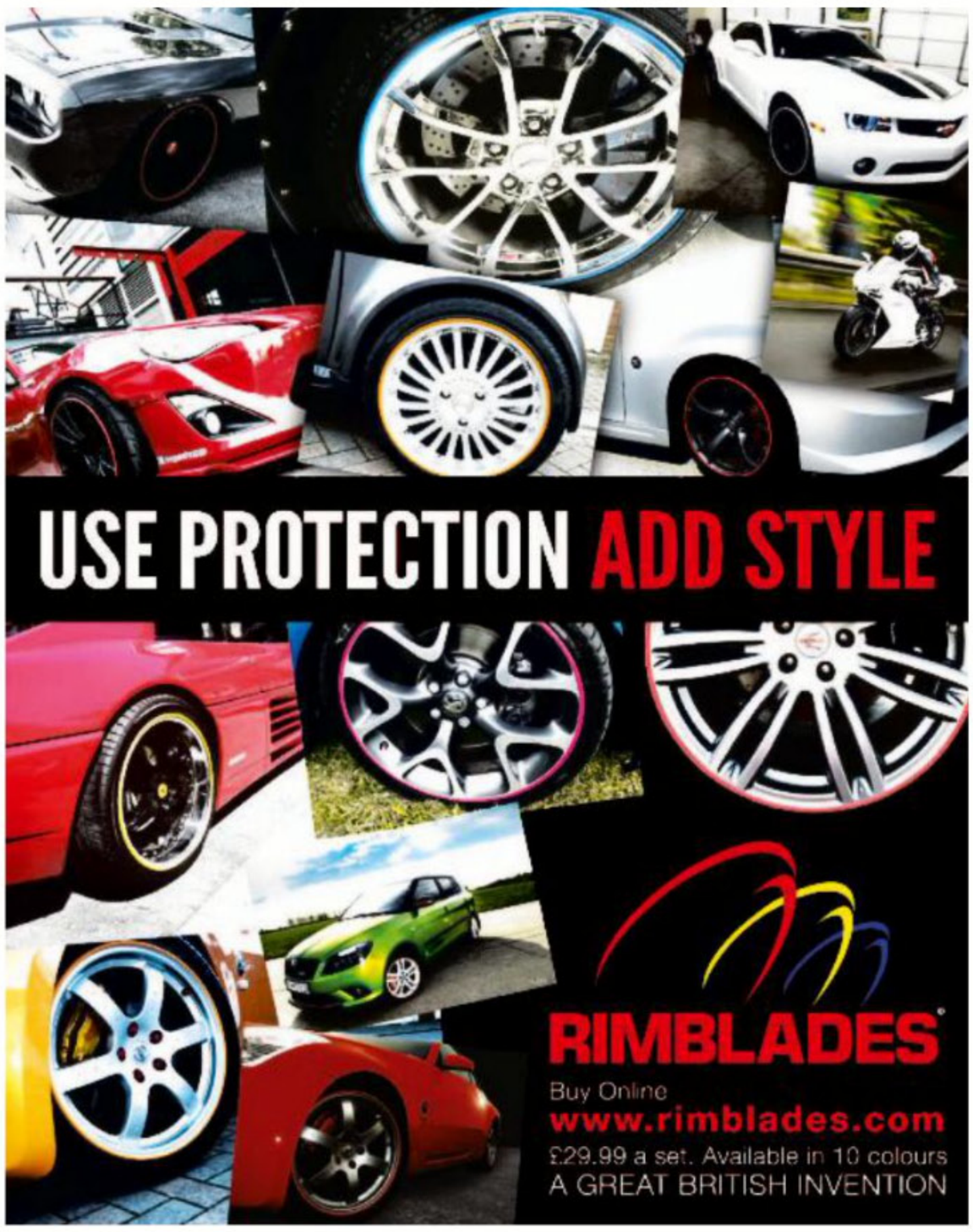
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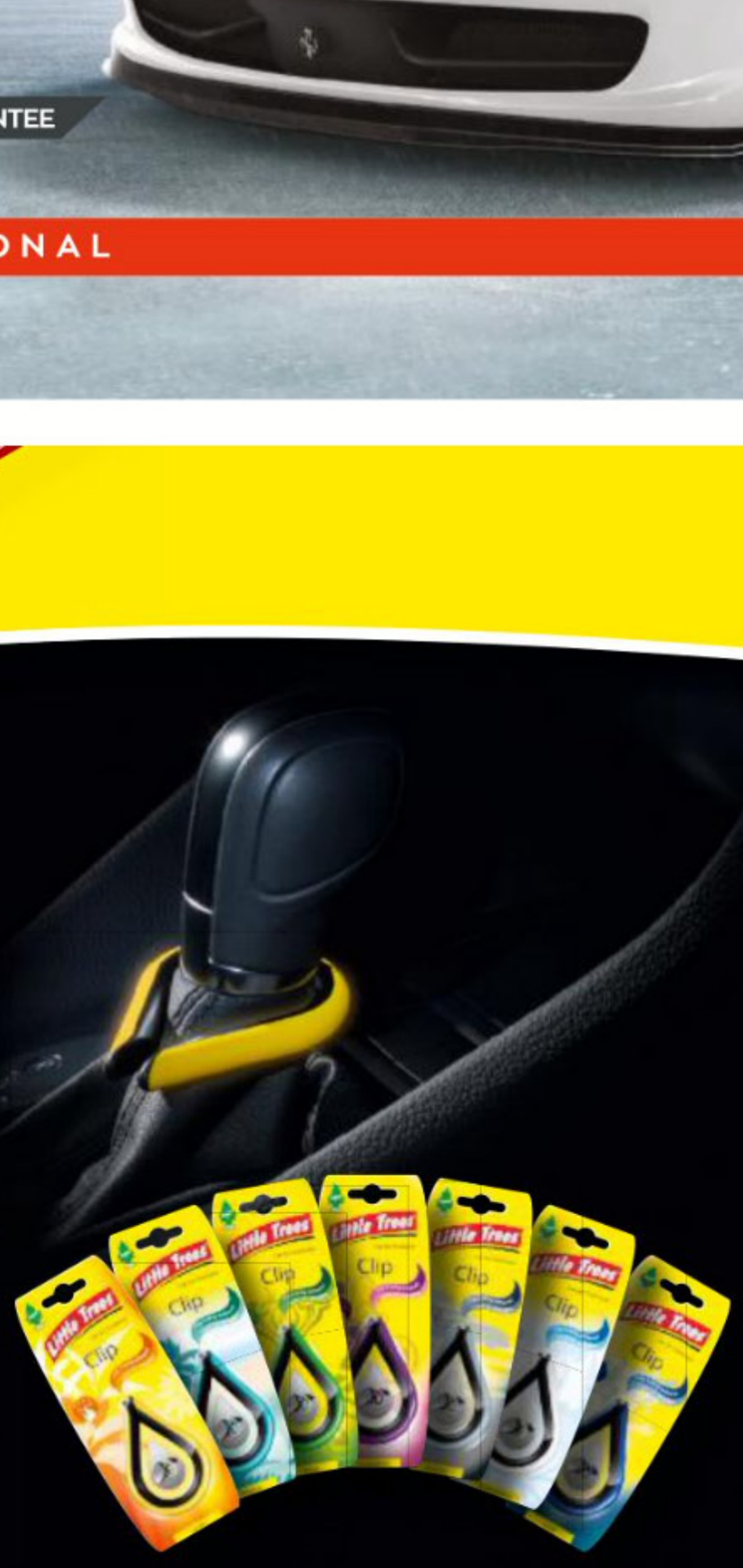
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1M » 411+ BHP
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M4/M3 3.0T » 520+ BHP
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F10 520D » 240 BHP
F10 530D » 305 BHP
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123D » 252 BHP
316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
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Nº 01

DAIHATSU COPEN

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The Daihatsu Copen – the tiny two-seater introduced at the turn of the millennium, and sold in the UK for a surprising number of years thereafter – was, even by the standards of Japanese kei-car roadsters, not an especially manly offering.

To be scientific, the Copen was approximately as manly as a *Sex and the City* box-set, dipped in liquid oestrogen before being rolled liberally through a branch of Claire's Accessories.

Armed with a 659cc, turbo-boosted four-cylinder engine making an almost imperceptible 67bhp and 74lb ft of torque, the Copen would stroll to 62mph in 11.7 seconds, and struggle to reach three figures. Civilisations have risen and fallen quicker. It weighed – well, few scales exist that are accurate enough to measure the Copen's barely-there mass, but safe to say you wouldn't fancy its chances in a scrap with a burly hoverfly.

But it's precisely that lack of performance, and indeed of three-dimensional physical existence, that makes the Copen a proper little *TopGear* hero. The dinky Daihatsu presaged the current trend towards downsizing, skinny tyres and exploitable performance, long before it was fashionable. Few suspected it in 1999, but the Copen was a car ahead of its time.

Today, you can pick up a used Daihatsu Copen for around £1,500. OK, it'll be a well-loved example – we're talking a 12-year-old car with 100,000-odd miles on the clock, which is admittedly quite a career for a 659cc engine. But it'll cost you nothing to insure, on account of being too slow to physically crash, and too effete for any self-respecting crim to steal. Possessing almost no mass, it'll use no fuel, and cause no unseemly wear to its tyres or brakes. Buy one in silver, and you can convince short-sighted mates you've bought a Mkl Audi TT... and parked it quite a long way away.

But when you drop the aluminium roof and rev the tiny four-pot to its tinny limits, the Copen serves up the simplest of wind-in-the-hair thrills. Particularly if you're over 6ft tall, in which case you'll experience wind-in-the-face, wind-in-the-neck and wind-in-the-shoulders thrills for good measure. A car for giants this is not.

Yet the new Mazda MX-5 proves that, particularly in the world of roadsters, bigger is rarely better. Reachable limits, that's where it's at: cars that let you find their outer edge without troubling your licence or the undergrowth. And few roadsters offer lower limits than the Copen.

More importantly than all that, driving a Copen marks you out as a conscientious objector to the wang-waving one-upmanship of modern over-tyred, over-powered cars. If less is more, the Copen is the roadster with the most.

James Anderson

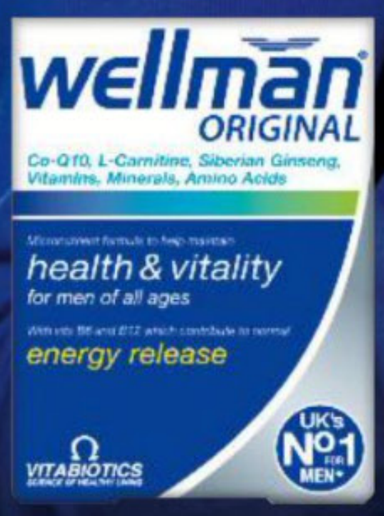
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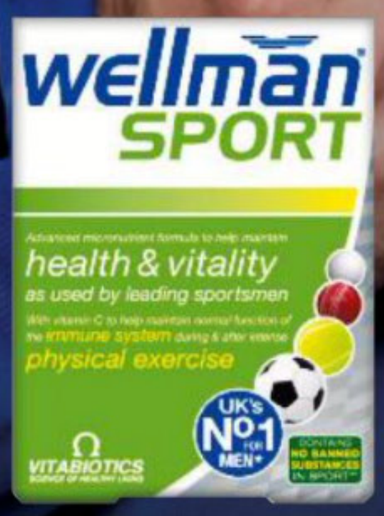
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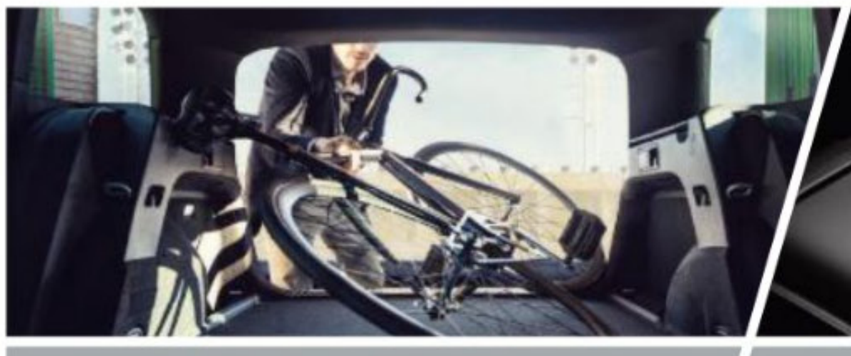
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