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SL 63
AMG
S C 2828

~~Flower~~ power.



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Model shown is Turbo Silver with optional Pearl Effect Paint. Official fuel consumption for the Beetle range in mpg (litres/100km): urban 27.4 (10.3

The Beetle used to make you think of Woodstock. In fact, our funny looking, loveable car and the Flower Power movement went hand in hand. Today though, the Beetle's flower power image is a thing of the past, especially with the launch of our high performance 200 PS engine. No doubt it will still be loved by the festival crowd, but for different reasons. Like having 18-inch alloys, rear spoiler, twin chrome exhausts and enough acceleration to speed past others on their way there, or playing music from the loudest sound system in the car park. So, yes, we dropped the flower, but only to make room for more power. **volkswagen.co.uk/beetle**



The 21st Century Beetle.

Das Auto.

– 44.8 (6.3); extra urban 46.3 (6.1) – 67.3 (4.2); combined 36.7 (7.7) – 57.6 (4.9). CO_2 emissions 179 – 129g/km.

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THIS MONTH



2012 has been a big year,

a year that will be remembered for the Herculean achievements of a few Lycra-clad heroes at the London Olympics. It has to be said that at *TopGear* we struggle with Lycra, but the issue you have in your hands features achievements that require a similar amount of dedication and long-term application. Creating a car worthy of a *TG* award is the automotive equivalent of winning a gold medal... albeit one imprinted with Clarkson's face. In a world growing ever more competitive, genuine standout quality is a rare commodity, but each and every one of our winners exudes it.

The decision-making process is less an explosive 100-metre sprint and more a shouty version of Graeco-Roman wrestling, but, after weeks of debate, we had our stars of 2012.

At the rarefied end of the spectrum is the Pagani Huayra, Richard's Car of the Year and the *TopGear* Hypercar of the Year. The Huayra is pure automotive and engineering art, a celebration of one man's genius, unfettered by corporate meddling – Horacio Pagani's imagination in car form. On the other side of Italy's supercar valley, Ferrari has been hard at work harnessing 730bhp of naturally aspirated V12 and wrapping it in one of the sharpest Italian suits ever to come out of Maranello. If the F12 reveals anything about the upcoming replacement for the Enzo, 2013 is set to be a truly jaw-dropping year.

Or maybe you're looking for a car capable of tackling any journey you can throw at it? Maybe you need to wade across rivers and scale mountains in limousine-like comfort? Then you need look no further than the all-new Range Rover. A car whose access-all-areas abilities redefine the luxury SUV.

But the good news for us mortals comes at the cheaper end of the spectrum. The Dacia Duster costs £10,995. It has four-wheel drive. And, as demonstrated on p142, it will take you to the top of a Peruvian death road with only a light coating of donkey mess. The budget news continues with cars such as the BMW 320d Touring and VW Golf MkVII: both so capable, it's hard to justify needing anything else. Or the Ford Focus ST Estate, our Hot Hatch of the Year, awarded on the basis that – even when making a car for the whole world – the Blue Oval has lost none of its skill in delivering practical, affordable and, above all, proper drivers' cars.

But, when it came to choosing a winner, the arguments faded and the wave of disgruntled shouting subsided to a gentle hum. While those at the top of the automotive food chain continue to chase huge power and unrelenting grip, our winner heads in the opposite direction. It delivers genuine engagement at a speed that won't see you spending time at Her Majesty's pleasure, at a price we can all aspire to. It's a genuine shift in mentality, and a very worthy winner of the *TopGear* magazine Car of the Year. All is revealed on p166...

In other news, this month sees another milestone in the *TopGear* journey. Not content with producing the greatest car magazine on the planet, this month we launch our fully interactive iPad edition, featuring exclusive videos, sound files and more of the pictures that we couldn't squeeze into the magazine. The app is a truly great way to experience even more of the world-class content that we bring to you every month. So please visit the App Store, have a look and let us know what you think.

Finally, from me and the team here at *TopGear*, a very Merry Christmas and Happy New Year to you all.





CHARLIE TURNER
Editor-in-chief




L4 13905



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LAMBO ROADSTER
Find the standard Aventador far too tame, quiet and cheap? You need its deranged 217mph drop-top cousin, you mad billionaire

SUPER-SALOON
Ahoy! An all-new Quattroporte, the first in a decade. Bigger, lighter, twin-turbo V8, still the coolest name in Saloon-World

WORLD'S BEST
New Cayman. Like the lovely new Boxster, but with a roof. And better. And stiffer. And faster. Can you tell we're a bit excited?



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PORSCHE CAYENNE

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ICE MAN
Ranulph Fiennes is about to ski across Antarctica in winter, with only a few modified Cat trucks for company. We meet him

FALLING STAR
How many bhp does a falling Austrian produce? Quite a lot, it turns out, as *TopGear* turns its maths brain to Felix Baumgartner

MEN OF THE YEAR
We crown our car heroes of the past 12 months, from Indian industrialists to Olympic champs. Salute the petrolheads supreme!

RH ICONS
Richard dons his finest beret, adopts a Gallic shrug and enjoys la vie en rose in Citroen's madder-than-a-bag-of-actresses DS

MAY'S PUB GUIDE
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Literally rise above your commuting problems with the Parajet Paramotor

WATCHES
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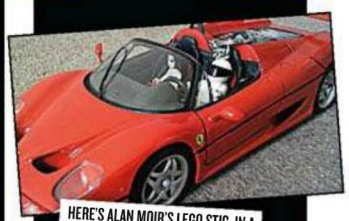
INBOX

Get in touch. Rant a bit. Feel better

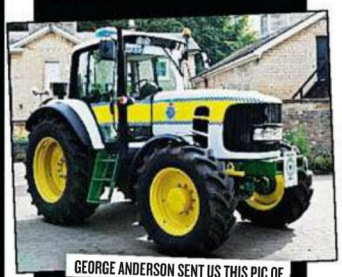
YOUR PICTURES



HERE'S ALAN MOIR'S LEGO STIG, IN A TOY FERRARI WITH 'LEGO EMMA'. THANKS ALAN. WE HOPE YOU'RE THREE YEARS OLD...



RICHARD STEBBING HAS BEEN UP HAMMOND'S PASSAGE. THANK YOU FOR THE PIC, RICHARD. WHAT NEXT, CLARKSON'S CAVERN?



GEORGE ANDERSON SENT US THIS PIC OF LINCOLNSHIRE POLICE'S LATEST WEAPON IN THE FIGHT AGAINST... ER, BURGLAR PIGS?



A replica of the Sixties Batmobile is up for auction in the USA. It's expected to go for around £100k or more. Full service history, 18,900 miles, MoT test. Probably.

76-Sting-Ray
Pretty cool, but still not as cool as the original with a Ford V8 (it was based on a Lincoln Futura concept).

FatBoyJim
True. But this one still has a 5.7-litre Chevy truck V8 with a GM autobox.

Drunkan
18,900 miles? Who's been driving it?

Round&Cheesy
Batman.

cornishpasty
Holy imitation! You can buy a replica on firebox.com too. For £120k!



Truckers ignore low bridge signs in North Carolina, then attempt to drive under bridge. Bridge peels trucks. And someone films it all for YouTube...

toproy
Most of those trucks are rentals, so they can be driven by anyone with a driving licence. Amateurs...

toproy
Also, there's a bridge like this in Mexico City. Once, a truck got stuck and its cargo of live cows got loose.

TheBadr
I live near this bridge. They thought about lowering the road but the main sewer line runs right underneath it...

StigsFatCousin
I've always fancied a convertible lorry. Where's this bridge, exactly?

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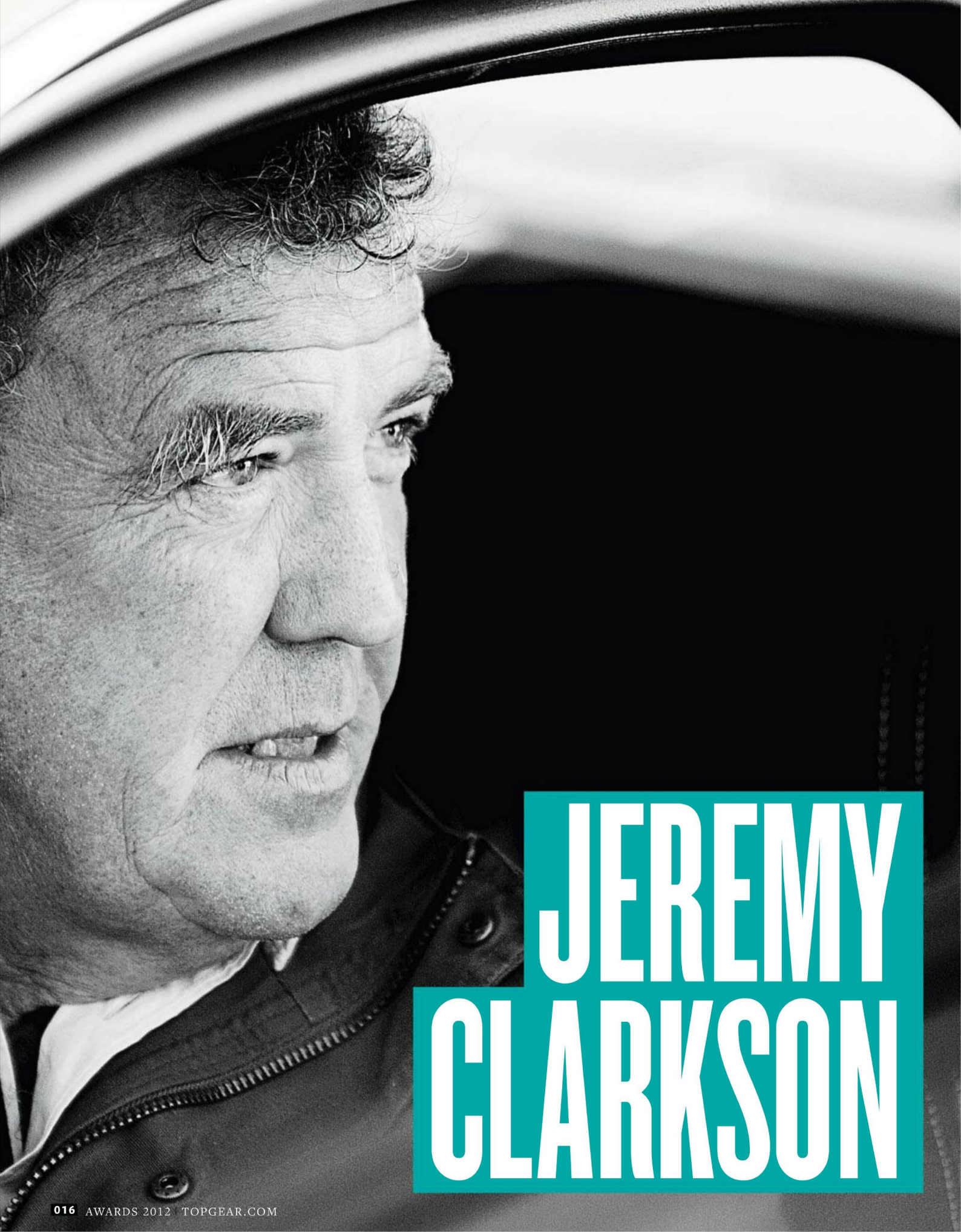

JEREMY CLARKSON

The country needs more money for schools and hospitals, this is a fact. And Jeremy has the answer: tax the super-rich for extra motoring privileges

When you are ill, there is a two-tier system in Britain for making you well again. If you have money, you will be taken into a nice, clean room where nurses will give you lots of winter-warming soup. If you do not have any money, you will be left in a corridor until you have MRSA.

It's the same story when you are flying. Those who can afford it, dine on peach and peacock before turning their seat into a bed and snuggling down for the night. People in economy, meanwhile, spend the flight with their face in someone else's armpit and usually catch rabies.

Trains? Yup. You can sit in the back surrounded by distemper and lunatics from Scotland. Or, if you pay more, you can sit in the front surrounded by expensive linen and chancellors of the exchequer.

When you are rich, you stay in better hotels, eat nicer food, live in larger houses. In fact, in every single aspect of life, you can use money to make your life more pleasant. Except on the roads of Britain.

When there is a traffic jam, Lord Sugar is just as inconvenienced in his Rolls-Royce as Ron the plumber in his van. His Lordness may have a wallet full of credit cards made from rhodium and various other elements from the exotic end of the periodic table, but, in a jam on the M1, they are useless to him.

And nothing changes when the traffic moves off. Because even though Lord Sugar's Rolls-Royce is designed to travel at 150mph, he is bound by the same laws and limits as Ron in his Sprinter. The roads of Britain, then, are like Cuba and Vietnam – the last spluttering examples of Leninist thinking.

And that's why I was delighted to hear that the government is thinking of introducing a two-tier road tax system. They're suggesting that those who don't want to use motorways should be allowed to buy a cheaper tax disc for their car. That's fine. It's good news for the little old lady who only uses her Jazz for weekly trips to see Peggy in the next village. But they say that this idea might be too extreme.

No it isn't. It's certainly not as extreme as some of the ideas I'd like to propose...

Initially, I thought it would be a good idea to restrict the outside lane of the motorway to drivers who pay the higher rate of tax. But this would clog it up with rich people who thought they had a right to be there even if they chose to bumble along at 40mph.

What I propose is that you can buy your own speed limits. Providing you have a car that is not an Austin Cambridge or a Kia Rio, you can spend £500 a year on a tax disc which allows you to do 90mph. Or £1,000, which allows you to do 120mph. Maybe there could be a gold version, for £10,000, which would allow you to do 150mph and overtake on the inside.

Why not? Police drivers are allowed to do this, even though they have it in their minds that shuffling the wheel is the best way to control a car.

I have some other ideas for city centres. At present, when a traffic light goes red, everyone is forced to sit there no matter how vital their journey might be. That's silly. So why not allow motorists to pay for the light to turn green?

That way, Lord Sugar could sit in the back of his Phantom pointing a credit-card-operated remote at the switching box and having a fuss-free trip to work. Brilliant. And, even better, should Sir Richard Branson be coming the other way, then you'd have a bidding war, with the light on orange as the plutocrats battle away for supremacy.

That would be good for the economy because not only would top businessmen get to work more quickly, but also their show-off bids would, in a matter of weeks, provide enough funds to build a hospital where poor people didn't actually catch MRSA in corridors.

Naturally, I'm also proposing toll roads, limit-free superhighways where there is a minimum speed limit of 150mph. Again. Why not? The government is adamant that trains are perfectly safe at 200mph. So why not cars? What's the difference?

Doubtless, the *Daily Mail* would argue at this point that it would be one rule for the rich and one for the poor. But it's been like that since the Bronze Age. It's a system that works. Only, with my ideas, the poor would be able to benefit too.

At present, when someone buys a club class ticket, only British Airways reaps the rewards. It's the same story with private medicine, which benefits only the doctor concerned. But with my ideas, the rich pay for privileges directly into the national coffers.

Let's take parking as another example. At present, rich people park illegally because, outside of London at least, they know that it's only going to cost them the price of a parking ticket. You can park for 10 hours on a double yellow in Oxford and the fine costs less than a legal four-hour stay at the Brewer Street car park in Soho.

I suggest, therefore, that we do away with the idea of fining people for parking illegally and treat yellow lines as a sort of tax band. If you park on a meter, the price stays the same as it is now. But the cost of stopping on a single yellow line would be £500. And the cost of parking on a double yellow would be £1,000.

Would rich people pay that much? Of course they would. They pay 10 times more than necessary for an airline ticket, and we regularly read about city boys spending more than £20,000 on a bottle of wine. So why would they not happily pay £500 every time they pull over for a packet of cigarettes?

Think how much could be raised by taxing those incredibly rich chappies who park their Koenigseggs on double yellow lines outside Harrods. At present, their cars are towed away, which means they simply buy another, and we don't benefit at all. But if we let them park there, at a cost of £24,000 a day, we'd have enough in a month to build a new airport.

Will the rich mind this? Nope. Not at all. They mind being taxed and getting nothing back, but this system is much fairer. They are paying taxes which allow them to lead easier fast-track lives. No more red lights. No more pesky traffic wardens. No more hold-ups on the motorway.

This is a plan with vision, and, in time, it could be rolled out to cover other things too: you might be able to pay the police to come round to your house more quickly, and if the boot's on the other foot, and you've perpetrated a crime, pay them to not notice.

Silly? Not really, when you think we already have a system which allows the children of rich people to get good exam grades while the children of poor people are stabbed. I'm merely suggesting we roll that out to cover everything else.

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RICHARD HAMMOND



Fate and fortune shape all our lives, decisions made on the flick of a coin can send our futures soaring or crashing. Just remember that next time you buy a secondhand car...

It wasn't a big crash. No ambulance was required and nobody had to turn up and 'take control of the scene'. It was just an embarrassing shunt. But it came as a hell of a shock to me. This was 16 years ago and I was daydreaming, as usual, only this time I had some cause; my entire life was about to change and it demanded some mental turning over and looking at. After seven years of scratching a living as a radio presenter, I had thrown in the towel and got a job in the real world. Well, nearly. I was driving down south from rainy Lancashire to become a press officer for a car company. This meant two things: I would need a suit and I could meet and schmooze the editors of TV car shows, and maybe one day hop back over the fence to the media and do the thing I'd dreamed of since watching *TopGear* as a kid.

It was a long shot, it almost certainly wouldn't work, my radio friends were disappointed in me and I didn't actually have a suit, but selling out was my best option if I wanted to do stuff like eat and live in something that wasn't a brown-painted bedsit.

And so, with these thoughts and others churning around the cramped confines of my little Brummie mind, it came as a mighty shock when my beloved, charcoal-black Scirocco GTX came to a very, very sudden stop.

I'd hit the car in front of me at a roundabout. It was a bump and no more. There was apologising, writing down of details and a twinge as I surveyed the crunched front end.

It had taken me through many an adventure, my old Scirocco... well, almost. It had mostly broken down on the way, but I was proud of it and surveyed its deep, glossy paint beneath characterful layers of peeling lacquer with affection. It was the end of the road for this car in every sense.

With the new job came a company car. It was small and underpowered, but it was brand new and would always work. After this journey, the old VW could look forward to a brief moment of fame in a small box on the pages of *Auto Trader* before being placed in new hands for less than asked for, but more than it was worth.

The thing is, this could have been so different, or maybe not happened at all. My Scirocco was the third I had looked at. I wanted one because the drummer in our band had one and I figured that if he could fit his drumkit in something so much cooler than the usual Escorts and Golfs, I could sure as hell fit my bass rig in.

Having rejected the first Scirocco I went to see (ruined leather seats and a smell in the boot that would have aroused the interest of the police) I viewed a second. It was the smaller-engined GT version and it was immaculate. The owner had every scrap of history, it had covered barely a quarter of the miles a Scirocco can look forward to, the interior was perfect and the body glowed with health and vitality under its lustrous, flawless paint. But the paint under which it glowed was a vivid, in-yer-face orange. My rusty, silver-grey Opel Manta sat and dripped oil on the kerb behind me as I surveyed the Scirocco and tried to imagine how I would feel turning up to gigs or college in an orange car.

I couldn't do it. I turned it down and bought the next one I saw, the one I crashed on a roundabout in Surrey. I bought it because the colour, a mean and moody dark grey, looked great and it had the larger, 1.8-litre engine. I bought it despite the fact that it was clearly crap and only hours from death. It took constant nursing, it played on my mind, it kicked the crap out of my budget and let me down. But I loved it. And therein lies an interesting question. Was my willingness to put up with the foibles of what I perceived to be the more glamorous car driven by something innate in me? Did I crave the chaos and glamour of a broken-down but good-looking car over the boring reliability of the other one? And if so, how might it have affected me if I'd gone for the orange one? Would the dependability of it, the ability to plan a journey and know I'd get there have influenced my young, developing mind? Might I have gone on to become a respectable, respected and responsible member of society, instead of a co-presenter of an ambitious but rubbish TV show?

The fact is, an orange Scirocco is probably rather a desirable, retro-cool thing now. Its groovy persona might have seeped into my artistic mind and turned me into a designer or architect. And this is why, love or hate cars (I'm assuming it's the former, given what you're reading), they are such an endlessly fascinating, controversial subject. We sometimes define ourselves by them and maybe sometimes they influence who we are. And there are probably not many objects we can say that about.

"IT HAD TAKEN ME ON MANY AN ADVENTURE, MY OLD SCIROCCO... WELL, ALMOST. IT HAD MOSTLY BROKEN DOWN ON THE WAY, BUT I WAS PROUD OF IT AND SURVEYED IT WITH AFFECTION"

BBC TWO **TUNE IN FOR THE NEW SERIES OF TOPGEAR ON BBC2 IN JANUARY**



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JAMES MAY



Philosophers have spent millennia searching for the location of the soul and the intellect. But now modern technology might help them search for The Fizz

For many centuries, human beings have understood that we live in the mind. If you sit and attempt to contemplate your own existence, you will be aware that this futile process is taking place inside your head.

But for a very long time, the brain pretty much defied physical diagnosis: difficult to expose – nature saw to that – and suddenly, terrifyingly fragile when it was revealed. Looking inside the brain remained the most invasive procedure imaginable. Various methods for, in effect, photographing the brain from without have been invented, but the most brilliant of them is magnetic resonance imaging.

I hope you never end up in an MRI scanner, because it will mean there might be something quite seriously wrong with you. I've been in a few, but purely for the purposes of research, relieved of the fear that something terrible is about to be revealed. Although it might be, obviously. Since I'm not suffering, I'd rather not know about problems with this faculty for knowing things in the first place. Complex, eh?

Anyway, it's a slightly disconcerting experience, and some people have to be sedated before going through with it. It's claustrophobic, your head is held in a sort of cage, so that the results aren't spoiled by the diagnostic equivalent of the 'camera shake' sticker on your pictures from Happy Snaps, and the racket is quite bad. Fortunately, the alarming sense of being buried alive is trumped by wonderment at what it can do.

How does it work? Too difficult, to be honest, and all to do with the way that the protons of the water inside your organs respond to magnetic fields. The upshot, though, is that the machine can produce an infinitely dissectible image of an organ on a screen. So you can look at a brain, for example, and slice it up on the computer from the comfort of your office chair.

I was in an MRI scanner as part of my contribution to a new BBC series, hosted by Dara Ó Briain, called *Science Club*. I don't want to spoil the story, but the really amazing bit was this. The scanner could not only see my brain, it could also show bits of my brain responding to stimuli. And this had me wondering: could magnetic resonance imaging reveal the source of The Fizz?

Obviously, MRI scanners are expensive – between £1m and £3m – and in constant demand for serious life-saving work, not for delving into my perverse reactions to Italian supercars. Nevertheless, this is an interesting thought experiment.

I've said before that The Fizz exists somewhere behind my gentleman's area but below my stomach, and is triggered by, amongst other things, being in the Ferrari. But now we come back to the issue of existing in our minds.

Pain, for example, is actually in the mind. It seems amazing that, when your wrist hurts because it's in a comedy bandage following an accident involving a supermarket trolley, the painkiller knows where to go to sort it out. You put it in your mouth, but it goes to work at the end of your arm. How?

Because it's your brain that's telling you your wrist hurts, as a warning to stay off solo sex for a bit, and what the pill does is corrupt the cerebral email whizzing around your head. It doesn't mend you in any way, it just denies that there's anything amiss. Anadin really is a mind-altering drug.

So, it follows that the *perception* of The Fizz is in the head, and if you could somehow lie in the MRI scanner while pushing the Fezza towards the red line, I'm sure some cortex or whatever could be shown to be inflamed with pleasure. Job done.

However – and back to the idiot's wrist – the swelling produced by the injury is definitely a local affair. This is why anti-inflammatories work at the source of the pain. They contain molecular structures that lock into the ones producing the swelling and cancel them out. The reduction in comedy puffiness is at your wrist, but the knowledge that it doesn't hurt so much is contained in a docket sent upstairs to the admin department.

If we wanted to suppress The Fizz, we could come up with something that interfered with our minds. But we don't; we want to find its source, which means looking for a response in some other tissue. MRI could perhaps do this, if it were somehow possible to drive a Ferrari while lying inside its vibrating tube of amazeballsness.

I just think it's an intriguing thought, that's all.

"PAIN IS IN THE MIND. IT SEEMS AMAZING THAT WHEN YOUR WRIST HURTS, THE PAINKILLER KNOWS WHERE TO GO TO SORT IT OUT. YOU PUT IT IN YOUR MOUTH, BUT IT GOES TO YOUR ARM. HOW?"

BBC TWO TUNE IN FOR THE NEW SERIES OF TOPGEAR ON BBC2 IN JANUARY



Two impressive red lines.

The new 911 Carrera models.

The redline of a Porsche 911 has always been impressive. For almost 50 years now, each new generation has pushed the boundaries of performance further and further. The new 911 Carrera 4 models are no exception. As well as their legendary all-wheel drive handling, they feature broad shoulders, making for a striking presence.

And the iconic red LED light strip across the rear, means other road users can now appreciate the red line of a 911 too.

To find out more visit www.porsche.co.uk/redlines



Model shown is a Carrera 4S Coupe at £88,774.00 including first year road fund licence and first registration fee. Fuel consumption figures for the new 911 Carrera 4S Coupe in mpg (l/100km): Urban 19.9 (14.2); Extra Urban 37.7 (7.5); Combined 28.5 (9.9). CO_2 emissions (g/km) 234.

PORSCHE

WorldMags

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*£325 per month refers to the Freelander 2.2d TD4 GS Manual. Model shown is the Freelander 2 TD4 GS includes optional metallic paint which costs from £550. Representative 5.9% APR Land Rover Freedom is available on new Freelander models, registered between 1st October and 31st December 2012. Promotions are not available for used cars. Finance subject to status. Guarantees may be required. Land Rover Finance, PO BOX 4465, Slough, Berkshire, SL1 0RW. With Land Rover Freedom you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 12p per mile for exceeding 10,000 miles per annum in this example) and being in good condition. We work with a number of creditors to provide finance to our customers, including Land Rover Finance.

Official Fuel Consumption Figures for the Freelander 2 range in mpg (l/100km): Urban 32.5 (8.7) – 39.8 (7.1) Extra Urban 48.7 (5.8) – 52.3 (5.4) Combined 40.4 (7.0) – 47.1 (6.0) CO_2 Emissions:185 – 158 g/km.



JAGUAR XFR-S

P37 A wafty four-door saloon with 550bhp and a top speed of 186mph? Oh, if you insist

THE NEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



MERCEDES SLS BLACK

P26 | AMG's Special Ops squad returns to give Merc's gullwing supercar a booster shot of sheer evil. Handle with care

Edited by PAUL HORRELL

PLUS



AVENTADOR ROADSTER

P30 Lambo deroofs its V12 monster. More noise, more face-reshaping, more good



MASERATI QUATTROPORTE

P31 New Italian luxo-saloon gains bigness, lightness and twin-turbo-V8-ness. Buono



PORSCHE CAYMAN

P32 First came new Boxster, and it was good. Can its hard-hat brother be even better?



MERCEDES ENER-G

P34 The G-Wagen of 2025, or a toddler's remote-control buggy? Either way, quite cool

SLS B

MERCEDES-BENZ has given the SLS more power, more



As AMG gears up to construct its mooted 30,000 cars per year, it's tempting to think that there's a room within a room in its Affalterbach HQ with a special portal at the end of it that houses the Black Series operatives. Perhaps they abseil into work rather than using a door, or consume coffee intravenously, but whatever goes on we know they're addicted to power.

So while precisely none of the *TopGear* team has ever stepped out of the regular SLS bemoaning its lack of grunt, the new SLS Black adds almost 60bhp to the mix, taking its output to a McLaren 12C and Ferrari 458-eclipsing 622bhp. It's 0.2secs faster to 62mph now, taking just 3.6 seconds, and though it still tops out at just under 200mph (a slovenly 196), it's 70kg lighter, stiffer and generally harder to the core.

In fact, AMG insists this is less a tweaked-up SLS and more a road-legal version of its hugely successful GT3 endurance racer, which has scored 37 victories so far this year and counting. "This is the ultimate choice for a highly emotional driving experience," says Ola Källenius, AMG's chairman, of this fifth Black Series AMG, wiping a tear from his eye.

We tend to agree. No shrinking violet itself, the standard SLS is now pumped up into something meaner, uglier, but unquestionably competition-inspired. The front wings gain an extra 13mm of tumescence, while the rear has an additional 26mm of metal. The front and rear lights have darkened surrounds. All sorts of imponderable aero trickery has gone on, giving the Black an all-new front and rear apron and a complex-looking diffuser, a front splitter made of carbon fibre, carbon inserts in the sills, and yet more carbon in the enlarged side intakes. Not the car for a discreet getaway then, or indeed a discreet anything.

There's a wild-looking new bonnet too, with a central air outlet made of, yes, carbon fibre. As well as allowing the immense heat generated by the 6.2-litre V8 to exit more effectively, it also increases downforce over

WORDS: JASON BARLOW PHOTOGRAPHY: MANUFACTURERS

LACK

presence and much, much more carbon fibre...



SLS Black Series is proof that you can never have *too* much carbon fibre



"The customer is encouraged to run riot with the options list"

the front axle and reduces the SLS's drag co-efficient. At the rear, the Black's square-cut, chrome-piped titanium exhaust system fights with the diffuser for visual supremacy, and there are visible openings behind black grilles to help dissipate hot air.

It's worth pointing out that the eye-catching carbon-fibre rear wing is an option, part of the Aerodynamics package. It has an eight-millimetre Gurney flap for even greater rear downforce, and the pack also adds extra carbon winglets ahead of the wheelarches on the front apron. Yes, a car whose wings have optional wings.

It's also rather hard to credit that AMG's magnificent 6.2-litre, naturally aspirated V8 really needed any extra attention, but it has been comprehensively uprated anyway. Perhaps this is the last roll of the dice for a unit that now looks explosively out of time thanks to the incursions of downsizing and forced induction. Again, competition has played a part in the modifications. The SLS Black's valvetrain and camshafts have been revised, and the tappets are coated in some sort of unobtainium usually reserved for racing cars. The flow of intake air has been derestricted slightly, in line with a thrilling increase in the engine's maximum revs, from a none-too-shabby 7,200rpm to a potentially eardrum-perforating 8,000rpm. The crankshaft has been substantially revised too, with an eye on repeated track-day abuse, running to modified oil bores, new bearings, a new oil pump and beefed-up connections for the con rods. Engine and transmission cooling has been further optimised, and gas-filled strut braces for the engine mountings help cope with the extra loads generated on a circuit. The dual-shift transmission now sits 10mm lower to reduce the car's centre of gravity, and an electronic diff replaces the standard car's mechanical version for faster, more accurate responses. The suspension is much more track-oriented too, with firmer damping (Sport or Sport +), the front and rear track is wider (20/24mm), there are new forged alloy wheels, new bespoke Michelin rubber, and ceramic brakes are standard – and huge, a thumping 402mm diameter at the front.

That exhaust system is new too, and at just 17kg manages to shave 13kg off the old system's weight. The rest of the Black tips the scales at 1,550kg, which isn't bad at all for a beast as big as this, and translates to a power-to-weight ratio of 400bhp per tonne, which is flaming good. AMG talks up its 'Lightweight Performance' strategy, and various elements of the car – bonnet, torque tube, structural parts – are made of carbon fibre. Inside, stripping out the Comand multi-media system saves 6kg, and the AMG seats are 15kg lighter than the standard items. The flat-bottomed wheel and cabin are swathed in Alcantara and carbon fibre, and the SLS Black Series customer is encouraged to run riot with the options list and can probably afford to do so.

Speaking of which, AMG hasn't confirmed the Black's price yet, and rather mysteriously admitted it was still playing with the car's aero set-up. We'll take it, whatever angle the wings end up at.

WHY'S IT SO SPECIAL, THEN?

The devil is in the detail

1 ENGINE
Power up by 60bhp to 622bhp. New bearings, oil pump and cooling systems point to an A-grade track-day weapon

2 BODY
Front and rear track is wider, there's a reworked front end with splitter, new rear end and (optional) huge rear wing

3 INSIDE
Cabin is trimmed in Alcantara, seats are lightweight AMG sports items that weigh 15kg less than standard ones











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Toyota RAV4
Like some of us, the RAV4 has got less edgy as it's got older. Still only a five-door, the engines range from 122bhp to 149bhp, and there's now more interior space. Radical...





LAMBORGHINI AVENTADOR ROADSTER

Pop-out roof panels make for a Lambo audio bully

Just in time for the company's 50th birthday next year comes this, "the most exciting production Lamborghini ever". The Aventador Roadster is a thorough piece of engineering. Despite the roof consisting of two sections each weighing a mere 6kg, it's no feeble umbrella. These panels are made in part from Lambo's patent forged carbon fibre, and when locked in place they leave the car weatherproof and ready to make an assault on the claimed 217mph top speed. When removed, they fit in the front boot, so you don't have to leave them behind – only your luggage.

Roof off, a rigid mesh wind deflector clips atop the windscreen to make sure what you hear is pure noise, not buffeting turbulence. An aerofoil linking the two rear intake humps also helps smooth the airflow and keep the car stable. Filling the space below that wing is a glass window, but Lambo has given it an electric motor, so you can lower it and let your ears get naughtily intimate with the sounds of 700bhp of V12 doing its stuff.

There's a fair bit more, too. The intakes remain high-mounted to gulp from the airstream, but the engine cover is lowered and has a central spine with windows either side for your viewing pleasure. There's a new set of wheels, 20in at the front and 21 at the rear, that save a combined 10kg over the regular rims.

The rollover protection structures are black rather than body-coloured, and the same goes for the roof and windscreen. So it's obvious whether roof up or down that this is the Roadster, and you are an individual who demands excitement be turned up to 11.

PHOTOGRAPHS: MANUFACTURERS



Eterniti Artemis
Based on a Porsche Cayenne, the Artemis sports 23-inch rims as standard, a 600bhp 4.8-litre bi-turbo V8 and hits 62mph in 4.5 seconds. They call it "The Ultimate Crossover". We stay silent



WINNERS AND LOSERS

Weird and wonderful at SEMA 2012



FORD FOCUS CS 330

Cosworth tries to tempt America with a 330bhp Focus ST. America is tempted, pronouncing it Best in Show



K-DADDYZ KUSTOMZ FORD F-150

Americanz! A dyslexic car customiser will sell you a pickup with matching cruiser-style pedal bike. Marvellouz



HYUNDAI VELOSTER JP EDITION

Mint green paint was a SEMA theme this year. Mmm, mouthwashy. No word if it adds extra zing to the Veloster



KAWAII DRIVE PROJECT TOYOTA PRIUS

Conspiracy theory: they don't want you to buy hybrid, that's why they make it look like this



KIA AQUAMAN RIO

Lacklustre Korean family hatchback meets lacklustre superhero. Nuff said

MASERATI QUATTROPORTE

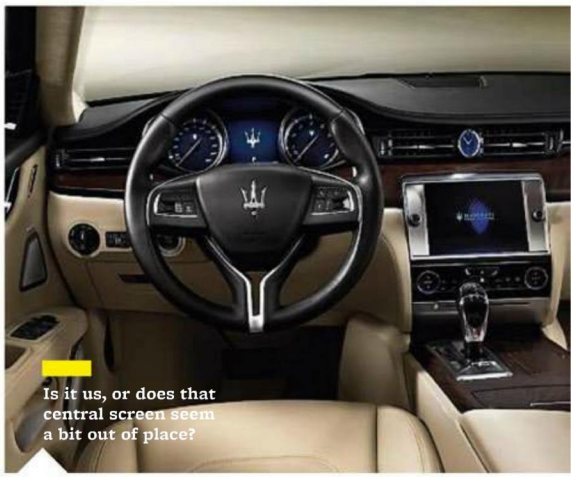


One of *TG*'s favourite sports saloons is reborn for 2013

No big saloon carries off such elegant flamboyance as the Maserati Quattroporte, but it's nearly a decade old. Fortunately, before it has too many senior moments, here's the next generation, pretty much all-new, but with the pizzazz apparently intact.

Because Maserati has a smaller saloon called the Ghibli coming in mid-2013, the Quattroporte has grown, now stretching to 5.2 metres, which is only a finger's length shy of a long-wheelbase Jaguar XJ. But the new Quattroporte is lighter and has solidly upped its power, so performance has also taken a leap.

See that rear numberplate? Yes, a 530bhp V8 does the motivation. It's an all-new 3.8-litre twin-turbo direct-injection unit, and a few months into the car's life it'll be joined by a related V6. Transmission is an eight-speed auto, and in countries where the buyers insist on it – possibly not this one – there'll be a 4WD option too. You might be fretting about the turbos' effect on the QP's magical bellow, but Paolo Martinelli, the engine chief (he was responsible for Schumacher's championship Ferrari V10) talks of "a unique sound, typical of the Trident brand".



Is it us, or does that central screen seem a bit out of place?

The body was designed at Maserati's own studio by Marco Tencone (he of the Alfa 4C) under the direction of group head of design Lorenzo Ramaciotti. There are elements of the old car in the grille, the triple side air outlets and the glasshouse shape. Some critics have made comparisons with the Infiniti M35h, but a new waveline runs all down the side, the surfaces are tauter and more modern and the lamp shapes are refreshed.

Inside, it's become more contemporary, but the lush materials we love from Maserati are all there in this approx £90k car. The photos show a four-seat option, but a normal five-seat version will be standard.

International sales start in early new year, but it won't arrive in the UK until June. By then, we'll also have first sight of the Ghibli. Two new saloons in a year, and the Levante super-SUV the year after. CEO Harald Wester says Maserati should increase global sales eightfold by 2015. It's a massive ambition, but when we drive the new Quattroporte next month we'll have a better idea of how reasonable he's being.

"A 520bhp, 3.8-litre twin-turbo V8 does the motivation..."



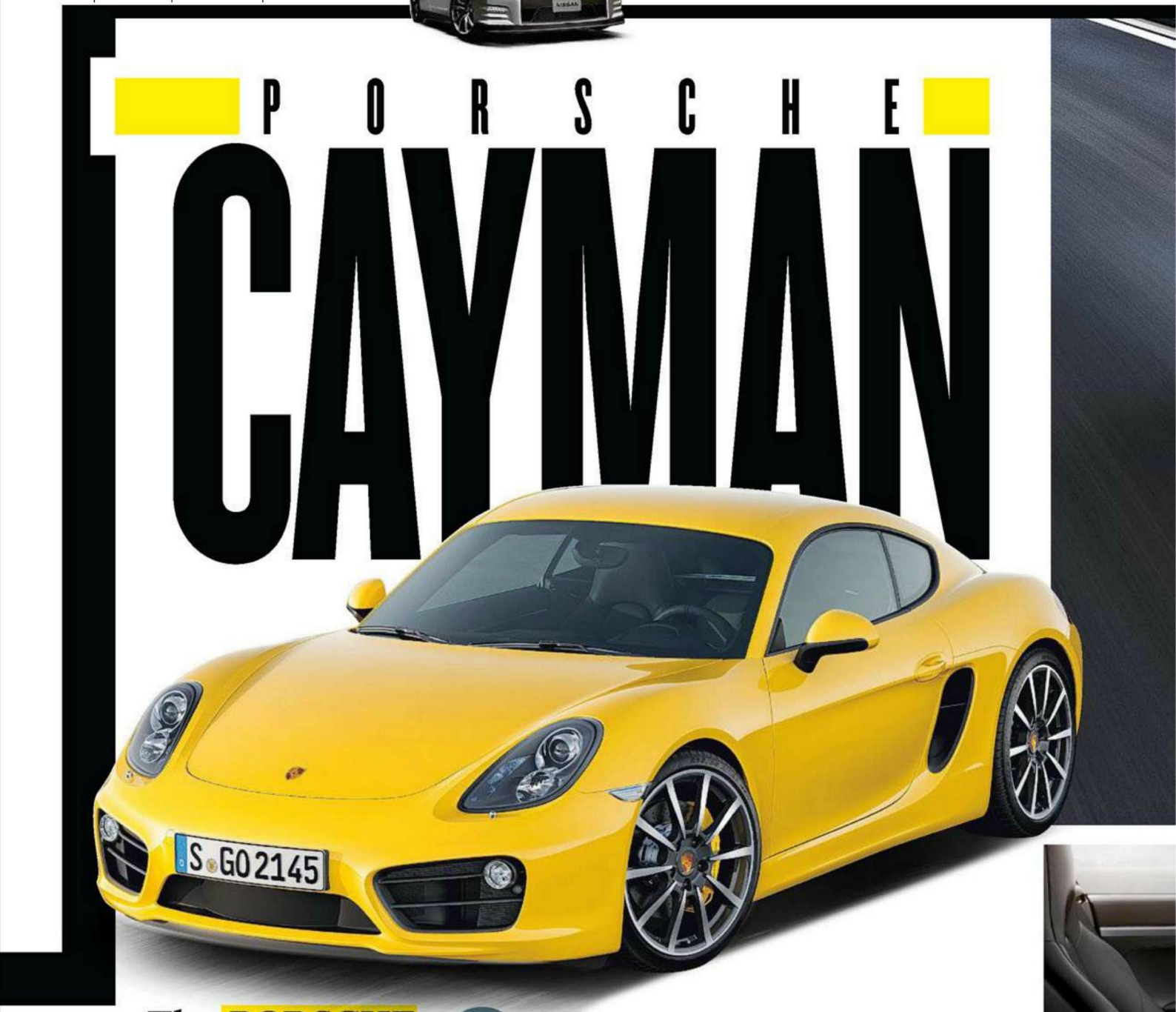
All-new with 4WD capability. It's a new kind of Maserati

Nissan GT-R uprated
Another year, another tweak to the GT-R. This time bringing better high-speed stability, a more 'refined' ride and the all-important 0.1 lop off the 0–62mph time to 2.7 seconds



PORSCHE

CAYMAN



The PORSCHE Cayman is showing off its sleeker, fitter and stiffer body. You know you want one...

You will discover elsewhere in this issue of *TopGear* that the Porsche Boxster is in the running for one of our awards. Not a huge shock, because Porsche's engineering nous is second to none and there is almost nothing wrong with the Boxster. Unless, that is, you prefer your sports cars to have a proper roof. In which case, meet the new Cayman, a mid-engined Porsche coupe that isn't a 911, costs less and promises a different sort of dynamic *faszination*, as our German friends like to say.

As with its soft-top sibling, the new car really is a ground-up reboot of a model that was in danger of losing its showroom mojo. Since its first full year on sale – 2006 – the Cayman has ticked over at around 1,250 cars per year in the UK, roughly 16 per cent of Porsche's overall sales here, which suggests it's either something of a cult or has simply underperformed.

That might be about to change. Not least because the new Cayman has a more self-determined look, and clearly wants to go beyond the Boxster-with-a-roof tag. The Carrera GT influence is strong. Besides, with the longer wheelbase that this new-gen Boxster and Cayman use, and punchier front and rear overhangs, the Cayman now looks better balanced. Like the Boxster, the front wings have more volume, and the addition of a roof accentuates the car's shapely rear three-quarters. The Cayman has its own

WORDS: JASON BARLOW
PHOTOGRAPHY: MANUFACTURERS

Caterham Supersport R
The boggo 1.6-litre Supersport Seven gets a 2.0-litre R variant with a more-than-useful 180bhp – five more bhp than the R300. Priced at £27,995 fully built and weighing just 535kg, this one should be rapid





"It's lighter and stiffer than the old Cayman, with beefier brakes"



Ergonomically, the Cayman is now better than ever

shape for the big cooling inlets at the front, strongly graphic four-point daytime running lights, the same in-yer-face door panel recesses as the Boxster to guide airflow towards the rear inlets, and an aluminium bootlid with a window-wide LED brake light. All in all, the Cayman now has greater cohesion, though it's more technical and arguably not as pretty as the upcoming Jaguar F-Type coupe.

But it is technically sublime. Even though the base model drops 200cc in engine capacity to 2.7 litres, its output is up 10bhp to 275, and it revs even more hungrily than before. The S model's 3.4-litre power output grows by 5bhp to 325bhp, and Porsche claims a 15 per cent increase in efficiency thanks to direct injection, clever thermal management, battery recharging under braking and during coasting, and stop/start. The base Cayman PDK auto delivers a claimed combined average of 31mpg, and emits just 180 carbons per kilometre.

It's also lighter and stiffer than the old Cayman, with a body-in-white that's dropped 47kg while improving torsional rigidity by 40 per cent. Porsche has used a variety of materials in its construction, employing steel only where necessary, and cast aluminium, sheet aluminium and magnesium elsewhere in the structure. Aero tweaks at the front and rear also generate greater downforce and enhance high-speed stability. The brakes have also been beefed up, with stiffer front calipers and a bigger contact surface. As with the Boxster, ceramic brakes (overkill really) and Porsche's Torque Vectoring system are optional.

Other news includes the availability of an absurdly high-end Burmester audio system – specially tuned for the Cayman – as an option for the first time, adaptive cruise control and, of course, the various ergonomic improvements we already know from the Boxster. There's more bootspace now, but if you're bothered about that you're probably buying the wrong car.

As with the latest 911, the new Cayman is a smoother overall proposition, which isn't necessarily a good thing. But if it turns out to be a stiffer Boxster with a roof, you'll hear no grumbles from us.



MERCEDES ENER-G-FORCE

MERCEDES shows us the future. And it looks like a kid's toy

This is Mercedes's concept for a G-Class in the year 2025. That's not such a leap, actually: 13 human years from now is only about a month in G-Class years. After all, the current one has been around and largely unchanged since 1979.

The Ener-G-Force concept it's called. See what they've done there? 'G' refers to the Geländewagen, and the colossal clearance and fairground-size wheels should give it the off-road smarts that a vehicle carrying that badge would need.

'Ener'? That'll be the fuel-cell powertrain, with buffer batteries mounted in the engorged sills. 'Force' is because Mercedes-Benz Advanced Design Studio, which drew the vehicle, also did a police version in response to the '2025 Highway Patrol Vehicle' theme of the Design Challenge for the Los Angeles show. Every year, the show's organisers host a competition between the advanced studios of the car manufacturers, many of which have bases in the LA area. More on rival entries below.

The Ener-G-Force shows its G-Class heritage in the boxiness and the nose design, including the bug-eyed sidelamps on the wing tops, but the wheelarches and body surfaces are fattened out. The windows retain their rectangular shapes, but are made relatively smaller, so giving, say the designers, a sense of protection to people inside.





The most aggressive electric car in the world? Probably





Brings a whole new meaning to the term 'Flying Squad'...

LA SHOW DESIGN COMPETITION

Robocop's new rides are revealed...

Merc might have gone big and brutal in the 2025 police vehicle design challenge, but other entrants took the opposite view. GM, Honda, BMW and Subaru all designed lightweights to dodge the jams. Some are supposed to fly too. Given that California is home to the Google cars, it's perhaps no surprise most entries include separable unmanned drone vehicles to reel in offenders. End of the car chase as we know it.

PHOTOGRAPHS: MANUFACTURERS

NEW WHITE DETAILING YOU DIG?

Fiat 500 is on a 70s groove. The new Colour Therapy range is available with white alloy wheels, white mirror covers, white aerial, a stylish pool ball gear knob and a choice of five 70s colours. Yet you'll find the technology under the bonnet is very 21st century. The TwinAir engine has such low emissions that you pay no road tax†. It's a nod and wink to the past that says hello to the now. How far out is that?



500 IN 70s COLOURS

FIAT

fiat.co.uk

Fiat, the car brand with the lowest average CO_2 emissions in Europe^. Fiat 500 TwinAir, the lowest CO_2 emission petrol car engine in the world*. Fuel consumption for Fiat 500 range in mpg (l/100km): Urban 44.1 (6.4) – 64.2 (4.4); Extra Urban 65.7 (4.3) – 91.1 (3.1); Combined 55.4 (5.1) – 76.3 (3.7). CO_2 emissions 119 – 90 g/km. †Under current DVLA regulations there is no charge for Vehicle Excise Duty in the first year of registration and every subsequent year. Vehicle Excise Duty rates are reviewed annually by the government and are subject to change. ^Source: JATO Dynamics. Based on volume-weighted average CO_2 emissions (g/km) of the best selling brands in Europe, full year 2011. *According to NEDC standard.

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REPRESENTATIVE EXAMPLE: 1.8 i-VTEC Ti		Annual Mileage	10,000	Credit Acceptance Fee	£125.00
47 Monthly Payments (duration 48 months)	£290.00	Total Amount of Credit	£17,205.00	Total Amount Payable	£19,733.91
On The Road Price (cash price)	£17,495.00	Final Payment (inc. Option to Purchase Fee)	£5,813.91	Interest Rate per Annum	4.38%
Customer Deposit	£290.00	Option to Purchase Fee	£65.00	Representative APR	4.90%

Fuel consumption for the Civic 1.8 i-VTEC Ti Manual in mpg (l/100km):
Urban Cycle 38.7 (7.3), Extra Urban 57.6 (4.9), Combined 48.7 (5.8). CO_2 emissions 137g/km.

Model shown: Civic 1.8 i-VTEC Ti Manual in Alabaster Silver at £17,495. **Terms and Conditions:** New retail Civic Ti registrations from 19 September 2012 to 31 December 2012. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. **Honda Aspirations (PCP):** Example shown based on annual mileage of 10,000. Excess mileage charge: 5p per mile. You do not have to pay the Final Payment if you return the car at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage of 10,000 has not been exceeded. Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Credit provided by Honda Finance Europe Plc. 470 London Road, Slough, Berkshire SL3 8QY.



JAGUAR XFR-S

Keen to improve on the XFR, JAGUAR has created the XFR-S. This is good news

Jag does fast saloons awfully well: pace and grace, iron fist in a velvet glove and all that. Well, the XFR-S is an iron fist in a studded leather gauntlet.

The new XFR-S uses a 550bhp engine, enough to stand nose to nose with an M5. Transmission is an eight-speed auto 'box with Quickshift software. The bragging rights go like this: 0–60 in 4.4 seconds, top speed electronically limited at 186mph. That's a 300kph message to all those 250kph Germans.

To take advantage, there's a comprehensive package of chassis updates over the already marvellous XFR. Springs and dampers are firmer, the front and rear knuckles stronger and less flex-prone, the rear subframe redesigned, the wheels wider, the brakes bigger, the tyres specially designed. The electronics for the DSC and adaptive dampers and e-diff are all recalibrated.

As for the aero, no one will miss the big front intakes to feed the supercharger, and the guides that channel air around the lower nose and along the car's sides. The back valance is deeper, the diffuser more pronounced. Oh, and there's a little bit of a wing on the bootlid.

Inside, the colours are sharper, the surfaces more technical. But most of all, the noise tells the story. A symposer resonator channels intake noise to the cabin, and if the new exhaust sounds anything like what's on the XKR-S (they say it does) then this will be one of the most ear-stimulating saloons anywhere.





Firmer, stronger, beefier and a bit of a wing on the bootlid. Good work, Jaguar

PHOTOGRAPHS: MANUFACTURERS



An electric quadricycle with doors? Like, wow

HONDA MICRO COMMUTER

Meet Honda's electric Twizy rival

Honda has unveiled an electric quadricycle concept, and opted to add a dash of luxury to it – unlike the Renault Twizy, it comes with doors as standard. Otherwise, the two vehicles approach the urban commute in near-identical ways. Like the Twizy, the two-seat Honda is all-electric, has a small 40-mile range and a top speed of 50mph. Unlike the Twizy, the Honda is just a concept. It won't arrive here for a few years yet.



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*Based on Battery-Back sample data of 3,149 batteries (AA/AAA/C/D) sent to be recycled in the UK in November 2011.



ANOTHER MEDAL FOR HOY P49

Britain's master of leg-torque joins our roster of 2012's greatest car guys

PLANET TOPGEAR

STORIES FROM OUR WEIRD WORLD, WITH ADDED BITS FROM THE TELLY BOYS



THE MEN OF THE YEAR

PUSHING BOUNDARIES

P42 | A salute from the car world to the humans who have gone faster, further, higher and harder

Edited by SAM PHILIP

PLUS



FIENNES ON POLE

P42 How do you modify a Cat truck to help Britain's greatest explorer across the Antarctic?



POWER VACUUM

P46 How much bhp does a plummeting Baumgartner make? Paul Horrell explains



HAMMOND'S ICONS

P57 RH samples the oddest thing to come out of France since foie gras: Citroen's DS



JAMES'S PUB GUIDE

P65 Captain Slow explains 0–60mph times by putting Albert Einstein in a hard hat



THE MEN OF THE YEAR

SIR RANULPH FIENNES

COOL FOR CATS

Skiing across Antarctica in winter? Just another small challenge for Sir Ranulph Fiennes: the world's greatest living explorer...

When you're sipping your Pimm's in the park next summer, spare a thought for Sir Ranulph Fiennes. He'll be in the depths of an Antarctic winter, battling with 24-hour darkness, temperatures of minus 70 degrees and winds of 100mph-plus, trying to cross the continent on skis. Along with a team of five others, he's aiming to be the first person to cross Antarctica in winter. Even for a man commonly thought of as the greatest living explorer, this is a test like no other.

No one has ever, in the history of the planet, travelled more than 60 miles inland during an Antarctic winter. Fiennes is attempting 2,000 miles. But this isn't just about him – for once, he's taking along mechanical backup. Which is the bit that's got *TopGear* interested, because he's not using his usual Land Rovers.

Antarctica is a strictly controlled environment, and the world's governments don't want any old trekker just wandering across it. So, unlike on some of his other expeditions, Fiennes has had to obtain Foreign Office approval for the six-man team and all the backup kit and machines. There will be two engineers from Finning, industrial heavy plant specialist Caterpillar's main dealer in the UK, called Spencer Smirl and Richmond Dykes, to keep the expedition's vehicles in good order. There's also a doctor (Rob Lambert), the traverse manager (Brian Newham) and Fiennes' skiing partner (Ian Prickett). All of these guys are needed for essential tasks, everything from simply keeping the convoy going to performing a myriad of scientific experiments. Among other data, they're aiming to collect figures on the height of the ice shelf in winter – needed to work out the effect of global warming.

In fact, the whole convoy doubles up as a mobile science lab. There are two modified CAT D6N track-type tractors (bulldozers to you and me), two cabooses on skis (one for living, the other for repairs and the science bit), enough food to last for a year (in case they get stuck) and the small matter of 112,600 litres of fuel towed in seven huge bowsers. The only thing they won't need to carry is water because they'll just melt ice... and there's quite a lot of that in Antarctica.

THEY'LL CARRY ENOUGH FOOD FOR A YEAR – IN CASE THEY GET STUCK

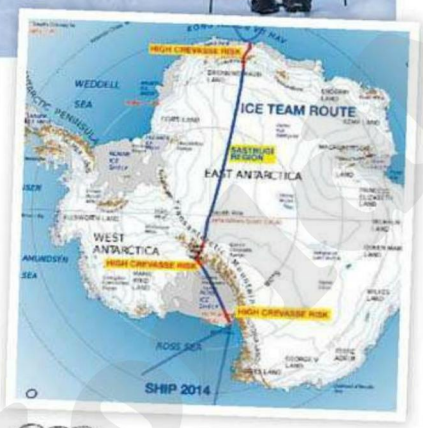
This is an enormous project, and not one without worries for Fiennes. Strangely, it's not the humans he's nervous about: "My major concern is the welds [on the machines]. I'm the most non-mechanical person on the trip, and probably the most suspicious." Because no one has ever asked a machine to perform in minus 70 degrees, or lower, and a welded part tends to be the first thing to go brittle at low temperatures. The coldest cold chamber on Earth goes down to about minus 50. The British Antarctic Survey uses CATs in similar temperatures, but nothing can test for Antarctica in winter. If something snaps, bad things might happen. But Fiennes and his team have to get out there and try.

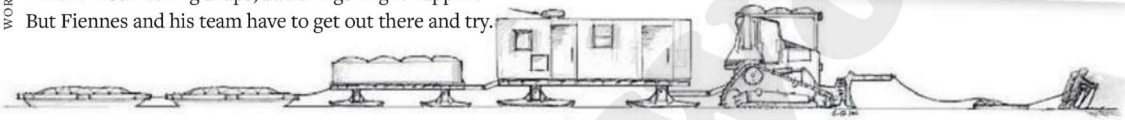






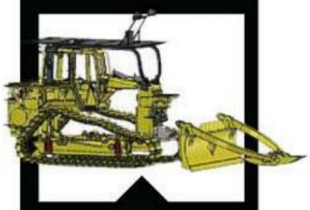
1. Fiennes and the team hope to raise £10 million for charity
2. It's unlikely that they'll find any low-loaders to help out in Antarctica
3. Fiennes skiing ahead, dragging the ground-penetrating radar linked to the CAT





HOW TO...

...MAKE A CAT D6N READY FOR ANTARCTICA



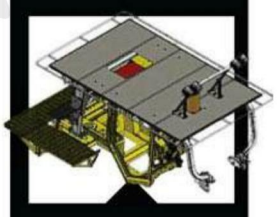
CAT D6N
The D6N in all its modified glory. Finning has added a roof, which is where the sleeping bag will be stored. Lights are specially developed for -70°C



NOSE UNIT
No need for aerodynamic finery here – steps give access to the roof for unfurling the sleeping bag, black flaps are insulated and can be shut tight to keep all the heat in the engine bay



CREVASSE ARM
One of the most important mods – the arm has two hydraulic rams which can lift 48 tonnes. Essential when a CAT gets stuck in a crevasse. Arm also doubles as a shovel



ROOF STRUCTURE
Where the sleeping bag will rest. Also contains a harness rail, so the engineers can latch on in 100mph winds. Hatch in roof is an escape point for the driver

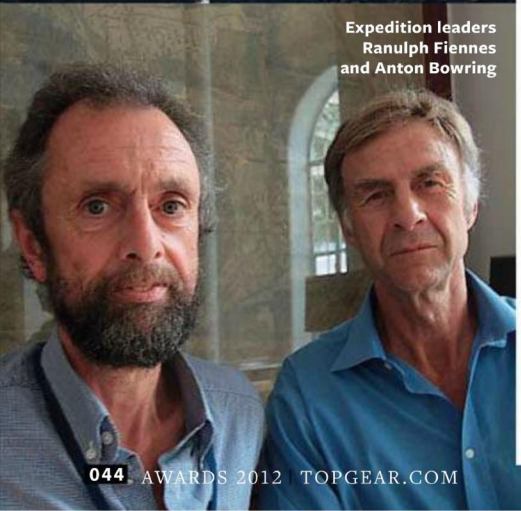
WORDS: PIERS WARD PHOTOGRAPHS: THECOLDESTJOURNEY.ORG







This will be Fiennes' daily life, from March until September



Expedition leaders Ranulph Fiennes and Anton Bowring

That hasn't stopped Finning spending months developing and testing the big CAT 'dozers, though the modifications they've made are relatively minor, meaning the tractors must have been fairly rugged in the first place. They're using aviation fuel because it has a lower freezing point; the cleats on the tracks are 30mm longer than standard, and then there are 20mm ice spikes for even more traction; the battery has a radiator under it *and* an electric jacket around it and there are *three* heating systems. Each CAT also has a giant sleeping bag, which folds around the machine at night to keep it warm.

But even with all this prep and technology, there is still the age-old and unpredictable danger lurking out in the white: crevasses. The solution is solidly old-school. Fiennes and Prickett are skiing 30 metres ahead of the convoy, carrying ground-penetrating radar that will link back to the CATs' cabs and help them avoid the bigger holes. Only one problem: if the convoy is going uphill, and the skiers stop, then the CATs will have to drive past into the unknown. Smirl says that if they stop on a hill, it will cost four hours because he'll have to unhitch the convoy, take each individual section to the top of the brow and return for the others. As a single unit, the convoy is too heavy to tow from a standstill. Which is why, when he wants to get going, he'll have to link it all together and back it up like a heavy-goods train. That way, he's only trying to pull one section at a time. Meanwhile, it's pitch black and -70°C.

The same laborious process is needed just to get going in the morning. They'll need to dig one bulldozer out of the snow, then use it to gently 'knock' the rest of the convoy free because everything will have stuck to the ice overnight. That's assuming they parked everything with the nose – the narrowest section – pointing into the wind the previous evening, otherwise the snow will drift and bury everything. And if you're feeling disappointed that Fiennes is taking all that kit with him and not going solo, don't be. Apart from anything else, he'll be skiing the entire way, all 2,000 miles of it, and the kit is the only way the team could get that Foreign Office approval. There are no rescue facilities if things go wrong in Antarctica – planes can't fly in because the winds are too strong and the temperatures are too low. So if it all goes pear-shaped, they'll

THE NEAREST BIG CITY IS OVER 3K MILES AWAY, IN CHRISTCHURCH, NZ

simply have to hunker down in the cabooses, and hope that the generators and CATs don't break. When the nearest city is over 3,000 miles away (it's Christchurch, New Zealand, by the way), the kit will be, literally, the difference between life and death. And if someone does die out there, Smirl will simply use one of the empty fuel bowsers as a coffin. "I don't mind bringing a Popsicle back," he says, with cheerful gallows humour.

Looking at one of the CATs, and hearing Smirl talk about it all in such a matter-of-fact way, makes you realise that there are some people who are just different. Fiennes is so busy at the moment that his training consists of a single run a week. And he's nearly 69 years old. This is not an ordinary project. But in typical Fiennes fashion, this isn't a vanity trip either. He hates the hero tag and he's loathe to think of this as anything other than a scientific and educational experiment (nearly 250,000 schools will be able to tune into their progress). This isn't about putting his name on the map, it's about helping the world – and that's not a glib statement. "Retirement is a bad idea. You get nearer to the grave that way." Seems an extreme way of avoiding the crossword to us. TG





D6N carrying the sleeping bag which will keep it warm at night



L to R: Brian Newham, Ian Prickett, Tristam Kaye, Ran Fiennes



A close call with a crevasse from a previous Antarctic expedition in 1957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HOW MUCH HORSEPOWER DOES FELIX BAUMGARTNER MAKE DOING 834MPH?

Or 'How to make an Austrian man more powerful than a Ferrari'

Felix Baumgartner sat and waited alone for more than two hours as his balloon silently ascended to the black of space. Then he calmly opened the capsule door, gazed at the sphere of our planet 24.2 miles below, and stepped into nothingness.

That alone makes him a hero. Not because he wasn't scared, but because he was. "When you are standing on top of the world, you don't think of records anymore. All you think is that you want to come back alive," he said afterwards.

Felix accelerated from 0 to 690mph, the speed of sound, in 33 seconds. He probably didn't take much of that in, because he was still fighting to quell the cartwheeling. "I thought for a few seconds that I'd lose consciousness," he admitted. "I didn't feel a sonic boom because I was so busy just trying to stabilise myself."

He topped out at 833.9mph, then was slowed by the drag of denser air near the ground on which we mortals tread.

The jump provided all sorts of data for scientists and engineers designing ejector suits for the next generation of space pilots and tourists. But for car-heads, it also provided some fascinating performance data. The power acting on Felix came from the force of gravity. Let's do some sums.

Weight is force. Energy is force times distance. Power is energy over time. So power is weight times distance over time, or weight multiplied by speed. The Red Bull Stratos team tells *TG* that Baumgartner plus his suit, chute and other kit had a mass of 121kg. That's a weight of 121x9.8, which equals 1,186 Newtons. Speed at vmax was 373 metres per second. The power, then, is 442,400W, or 442kW. Which is 593bhp. Which is more than a Ferrari 458.

Even so, it's an elegantly low-power way of going very fast. When Andy Green drove Thrust SSC through the sound barrier, he had 110,000bhp at his back courtesy of two big jet engines. Baumgartner went quicker by harnessing gravity alone.

Don't look down: Felix prepares for some 0-834mph acceleration that'd make a fighter jet feel a bit lethargic

THE MEN OF THE YEAR


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STRANGE PLANET

CURIOUS-BUT-TRUE OCCURRENCES FROM THE WORLD OF MOTORING

USA

Pigs are causing havoc along the 85mph Texas toll road on which *TopGear* clocked an entirely legal 221mph last month. Wild hogs are common in the Lockhart area, and police reported four pig-related crashes on the first night of the toll road's opening.

"At 85mph, they're on the hogs even before they know it," said Lockhart police chief Michael Lummus. Feral hogs are such a problem in the area that a bounty of $2 is offered for each tail presented to officials

SOUTH AFRICA

A South African nursery school teacher was fined £100 after police caught her driving 19 pupils in her Renault Clio. Melanie Minnie was returning from a trip to the local burger bar when an officer noticed her car packed floor-to-ceiling with children aged 4–6. Six were stashed in the car boot, three on the front seat and 10 on the back seats.

"It was the first time we went on an outing," said Ms Minnie, "and the last. I'll never do it again"

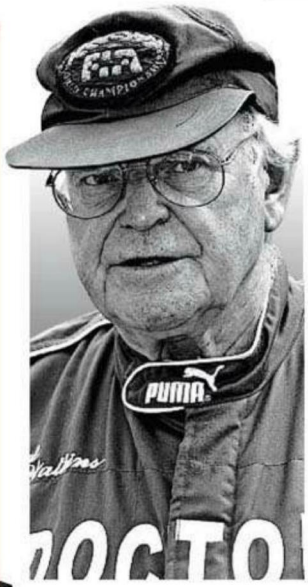
THAILAND

A suspected wildlife smuggler could spend four years in jail after 16 tiger cubs were found in the back of a pickup truck crossing the border from Thailand into Laos.

The cubs were rescued by Thailand's animal protection agency and are said to be in good health. The condition of the man, who had to drive a knackered ute while simultaneously avoiding 320 viciously sharp claws and 16 angry bitey evil-kitten-jaws, has not been reported







THE MEN OF THE YEAR

STEFANO DOMENICALI

FOR KEEPING FERRARI AT THE SHARP END OF F1, AGAINST THE ODDS

At the first official F1 test session of 2012, Ferrari's new car was off the pace. A long way off the pace. A mid-table car.

TG went to press before the last race of the season, so we don't know if Alonso nicked the drivers' title or was done by Vettel at the last. But that the Scuderia was even in with a shout was thanks not only to the Spaniard's dogged consistency but also to the efforts of Stefano Domenicali. Through impregnable self-belief and stoicism, the boss of F1's most capricious outfit has somehow dragged an average car to the very front of the grid, week after week.

"You have to look forward," Domenicali told us earlier this year. "You have to suffer the pressures, and if you don't have that fighter mode, you don't do this job. Within two weeks, you'd be destroyed. It's as simple as that."

SIR CHRIS HOY

FOR BEING A CAR NUT, AND WINNING SOME CYCLING RACES

The man who generates more torque than a Ferrari F12. As motoring-based claims to fame go, Sir Chris Hoy's isn't a bad one. Of course, it's just another thing to be taken in the stride of a man who, when all's said and done, hasn't exactly had a bad 2012. Not only did Hoy win two golds in his home Olympics, taking his career medal tally to seven to make him both the most successful cyclist in Olympic history and also Britain's most decorated Olympian, he also loves his cars – and we mean really, properly loves them: he told us he has a Lotus 2-Eleven for track days, a Jaguar XK-R for other days, and just got rid of a Caterham R400. But – and here's why the flyer from Edinburgh is a cast-iron *TopGear* Man of the Year – he develops 516lb ft of torque at just 2rpm. Power on an Olympian scale.

"HOY DEVELOPS 516LB FT OF TORQUE AT 2RPM..."



SID WATKINS

FOR SAVING THE LIFE OF FORMULA ONE... AND ITS DRIVERS

Before 'Prof' Sid Watkins was appointed F1's safety officer in 1978, one in 10 accidents resulted in death or serious injury. When he retired from the Grand Prix front line in 2004, the ratio was one in 300.

That there has been no F1 fatality since Ayrton Senna's death in 1994 is thanks to the tireless work of the whisky-drinking, wisecracking British neurosurgeon, who passed away at the age of 84 this year. Pioneer of the safety car, Watkins brought top-quality medical care to a sport that previously made do with tatty first aid kits. He personally saved the lives of Rubens Barrichello, Mika Häkkinen and Martin Donnelly, even helping Richard Hammond recover after his 2006 dragster crash. "He was a legend throughout motorsport," Richard says, "And he's still saving lives now he's gone."

Motorpress



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BIG NUMBERS

$121,000

Reward offered by the mayor of southern Philippine city Davao, for decapitating the leader of a gang of car thieves. He asked for the con's head to be delivered on ice "so it won't smell bad". Don't nick cars, kids

81

Snow chains fitted in just 60 seconds by a team of 12 technicians from Thule. This comfortably beats *TopGear*'s record of Zero Snow Chains Fitted in a Half Hour Period But 17 Skinned Knuckles

£175,000,000

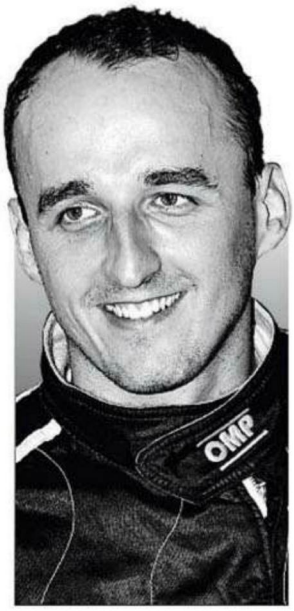
Annual cost to UK motorists of car-park prangs, according to new research. Every year there are around 125,000 parking 'incidents', costing £1,500 each

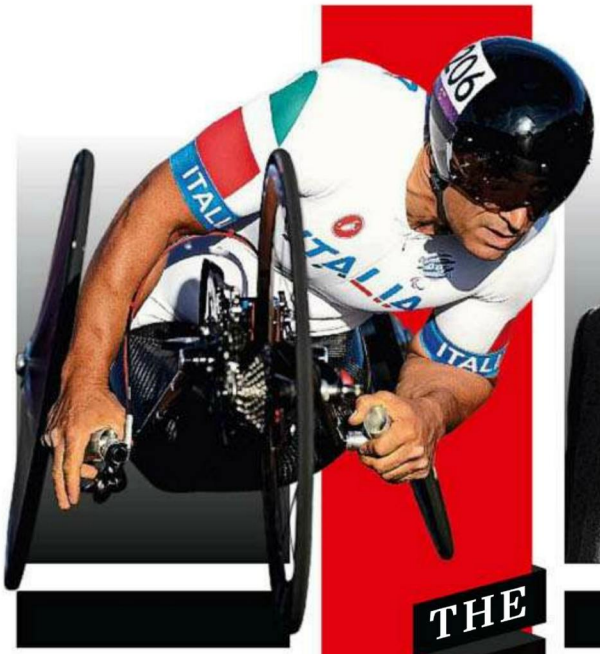
1.8SECS

Rumoured 0–62mph time of 2014's Bugatti SuperVeyron, according to sources in Molsheim. The Veyron's W16 engine could be boosted to 1,600bhp, good for a top speed of...

288mph

No official word from Bugatti yet, but our sources tell us the SuperVeyron could arrive late next year. Here's hoping







THE MEN OF THE YEAR

ROBERT KUBICA

FOR COMING BACK TO MOTORSPORT WITH A BANG

In February 2011, Polish F1 driver Robert Kubica suffered horrendous injuries when his Super 2000 Skoda Fabia was skewered by a crash barrier during a rally in Italy. Half a dozen surgeons operated on Kubica for seven hours to save his right hand. They did, but only just. By rights, the Renault driver – winner of the 2008 Canadian Grand Prix, one of F1's top talents and, at the time, the man expected to join Fernando Alonso at Ferrari – should never have raced again.

In September 2012, Kubica competed in his first race in 18 months, driving an Impreza WRC car in a domestic rally in Italy. He won all four stages and took victory by over a minute from his nearest rival. "Driving is like riding a bike," he said afterwards. "You can't forget how to do it." We might not see Kubica in F1 in 2013, but trust us, he'll be back.

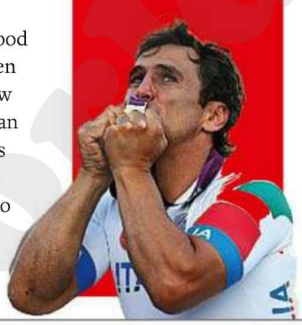
ALESSANDRO ZANARDI

FOR KEEPING CALM AND CARRYING ON, DESPITE EVERYTHING

Many of 2012's defining images will be drawn from Team GB's achievements in the Olympics and Paralympics. But casting jingoism aside, who didn't marvel at the sight of Italian former F1 driver Alex Zanardi raising his carbon-fibre hand-cycle triumphantly aloft after securing two gold medals at Brands Hatch?

With both legs lost after a terrifying collision during a race in 2001, Zanardi's comeback – in life, in motorsport, then in the Paralympics – is a story of human perseverance and courage that even Hollywood wouldn't dare invent. When *TopGear* spoke to him a few weeks later, we found a man not only humble, generous and self-effacing about his achievements, but one who seems to have unlocked one of the great mysteries of life: contentment.

"ZANARDI'S COMEBACK IS A STORY OF PERSEVERANE AND COURAGE"



RATAN TATA

FOR BRINGING OUT THE VERY BEST IN JAGUAR-LAND ROVER

Ratan Tata, India's most powerful CEO, will retire at the end of 2012. He joined the family steel firm as a coal-shoveller, but his vision is global. Luckily for us, that vision includes Jaguar and Land Rover. Having bought them from Ford in 2008, Tata invested, allowing JLR's engineers, designers and marketeers to flourish. Last year they released the glorious Evoque, and this year they unveiled the new Range Rover and the F-Type. JLR people always wanted to do those vehicles; Ratan Tata let them get on with it. In fact, he took a beady-eyed interest in the intricacies of their design.

But he doesn't just believe in the best cars for the elite. The ultra-budget Tata Nano was his vision too. A leading philanthropist, Tata uses tech innovation to transform communities in poverty.







THE MEN OF THE YEAR

IAN CALLUM

FOR DESIGNING BEAUTIFUL CARS. AGAIN. AND AGAIN

There is much to enjoy about the latest Bond film *Skyfall* – Javier Bardem camping it up, the lissom Bérénice Marlohe – and yet there's a moment when M's black Jaguar XJ sighs menacingly to a halt that the camera clearly savours.

And why wouldn't it? The genius of Jaguar design director Ian Callum isn't just in the classically exact proportions of his cars, it's in the way they continue to intrigue and inspire long after the initial novelty has worn off. In 2012, the erudite and outspoken Scotsman – who has ridden the ups and downs of life at Jaguar as adroitly as a UN secretary-general – cemented his iconic status with the F-Type, ironically as classic a Jaguar as there's been since Callum arrived there 12 years ago. Who else could have penned such a worthy successor to the E-type?

"SHE MANAGES THE TRIO OF McNISH, KRISTENSEN AND CAPELLO"



LEENA GADE

FOR TAKING AUDI'S HYBRID TECH TO THE TOP OF LE MANS

Let's get the obvious thing out of the way. Leena Gade is a girl. And, yes, her journey to the top has been tough, but to congratulate her rise 'despite' being a girl misses the point. She's there despite the chauvinists who keep pointing out that she's a girl.

And ultimately, she's there because she's exceptionally good at what she does: as race engineer for Audi Sport, Leena oversees the development of the most successful Le Mans cars of modern times. She calls the shots on the pit wall (sometimes without eating anything more than peanuts for 24 hours). She manages the hotshot driver trio of McNish, Kristensen and Capello. And since joining in 2007, she's been involved in three Le Mans victories, including a debut win for Audi's hybrid R18 this year. Told you she was good.

MARTIN WINTERKORN

FOR KEEPING VW MOVING FORWARD AGAINST THE TIDE

In a year when European rivals half-drowned, chairman Winterkorn kept his VW Group forging ahead. He is across everything. He championed the MQB platform matrices that see epic savings and flexibility across the group. He boosted employee satisfaction at all levels and reshuffled top management to get world-class talent in the best positions. His steel-nerved financial risk-taking won the Porsche takeover battle, and then he magnanimously gave the Stuttgart team a new rear-drive platform to engineer. He transformed VW's prospects in the US by realising buyers there want much the same as those in China, where VW is already roaring. Oh, and he bought Ducati. Most of all, it's cars, cars, cars. Winterkorn knows every detail, and never accepts second best.

STRANGE PLANET

CURIOUS-BUT-TRUE OCCURRENCES FROM THE WORLD OF MOTORING

USA

A New Mexico cop has appeared in court after allegedly Tasering a 10-year-old schoolboy who refused to clean his patrol car.

During a school demonstration, it is claimed that officer Chris Webb asked a group of pupils to polish his car. A boy refused, prompting Webb to allegedly respond: "Let me show you what happens to people who do not listen to the police." Webb is said to have then stunned him with the 50,000-volt gun. You stay classy, America

NETHERLANDS

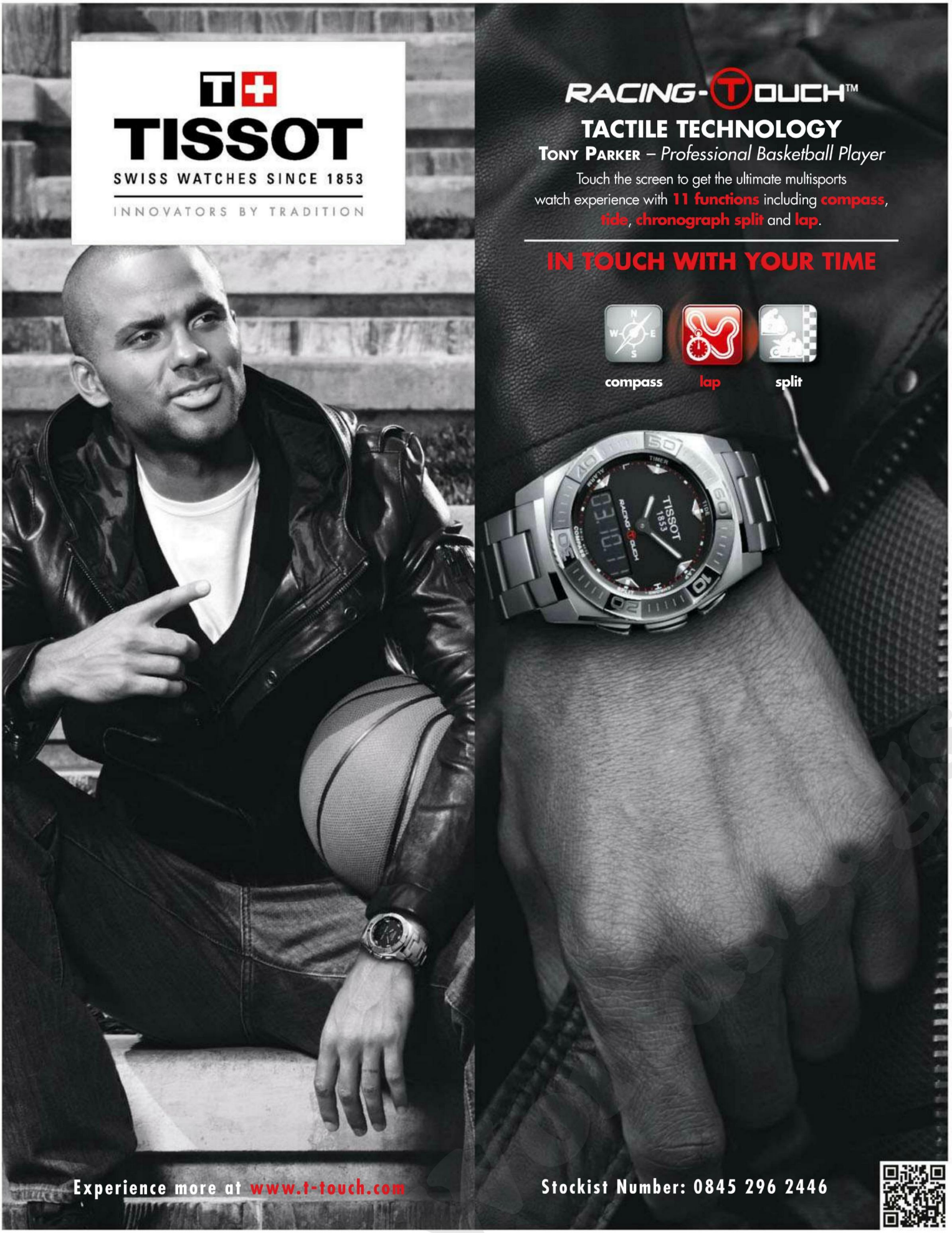
Amsterdam police investigating a spate of Porsche headlight robberies believe the cars are being targeted by a sophisticated marijuana-growing operation.

According to keen psychoactive horticulturalists, Porsche's high-intensity xenon bulbs give off the ideal light for growing cannabis plants, with the added bonus that they're easy to remove without even unlocking the cars. Sources say the crime spate has coincided with a massive rise in sales of pancake batter in the area

USA

A Cleveland woman caught driving on the pavement to avoid a school bus unloading kids has been ordered by a judge to tell the world she is an idiot.

Shena Hardin, 32, was ordered by the court to stand at a major intersection for an hour each morning on two days, wearing a sign reading: "Only an idiot drives on the sidewalk to avoid a school bus." To which *TopGear* suggests the addendum: "Unless it has a bomb on board and will explode if it goes under 50mph"...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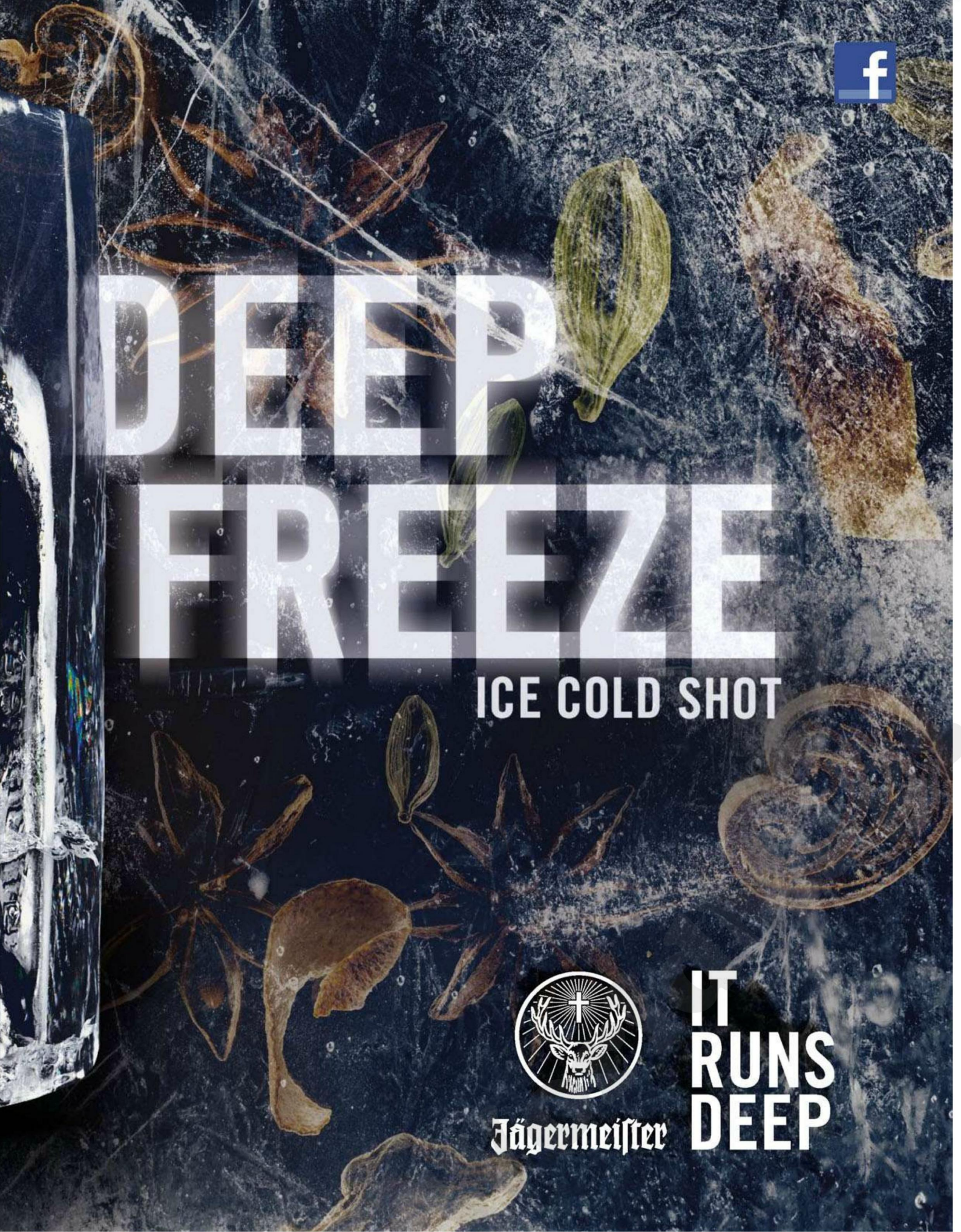
drinkaware.co.uk for the facts


DEEP
FREEZE
ICE COLD SHOT
Jägermeister
IT
RUNS
DEEP

DEFY CONVENTION

mazda

COLLECTS THE KIDS AND THE AWARDS







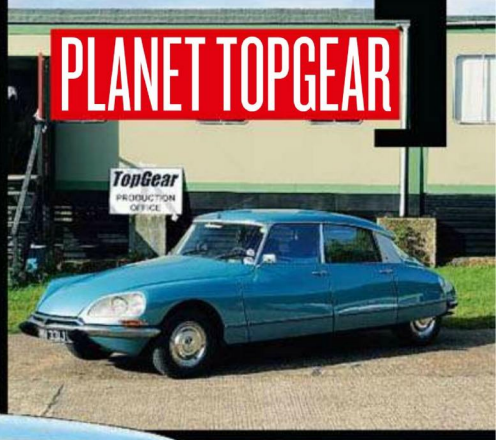
mazda.co.uk

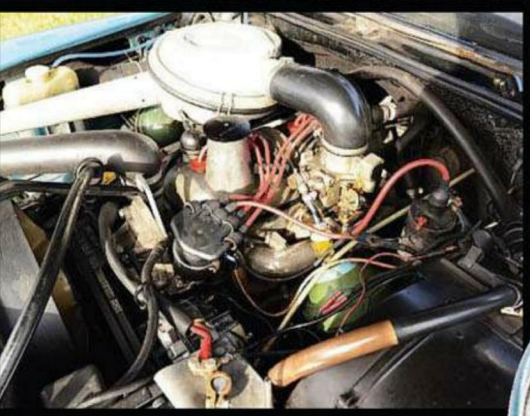
THE NEW MAZDA CX-5. 5.9% APR~ REPRESENTATIVE

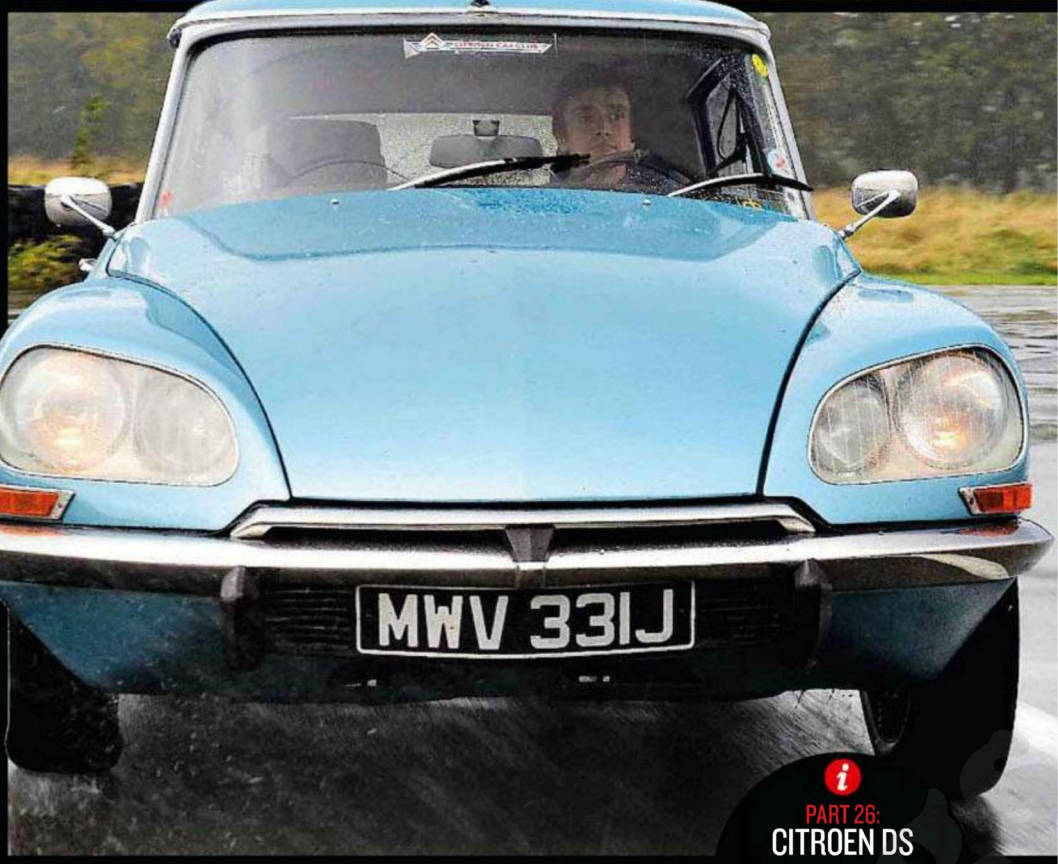
The official fuel consumption figures in mpg (l/100km) for the Mazda CX-5 range: Urban 37.7 (7.5) - 52.3 (5.4), Extra Urban 55.4 (5.1) - 68.9 (4.1), Combined 47.1 (6.0) - 61.4 (4.6). CO_2 emissions (g/km) 144 - 119. Retail sales only, subject to vehicle availability for vehicles registered between 01.12.12 and 31.03.13 at participating dealers. Terms and conditions apply. ~5.9% finance available on all Mazda CX-5 models. Finance subject to status. Applicants must be 18 or over. Guarantees/Indemnities may be required. Mazda Financial Services RH1 1SR. Model shown: new Mazda CX-5 2.2 2WD 150ps Sport Nav Diesel, OTR from £25,795. Model shown features optional Pearlescent paint (£520). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3-year or 60,000-mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.











HAMMOND DRIVES THE ICONS

PART 26: CITROEN DS

Richard dons his beret, munches some garlic and practises his Gallic shrug... the Citroen DS has arrived. *Bof*

I'd not be lying if I said I've always had a soft spot for the Citroen DS, but the greatest joy about it is that the car has always had a soft spot for me too. And you and, indeed, anyone lucky enough to travel in one and enjoy the sensation of being wafted about on a silken cloud of swan feathers and spiders' webs.

It's all about that famously 'weird', 'complicated' or just plain 'fiddly' suspension. My dad wouldn't have touched one with a bargepole. Self-levelling hydropneumatic, nitrogen-filled spheres? Come on, something's got to go wrong. Except it works, and it does so brilliantly.

This is a magic-carpet experience unlike anything else this side of an actual magic carpet. And once you've got your head round the fact that you are actually in a car, in the real world, and not floating in a marzipan boat down a honey river, you need to remind yourself that this car arrived in 1955. While the rest of the world was bouncing and crashing about in dreary Fifties' cars, this thing landed with its nitrogen-filled spheres and its front-wheel drive and must have blown people's bowler hats off.

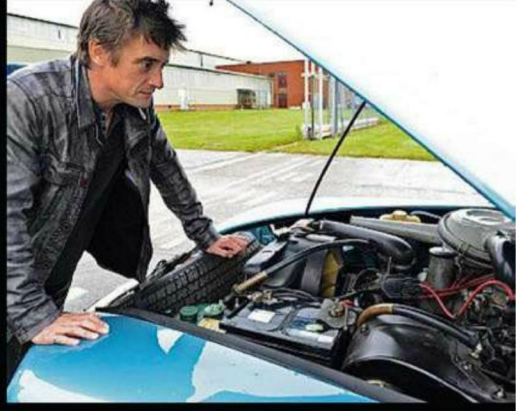
Designed by Bertoni, it still works visually today: swoopy and futuristic, but somehow contained and elegant at the same time. The broad, soft seats complement the self-levelling, hydropneumatic suspension working away beneath. It doesn't feel old to drive so much as otherworldly.

The narrow steering wheel and widely spaced controls add to the sensation that this is something unlike anything else. It can reach 107mph, although the 2.2-litre, 4cyl engine will struggle to get to 60 in less than 15 seconds. That said, it's had its moments of excitement: De Gaulle was in one when would-be assassin Jean-Marie Bastien-Thiry shot out two tyres, but de Gaulle escaped because the clever suspension allowed the car to carry on at full tilt. That was quite a piece of advertising. Not that I'm suggesting Monsieur Bastien-Thiry worked for Citroen, obviously.

This is a proper French car to drive. Which is to say that despite the groundbreaking technical





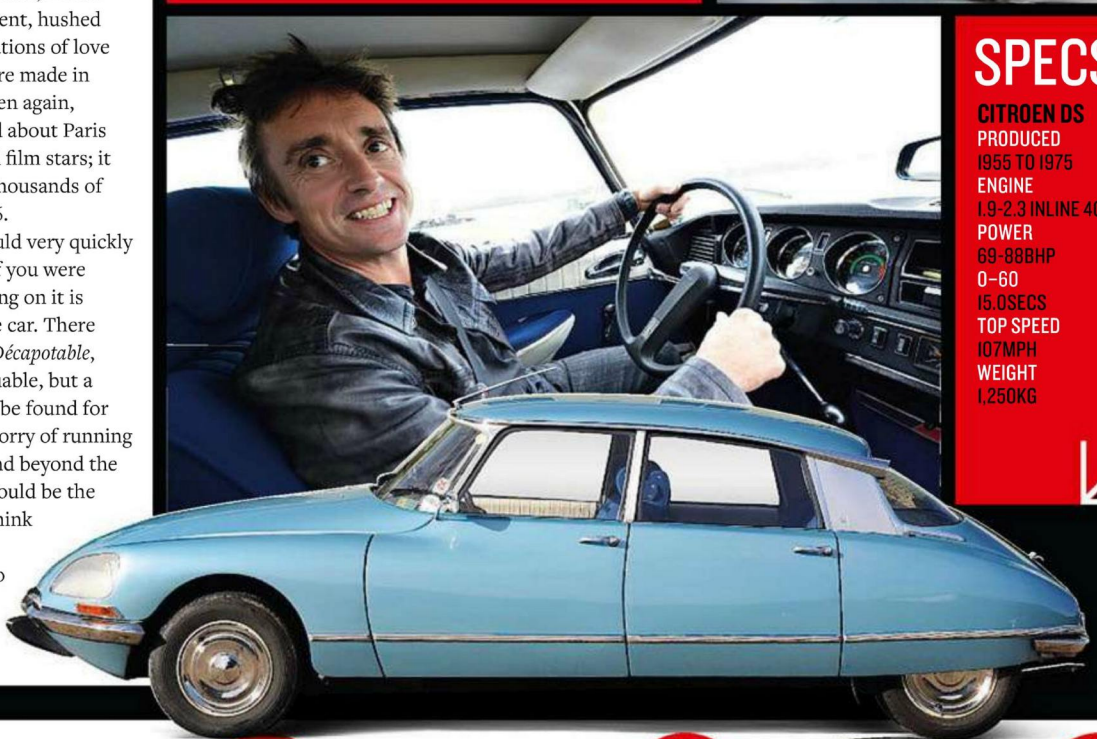


innovations and very clever thinking that went into its creation, the car, the machine, was never intended to be an end in itself. Travelling in a French car is always more about what you're going to do when you get wherever you're going – because what you're doing, where you're going and who you're going there with are all far, far more important concerns than the machine you're going in. Something that is never clearer than when the machine is as discreetly elegant as this and can move you around quietly and smoothly without ever interrupting the flow of conversation. Riding in this one, I can't help but wonder just what urgent, hushed conversations, hurried declarations of love or passionate calls to arms were made in its plush, narrow confines. Then again, this car probably never dashed about Paris transporting philosophers and film stars; it was made in Slough, as were thousands of others between 1956 and 1966.

I should imagine that it could very quickly become very, very expensive if you were to run one every day. Everything on it is complicated and unique to the car. There was a convertible model, the *Décapotable*, which is now fantastically valuable, but a late saloon like this one could be found for under £20k. But beyond the worry of running such a complicated, old car, and beyond the expenses, my main concern would be the pressure of always having to think of something philosophical, passionate or brainy enough to say while riding in it. It would make every journey a mind-expanding experience.

"WHAT URGENT, HUSHED CONVERSATIONS, HURRIED DECLARATIONS OF LOVE OR CALLS TO ARMS WERE MADE IN THE DS'S PLUSH CONFINES?"





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CITROEN DS

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1955 TO 1975
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1.9-2.3 INLINE 4CYL
POWER
69-88BHP
0-60
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TOP SPEED
107MPH
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1973 CITROEN DS 23 SAFARI

Fully restored in 2003, with a discreet CD player and two tiny seats tucked into the rear floor to make this an occasional seven-seater. A very occasional 7str

FYI: 'Safari' denotes oh-so-cool estate version

www.pistonheads.com



£7,950 FOR A BEIGE BEAUTY

1971 CITROEN DS 2.0

Same owner for last 40 years, right-hand drive and a frugal 46,000 miles on the clock. As Seventies as ABBA frolicking in a vat of Angel Delight

FYI: Has valid MoT certificate. Best not ask how

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£1,995 FOR A BUDGET ALTERNATIVE

1990 CITROEN BX SAN TROPEZ

It's French, it has daft self-levelling suspension and even has dubious Seventies paint. Not quite as cool as the DS, but every bit as likely to leak spectacularly

FYI: 'San Tropez' special ed = rare and undesirable

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RX fuel consumption figures: urban 43.5 mpg (6.5L/100km), extra urban 47.1 mpg (6.0L/100km), combined 44.8 mpg (6.3L/100km). CO_2 emissions 145g/km.

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GOOD MONTH

WHO'S BEEN HAVING A GOOD MONTH...



1 GERMAN NANS
75-year-old German nan sets off to drive round the world in 91-year-old Hispano Suiza. Packs many Werther's



2 LONERS
US tuner cooks up Porsche 911 with McLaren F1-style single seat. Because, hey, who needs friends?



3 BRIT ROZZERS
Ford UK shows off fully police-liveried Focus ST Wagon. *TG* office descends into Sweeney impression



4 GYMNASTS
Twenty-eight British ladies squeeze into Mini, set Guinness World Record. Make this an Olympic sport, please



5 PAUL McCARTNEY
Hard-up Beatles sells his mint Aston DB5 for £344,400. And they say money can't buy you love...



PAUL HORRELL
THE INSIDE MAN

DON'T PICK ON SMALL CARS – THEY'RE MUCH COOLER THAN SUPERCARS...

"Show your working." Oh what power that dread phrase holds, jolting us all back to the cold sweat of maths exams at school. If you couldn't understand the question, it cruelly ruled out making a stab in the dark. All these years later, I obey that injunction as I sit here writing road tests, as if our slightly terrifying invigilator 'Gunner' Thomas still stalked the room. If I praise a car or slag it off, I'll lay out the evidence and the reasoning. Then if your priorities and tastes differ from mine, you're welcome to disagree.

Well, here's what happened when I drove the Fiat Panda Trekking. I posted a review on topgear.com, linked to Facebook. The piece carefully gave 10 solid reasons why it's the best town car I could think of. I looked forward to the online conversation.

"Honestly, whoever thinks this is the best city car in the world needs a punch in the face." That's a comment in full. Oh, don't you just love antisocial media?

I'm not complaining of online bullying. My self-esteem survived intact, and I'm not scared of meeting 'Rob Foehr' (for it was he) face to face, because he wouldn't do it. Surely no one dislikes the Panda enough to visit casual violence on someone who does. He's welcome to loathe it, but I was annoyed that he elected not to enlighten us why. He wasn't really participating in what I'd call a conversation. He was just grunting.

But, more than that, I'm saddened by this comment, because it's merely an extreme version of the waves of negativity that come up online when we run stories about small or cheap cars. Lots of people dismiss these things and click past the page so they can spend the next few minutes reading about some version of the Porsche 911 with a revised ashtray, or a Lambo with an optional spoiler that's slightly different from the previous optional spoiler.

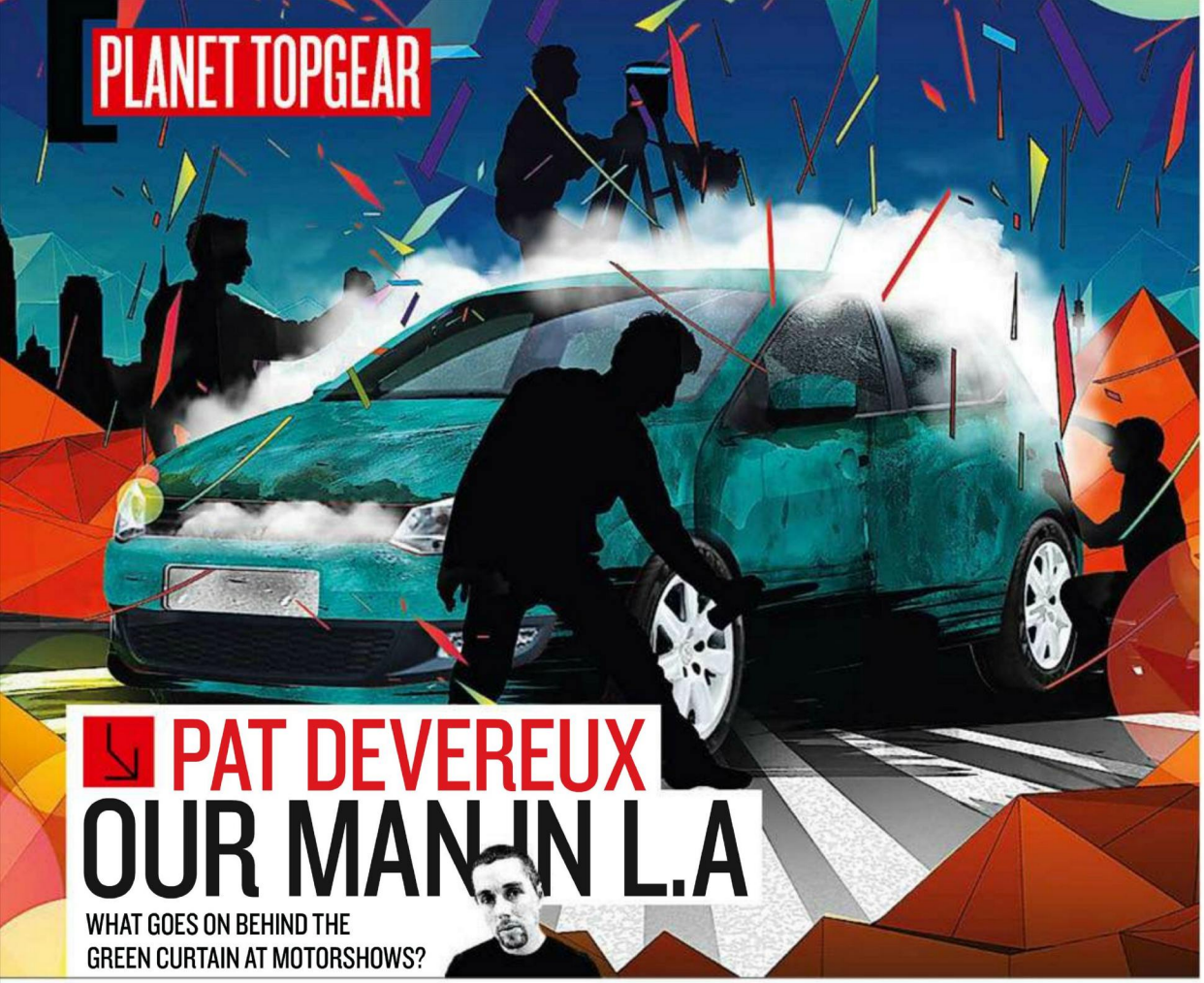
> "ALL A SUPERCAR NEEDS ARE LIFE-THREATENING POWER AND LIFE-AFFIRMING HANDLING AND BRAKES"

Supercars are epic things to drive, yes, but, to be honest, I find small cars more fascinating. They're harder to do, and so embody more ingenuity. All a supercar needs are life-threatening power and life-affirming handling and brakes. If it fails, well, the engineers just need to throw money at the problem.

A small car has to be sold at a low price, and the basic principles of manufacture mean that this can happen only if it's made in huge numbers. Trouble is, there are 50-plus small cars on sale in Britain right now. It takes extraordinary cleverness and creativity to launch a car that's both attractive enough and cheap enough to stay alive in that bloodbath of competition.

Designers of small cars have to be canny, because the basic envelope is constrained by the need to fold five full-size human bodies inside. These cars sell to the cash-strapped and the eco-conscious, so every mpg counts, but that involves a special kind of design and attention to detail, because the price rules out expenditure on unobtainium for lightweighting, or hybrid powertrain complexity. And the car has to be engineered with a view to manufacture/assembly cost. Because so many people will experience it, a good small car adds more to the sum of human joy than a good supercar. So, lots of reasons to be interested in the Panda. And when you drive it, lots of reasons to like it. All points open to civilised debate. Punching not required.

ILLUSTRATION: ILOVEDUST



PAT DEVEREUX OUR MAN IN L.A

WHAT GOES ON BEHIND THE GREEN CURTAIN AT MOTORSHOWS?

The show must go on is a theatrical term, but it's one that applies just as much to car shows as it does to any stage production. Despite the veneer of slickness that accompanies any new car or concept reveal, sometimes all is not what it seems. As the following two stories reveal.

The first one starts at a British car company that wanted to build a concept of its new, smaller, but perfectly formed, car. They didn't have the budget to build the model at one of the specialist build houses in Italy, the UK or California. But they still wanted to, had to, make it. So they looked for an alternative method. And they found it in an alternative place: India.

Using manpower instead of high-tech milling and drilling tools, the sub-continental company managed to knock a zero off the price of the model making, so a deal was struck and work started immediately. With just a couple of months before the finished car was due to debut at the Detroit show, there was no time to waste. The process and materials were different but, with the right direction, it looked like it was going to work.

Which it did, right up until the time came to ship the finished car to the show. And then the interior caught fire. No one knew how or why – it just did. And now they had to redo the whole inside – something this brand is renowned for – in a matter of hours not even days. Somehow they managed to revamp it and get it in the crate to head to the US in time. But when they unpacked it at the other end, there was still a problem: the car stank like it had hosted several cigar smokers' conventions.

With just minutes before the car was due to be presented to and then pored over by the media, the design team was dispatched to get as many air fresheners as they could to mask the stink. But downtown Detroit didn't have any, so they ended up with the next – the only – solution: using the deodorisers from the urinals. Clearly they were desperate; they had to do something and that was all they had, so they packed the panels with the blocks, crossed their fingers and held their breath.

> "DETROIT DIDN'T HAVE AIR FRESHENERS IN STOCK, SO THEY HAD TO USE THE DEODORISERS FROM THE URINALS"

As unlikely as it sounds, it worked. I know because I was in the heaving crowd when the car was unveiled and I spent several minutes in and around it after it was revealed. The first I knew about the smell issue was when one of the team told me the story several months later. I hadn't noticed a thing.

The second scrape is even narrower. Opening its concept car transporter the night before the car was due to be unveiled, this company found that someone had forgotten to tie the car down in the trailer. So the concept car had been surging and crashing back and forth for the entire journey. It was, to not put too fine a point on it, ruined. With no time to get the wreck back to the shop, they immediately set up a body shop right behind the stand and set to work repairing the damage.

Having worked all night to fix the bodywork, they then had to set up a paint booth in the same tiny space, which unbelievably they managed. But as the minutes ticked down to the press conference, they were still spraying the final coat as the MC came on stage to start the event. They couldn't possibly be ready now.

But, against all the odds, they were. There was the wreckage of a makeshift body shop and paint booth behind the stand, and some very tired crew. But, right on cue, the car appeared, wet paint and all, and the show went on as planned.

BAD MONTH

...AND WHO'S HAD A SHOCKER



1 MEN
Are worse drivers than women, says new survey. 57% of blokes have had a prang against 44% of laydeez



2 TYRES
Norwegian hoonmeister Tommy Schønberg shows off his 1,100bhp Audi S3. Rubber trees scream silently



3 HYUNDAI
US arm of Korean giant forced to compensate buyers after exaggerating mpg claims. False economy, surely?



4 HEN PARTIES
Aussie tuners cook up limo version Transformers Camaro. With scissor AND gullwing doors. Strewth



5 LAMBO OWNER
Forgets to insure Aventador. Met Police seizes it. Met Police parks it in front of New Scotland Yard. Ouch

ILLUSTRATION: ILOVEDUST

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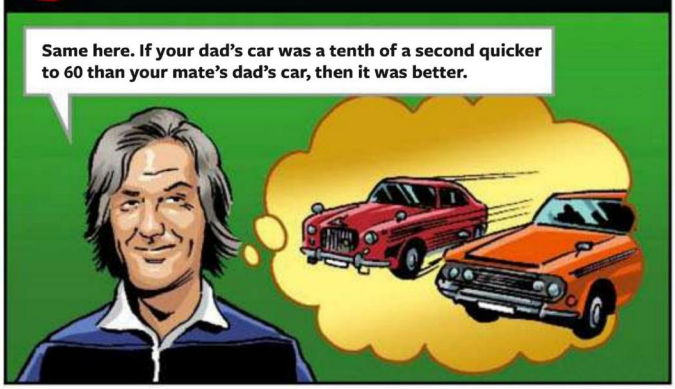
*Subject to publication of the official results by the FIA.

James May's PUB GUIDE to popular technology

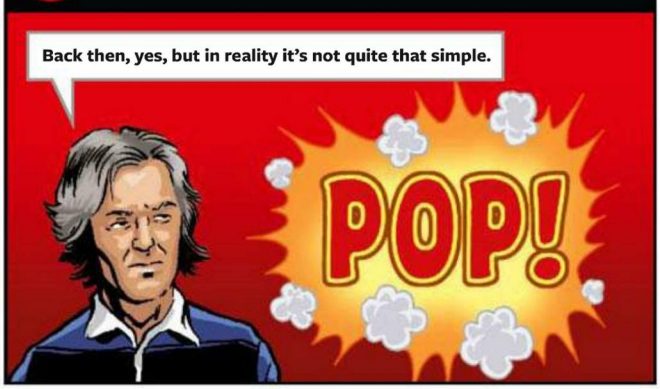
Where a desultory stab of the poker in the greying coals of the tavern fire reveals truth to be an ember burning defiantly

THIS MONTH: 0–60 TIMES

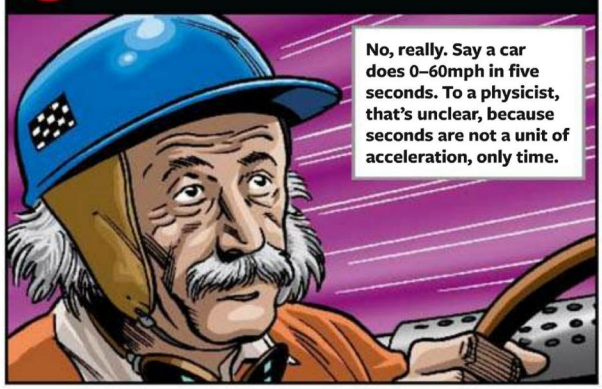
1 0–60 times were very important when I was at school



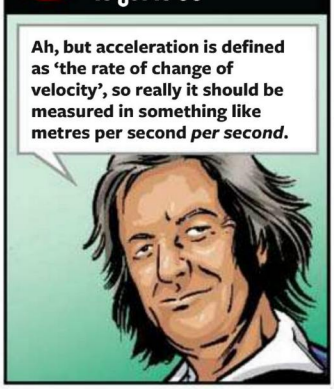
2 End of argument



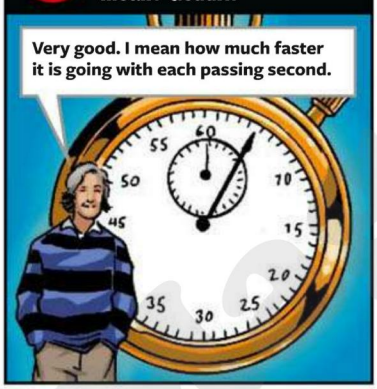
3 Never!?



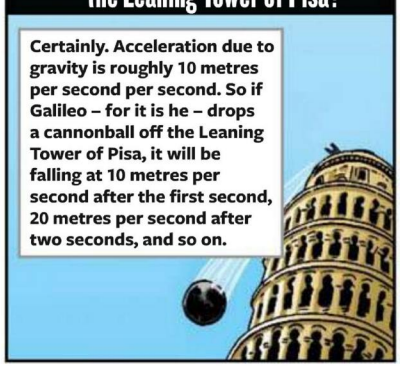
4 The time it takes to get to 60



5 What do you mean you mean? Geddit!



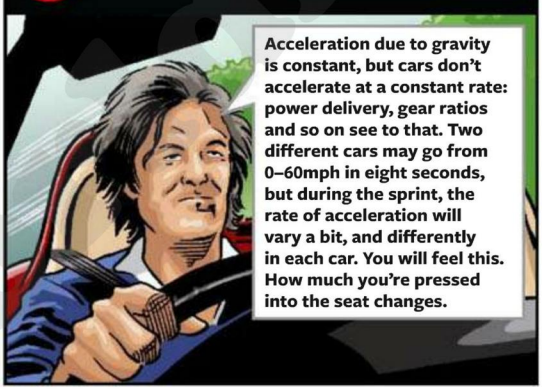
6 Could you explain that using a hairy renaissance man and the Leaning Tower of Pisa?



7 If he dropped a car?



8 So what's the problem?



James May's PUB GUIDE to popular technology

9 I still don't see why it's an issue

Well, a Fiesta RS Turbo I once had did 0–60 in 7.8 seconds. But up to about 30mph, it was like a normal Fiesta. Then the turbo kicked in and it put a massive spurt on.



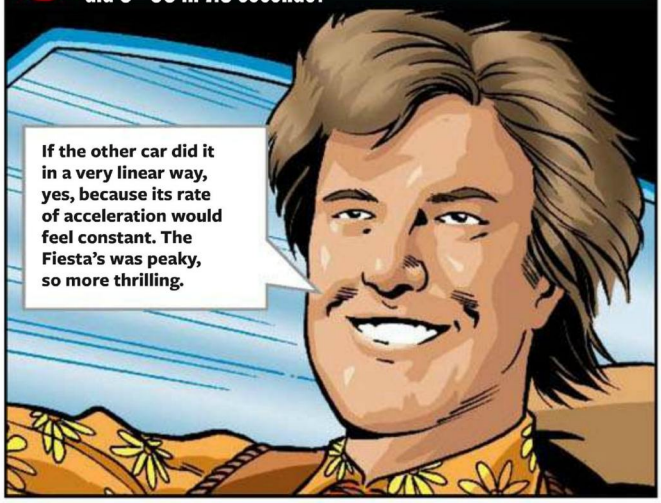
10 And?

The sensation of acceleration is what gives us a buzz – the per second per second stuff. Briefly, as the Fiesta's turbo came 'on song', its real rate of acceleration was very high, and that was exciting.



11 More exciting than another car that did 0–60 in 7.8 seconds?

If the other car did it in a very linear way, yes, because its rate of acceleration would feel constant. The Fiesta's was peaky, so more thrilling.



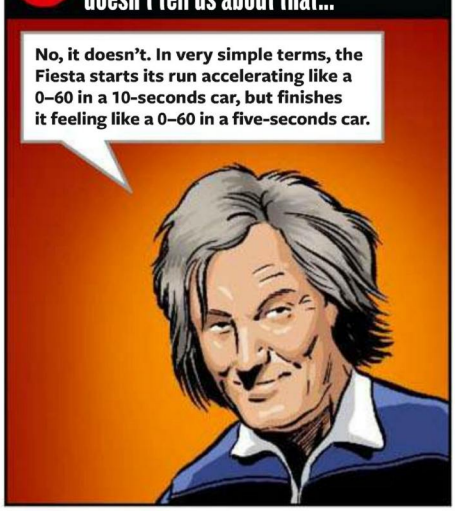
12 Even though they both arrived at 60mph at the same time?

Exactly. The 'other car' would get ahead to start with, but then the Fiesta would lunge forward and catch it up. When it did that, it was obviously accelerating faster in real terms.

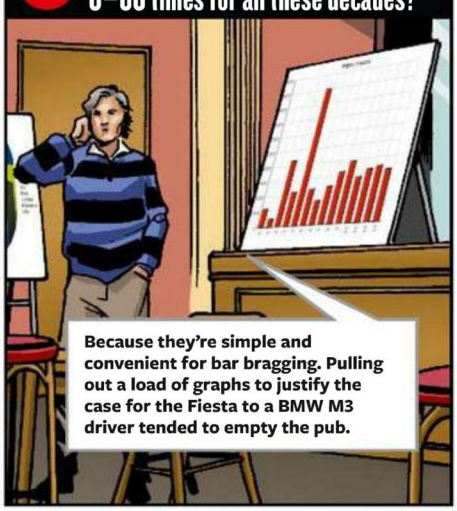


13 You're saying the figure '7.8 seconds' doesn't tell us about that...

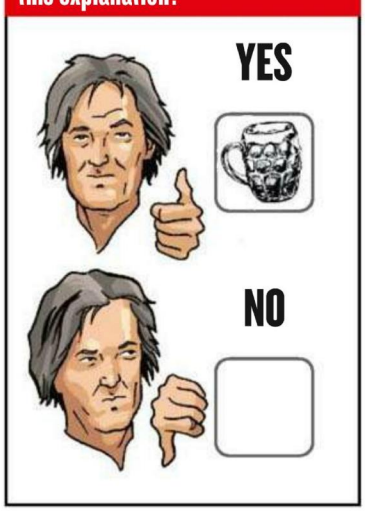
No, it doesn't. In very simple terms, the Fiesta starts its run accelerating like a 0–60 in a 10-seconds car, but finishes it feeling like a 0–60 in a five-seconds car.



14 So why have we been stuck with 0–60 times for all these decades?



Has James earned a pint for this explanation?



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PORSCHE CAYENNE DIESEL S

P91 What the diesel Cayenne always needed – more power and torque



VAUXHALL ADAM

P72 | **Vauxhall learns lessons from the Mini and Fiat 500, and heads upmarket**

Edited by PIERS WARD

PLUS



MINI PACEMAN

P74 Another month, another micro-niche – this time it's a coupe-SUV, shrunken a bit



MERCEDES SLS AMG GT

P76 AMG tweaks the SLS and makes it better. Keeps gullwing doors – phew



SEAT LEON

P86 Seat: shed those shackles! All-new Leon might finally out-point the VW Golf



INFINITI FX VETTEL

P89 Vettel and FX – F1 driver meets SUV in a marketing man's dream get-together

PHOTOGRAPHS: MANUFACTURERS



VAUXHALL ADAM

Strong sales in the high-end city-car sector have spawned the new Vauxhall Adam. And it's hoping to get a big slice of the Mini/Fiat 500 pie

WORDS: **SAM PHILIP**

Buzz Lightgreen. Saturday White Fever. James Blonde. Papa Don't Peach. These, according to its *War-And-Peace*-sized brochure, are just four of the hilarious colours in which you may have the hyper-customisable Adam, Vauxhall's attempt to out-Fiat 500 the Fiat 500. If that's not brandtastic design choice enough, you must also select between three trim levels: Jam ("really funky"), Glam ("mature and elegant") and Slam ("sporty and muscular"). You want more? Then how about a colour-contrast floating roof in White My Fire, I'll Be Black or Men In Brown? Or would you prefer some Splat graphics painted Red'n'Roll?

And so it goes on, for page after cringe-punning page. Colour-coded alloy inserts. Foil-overlay dashboards. Decal-slathered wing mirror covers, carbon-effect grilles, 20 wheel designs, all with toenail-curling names that you just *know* were dreamt up by a man with a loud tie and no friends.

Normally such wanton tartiness would send *TopGear* running for both the hills and the lowest echelons of our one-to-10 scoring system. But here's the thing with the Adam. Spec it with restraint (no easy task: we estimate there are over 10 million possible colour and trim combinations, at least eight million of which will render it unsellable on the secondhand market), ignore the My First Jokebook branding, and there's a fine little city car to be had, one that outscores the ubiquitous Fiat 500 in several departments and offers a level of gadgetry rarely seen at this end of the market.

The mechanical stuff, that's the easy bit. The Adam will launch with the choice of three N/A petrols, a 69bhp 1.2-litre four-cylinder and two 1.4s developing 86bhp or 99bhp. All manage over 55mpg and sneak under 120g/km of CO_2. No diesels are available, but there'll be a 3cyl petrol later next year. Despite *TG*'s pleading, there won't be an all-electric 'eDam' version either.

IN DETAIL

TOO MUCH CHOICE?
Adam offers ample chance to personalise/ruin your ride. Colour-coded alloys, anyone?



FOILED
Or what about a sparkly foil-effect dash overlay? If Liberace did bathroom tiling...



HEAVEN'S ABOVE
Or why not some lovely blue-sky headlining, replete with LED 'starlights'? No? Really?



We drove the lower-powered 1.4. It was entirely Not Bad. Not so characterful as the 500's cheeky two-cylinder (though, let's be honest, likely more economical in the real world), not quite so sophisticated as the Mini's smart 1.6s, but lively and responsive enough, and sufficiently quick to haul the Adam's modest bulk. Were it our cash, however, we'd be tempted to splash the extra £500 and go for the hi-po 99bhp performance version, which should add a useful soupcon of fizz without penalty to economy.

This one will do the job, though. Even on the sports suspension – a comfort version will be available too – and big wheels of our test cars, the Adam rode more than passably: less bouncy than the 500, less brittle than the sporting Minis. Sure, it gets a bit upset by big bumps, but what do you expect from a short wheelbase city car? The steering is quick and light (perhaps a little too light: Vauxhall says UK cars will get a weightier set-up than the Euro-spec versions we drove) and there's plenty of grip. OK, the Adam doesn't corner as entertainingly as the Mini – blame its Corsa-derived torsion-beam rear suspension where the Mini gets a posh (albeit space-sapping) multilink set-

LIFE ON THE INSIDE



1 'ECO' STEERING
Never press this button. Over-light twirly evil this way lurks

2 FIVE ON THE FLOOR
Five-speed manual is only transmission option. Six-speed will follow next year

3 BIG SCREEN
Seven-inch colour screen is a £250 option. Well worth it, especially with...

4 SMART MOVE
...Intellilink smartphone syncing, which runs nav off phone app

5 DIGITAL LIFE
All Adams come with DAB radio. It's a £420 option on a Merc A-Class

6 DIALLED IN
Speedo and rev counter surrounds glow like smart watch dials

7 SOLID PROPOSITION
Dash top might look plasticky, but feels well-built and integral

8 BIT O'LEATHER
Even basest Adams come with a cow-covered steering wheel

up – but Nürburgring-shattering performance isn't what cars in this sector are about. They're about interesting cabins and interesting tech at a decent price, and on that score, the Adam has it nailed.

Prices start at £11,255 (almost £1,500 below an equivalently powered Mini), with even the basest Adams getting 16-inch alloys, DAB digital radio and a little leather. Opt for the £275 Intellilink system and you'll get a smart seven-inch colour touchscreen that integrates a bunch of clever smartphone connectivity, including a dedicated satnav app that lives on your phone, but effectively 'streams' through the display. Provided you own an iPhone or Android smartphone, this makes masses of sense, not only functioning neatly, but futureproofing your in-car tech against the merciless march of technology. If you've recently sat in a 10-year-old Mercedes with a 10-year-old Mercedes satnav, you'll know how badly those systems date. On the flipside, if your iPhone decides to die on the spot, not only do you have a deceased phone but also no nav.



There's more. You can have your Adam with a self-parking system that'll spot a suitably sized space and twirl the wheel on your behalf. We tried it in four different spaces. Three times it worked perfectly – almost too well, in fact – tucking the Adam within a few millimetres of the kerb. The fourth time it attempted to reverse over an old Twingo. This may be a deliberate engineering feature to remove existing city cars from the market.

But even if you don't want all the extra kit, the Adam still feels pleasantly premium. The traditional trick to add 'funkiness' (dread word) at the budget end of the market is to glue some lairy plastic panels to the existing dash, but the Adam's cabin feels wholly coherent and solid. Still, Vauxhall's biggest issue (beyond its decision to employ Mr Tickle in its naming department) may be the lack of a cutesy city car in its back catalogue. Both Fiat and Mini trade heavily off the back of their retro icons, despite the fact that – in the latter case at least – the similarity extends to little more than visual pastiche. Without an old-school forebear to reference, the Adam's success (or otherwise) may come down to whether you can get on board with its (and I quote) "fashion-led" design. The Adam has been subject to a Twitter-wide game of spot the design influence – a bit of DS3 about the C-pillar, a splash of A1 in the roof rails, perchance a hint of 500 in the rear end – but we will say this: specced tastefully, at least, it looks less derivative in the metal. In fact, specced tastefully (we rather liked it in black with an off-white roof, like a happy pint of Guinness) it looks rather good.

And there it is again. 'Specced tastefully'. That's the key to this car. If you can swallow the you-don't-have-to-be-mad-to-work-here branding and avoid going loco on the mood boards, this is a very good city car. If you end up with a lime-green-on-cream monstrosity with red wheels and a glittery turquoise dash, you only have yourself to blame.

THE RIVAL



FIAT 500

More heritage than the Adam, and has gone even more retro with Seventies colour schemes. Still the car to beat

THE SPECS

VAUXHALL ADAM GLAM 1.4i

THE NUMBERS
1398cc, 4cyl, FWD, 86bhp, 96lb ft, 55.4mpg, 119g/km CO_2, 0–62 in 12.5secs, 110mph, 1135kg

THE COST
£13,270

THE VERDICT
A more-than-credible shot at the Fiat 500. The Adam drives well and has plenty of kit, but will lack of chi-chi city car history cost Vauxhall?

7



MINI PACEMAN

Mini has broken open the microniche microscope and engineered another 'unique' creation. This time, it's a sporty SUV-coupe...

For all of history, the world has managed without a car like this. But now that it's here, the Paceman is a simple thing to grasp: a coupe version of the Countryman, Mini's road-biased small crossover with an optional four-wheel-drive system. Simples.

From the front, it's the same pugnacious high-forehead shape as the Countryman, but then it tapers away to a strikingly shallow rear, with muscles over the wheels, and horizontal ovoid tail-lamps to emphasise the width. Inside it's a four-seat layout (the Countryman is now a five-seater) with comfy individual chairs in the back, separated by an aluminium rail that carries clip-in holders for cups or mobiles, etc. Looks good, especially at night under the glow of its LED striplights, but it's a waste of space as you really want an armrest. And to be honest, the quality of the interior plastics falls some way short of the premium claim.

I'm in the Cooper S, with front-drive. It gets along well enough, with largely lag-free pick-up from the usual 1.6 turbo Valvetronic engine. But it's definitely not a hot hatch, because the cornering is, especially in wide, fast bends, a bit odd. You turn the wheel and it reacts nimbly, but then things happen slightly out of sync. The arrival of body roll and the turning of the rear of the car don't exactly answer the lock you've applied, so there's a bit of a lurch. Turn some more and everything settles down, but that disquieting moment has sapped your enthusiasm.

Actually, in tight bends, you can feel the tyres working nicely, but there's a lot of roll and general sogginess caused by the high centre of gravity. Traction out of tight corners isn't that special either. Maybe best go for the ALL4 option. I haven't had the chance to try it on the Paceman, but on the Countryman the ALL4 version has largely the same general handling traits, but it does have traction in tight bends, as well as providing the confidence to go up hills in slippery going.

So think of the Paceman as a car for wafting about, parading your style. The primary ride isn't unsupple, though there is a bit of grittiness and road noise overlaying it. And the steering column shakes a bit, again undermining the impression of premium quality.

All that said, it's hard to argue with the unique Paceman proposition or its cheery character. It looks good, in a way that doesn't try to ape anything else (except maybe the Evoque, and we'd say you could do worse than choose that as a target). In town it's usefully short and high-riding. On motorways it's reasonably efficient. And it has the mini-SUV string to its bow if you tick the 4WD option. **PAUL HORRELL**

THE SPECS

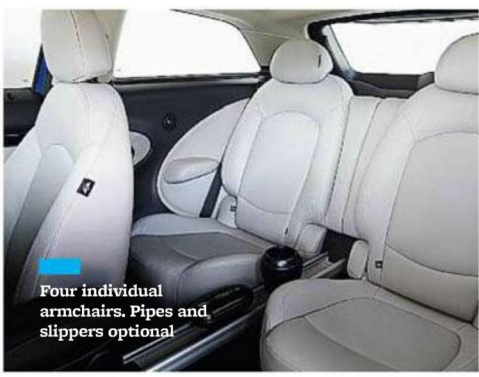
MINI PACEMAN COOPER S 2WD

THE NUMBERS
1598cc, 4cyl, FWD, 182bhp, 192lb ft, 46.3mpg, 143g/km CO_2, 0–62mph in 7.5secs, 135mph, 1305kg

THE COST
£22,355

THE VERDICT
The world's first micro-SUV-coupe is agreeable enough, but it leaves plenty of scope for the second one to be rather better

6


Four individual armchairs. Pipes and slippers optional



THE RIVAL



RANGE ROVER EVOQUE
The Paceman is in a class of its own. Literally. Unless you spend a lot more and upgrade to an Evoque

PHOTOGRAPHS: MANUFACTURER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MERCEDES SLS GT

Put your wallet away, do not go out and buy that Mercedes SLS just yet. Why not? Simple. There's an upgraded one available now...

If you're about to pop out and buy a Mercedes SLS, may we suggest a brief pause to read this review first? Because AMG has just launched an updated SLS, slightly confusingly called the SLS GT, and the revisions make the 'normal' SLS feel a bit, well... normal. Or as ordinary as any gull-winged coupe can be.

The GT gets a new inlet manifold releasing an extra 20bhp, which helps drop the 0–62mph time by 0.1 seconds to 3.7. There are also revisions to the gearbox software and the suspension. These sound like minor changes, so is it actually any better? In short, yes. The key alteration is the gearbox software – both upshifts and downshifts on the dual-clutch gearbox are now quicker, by as much as 60 per cent. In auto, the 'box blends shifts more deftly – so the GT cruises better – yet in manual mode the changes are snappier and the throttle response sharper – so the car feels much more interactive. Overall, the GT broadens the SLS's appeal.

It's still not perfect. There are times when the manual mode isn't actually completely manual because it refuses to change up when you want it to. Let's say you're pottering around town and the engine is ticking over at 2,000rpm – the 'box won't let you shift up to make the motor more relaxed. Merc says there are durability reasons for this odd programming, which is fair enough, but with all this power and, crucially, torque on offer (583bhp and 479lb ft), we feel it could afford to be a *tiny* bit more relaxed about it.

The suspension alterations have also helped. The springs and dampers have all changed, and there's no comfort setting on the adjustable dampers, but don't panic – this hasn't made the ride worse. All the changes have apparently done is sharpen up the car, so the nose turns in better and the rear feels more secure. The net effect? The SLS is now ever so slightly better at the dual roles of... er... GT and sports car.

On the outside, there are some subtle visual tweaks, like darker light surrounds and black fins in the side gills. Inside, the carbon-fibre dash has been replaced with piano black, and there are still seven shift lights in between the dials. So, yes, the styling changes are very minor, but it's not like there was much wrong with the SLS in the first place anyway.

Most buyers will probably plump for the GT version just because it's the most expensive. And in the USA, Mercedes-Benz will now only sell the GT. The exact cost hasn't been confirmed for the UK yet, but it's likely to be about £180,000, or roughly £12,000 more than the standard car (which will continue to be sold here). So it's not a cheap option, but it is the better car. Our advice: go pricey. **PIERS WARD**



No more carbon dash, it's piano black now...

THE SPECS

MERCEDES-BENZ SLS AMG GT

THE NUMBERS
6208cc, V8, RWD, 583bhp, 479lb ft, 21.4mpg, 308g/km CO_2, 0–62mph in 3.7secs, 199mph, 1695kg

THE COST
£180,000 est

THE VERDICT
A series of minor alterations from AMG add up to make the SLS more drivable than ever. The GT is the SLS you'll want

8

THE RIVAL



McLAREN MP4-12C
Doesn't look as spectacular as the Mercedes SLS, but it does a fine job of mixing together GT and sports car



Black fins in the side gills show that this is a GT

PHOTOGRAPHS: MANUFACTURER

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BMW 330d TOURING

In matters so serious as the giving of Awards, the *TG* team speaks as a single voice, united in our decision, unwavering in our judgement.

Even so, driving the 330d Touring just after we unitedly, unwaveringly selected the 320d Touring as our Family Car of the Year, I couldn't help wondering if *this* might be the booted, diesel-drinking Beemer estate of choice.

After all, for a piffling premium of not-quite-£4,000 over the 320d, you get a pair of extra cylinders, an extra 74bhp, an extra 133lb ft of twist. You get a car that'll do 0–62mph in 5.6 seconds rather than a wheezing seven point six, a car capable of not only keeping pace with proper performance machinery but of flattening it under a jackboot stomp of torque. And, provided you drive it sensibly, which you won't, you sacrifice but a few meagre mpgs of economy: the 330d officially returns 55.4mpg to the 320d's 58.9mpg.

Sure, if you're being rational and awardy, the 320d *does* offer all the space 'n' pace you really need for 10 per cent less cash. But, really, what's a few grand between friends? Cut out your daily mochaespressoccino and you'll recoup that premium in barely four caffeine-deficient years.

But as a united and unwavering member of the *TG* dictatorship, none of these dark, subversive thoughts could I reveal to Editor Turner, who rules with an iron fist. So officially, I cannot tell you to buy the 330d instead of the 320d. But if you do, I may buy you that coffee in treasonous celebration. **SAM PHILIP**

THE SPECS
BMW 330d TOURING

The numbers 2993cc, 6cyl, RWD, 258bhp, 413lb ft, 55.4mpg, 135g/km CO_2, 0–62mph in 5.6secs, 155mph, 1680kg

The cost from £34,700

The verdict **The finest diesel wagon out there. Apart from, erm, the 320d. Possibly. Oh God, what have we started?**

8

PHOTOGRAPHS: MANUFACTURERS



AUDI A3 SPORTBACK

The new-gen A3 Sportback offers more room, more finesse and the ability to check your tweets while on the move... yes, really

Historically, Audi's sportier S3/RS3 models have surfaced a few years after the five-door A3 has launched. So you'll have to wait a bit before you'll see the hatch many of you reading this magazine will covet. For now, you'll have to make do with the one most of Britain will actually buy.

It's the new generation Audi A3 Sportback, Ingolstadt's latest weapon of mass consumption (two out of every three A3s sold is a five-door) and it is about as sensible as Captain Sensible's thermal underwear. It's a 2.0-litre diesel hatchback with five doors. Please try to stay awake.

But, while a cursory glance would have you believe it's 'just another Audi clone', look closely: it's tauter, leaner, sharper. Squint your eyes and there's a whiff of Audi A4 Avant about its rear haunches. Which is almost cool.

That rear obviously holds two more doors, but it also camouflages an extra 35mm in length over the three-door A3, which should come as a refreshing tonic to your legs and knees. It's 58mm longer than it's predecessor, but it's also stiffer and lighter, using the new MQB Lego-set platform that 10 million other Volkswagen Group products will sit on.

Predictably, it's heavier than the three-door, but lighter than its rivals from BMW and Mercedes. Lightness is good because like the three-door, this car is a fine thing to point and shoot. The steering is accurate and actually engages you in some kind of dialogue: laconic chat, maybe, but dialogue nonetheless.

And the length hasn't muddied the A3's fine road manners. It grips well, responds positively to light abuse, and in our comfort, SE-spec car, offers really wonderful ride quality. Which all bodes well for the S3, due out late next year. Meanwhile, the 2.0-litre is quiet and unobtrusive, keeping its dieselly gargling to itself and returning fine torque and pace. Of course, you can opt for Sport or S line suspension, but anyone in the UK fond of their spine can untick the sport springs (at no extra cost) and keep the body kit.

The cabin helps with the ambience. The layout remains as per the three-door, seemingly hewn from granite, uncluttered and smart. Very Audi. There's even a neat little screen that allows you to check your Facebook and Twitter, and even fuel prices... which will be handy for when the RS3 comes out. **VIJAY PATTNI**



Tauter, leaner, sharper – what's not to like?

THE SPECS
AUDI A3 SPORTBACK 2.0-LITRE TDi SE

THE NUMBERS
1968cc, 4cyl, FWD, 147bhp, 236lb ft, 67.3mpg, 108g/km CO_2, 0–62mph in 8.7secs, 134mph, 1310kg

THE COST
£22,125

THE VERDICT
A fine, well damped, beautifully made and practical Audi. You'll still yearn for an RS3, though

7



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AUDI R8 SPYDER

Ferrari doesn't offer a manual in any of its cars. The 12C is flappy-paddle only. You can't buy a Jag XK with a clutch, nor a Bentley. But you can still have the R8 with a manual; so – as a Driving Enthusiast – that's the one you'd choose, right?

Wrong. The R8's new 7spd S tronic dual-clutch transmission, available across the newly facelifted R8 range, is so good that, in this rare instance, we'd ignore the manual and go flappy. It's as brilliantly clean and rapid here as it was in the 550bhp V10 Plus we drove last month, capable of almost full-auto anonymity or thumpingly quick downshifts depending on your mood.

Packaging constraints meant the R8 had to make do with a clunky automated manual until now, but the new 'box is somehow finagled into a space just 600mm long. Neat engineering. With a three-shaft layout, it's able to skip down two or even four gears in a blink, a useful trick when you're bumbling along in sixth and need to find second for an urgent overtake.

And the S tronic box improves economy, lowers CO_2 and cuts a couple of 10ths from the 0–62mph time. Let your left leg wither to a spindly husk and embrace the two-pedal future! **SAM PHILIP**

THE SPECS
AUDI R8 V8 SPYDER S TRONIC

The numbers 4163cc, V8, 4WD, 430bhp, 317lb ft, 22.8mpg, 289g/km CO_2, 0–62mph in 4.3secs, 187mph, 1585kg

The cost £94,475

The verdict **New dual-clutch 'box keeps R8 at the top of the pile**

9

PHOTOGRAPHS: MANUFACTURERS



ARIEL ATOM

Strap in, switch on, recalibrate your brain and prepare yourself for some serious jowl wobbling...

We mere mortals shall never know the chilling cocktail of fear, adrenaline and raw acceleration felt by Felix Baumgartner as he stepped from the icy platform of his balloon 24 miles above the Earth and plunged towards terminal velocity at shocking pace. But for a close approximation, try a full-bore launch in the facelifted Ariel Atom down a Somerset back road on an icy winter morning.

It is, quite simply, one of the most exhilarating experiences available within this stratosphere. The supercharged Atom 3.5, now making 310bhp from its 2.0-litre Honda four-pot, serves up the most visceral espresso shot of pure acceleration this side of a superbike, an addictive, cortex-melting high that transforms you into a speed-hooked junkie. It's so quick it requires you to entirely recalibrate how you drive, delivering you into corners two seconds before your brain expects to be there, still hard on the throttle and going 50mph faster than physics should really permit. Zero to 62mph takes 2.7 seconds. Comprehending exactly what happened in those 2.7 seconds takes far longer.

THE SPECS
ARIEL ATOM 3.5 SUPERCHARGED

THE NUMBERS
1998cc, 4cyl, RWD, 310bhp, 229lb ft, 37.0mpg est, 190g/km CO_2 est, 0–62mph in 2.7secs, 155mph, 550kg

THE COST
from £35,000

THE VERDICT
A gentle facelift for the lightweight that dishes out brutal facelifts of its own. Still supersonic-quick, still astonishing

9



So how do you facelift a car that has no face, or indeed bodywork? Well, what little there is of the Atom has been entirely revised: the chassis has been toughened up in line with the hardcore Mugen Atom we drove last year, with beefier dampers and improved torsional rigidity, the bonnet has been redesigned, there are new light clusters and a revised steering wheel. The supercharged VTEC engine is 10bhp more powerful than before thanks to changes in the intake, mapping and fuel system.

Even so, when you're taking it easy, rather than in Baumgartner flat-spin mode, the Atom remains an entirely civilised thing. Provided you never lose sight of the fact you're strapped into something with the power-to-weight potential of a small bomb, it's a doddle to drive: the clutch as gentle as a Honda Jazz's, the six-speed manual 'box light and easy.

But whoever bought an Atom for going slow? Wind the engine out to its deranged 8,500rpm red line and there's pretty much nothing on the planet to devour a B-road faster. An Atom V8, perhaps, but that costs £140k. The supercharged Atom starts at £35,000, which is a pretty reasonable sum of money for hit after addictive hit of physically shocking acceleration. Cheaper, certainly, than a chromium molybdenum capsule, military-grade pressure suit and space-balloon. If you're getting withdrawal symptoms, Felix, we know some lads down in Somerset who'll help you out... **SAM PHILIP**



All prices include first registration fee and road fund licence. Information correct at time of going to print. Nissan Motor (GB) Ltd, The Rivers Office Park, Denham Way, Rickmansworth, Hertfordshire WD3 9YS.
Fuel consumption figures for Juke range are: URBAN 27.7-47.9mpg (10.2-5.9L/100km), EXTRA URBAN 47.1-65.7mpg (6.0-4.3L/100km),

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SRT VIPER

Behold the new Viper! Still massively powerful, still a roller-coaster ride to drive, but now without the white knuckles. Good!

WORDS: **PAT DEVEREUX**

OK. We've had several brushes with the pre-production, fifth-generation SRT Viper. Now it's time to drive the production car and see what the world is really going to get. Expectations are running high, as everything we've seen and felt so far is from a separate planet compared with the last version. It's going to have to be good, *really good*, to live up to all the hype and hot air.

So let's get that out of the way first. If you are, or ever have been, a Viper owner or driver, this new 2013 car is like being strapped to your favourite Hollywood film star and dipped in warm chocolate. It's way better built, out of superior materials and with infinitely better tolerances than you could ever have imagined. You can now drive it hard on road and track and it won't bite your hands off. And it's got even more power than it says in the brochure – so there should be zero dyno disappointment.

If, however, you are new to the whole Viper brand, there are a couple of caveats you should bear in mind when looking it over, or driving it for the first time. The first warning is that the new car is still a big, handbuilt, rear-drive coupe that costs just a smidge under $100k. Or roughly the same as mid-range Audis and BMWs. So don't expect it to be German-style perfect, because it's not.

There is still the odd panel gap that looks a bit wider than it should, enough cabin noise – wind, tyre and engine roar – to make conversation not impossible but shoutier than you might be used to. And the gearchange, although much shorter in throw, is still on the butch side of precise. So even though the cabin is now in every way better than in the previous model, it's clear that most of the Viper's price tag is, as ever, invested in its engine and chassis.

Likewise, don't expect the new Viper to now be a stab-and-steer affair like some of the sanitised European supercars, such as the R8 or the new 911. Yes, the new Viper does now have stability control as standard, and it works superbly, only really cutting in at a point where you should know better.

But you still have to really drive it, hold its feet to the fire, if you want to get the most out of it. You can still crash with the stability control switched on if you don't respect the car. That's not a fault – that's the way the SRT team, all racers to the core, set up the system. Bear those facts in mind, and you shouldn't have too many surprises.

Other than the performance. This is one parameter where drivers, both new and old, will be able to agree immediately – there isn't a new production car on sale today that is faster on the road and track for less money than the 2013 Viper. Or for any money, actually.

With six closely spaced gears, a lower rear-axle ratio (which makes all the gears shorter), 40bhp extra and around 45kg less weight, the new car accelerates with such ferocity all the way to the red line, it's hard to stop yourself laughing. A 0–60mph time of three-and-a-bit seconds tells you only the beginning of the 5th-gen Viper story. It's the fact it can hit 100mph and then come to a

IN DETAIL

CABIN
Viper cabin leaves Stone Age and joins 21st century with TFT dials and huge screen



MOTOR
Engine weighs 11kg less than 4th-gen motor. Nothing is the same other than capacity



STRIPES
Stripes cost $4,500 on SRT and $5,000 on GTS. Get Carbon Aero Package instead



LIFE ON THE INSIDE



1 EASY CHAIRS
New seats have Kevlar cushion and are height-adjustable – a Viper first

2 MULTI 'WHEEL
Multi-function 'wheel is weighted to give racer-like precise feel

3 COUNTDOWN
Launch and cruise control are now standard. Use the former not the latter

4 SELF-HELP
Instruments can be customised to driver choice through nine main menus

5 SHORTSHIFTER
Lower centre console and 40mm shorter gearlever make shifting easier

6 SCREEN STAR
21cm centre control screen is big, clear and very simple to use. Perfect

7 EMERGENCY CALL
Careful when adjusting rearview mirror – 999 button is hidden on its base

8 IN STEREO
Harman Kardon sound systems pack a punch as big as the Viper's motor



complete stop in under 12 seconds allied to the way you can now use all the power with a safety margin (yes, in a Viper) that's the new tale. Normal mortals instead of just wannabe racers can now have the full Viper experience.

And they can have it in two distinct styles. Unlike the previous Viper, in which you got less car the more you paid – the top-spec ACR model had less equipment than a sputnik – the new car comes in base SRT spec with luxury (or the Viper version of luxury, at least) in the GTS. This is where you can start to go a bit cross-eyed trying to get the right spec for the least money.

Before we dive into that, let's just be clear that both cars come with exactly the same 640bhp engine and gearbox, plus the properly 21st-century TFT gauges and huge 21cm info screen as standard. So you don't have to add anything else into the mix to make the Viper a ready-to-rock road racer. But you will. So, just as an exercise, this would be my recommendation.

Having driven both cars back to back, I'm just not sure I'd pay the extra $23k for the GTS version. You do get two-stage damping and the four-stage chassis control on the GTS. But, for most people, myself included, the standard SRT car offers more than enough fun without either. So, what I would do is add the following...

Gunmetal Pearl paint costs an extra $1,000 but makes the Viper look like a huge bullet, so that's a must. Forget the stripes, which are $4,500 a set, and add the Carbon Fibre Aero Package for $4,800 instead. You're going to want the best stereo you can get to drown out the noise, so it's $2,995 well spent to get the top-spec, 18-speaker unit. And those new Sabelt seats are great, but even better when covered in leather and Alcantara, so I'd spring for a set of those and throw in a set of the red seatbelts – to make the cabin pop – for another $3,350.

You have to add the Track Package to any Viper, as it gets you the lightweight wheels, brakes and super-sticky tyres ($3,500 all in). But you should also think about adding the Grand Touring Package. For another $2,500, you get all the latest tech to make the most of that huge info screen, plus a $1,995 reversing camera, which should be standard, but isn't. Total bill for all that comes to $117,535 or $2,860 less than the GTS.

Is it worth it? If you understand what you're buying, yes. Every penny.

THE RIVAL



C6 CORVETTE ZR1

C6 Corvette ZR1 is the only car that comes close. And currently loses. New C7 might change that

THE SPECS

SRT VIPER

THE NUMBERS
8400cc, 10cyl, RWD, 640bhp, 600lb ft, n/a mpg, n/a g/km CO_2, 0–60 in 3.3secs, 206mph, 3297kg

THE COST
$97,395

THE VERDICT
Complete update moves Viper from ageing dinosaur to modern(ish) road rocket. Still has unique soul of original, now wrapped in a new shell

9



SEAT LEON

For years, the Seat Leon has been seen as the poor cousin to the mighty VW Golf... but not any more. Now, the Leon has come of age

Why buy a Leon instead of a Golf? It's a question that, for the last few years, Seat hasn't really been able to answer: buyers wanting something Golf-ish for a bit less money and with a slightly cheaper interior have tended to buy, erm, a secondhand Golf.

But, finally, here's a Leon that might lure value-conscious hatch buyers from the German end of the VW Group. Based on the spangly MQB platform – the same modular architecture that underpins the MkVII Golf and new Audi A3 – it certainly looks more distinctive than the hyper-conservative Volkswagen. Seat is especially proud of the sharpness of the swage lines, and razor-edged they are: the wing mirrors, too, are pointy enough to disembowel pedestrians.

The drive is also good and pointy. Like the Golf, the Leon offers either a torsion-beam rear axle or a more sophisticated multi-link set-up: our 1.4 TSI used the latter, with passive damping (Seat won't offer an active chassis, at least initially) and a manual six-speeder. We suspect this might be the sweet spot in the Leon line-up, the 1.4 engine as fizzy and willing here as in the Golf we tested last month, the gearshift clean and precise. Our test car had the optional Drive Select system, which alters throttle response to add a pleasing zinginess in Sport mode.

It feels light: like the new Golf, the Leon has shed up to 100kg. Despite Seat dropping in such dread phrases as 'sporty handling', the Leon – on fair Spanish tarmac at least – doesn't feel brittle, just neat-riding and very delicate on its feet.

Seat has worked hard to raise the Leon's cabin towards Golf quality, and for the most part the results are successful. Nasty hard-touch plastics are eliminated from the dash top, the seats and stitching are smart and if you opt for a high-spec version, the motion-sensing satnav will spot your hovering finger and obligingly display lots more buttons. But even our all-the-trimmings test car sported a great swathe of empty space on the centre stack ahead of the gearstick. Seat says it wanted to keep unnecessary buttonry to a minimum, but the overall effect is a bit Corfu hire-car special, making the Leon feel meagrely specced even when loaded with kit. And there is plenty of kit to be had: unlike the Golf or A3, the Leon can be had with all-LED headlights, a first in this sector. OK, they're a £995 option, but it's good to see the Spaniards show some technical differentiation rather than mere cosmetic alterations.

Of course, the main reason you'd want a Golf-that-isn't-a-Golf is to have Golf quality for not-Golf money. And here the Leon may have it: model-for-model, spec-for-spec, it's around 10 per cent cheaper than the equivalent VW. A couple of grand isn't to be sniffed at – that's a *lot* of options, after all – but enough to overcome the absence of the letters G, L, O and F from the bootlid? What price your badge-snobbery, sir? **SAM PHILIP**

THE SPECS

SEAT LEON FR 1.4 TSI

THE NUMBERS
1395cc, 4cyl, FWD, 138bhp, 185lb ft, 54.3mpg, 119g/km CO_2, 0–62mph in 8.2secs, 131mph, 1231kg

THE COST
£17,840

THE VERDICT
All-new, well-priced and really rather good. Finally a viable Focus and Golf rival. Stop raising those eyebrows

7



THE RIVAL



FORD FOCUS
Designed as a world car, very rounded, but slightly lacking in dynamic flair. Clever 1.0-litre might swing it



Does too simple a layout make the Leon look cheap? Discuss

PHOTOGRAPHS: MANUFACTURER

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Hard facts:

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SO, WHAT ELSE IS NEW THIS MONTH, THEN?



VOLVO S60 T6 'POLESTAR'

What is it?
Volvo's hot S60 gets new Polestar pack, which adds 24bhp and glossy black alloys for an extra £2,495

What should I know?
Power from the turbo 3.0-litre six is up to 324bhp. 0–60mph is down to 5.5secs. The alloys are very kerbable. The 6spd auto has no steering-wheel gearshift paddles. Why doesn't it have paddles?

Should I care?
Nej. The S60 works best as a chilled, Scandi alternative to the headbutting German exec saloons, but so much petrol power highlights its dynamic limitations. However, the Polestar upgrades are available on the D5 diesel. Might make more sense



SUZUKI SWIFT ATTITUDE

What is it?
The Suzuki Swift Sport's prepubescent brother

What should I know?
It's a 1.2-litre, 93bhp SZ3 Swift but with some 'yoof' injected into it. Only 500 are being made, they're all white and get contrasting carbon-fibre effect roofs, door mirrors and black 16-inch wheels to make the small Suzuki less granny and more G-Unit

Should I care?
If you're too young to get insured on a Suzuki Swift Sport, yes. It doesn't have the zingy engine, short-throw six-speed and sporty suspension of its older brother, but it's still a lot of fun



JAGUAR XFR SPEED PACK

What is it?
It's the fastest XF ever! A £2,750 option, the Speed Pack raises the XFR's top speed to a lusty 174mph

What should I know?
The speed limiter's gone, the engine and gearbox calibrations have been revised and there's a new front splitter and rear wing. Oh, and Much Speed

Should I care?
If you regularly max your Jag on *Das Autobahn*, get the Speed Pack. If you don't... get the Speed Pack. A few grand extra for an XFR with ultimate bragging rights – until the XFR-S arrives, at least – is surely worth it. Stick that to the 155mph thought-police!

PHOTOGRAPHS: MANUFACTURERS



INFINITI FX VETTEL

We all know that Infiniti sponsors Red Bull. So the question isn't why this special edition exists, but why it's taken so long to arrive


Cabin: well laid out, but there are too many hard plastics

The promo trail goes like this: Red Bull Racing uses Renault engines. Renault is shacked up with Nissan. Nissan owns Infiniti, which therefore gets to glue its stickers on Sebastian Vettel's F1 car. As part of the deal, they get to use his name on a road car. And here it is.

The brochure tries to convince us it's a 'perfect sports car', which is nonsense. It still weighs over two tonnes, despite lashings of carbon fibre and slightly lighter wheels. The carbon is the real deal, though: hand-made and baked like it would be in an F1 factory. Many hours go into each bit, and the rear wing costs £4,800 alone. Apparently, Mr Vettel helped shape it all, which is why the chin looks like the wavy wing from his racecar and the rear diffuser has a central F1-style foglight.

A regular V8 FX costs £58,280. This one is £100,800 and that's before you add the rear wing. The material cost of the carbon takes care of some of the premium (it's all over the interior console too). There's also a new exhaust worth 30bhp plus many decibels, and the seats are re-trimmed in Alcantara with purple stitching and super-Seb logos. Buyers get an iPad so they can track the build process of their car, and Infiniti will throw in a Red Bullish Red Letter day, depending on availability. Early buyers got a few laps with Mr Vettel himself.

The 5.0-litre V8 now boots out 420bhp versus 390bhp in the normal car, and the new exhaust batters the air like a Chinook. It's 20mm lower and slightly stiffer than usual, so there's a bit less slop. The carbon bits are actually functional, so there's five per cent less drag and 30 per cent less lift. But mostly, this still feels like a monster. It's more agile than a Rangie, but not as sharp as a Cayenne GTS. And it's wide: on the narrow *cols* above Monaco, we were in permanent danger of grating it on an Alp.

Only 150 will be made, and Mr Vettel will get the first one. Like us, he probably won't take it seriously. But we're somehow glad it exists. **DAN READ**

THE SPECS

INFINITI FX VETTEL

THE NUMBERS
5026cc, V8, 4WD, 420bhp, 383lb ft, 21.6mpg, 307g/km CO_2, 0–62mph in 5.6secs, 155mph, 2000+kg

THE COST
£100,800

THE VERDICT
Loud and amusing, but some carbon-fibre dressing does not transform this into a sports car. A world away from Mr Vettel's Sunday wheels

5





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SO, WHAT ELSE IS NEW THIS MONTH, THEN?



MERCEDES C220 CDI EXEC SE

What is it?
A new name for what is actually the entry-level trim for the C-Class. This is a 170bhp diesel. With a manual gearbox

What should I know?
Merc's range rationalisation means the luxo-sounding Executive SE is actually the base model, sitting below AMG Sport and AMG Sport Plus trims. Sport sells, it would appear

Should I care?
In many ways, yes, because if we ignore the manual gearbox (which you should) this is a well-specced, comfy junior exec saloon. But it's still £28,305 and not a patch on a BMW 320d SE



HONDA CIVIC Ti LIMITED EDITION

What is it?
Honda's boggo 1.8 Civic with a pair of sporty trainers, more options and a cheaper price

What should I know?
It's based on the standard 1.8 SE model but has 17in alloys, colour-coded wheelarches, a leather steering wheel and gearstick and Bluetooth. But, best of all, it's nearly £700 cheaper than a normal SE

Should I care?
Yes. If you're thinking about getting a 1.8 SE Civic – don't. Get this instead. It looks better, has more stuff as standard and it's cheaper. But you have to be quick, because only 1,000 are being made



VW CARAVELLE BUSINESS LINE

What is it?
Six-seat mobile command centre with WiFi, Bluetooth, fridge, two electric leather lounge chairs in the back, burr walnut trim, satnav and table...

What should I know?
It's a £65,985 (yep, 66 THOUSAND pounds) luxo-van with a 2.0-litre 178bhp twin-turbo TDI diesel and DSG double-clutch automatic 'box that'll do 34.9 mpg and emit 214 g/km of CO_2

Should I care?
Only if you've found a tremendously good reason not to buy a 7str Discovery HSE (£52,450), S-Class (£61,410), or three secondhand Quattroportes

PHOTOGRAPHS: MANUFACTURERS



PORSCHE CAYENNE DIESEL

Porsche has dropped a massively powerful V8 diesel into the Cayenne. Good news for performance? Yes. And for economy? Not too grim...

Normally, Porsche need only change the paint colour on its brake calipers, and it's on every car magazine cover. But here we are with a brand-new high-performance engine in Porsche's biggest-selling model, and no one much is batting an eyelid. Here's why. This new V8 Cayenne S Diesel came out in the same month as the Range Rover, so all eyes were elsewhere. They were missing something good.

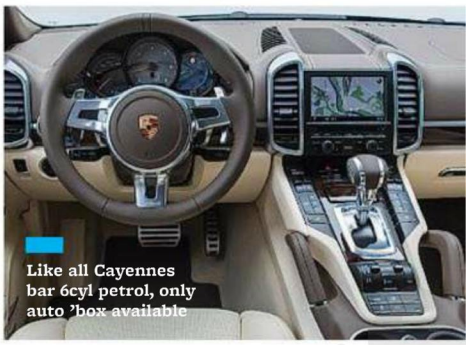
One sentence shows why. It has a twin-turbo V8 with 382bhp and 627lb ft of torque, and gets itself to 62mph in 5.7secs. Yet it still has pretty reasonable fuel consumption. It actually weighs less than the aluminium-bodied Range Rover, because it's smaller and doesn't have so much off-road gubbins. But if you fit all-season tyres on the sensible 18in wheels and go for air suspension, it won't disgrace itself when you've off-roadin' to do.

But, as a Porsche, it's got to be a happy road car, and it is. This is one mighty engine. It's derived from the Audi twin-turbo diesel V8, but Porsche has pushed the output further. The pistons, valves and intercoolers are renewed. It wasn't just the power and torque they bothered about, either. It takes more than mere accident to have a diesel sounding like a petrol V8: it took work. Aurally, it's more Dick Petty than John Deere.

Acceleration is never viciously quick, but it's always insistently strong, and having eight ratios in the auto 'box means there's normally the right one for your purpose.

In other ways, this is a standard 2nd-gen Cayenne. The steering is precise, the body motions well controlled, the agility surprising, and the ride perfectly satisfactory. The cabin wraps itself around you as a driver, rather than fielding the airy openness of a Range Rover. But five can get in without being cramped, and the boot's vast.

It's also, by Porsche standards, a lot for the money. The £58k price comfortably undercuts a V6 petrol Panamera 4, even if you add air suspension and nav. The kicker is affording to fill the 100-litre fuel tank, but at least it'll take you a long way. **PAUL HORRELL**



Like all Cayennes bar 6cyl petrol, only auto 'box available

THE SPECS

PORSCHE CAYENNE S DIESEL

THE NUMBERS
4134cc, V8, AWD, 382bhp, 627lb ft, 34.0mpg, 218g/km CO_2, 0–62mph in 5.7secs, 152mph, 2195kg

THE COST
£58,243

THE VERDICT
Rationalise the fleet: sell the hot hatch, the big estate and the lumpy 4x4 tow wagon. This one will do all that and more

8



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OUR CHOICE OF THIS MONTH'S TOP-SPEC STUFF



APP'LL DO NICELY

P99 How Bluetooth and smartphones are replacing radio waves in the world of remote-control cars



FLIGHT PLAN

P97 | **Heavy traffic? Here's another way to get to the office...**

Edited by DAN READ

PLUS



HEAD CASE

P99 Give your face a breather with this designer lid from some French helmeteers



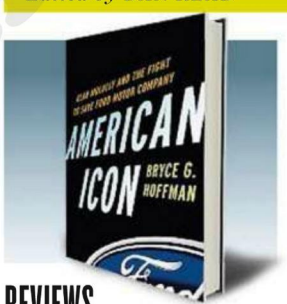
WRISTICUFFS

P99 Stop your sleeves from flapping about with this pair of heavily engineered cufflinks



ARTALIAN JOB

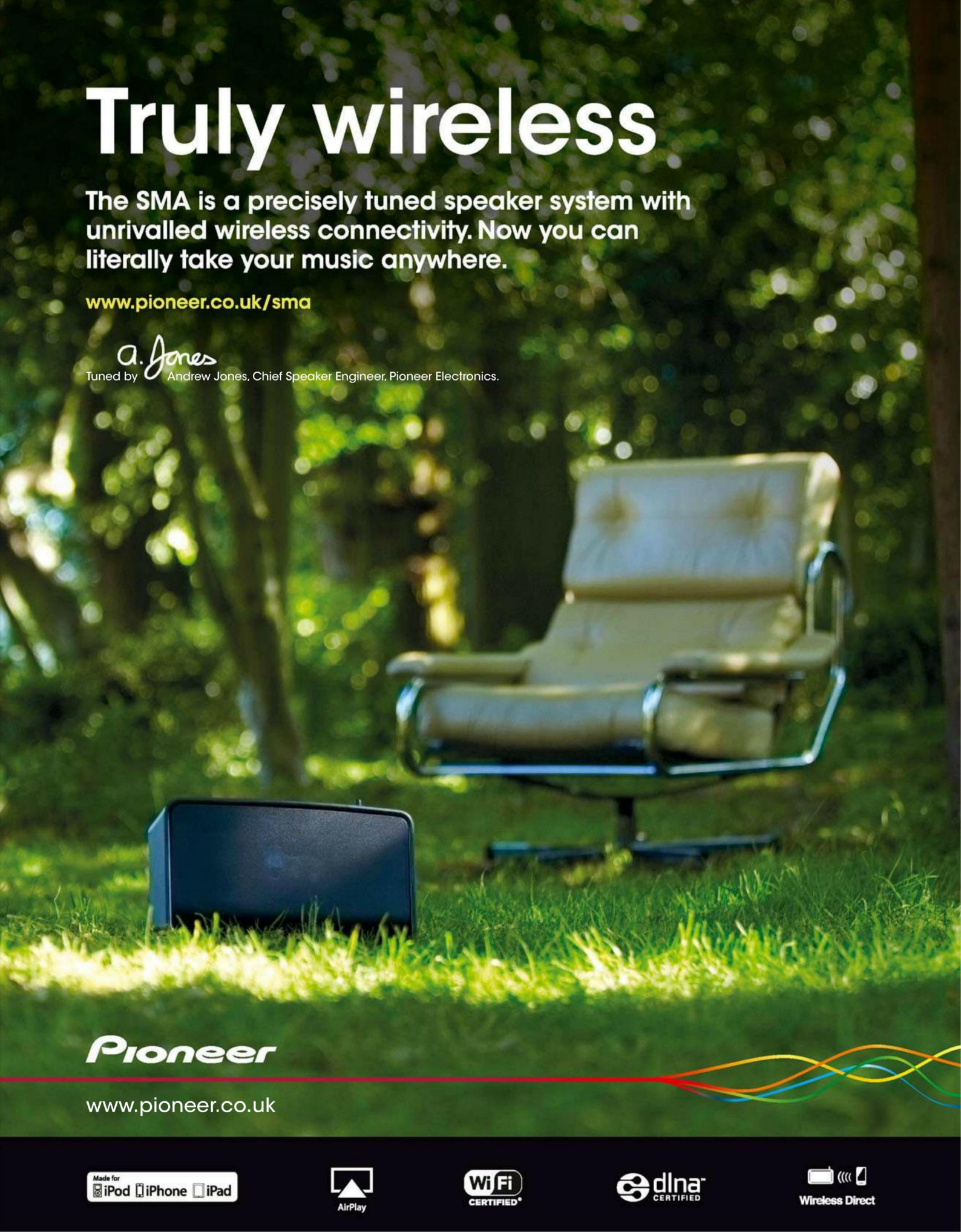
P99 Some 3D canvas art, plus sloppy slot cars and a wintry shovel for your car boot



REVIEWS

P101 A grown-up book about Ford Motor Company, and this month's finest driving music

PHOTOGRAPHY: MANUFACTURERS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THE WATCHLIST

THIS MONTH: BRANDED BUT GOOD



BALL FOR BMW POWER RESERVE
Houses a proper mechanical movement with a power reserve dial
£4,200; BALLWATCH.COM/BMW



ROMAIN JEROME DELOREAN
Made from melted bits of an actual DeLorean car
£TBC; ROMAINJEROME.CH



MINI MIRROR WATCH
Digi display burns through reflective face at the touch of a button
£32; MINI.COM/SHOP

OPTIONS LIST

The most hardcore Parajet is this top-of-the-range Cyclone, with blades made from carbon composites, total weight of 92kg and a 14-litre tank for a 3.2-hour range. £7,499











Left to right: Zenith Thor 100cc two-stroke, £5,399. Bailey V5 195cc 5cyl four-stroke engine, £5,799. Zenith Top 80cc, £5,399.

1 PARAJET PARAMOTORS

There really is no better way to beat traffic than to strap yourself to a large fan and sail through the air beneath a parachute. And, if you're going to do it, you might as well get yourself a quick one. Parajet's spec sheets read more like a decent car's: lightweight aluminium chassis with hydroformed cages, performance engines, proper weight distribution. Which you pick depends on what you need it for. They've been flown over Everest, deep into Antarctica and used for tricksy aerobatic displays. The Cyclone (main image, top) is the most powerful paramotor ever made, but it's probably best left to more experienced sky-dwellers like Parajet team pilot Dean Eldridge, who used one to hit a record-breaking speed of 45.8mph. Its 249cc motor also means it's strong enough for tandem flights, which makes for an ideal way to quite literally drop the kids at school. And you don't even need a pilot's licence... **www.parajet.**

NEXT UP | THE FLYING CAR... Rather than strapping a fan to a human, there are plans to put one on the back of a road-legal skycar, which will also hang under a parawing. Look out for more in *TopGear* mag in 2013...



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MANY MORE THINGS

worth buying this month...

2 | App-controlled car

The old days of clumsy thumb control are over. This remote-control car hooks up to your iPhone/iPad/iPod via Bluetooth, so you can use the tilt/motion function to steer it, or trace a set route over the screen with your index finger. **£37; store.griffintechnology.com**

4 | Titanium cufflinks

Richard Mille is best known for making elaborate and very expensive watches. And now, for these elaborate and expensive cufflinks: the bars retract at the touch of a button, using a mechanism made from 38 parts. So no more fumbling. **£7,986; richardmille.com**

6 | Sloppy slot cars

British bloke gets bored of super-fast slot cars, so builds his own with soft springs and loose rear ends, so they slide like movie cop cars. Buy as a kit of parts or fully built models, in 1:32 scale, compatible with Scalextric and Carrera sets. **From £22; chase-cars.com**

8 | Racing rollerblades

Named Racemachine 110, these are the ultimate in-line skates, with an extruded aluminium chassis and a heat-moulded boot for a custom fit. Asymmetrical boot straps help with 'power transmission'. Four-wheel drive, no brakes... what could possibly go wrong? **£247; skates.com**



2

3 | Crovel tactical

The ultimate winter driving tool. Keep this shovel/axe combo in your boot and you'll be able to dig and chop your way out of wintry trouble, or shoot your own dinner right out of the sky with the spear-point or screw-in slingshot adapter. **£68; gearupcenter.com**



3



4

5 | Castel helmet

French boutique Ateliers Ruby has combined the classic style of an open-face helmet (padded red leather lining, visorless, riveted peak attachment) with the safety and good looks of a full-face lid. So you'll still need some flying goggles, old boy. **£750; ateliersruby.com**



5

7 | 3D car art

A tricolore stretched canvas with three little Fiat 500s attached. Other designs are available, including a Porsche 917 piece and old Lotus road/grand prix cars. Or, get in touch and commission your own bespoke design. **£71.99; pageandcooper.com**



6



7



8

9 | Telemetry app

The Torque Pro app links to your car's brain via a Bluetooth dongle plugged into the OBDII port. It streams data to your phone, with info including bhp, torque, live CO_2 emissions, manufacturer fault codes and engine air temperatures. **£2.95; play.google.com**



9

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DRIVING MUSIC



JOOLS HOLLAND: GOLDEN AGE OF SONG

Captain Later and his Rhythm & Blues Orchestra wheel out a stocking-friendly compilation of proven standards, lost classics and new songs. Amy Winehouse, Tom Jones, Paul Weller and Lily Allen all appear.



A$AP ROCKY: LONGLIVEA$AP

Harlem-born rapper Rakim 'Rocky' Mayers is from the Odd Future and Space Ghost Purp school of supremely odd hip-hop. His fantastically assured debut features Lana Del Rey, Drake and Kendrick Lamar.



I AM KLOOT: LET IT ALL IN

The marvellously morose Manchester miserabilists are the long-time kings of a very melodic strain of heart-rending gloom-pop. So dive straight in; you won't hear a more gorgeously sorrowful record in 2013.

Rob Fitzpatrick is a music critic who writes for *The Sunday Times*, *The Guardian* and *Private Eye*



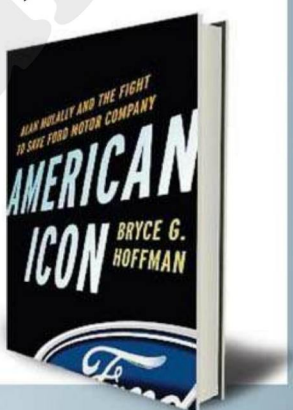
10 | AMERICAN ICON

In the last few months we've driven the Ford Focus ST across America, jumped it through Bedfordshire and, in this very issue, driven it into darkest Russia. It's easily one of the best cars made this year. But if it weren't for a smiley man from Kansas, it might never have existed at all. Just four years ago, Ford was engulfed in a fight for its life, a result of a hundred-year sickness that ate the company from the inside out. It was only thanks to Alan Mulally – a quiet country boy turned captain of industry – that Ford was nutured back to fitness.

American Icon – a stocky hardback – tells the story of that fightback, while rummaging through history to explain how one of the world's most iconic companies found itself plumbed into a life-support machine. The plot reads like a proper thriller, and it's written like one too. The author, Detroit journalist Bryce G. Hoffman, spent hundreds of hours interviewing the main characters, who weren't shy about the details. They revealed tales of swashbuckling execs, constant backstabbing and family squabbles that scarred Ford Motor Company since the start. It even touches on Henry Ford himself and the mobsters who helped keep his factories in order.

But the meat of the narrative, which always feels like more of a fly-on-the-wall novel, is given over to the time of Mulally's arrival from Boeing in 2006 (after flying it clear of the post-9/11 gloom), to the 2008 financial meltdown that sucked Big Business to the edge of a giant plughole. He'd blown from one global crisis to the next.

And Hoffman puts us in the thick of the action, from the war rooms in Detroit to the chambers of Wall Street and Washington and even to the back seats of blacked-out limos for covert talks with future presidents. In just a couple of years, the new boss – an industry outsider who many underestimated – cajoled reluctant old-timers and stubborn union leaders. He trimmed the corporate flab and slimmed down the workforce (perhaps not literally). He sold Aston Martin and JLR. He shifted attention from guzzly trucks to more efficient cars that could be shared around the world. And Hoffman shows us how, with a relatively simple plan and a homeboy smile, Mulally turned a decaying giant into a revival of the good ol' American Dream. **DR**
£12.59; amazon.co.uk



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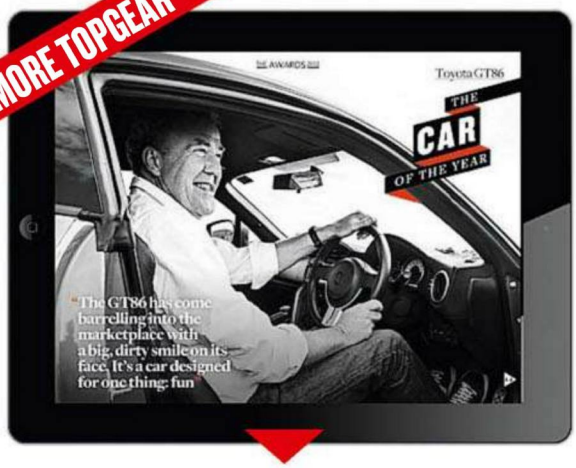

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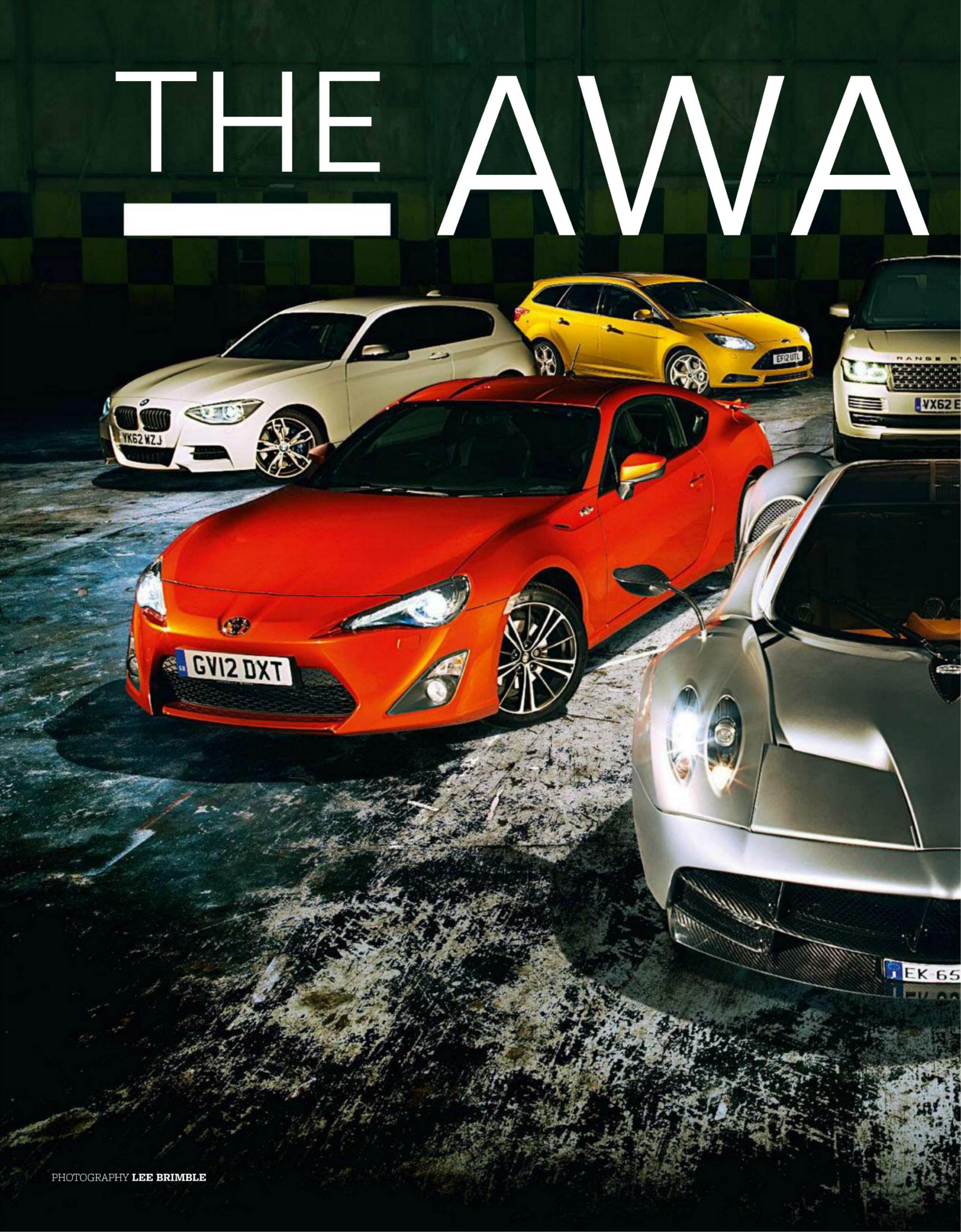


PHOTOGRAPHY **LEE BRIMBLE**

RDS 2012



Forget the Olympics. Welcome to the glitziest medal ceremony of the year, where the fastest, smartest and greatest are named. But which will emerge as *TopGear*'s Car of 2012? Let the games begin...

THE SUPERCAR OF THE YEAR



WORDS: **PAUL HORRELL** PHOTOGRAPHY: **LEE BRIMBLE**

AND ON THE EIGHTH DAY...





T

he barrier lifts in front of Via Abetone Inferiore 4, Maranello, Italy, and a red V12-engined coupe noses out of the Ferrari factory gate, driven by Dario Benuzzi. If we were to boil down the entire sprawling mythology of the supercar, this combination of vehicle and place and man would be the resulting pure distillate.

This is where heritage and future meet. An imperious 12-cylinder engine, a gorgeous two-seat coupe bodyshell to wrap it in, a factory that has been producing such things since 1948, the driver who's pretty much the company's longest-serving employee and is widely regarded as the don of supercar factory test drivers – the keeper of Ferrari's flame and guardian of its soul.

But he is no fusty old-timer. As we trundle through the 'burbs, the radio starts to issue some Italian rap. Benuzzi, rather than grumpily punching the off button, turns it up and starts gently oscillating in his seat. He is a man of our times. But later, the radio goes off (which is OK: Italy's rappers fall some way short of their compatriots in the supercar trade). Because he's driving me up some of his favourite test routes, I learn what happens when Ferrari brings 21st-century thinking and processing power to bear on the issue of making a supercar that'll use its otherworldly 730bhp to accelerate the beating heart of a car lover of any age.

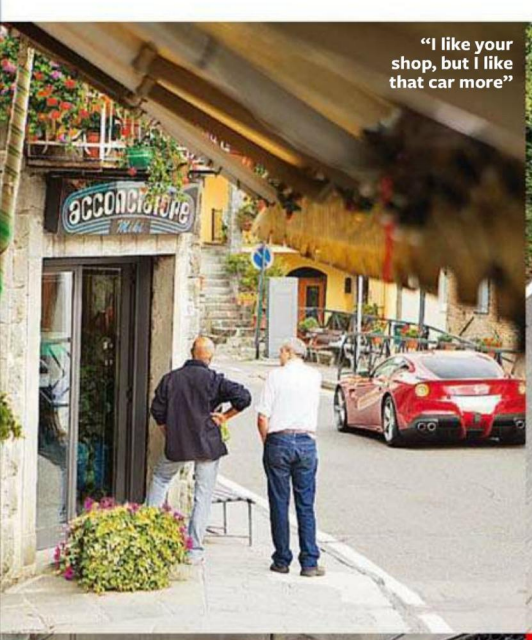
And then... and then he'll excuse himself and hand me the key, because he has no time to spare. He's busy with the next one, the 'F70' – successor to the Enzo. So I will be liberated with the F12 for the following 24 hours, to go where I choose.

But first, Benuzzi's demonstration. The twisting vertiginous roads that cling – not always very securely – to the hillsides above Maranello and Benuzzi's nearby hometown of Vignola are the motherlode for Ferrari development. Sure they do high-speed aero work in the wind tunnel and increasingly by CFD, and check it at the big ovals. They have the tracks at Fiorano and Mugello. They can computer-model a car, predict its Fiorano time, then modify it and recalculate its lap, all before they've built a prototype. But a car is a true Ferrari, Benuzzi insists, only if it can both cope with these bucking ornery roads and inspire its driver as it goes.

From Levizzano Rangone, we ascend to Madonna di Puianello. On a track, his movements are smooth and liquid, rounding his lap time down by hundredths. But on the road, he's constantly jinking the wheel, in dialogue with the car. He works the paddles, often short-shifting to use the torque, other times searing out beyond 8,000. He's quick where he can see ahead, sensible otherwise.

These aren't fast roads – we're seldom beyond 80mph. But if the car works here, he says, then he knows it'll work anywhere. It's immediately obvious the car uses its spring travel judiciously, the electronic damper regulation keeping the body from crashing out, even in places where the road has been bucked by the crumbling of the land beneath it. Every so often Dario turns to me and grins like he can scarcely believe it. *"Fantastico... incredible."*

I peer into the footwell at the man's throttle technique. Even around these treacherously surfaced bends the authority of the traction is never broken. Yet Benuzzi's right foot isn't fluttering, even as the rear tyres ride the bumps and wet leaves and gravel. Basically, he gets to the apex and just plants it, letting the stability controls sort out this epic battle between 730bhp and a road whose grip changes quickly and unpredictably. As we cannon out of another snake-eyed second-gear curve, he takes one hand off the wheel and gestures as he looks across again: *"Perfetto."* ➤

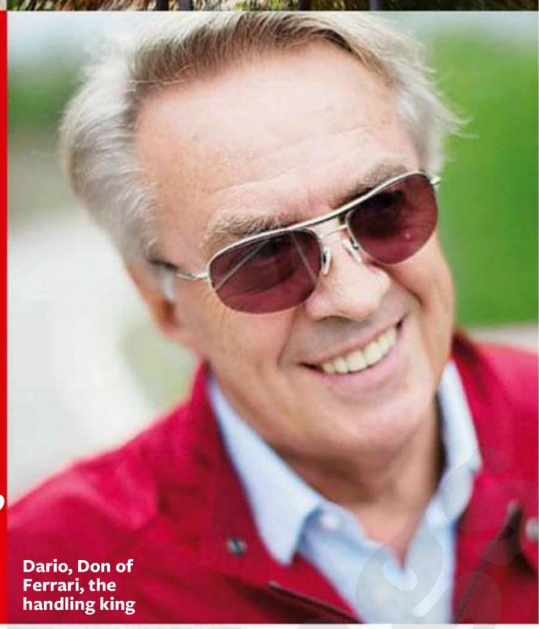






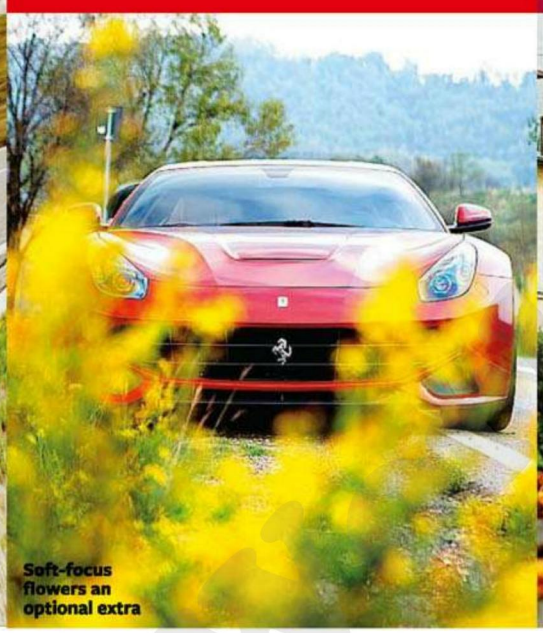


"IF THE CAR WORKS ON THE HILLS ABOVE MARANELLO IT'LL WORK ANYWHERE"



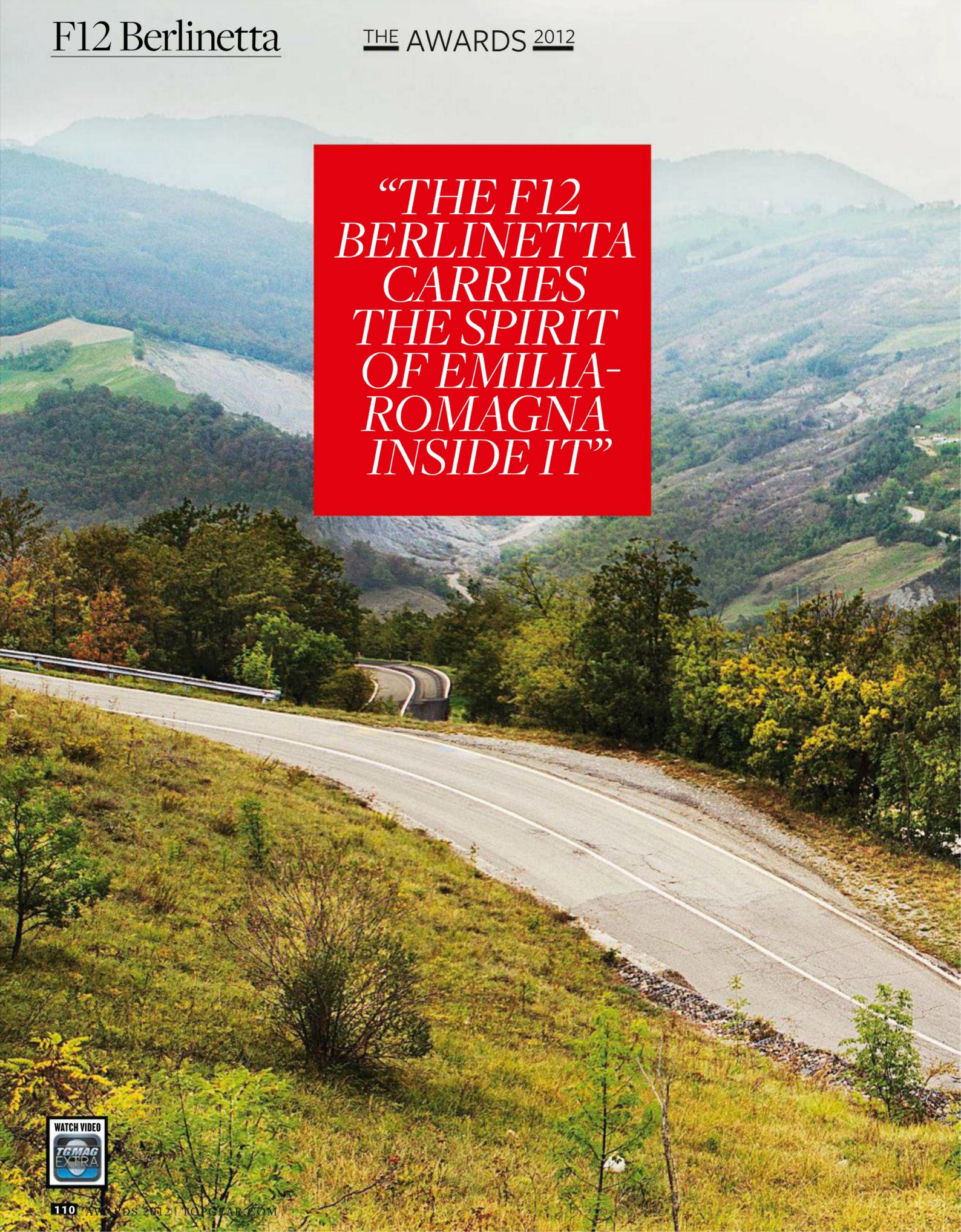
Dario, Don of Ferrari, the handling king





Soft-focus flowers an optional extra





"THE F12 BERLINETTA CARRIES THE SPIRIT OF EMILIA-ROMAGNA INSIDE IT"

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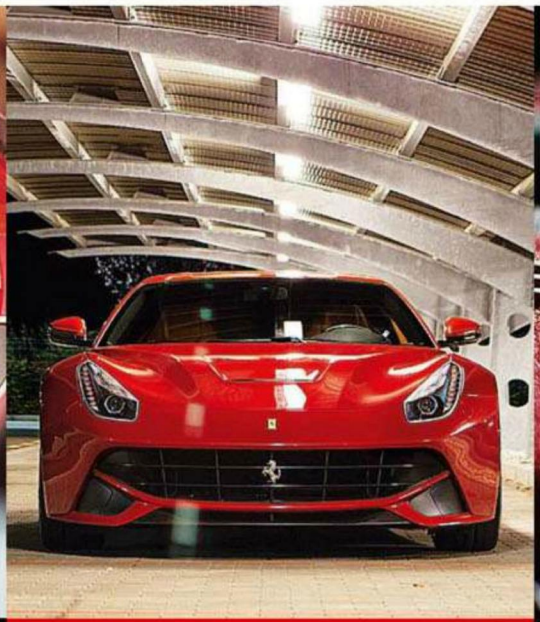
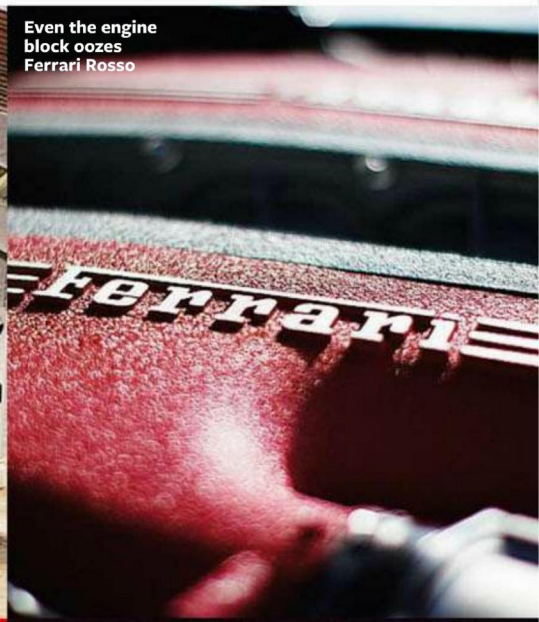
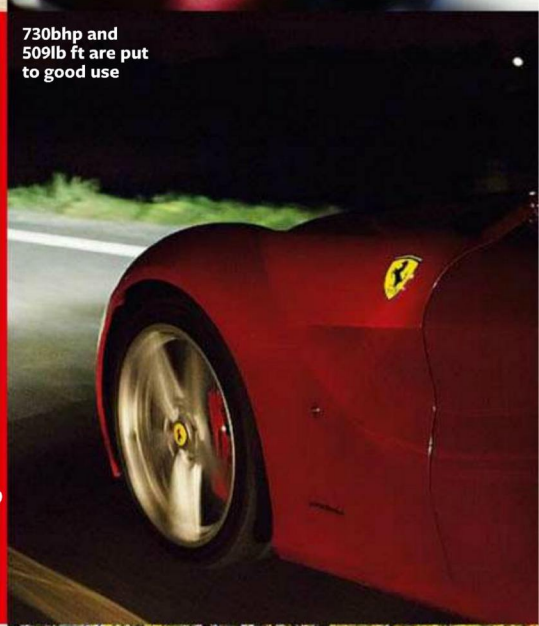




Even the engine block oozes Ferrari Rosso

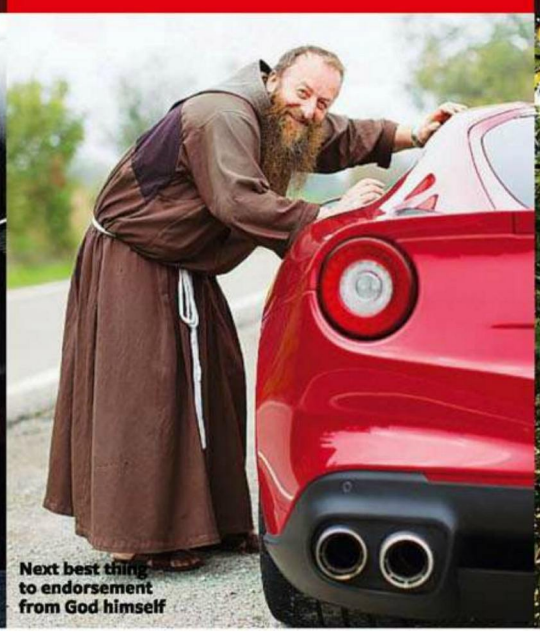


"THIS 6.3-LITRE V12 IS NOT SOMETHING THAT YOU IDLY TAKE CHARGE OF"



730bhp and 509lb ft are put to good use





Next best thing to endorsement from God himself





Dario: keeper of Ferrari's dynamic magic

San Dalmazio, Marano sul Panaro, then down the main road to Ponte Samone and up the hairpins towards Zocca. He doesn't slide the car, and the electronic systems stay turned on. They don't kill the car, he says, and that's because they were tuned out here in real life – the traction control working with dampers and e-diff.

At one point we pause by the monastery in Madonna di Puianello and a monk appears, all huge straggly beard, brown habit, sandals. He smiles and politely asks if he can take a look at the car, apologising that he's just in his work clothes. I ask Dario if the locals mind that his V12 exhaust rips so frequently through their lovely ancient villages. No. It's part of what makes this area what it is. And of course it's what makes a Ferrari what it is.

Just as a Porsche feels like it does because of the roads around Stuttgart and the Black Forest, and you can sense Norfolk in a Lotus, and Michigan in a Corvette, so a good Ferrari carries the spirit of Emilia-Romagna, of these hills and of the fast, straight highways on the plain below. As Dario and I say our goodbyes and I squeeze the F12's key in my fist, this provenance is exactly what I want to explore.

That address, Via Abetone Inferiore, is something that always puzzled me from the time I first started picking up cars from the factory 20-odd years ago. Lower Abetone Road. But where the blazes is Abetone? It's signed all the way from Bologna, but you never see it on a map of Italy.

Turns out Abetone is on the border of Emilia-Romagna and Tuscany, which means it was an international crossing post well into the 19th century. It would be a forgotten village now, but for the fact you can ski there, so it has a few apartment blocks and a cheesy disco-bar called the White Wolf. Today is a perfect warm autumn day, so there'll be no slush on the road up there, or slow-moving queues of MPVs with skis on the roof. My route traces the historic artery running unbroken from the Austrian border at the Brenner pass, all the way to Abetone, and actually beyond to Pisa and the coast, and every so often in a village centre you pass giant faded signwriting on buildings indicating how far along you are. The section just beyond Abetone is shut annually for a hillclimb. Noble territory for a Ferrari to visit then. Let's fire up and go. From the Zocca road, it's back down to cross the Panaro river, then up over the next ridge, another of Benuzzi's favourites, down to Pavullo to meet the Abetone road again.

At risk of sounding like I've quaffed freely at the charming Dario's Kool-Aid, the F12 is just extraordinary.

This 6.3-litre V12 is not something you idly take charge of. It can seem like a flick-switch. You're over there almost before you've left here. Bang. It's thrown you down the road. If you didn't calibrate your aim just-so before you threw the switch, more fool you. And the immediacy of its rush to the redline can leave you with no time to savour its sounds and character. The performance can seem like a dark, fathomless well. So peer gently over its rim at first. Shift up early. Relax. There's still an instantaneous answer, and a massively strong one, all to the stadium-venue concert of the mechanics and organ pipes of the V12 chords. Then gradually allow yourself the full-strength brew and open the throttle on this brutal force. A Christmas tree of shift lights illuminates the steering wheel, and a tap on the right-hand paddle brings the next gear and more of the unrelenting surge. It's the lights that make you shift – ➤

the engine sounds delighted to be visiting 8,400 again. A corner now, and barp-barp-barp down through the sawtooth of ratios, exhaust pipes spitting, your forearms bracing you against the steering wheel under the braking loads.

But south of Pavullo I'm thinking my route selection was fatally flawed. Even this engine can't overtake an endless chain of traffic on a road that never goes straight, especially when there's another chain coming the other way. Still, there are other ways to appreciate this car, and that's its strength. It rides pliantly. You can dawdle smoothly. Later that night, when I set off on the long route back to Maranello, it hums along the autostrada, holding its course like an arrow, its cockpit a placid cocoon unless you've got the ruddy Italian rap on. In the towns it's easy to see out, amenable to manoeuvring. Only its idiotic steering-wheel control system mars things. (Example: the indicator switches swap left for right if you have lock on, and the passenger in a RHD Ferrari can't reach the radio volume. And yes, the sainted Benuzzi was as much responsible as anyone.) But in its major characteristics, this car is refined and very mature.

But right now I don't want to be grown-up. I want to play. And suddenly all the traffic magically peels away down a valley route and I've got the old road to myself. It snakes its way along the sides of the jagged, conical Apeninne landscape, the morning sun dappling its way through deciduous woodland curling into autumnal gold, the distant Monte Cervone lifting itself clear of the pale blue haze of the valleys below. A glorious morning, a glorious road. A magical car.

Some supercars would falter here. The road is epic but it isn't perfect, and its cracks and dips would take the chin off some of them, and crash out their suspensions. But the Ferrari – especially when you press the 'rough road' damper button – finds a way to fly cleanly over the ground, while keeping its tyres and your hands always keyed in. So I steel myself and find the courage to do what Benuzzi does. Get into the corners and then just floor it, and keep it floored. How's this going to work? I'm fearing it'll leave the car video-game numbed. No worries. You feel fully wired in. You can swivel the car towards an apex, the steering atom-accurate, feeling all you need from the wheel. And then it just squats and goes, the back tyres scribing their line and sending messages through the seat about how much power they can use. If the manettino is set to wet then sure the car will be cautious, but if it's cranked through sport to race, everything tautens and the tail definitely edges outward. Correct the wheel a little and it'll allow you some more slip. It's not the car doing everything; it's the car working with you. "I'm not making a car for me to exploit," Benuzzi explained to me earlier. He'd done that with the 599GTO, an edgy scorpion-tailed slap in the face for anyone whose abilities are shy of his. This one is for us civilians.

It's all built on the right fundamentals. The F12 has a more rigid body than even the 599, and it's more compact, and the weight is concentrated in the centre. This keeps it agile. The rack is direct, so Benuzzi and his people had to labour over all the little details from the tyres upward, just to keep it from being nervous and to get the self-centring just so. And because the fundamentals are right, you can actually turn off the controls, and find that it'll play it for the sideways laughs with a bear-hug friendliness. But when I've checked that out, I switch things back on again, because somehow this isn't that sort of car.

"THE ENGINE SOUNDS DELIGHTED TO BE VISITING 8,400 AGAIN"

What sort of car is it? Regal but not intimidating. Blitz-fast but not scary. Ridiculously brainy but never distant. Far better than me, without patronising me. Breathtakingly beautiful, did I mention that? Confident enough that it doesn't feel the need to be theatrical or bellicose. Sympathetically usable and untiring mostly – but crazed and noisy when that's what you want... and you will want, often. It's surely the suavest supercar ever, and it's the *TopGear* Supercar of the Year. TG

THE FAMILY CAR OF THE YEAR

RELENTLESS PERFECTION



The answer to everything is a 320d Touring

The BMW 320d Touring is a car that removes ambiguity from life. In a market filled with baffling micro-niching, it resolves the frantic marketing into one dense point of goodness. If there ever was a mathematical Answer To Everything, then victory would be handed to the 320d Touring, and the competition would simply shrug and agree. It really is bafflingly good.

When the first E30 Touring appeared (albeit with a 2.4-litre turbodiesel) in 1987, the small wagon body style was popular right up until it died in 1994. Compact but spacious, it caught the attention of a buying public who needed occasional space, rather than towing around a huge boot they only used now and again. But it wasn't until the E46 Touring in 1999 that we finally got a 320d (the E36 had a 318tds and a 325d, but no 2.0-litre), and the car that rounds off the corners of most motoring pub arguments.

The secret to the 320d Touring's success has been that BMW hasn't simply kicked back and rested on its laurels. Every time the 320d Touring has been refreshed, BMW engineers have wrestled the details into more agreeable shapes without losing sight of the basic premise. In fact, every time the 320d has been reborn since 1999, the car the 320d Touring had to beat was... the 320d Touring.

And it has done. These days, the 320d Touring is bigger and more spacious than before, but lighter too. Thanks to BMW's EfficientDynamics tech, it can be had with a sprightly 184bhp but 124g/km of CO_2, which means over 60mpg. It drives exceptionally well – you'll forget you're in an estate body entirely – is surprisingly fast and yet has 495 litres of bootspace (1,500 seats down) and daily useful details like the rear glass that opens independently of the tailgate.

Forget mini-MPVs or small SUVs or any of the other random initialisms designed to tempt you into new ways of thinking about the same problems. All you need for 99 per cent of the time is a BMW 320d Touring. Job done. And that's why it's the *TopGear* magazine Family Car of the Year.

WORDS: TOM FORD | PHOTOGRAPHY: ROBBIE McPHERSON

THE HOT HATCH OF THE YEAR

MOSCOW MULE

WORDS: **MATT JONES** PHOTOGRAPHY: **JUSTIN LEIGHTON**



LENIN, CYRILLIC AND ACCIDENTS: WE SHOW OUR HOT



HATCH OF THE YEAR AROUND ITS NEW HOME... IN RUSSIA



Considering he just cheated Death by Massive Truck, the man that's crawling out of his concertina'd Lada seems unperturbed. After rising to his feet, he brushes off his tracksuit trousers, pads his jacket pockets and retrieves a ringing mobile phone. The trucker, who rear-ended the Riva after a woefully misjudged attempt to exit a slip road, spots that he's answered it and leafs through a magazine.

This, I conclude, is the worst RTA I've ever seen. It replaces the Mitsubishi/Honda T-bone incident of about an hour ago, which replaced the Lada/lamp post interface of 10 minutes before that. I look around at the other drivers with the sort of expression that invites staggered astonishment, but nobody seems that bothered. In the car nearest to the accident, a man is merrily tapping along to some techno, and the woman in a nearby Q7 is brushing her hair.

This, as you may have guessed, is not the usual congratulatory drive of our Hot Hatch of the Year. Firstly, because that's not our style. Secondly, because we're in Moscow. This is a city with roads like corduroy, and if the traffic doesn't kill you, it'll certainly make you late for dinner. Driving styles range from the incompetent to the murderous, cars range from the sublime to the Soviet, and it's the single most baffling town to navigate in the world (honourable mention – Lecce, Italy). It's the ultimate test of our previous conclusion that the Focus ST Estate is a car for every mood, every journey and every road.

The ST's a Ford World car, too. Simple concept, this: instead of building loads of different products tailored to regional tastes, there's one product for lots of markets. That means it's available here in Russia, and, as a charitable aside, I'm introducing this Colorado Red one – one of the 200-odd that'll come here officially – to its new home.

But despite the fact that Ford's blue oval is an enduring symbol of capitalism, the manufacturer isn't new to Russia. It was the first foreign company to set up full production, signing an agreement with the Soviet Union in May 1929. The deal was that the Soviets would buy $13 million of cars, but Ford had to stay put until '38 and supervise construction of a plant in Nizhny Novgorod, 249 miles east of Moscow.

The first car – a Model A-alike – rolled off the production line on 1 January 1932 wearing a complement of NAZ (for Nizhegorodsky Avtomobilny Zavod) and Ford badges. Eighty years later, and the odd fundamental regime change in between, production in St Petersburg is up to 125,000 units annually. And output's set to triple over the next six years, with the Focus – Russia's best-selling home-built car made by a non-domestic manufacturer – leading the charge. Even though ST production remains in Germany, this car is a symbol of a new, affluent Russia: a country whose occupants don't just want a new estate car, but might like it to have bucket seats and go fast.

The photographer and I are not going fast. We're watching nobody really care about a massive accident on the M4, one of seven major motorways leaving Moscow. We've gone looking for old Russia, where the roads are empty, men are men and potatoes are nervous. Just six miles away from the highway, and the vestiges of civilisation have completely vanished. Save for the ST's toothy exhaust note, the silence is total. I spot a dog standing in the middle of a field, completely stationary, staring meaningfully into a birch forest. It's very odd. ➤

"SAVE FOR THE ST'S TOOTHY EXHAUST NOTE, THE SILENCE HERE IS TOTAL..."





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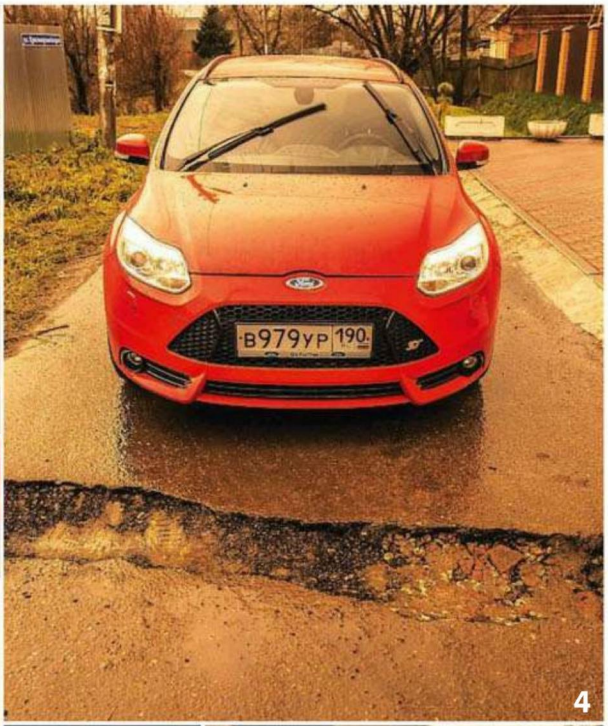

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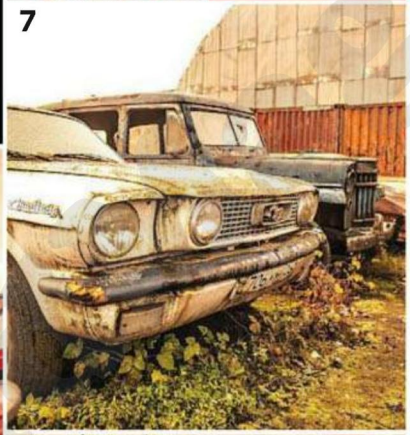

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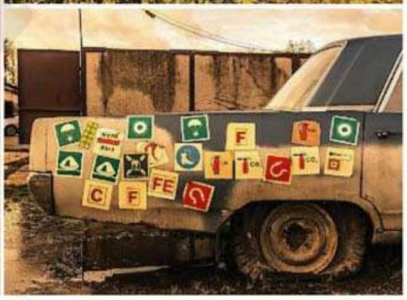






8

1. Metal meets metal in a typical Russian car crash
2. A long way from the Dakar, or any rally anywhere. This is probably not a bad thing
3. Lenin welcomes the *TopGear* Hot Hatch of the Year. Or hails a bus, we're not sure which...
4. Broken tarmac – sadly, not an unusual sight
5. Running Bear and Little White Dove just out of shot
6. "Dried fish, dried fish. Get your dried fish here..."
7. Mustang powered by a lawnmower motor presumably
8. Nowt to do with us. Officially

I'M REMINDED THIS IS A RATHER FAST CAR. ZERO TO 62MPH TAKES JUST 6.5SECS





For our arses' sake, I've tethered cruising speed to about 50mph, and that's pushing things a bit – if I were in a more focused, stiffly sprung and lower hot hatch like the Megane RS, I'd have to take a third off our speed. For something so willing through corners, the ST rides impeccably. OK, so it's missing its predecessor's more expensive suspension arrangement (binned for cost reasons), there's a fair bit more roll than you'd ideally like (the opposite end of the ride equation) and a fair amount of torque-steer on offer. But its failings give it a playful sort of character, which is a welcome antidote to countryside this stark.

We jolt onto some fresh tarmac. Until this point – and through no fault of our own – I've largely driven slowly, but pebble-smooth road is an infrequent treat, and one that must be taken advantage of. It's here that I'm reminded that the ST estate is a rather fast car. Like the hatch, it's got a 2.0-litre turbocharged four-pot, and despite a relatively svelte 24kg of extra mass (and 174 litres more boot), 0–62mph takes an identical 6.5 seconds. The turbo makes itself useful from 1,500rpm, and boost builds progressively to its 6,800rpm limit, hissing past the odd derelict house, truck and working girl on the roadside.

Just as the good tarmac runs out, a brilliantly Soviet town begins. A statue of Vladimir Lenin welcomes us, arm raised, straining coarsely for an audience. Behind the effigy there's an overgrown but fantastically lavish square, colossal sports hall and a cluster of tower blocks. But with the exception of a faraway, vividly dressed man – which turns out to be some plastic bags blown against a lamp post – it's completely, utterly lifeless. This is communism in provocative quantities, and our lairy little fast Ford feels deeply inappropriate here. That said, it's the only place I've seen another hot hatch. And, by that, I mean a gently derelict Opel Kadett E with wonky GSi stickers.

I plot a circuitous route back to the city, taking as many roads as I can that aren't on the nav, the most impressive of which is punctuated with an eagle-headed archway flanked by a guard post. About a mile later, I conclude that both serve as a warning of the offensively potholed, rutted and tramlined strip of asphalt that barely qualifies as a road. Even the ST can't handle this, so I about-turn and retreat to the slightly less offensively potholed, rutted and tramlined strip of asphalt of about a mile before. Little wonder that SUVs are the biggest-sellers over here.

The ST still makes sense in Russia. There are enough good surfaces to exploit its overwhelming... rightness. On ruralish roads closer to the city, with sweeping corners, ➤

Ford Focus ST

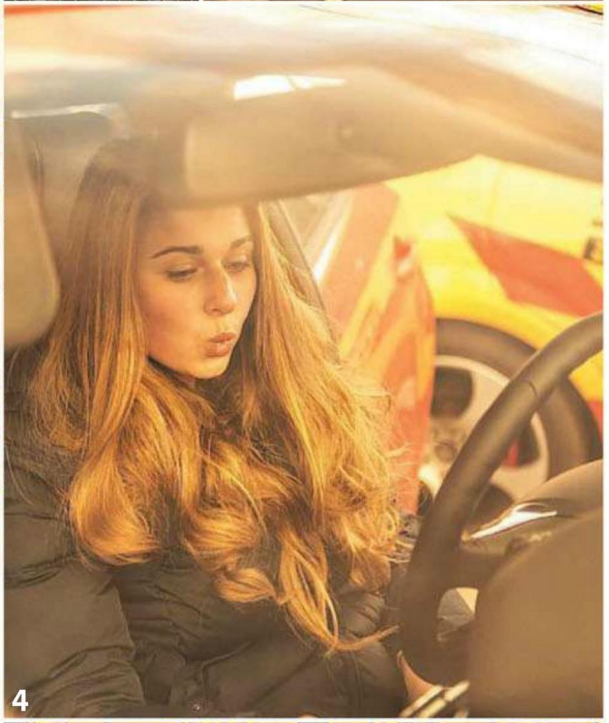






















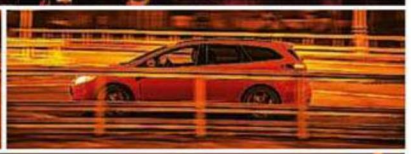
1. The youngest recruit of the Russian Hot Hatch Club
2. ST has just enough bling to make it feel special
3. Focus goes sightseeing. Spots St Basil's Cathedral in Red Square. Not difficult
4. Local makes appreciative face. Or tries to stifle a sneeze
5. The ST cabin at night. Pretty
6. Moscow city skyline. Very reflective
7. Lady with not many clothes on. Hope she's not cold
8. Focus ST takes an impromptu (and speedy) trip around Moscow's ring road



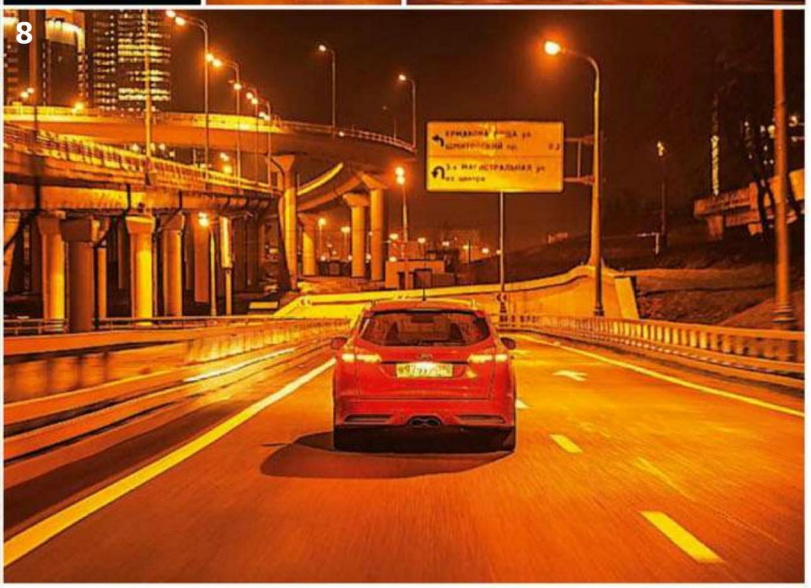






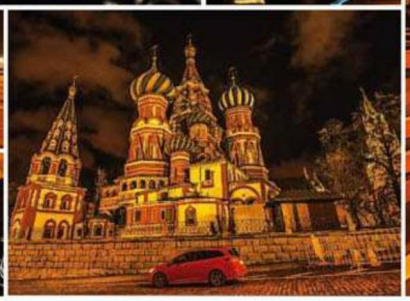












DESPITE KNOBBLY WINTER TYRES, THIS FRONT-DRIVE ESTATE WON'T UNDERSTEER

I hold onto the steering wheel and throw it into bends ever harder. Despite knobbly winter tyres, this front-drive, 247bhp estatey hatch with no mechanical diff simply won't understeer. This isn't an official metric, but in mildly moist conditions it'll corner until the passenger window gets smeared with a photographer's face.

Moscow slowly rises from the ground, and the traffic congeals. A small accident happens just next to a lorry wearing faded Waitrose livery, but I've developed the native ambivalence. The traffic's annoying. But the ST isn't. The Recaro buckets hug, and though it's an expensive treat, there's an impressive depth to the top-spec infotainment.

As quick as it thickens, the traffic dissipates. I start making real progress and onto a little reunion – I've found some mature expats (this is still built in Cologne, remember) that have gone a bit... native. Twelve years ago, Sergey Kourkin and Ekaterina Kirillova started collecting Russia's classic American cars, most of which were ordered by high-ranking politicians for, as far as I can tell, a bit of a laugh. They broke down, but resourceful mechanics simply ripped out the errant engines and replaced them with tiny Soviet ones (55bhp Mustang, anyone?). There are 100 heavily antiqued examples here, 20 of which are Fords, all collected in the spurious name of preservation.

We linger at the junkyard for a happy hour, but it's getting late, and we need to get back to suburban Moscow for some more wheeled sight-seeing.

However much I drive it, and however much I'm standing in a car park with some people from the Russian Hot Hatch Club, I get the nagging feeling that owning the ST and its kind here requires some dedication. So it's with some surprise that I find myself being berated for having "wrong car – nobody will know you can race" by a surly man hovering around a Seat Leon. In fact, only one of the RHHC seems to like the wagon – a man called Nick who's the owner of the second-best car here, the Megane RS.

"It is a grey mouse. That's what we call a fast car that looks slow in Russia. You can take all your things to your weekend house, then go racing." That's enough to earn him a passenger ride. "I like talking to policemen, so don't drive slowly." I don't. "It sounds very, very good – maybe nicer than most others." Obviously, the absence of its predecessor's extra cylinder isn't too much of a hardship; the fact it pipes exhaust noises into the cabin helps too.

Relieved that the Focus doesn't invite street racing, I drive onto the middle of the three ring roads that circle the city, which is a facsimile of Tokyo's Wangan. Russia's laissez-faire approach to intellectual property usually causes Westerners great consternation, but this is fantastic. Three lanes of flowing, fresh tarmac meander through villages of steel and glass, while Russianness pops into frame at the most unusual angles – a Lada with a topless man on the roof, a deserted Soviet sea-plane, a horse watching some roadworks.

Here at least, the ST feels at home. It's a beautifully set up car, and when conditions allow, it's nothing but breathy, progressive acceleration, comfortable but pin-sharp steering, and incorrigible handling. And the estate gathers up the best bits of so many niches. It's not perfect – neither as naturally talented as a Megane RS, nor as reassuringly German as a Golf GTI – but it'll do everything without feeling compromised.

After whistling through Red Square, the Kremlin and past some Iced Gems on sticks, I dump it in Moscow city. Just as I'm reflecting on how the ST estate really is a car for every mood, journey and road, I hear an almighty crash, then witness the worst RTA I've ever seen. Time to leave our Hot Hatch of the Year to fend for itself... TG





Lone Ranger

Lighter, cleverer and plusher – the go-anywhere Range Rover luxuriates in a class of its own

WORDS: **CHARLIE TURNER**

THE LUXURY CAR OF THE YEAR

"Don't change it, just make it better" was the simple brief from current Range Rover owners to Land Rover Global Brand boss, John Edwards. Simple, huh? Take a car that's selling well, even relatively late in its lifecycle, give it an investment-light massage and keep the profit margin as robust as possible. Everyone's happy. That would be the safe, sensible, dull and corporate thing to do. But not at Land Rover. Because this is a company that has bravery at its heart.

Rather than playing safe and developing, the new Range Rover is an example of boundaries redefined, manufacturing technologies pushed, luxury taken to the next level, and the impact of a car finally taken seriously, from creation to ownership and ultimately disposal.

It's also a car full of pub facts. The new Range Rover is the first all-aluminium SUV, delivering a 39 per cent weight saving over the previous generation – in some versions, it is 420kg lighter than before. Plus, the use of aircraft-grade bonding and 3,400 self-piercing rivets delivers a chassis that is a third stiffer than the previous model. Fifty per cent of the aluminium comes from recycled content, and 85 per cent of this car is recyclable at the end of its life. Your 2030 fizzy drink can might well be part Range Rover. Even the leather comes with a 46 per cent reduction in carbon footprint, and there's a lot of leather in a Rangey. Though quite how they managed to get the cows to reduce their emissions is beyond us.

It can wade to 900mm – more than any other production car. It can climb mountains thanks to a magical Terrain Response 2 system and sophisticated four-wheel drive, and it can defy lean through corners. It is bigger, cleaner, more space-efficient than ever before and yet unmistakably a Range Rover. It is more luxurious than strictly necessary, with more legroom, more comfort and more amenity. From the daily slog to work to a cocooned blast across Europe, the RR really can cope with anything. Because, now more than ever, the Range Rover is an all-terrain Bentley. The ultimate car.

Of course, no one really needs the kind of triple-redundancy capability that the Range Rover offers. It's not cheap, and only the lucky few will really get to enjoy one day-to-day. But knowing that the engineering is so completely bone-deep adds to a sense that you really don't need another vehicle. That the Range Rover offers an access-all-areas pass to any journey you need to do or care to make. In short, it's the most capable car of its generation and *TopGear*'s Luxury Car of the Year. The best has most definitely just got better.

CLONE

THE COUPE OF THE YEAR



T WARS

TOYOTA GT86 AND SUBARU BRZ. WHICH ONE IS THE EVIL TWIN?

WORDS: **DAN READ**
PHOTOGRAPHY: **LEE BRIMBLE**



Not many road tests begin with a fur hat and a blindfold, but it's freezing in Wales, and we're attempting an experiment. So here I am, standing beside the road with a mask over my face and fake fox on my head. As some elderly ramblers watch, a car pulls up, and I'm bundled into the passenger seat. "Sorry about this, mate," says the driver, before commencing a gravelly burnout while I slap the air in panic. "Look happy, or they'll think I've kidnapped you."

There's a 50 per cent chance I've just been abducted in a Toyota GT86. But it's equally probable I'm in its near-identical twin, the Subaru BRZ. For two days, we've been driving them around, playing spot the difference. There certainly are some, but when it comes to actually computing them, the mind is a fickle thing. Maybe my brain prefers blue to orange. Perhaps I just expected to like one more than the other. And, as psychologists have proved, these are things that can twist your judgement.

So there's only one thing for it: block out the decoys. Forget the badges. Colours don't matter. And you can be as pretty as you like, but that information won't be reaching my impressionable little brain right now. With such distractions out of the way, I can focus on the raw sensations. Every twitch and bump and rut and bobble. If they match up with our earlier suspicions, we'll be closer to really telling these two apart. Hopefully. It's a bit like the Pepsi Challenge... with cars.

First, some history. We already know we like these things enough to give one an award at the end of this story. They prove you don't need to go a million miles per hour to have fun. And that 1,240kg (give or take a kilo for the purposes of rounding), rear-wheel drive and 200bhp is just about right. Both have traces of Porsche or Lotus in the way they go down the road and around corners. Neither uses cheap tricks, and you get the feeling each was developed by men prepared to spend endless days fiddling with shims and springs until they reached their Goldilocks moment. There have been squabbles over who did what. Toyota claims the original idea, but admits working with Subaru to actually flesh out the car. From there on, the division of labour is uncertain. Each had its own team, and each claims its final product is slightly different from the other. Subaru was the first to give us a proper drive, and we know that every car – whether GT86 or BRZ – is made at its factory. Both have their logos stamped under the bonnet, though it's easy to fish out the likely contributions there: boxer engine from Subaru, direct injection from Toyota. Here's how we see it: Toyota is a top-three carmaker and owns around 16 per cent of Subaru's parent company. So it probably stamped its feet a bit. And without such giant backing, Subaru would've had to really shake its pockets to afford an all-new product and the enormous cost of putting it on sale around the world. You may wonder, then, why Toyota needed Subaru at all. But then you remember that one makes the Yaris while the other makes forest-munching rally replicas. Let's just say they needed each other on this one...

Whatever. Here we are with the actual cars, so we can finally have a good poke around. Let's start with the front view. Both have strips of LEDs: the GT86's look like angry eyebrows atop the light cluster, while the BRZ's create a softer effect around the edges. Beneath them is a foglight housing: triangular for the GT86, squarish on the BRZ. Then it's bumpers and grilles: the Toyota's sharp and clean, the Subaru's more rounded and a touch bulbous,

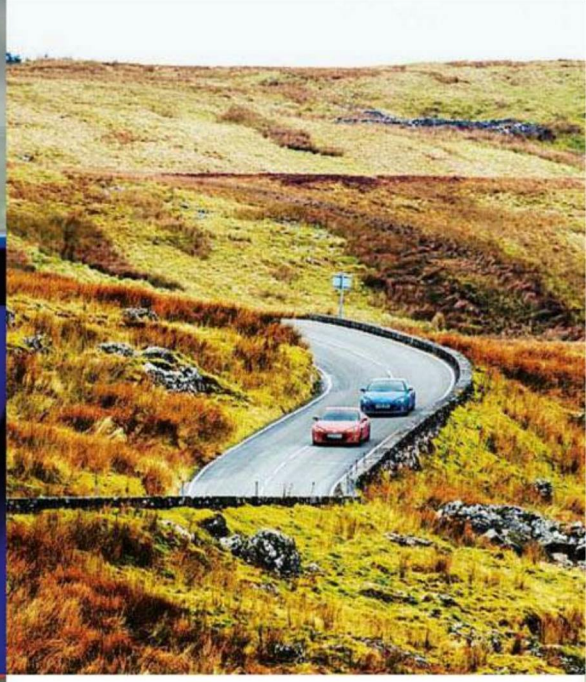




"EACH COMPANY CLAIMS THAT ITS PRODUCT IS DIFFERENT FROM THE OTHER"











"BOTH BURST WITH ENERGY, SPURRING YOU ON TO USE EVERY LAST GRAM"

thanks to the plastic bar behind the numberplate... a smiley dolphin to Toyota's fighting fish.

Moving rearwards, the differences become more forensic. On the front wings of both cars are pseudo vents. But where the Subaru goes for a plastic strake and blacked-out panel to simulate a grille of sorts, the Toyota goes for a body-colour block with a GT86 logo, plus a tiny black oval for a grille effect. Around the back, the BRZ's badges sit just under the rear wing, while the GT's are glued beneath the numberplate and pinched towards the middle. Tiny things, but it's the Subaru that looks a touch more balanced as a result.

Inside, the differences can be summed up like this: frameless rear-view mirror in the Toyota, plastic surround in the Subaru. Carbon-effect dash inserts in the 86, shiny silver in the BRZ. Proper stereo and satnav in the Toyota, irritating Pioneer thing in the Subaru. White dial backlights in the GT86, orange in the BRZ. The Bluetooth microphone design on the top of the steering column is also different. Do any of these things matter? On their own, probably not. But added up, the Toyota feels a bit more expensive.

Which leads us to the price. Both cost £24,995. Add leather to the Toyota, and you'll spend an extra £1,600. Upgrading to the leathery SE Lux BRZ costs you £1,500. Throw in metallic paint with your cow-trim, and overall you'll spend £95 less on the Subaru than the Toyota. There are six shared paint jobs, while both have a unique colour in the WR Blue and Velocity Orange seen here. The Toyota has a five-year, 100,000 mile warranty versus three years



and 60,000 miles for the Subaru. But the BRZ also comes with an excellent complimentary package including free dent and alloy repairs, free monthly wash, free annual valet and winter-wheel storage.

And what about the driving? After two days on the road – not blindfolded, for reasons of wellbeing – here's what I felt. Both these cars are bursting with energy, spurring you to use every last gram of power. They're as fizzy as a hot hatch, but somehow the Toyota feels more playful. It seems to take a more obvious chomp at a corner, followed by a slight roll of the shoulder as the rear end perks up. The BRZ feels a touch more direct, and a bit more serious about the business of going around bends. Put it this way: the Toyota meets each corner like a puppy greeting the postman. The BRZ grabs the letter right out of his hand.

I was sort of expecting this. Both sets of engineers hinted as much when we tried the cars separately. And though their characters differ, we're talking about a degree of steering here, a notch of suspension there. It's easy to amplify this stuff. Which brings us back to our experiment. Could the pointy bumper fool you into thinking the 86 is feistier? Was the early expectation ambushing our senses? Or were we really feeling it through hands and bottoms?

Back on with the blindfold for a blast up the same bit of road. And after five minutes of blackout in each car, I think a verdict has been reached. My first mystery ride? I'm going with the Toyota. I could swear it pushed me harder into the seat bolster as it took a greedier first bite at each corner. Next? Subaru. The ride was ever-so-slightly calmer... a little more subdued, maybe. Not by much, but certainly a bit. As the mask comes off, I'm proved correct.

WINNER



TOYOTA GT86

PRICE: £24,995
0–62MPH: 7.6secs
TOP SPEED: 140mph
ECONOMY: 36.2mpg combined
CO_2: 181g/km (man)
KERBWEIGHT: 1240kg
ENGINE: 1998cc, flat 4cyl
POWER: 197bhp @ 7000rpm
TORQUE: 151lb ft @ 6400rpm
GEARBOX: 6spd manual, RWD
TYRES: 215/45RI7



SUBARU BRZ

PRICE: £24,995
0–62MPH: 7.6secs
TOP SPEED: 140mph
ECONOMY: 36.2mpg combined
CO_2: 181g/km (man)
KERBWEIGHT: 1239kg
ENGINE: 1998cc, flat 4cyl
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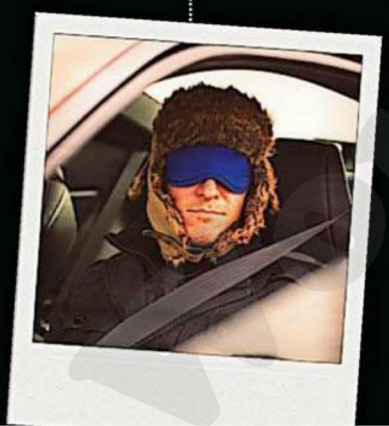


And with the benefit of hindsight or, rather, no sight, other things are revealed. The Toyota has a deeper, more resonant sound. Both pipe induction noise into the cabin through a rubber hose, but the Toyota does it better. Then again, this BRZ had done twice as many miles as the GT, so maybe that has something to do with it. The GT's damping felt a touch firmer too. These might seem like tiny things, but such marginal differences can be explained like race-car set-up: Lewis might prefer a lively rear end, where Jenson prefers something less playful. Essentially, they still drive the same car.

So what if I was forced to choose? One of these must become our Coupe of the Year. And it's going to be the Toyota. Partly due to that extra playfulness, partly because the more aggressive styling suits it better than the BRZ's. But here's the thing: you can get your hands on one sooner. Whatever the engineering input, there was an agreement that Toyota got the lion's share of stock. That, plus big demand in Japan and the USA, means there's currently a six-month waiting list for a BRZ in the UK.

As I write this, directors from Subaru's UK importers are in Japan, pleading for more cars. If they get more, they will sell. These are both excellent cars, and will go down as *TopGear* heroes. You don't need a pair of eyes to see that. TG


Y26
MCL



THE CABRIO OF THE YEAR

DECOMPRESSION CHAMBER

The 12C is the ultimate year-round cabrio. A sprint through four seasons from Europe's highest road to the beach should prove it...

WORDS: **JAMES MAY** PHOTOGRAPHY: **LEE BRIMBLE**

I have never quite understood the widespread accusations of dullness levelled at McLaren's MP4-12C supercar. I think it springs from timid cultural conventions.

The thinking seems to go that the phenomenon of The Supercar – by which we really mean the Italian supercar – comes at a price; a price that those of us admitted to the inner sanctum accept as a rite of entry. We even boast about it. Supercars come with awkward boots, shocking blind spots, low-speed cussedness, stupid options lists, quirky transmissions, terrifying repair bills following minor mishaps, baffling control logic, and all the rest of it. The McLaren doesn't really offer any of this, and therefore must be 'a bit boring'.

But hang on. "My supercar is great to drive, works properly and is easy to own" is not the ranting of a pub dullard. There's a deep and largely unfamiliar pleasure to be taken in a truly high-performance car that works exactly as advertised. And in any case, it doesn't *quite* work perfectly, but we'll come on to that.

Battling my way up Europe's highest paved road in the Sierra Nevada, I am reminded of everything I found deeply satisfying about the McLaren the first time I drove it, on *TopGear* telly. The fidelity of that gearchange, the even weighting of all the controls, the ease of driving really quite fast, the intelligent way the reconfiguration of the engine output and chassis set-up is separated. It's all good. It's great fun mocking Ron Dennis's po-faced Wokingshire anal retentiveness about detail, but do you know what? He might be on to something.

And now, as we would normally say of Dacia, there's GOOD NEWS! The McLaren MP4-12C has been improved. First up, it's now available in this Spider form, with the accepted folding hard-top. As the car was conceived from the outset this way, there's no compromise in rigidity or even bootspace, and the weight penalty of the various motors and rods that effect the transformation is just 40kg. The roof, which can be raised on the move at speeds of up to *precisely* 24.8548mph, is one of the fastest in the business, lowering completely in just 17 seconds. Ambient temperature apparently has a small impact on the exact time, and I don't really know why, but I'm bloody impressed that they are in a position to tell me that. They're thorough, this lot.

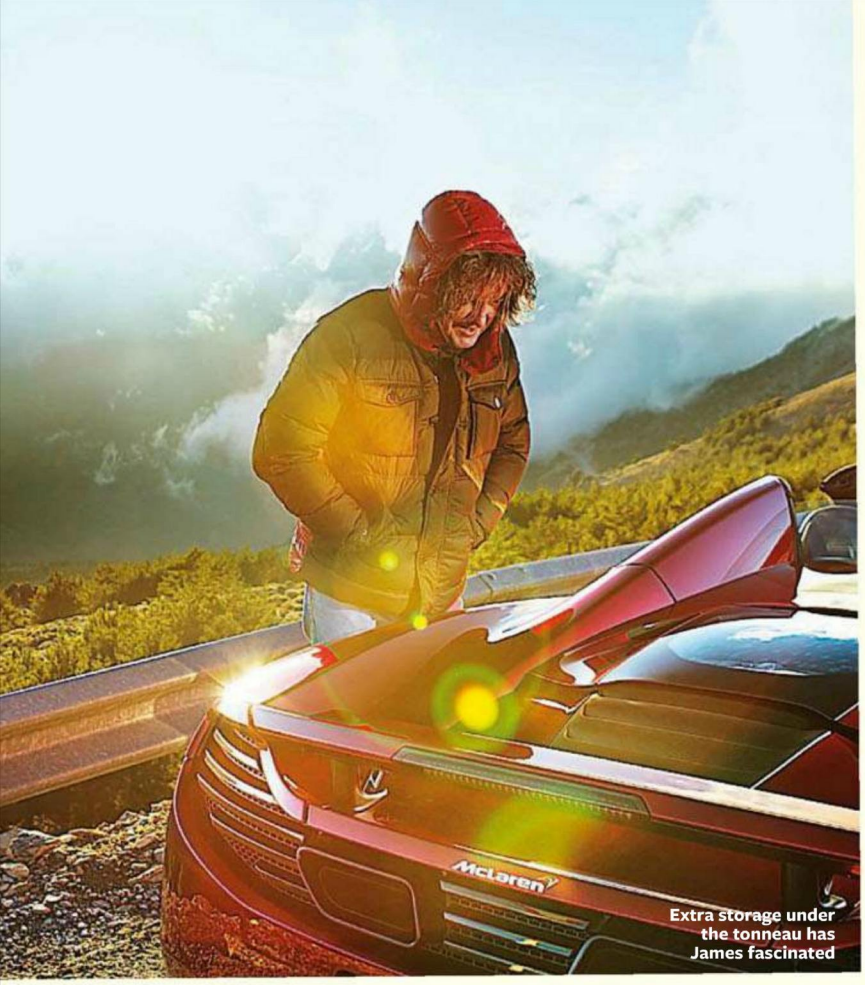
The name has changed, too. Recognising that MP4-12C sounded a bit like one of the upgradable components of a desktop PC, McLaren simply calls the car the 12C. So this is now the McLaren 12C Spider. Given time and a general bolstering of confidence – and because this is the only car the company currently makes – it will become known as the McLaren Spider. The normal car will be the McLaren.

That daft and faintly ritualistic way of opening the doors has gone too. There is now a discreet button to press, and it works every time, saving you from the embarrassment of mincing about like a bad kerbside mime artist performing a routine about a giant invisible iPhone. This change, apparently, was "in response to customer requests"; the request probably being, "Please get rid of that stupid door-opening system or I'm buying a Lamborghini."

There's more. Power is up several notches from 592bhp to 616bhp, the sound of the exhaust can be altered independently of the setting selected on the power knob, and the gearchange software has been mildly tweaked for even more synaptic reactions. The 12C Spider does, however, lose 1mph in ➤

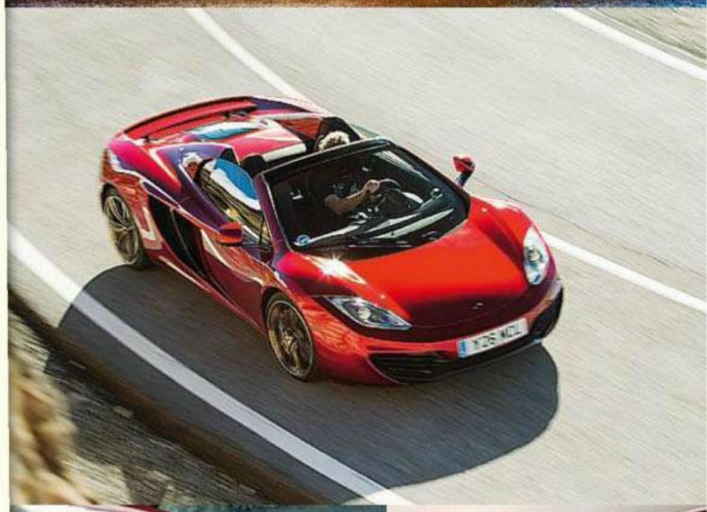
"POWER IS UP SEVERAL NOTCHES FROM 592 TO 616BHP"





Extra storage under the tonneau has James fascinated


Roof lowers in just 17secs. If you can find the right button





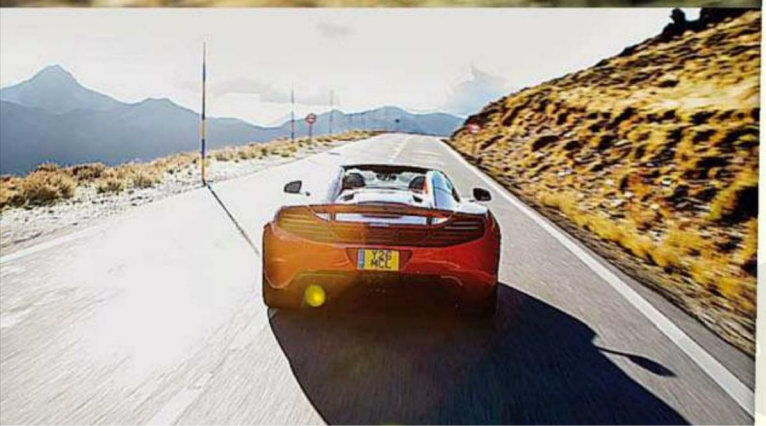


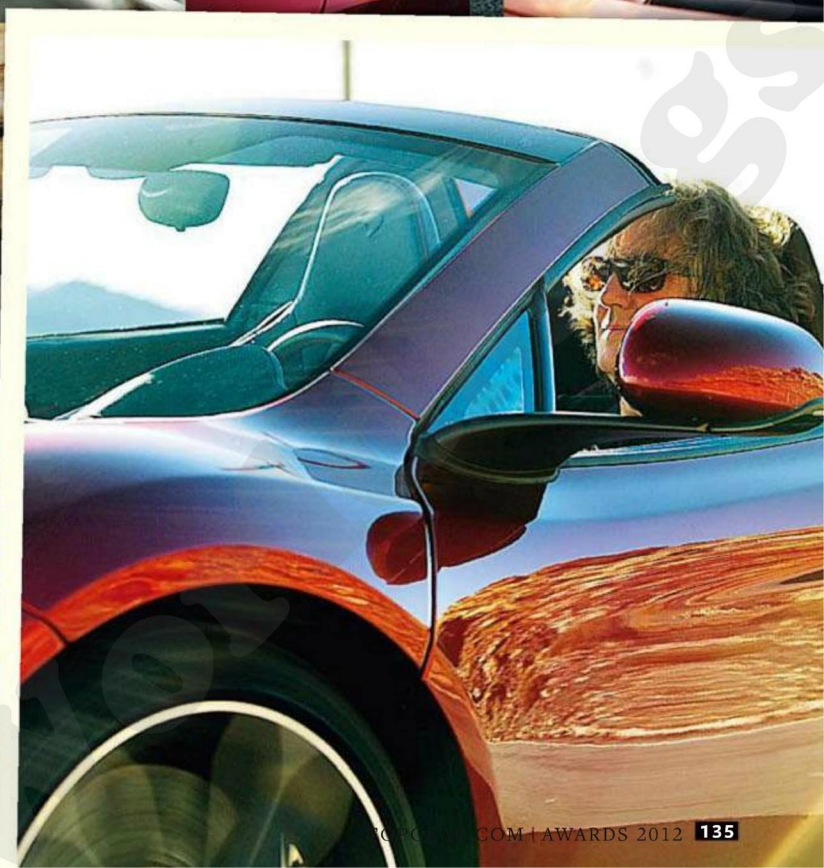







12C Spider slinks up the mountain with ease

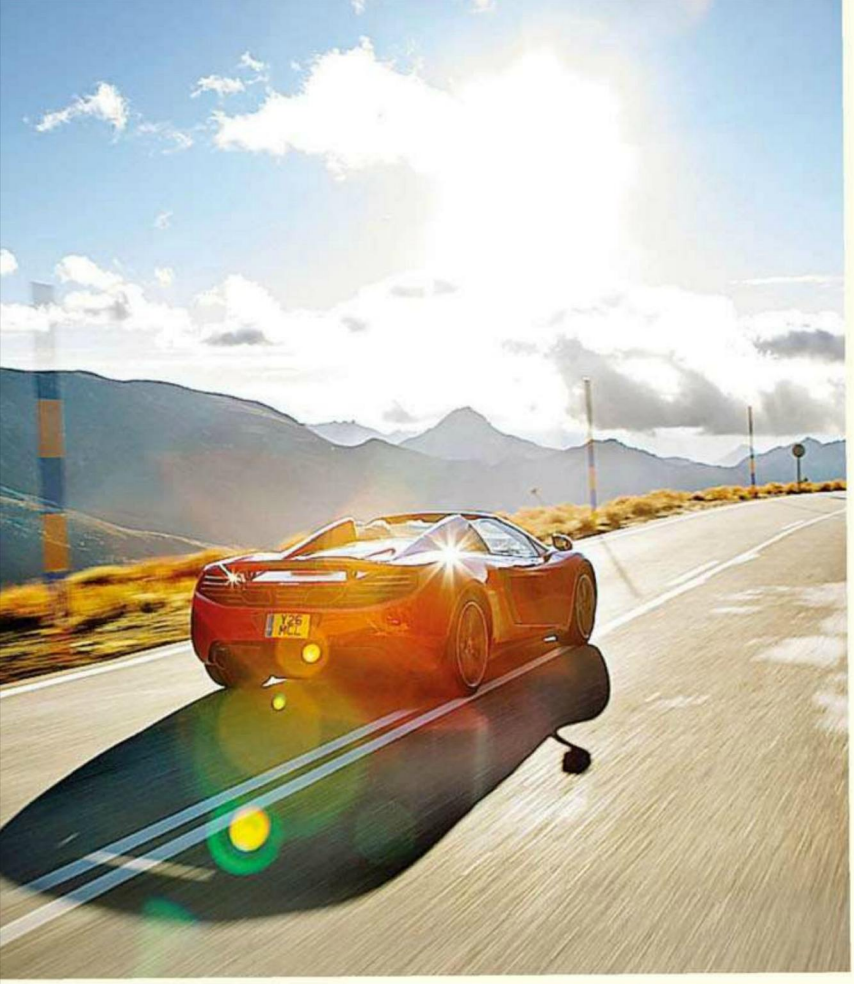




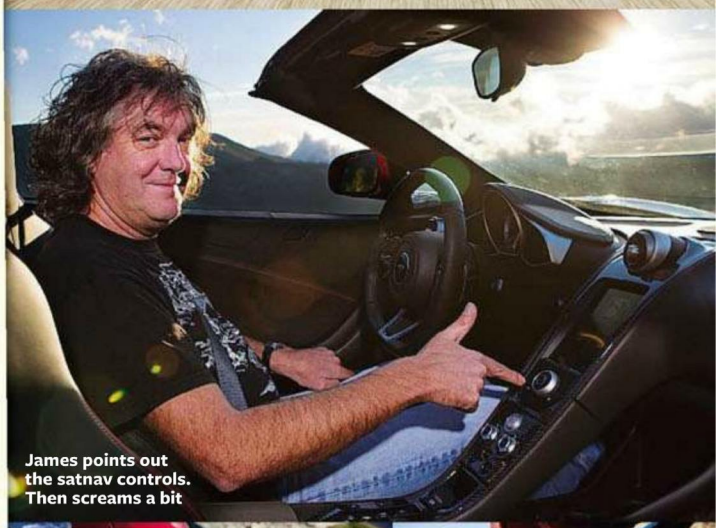




"THE 12C SPIDER IS INSTANTLY ALIVE AND EAGER"







James points out the satnav controls. Then screams a bit

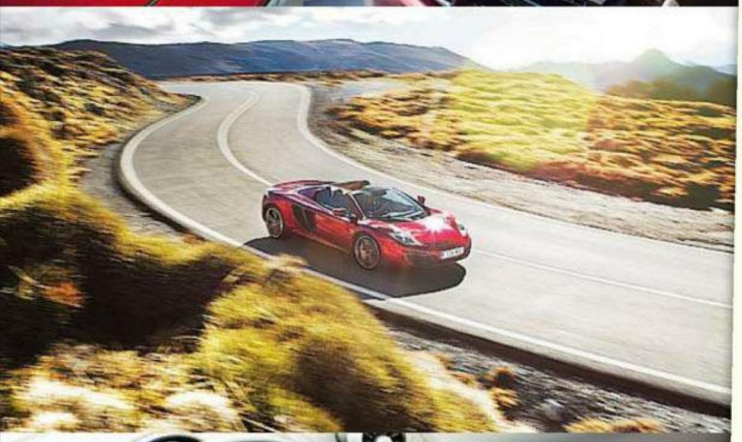














Simple, unfussy, uncluttered interior. Good

Noise ricochets off cliffs. Hotels fear for their underpinnings



outright speed to the coupe, which may have kept Ron awake for several months.

Finally, and after a year or more of foot-shuffling and "Don't know, Sir", the touchscreen central pod now incorporates satnav. This is one of the things onto which I wanted to come, as promised earlier.

McLaren's satnav has been the maths homework of the supercar world, in several ways. Determined to develop its own software instead of buying perfectly good off-the-shelf stuff, it has undoubtedly involved quite a lot of maths. And, like all maths homework that I ever did, it's not finished.

It's not just that it sometimes crashed and locked me resolutely into a small village even though I'd long since roared off into the mountains. The angle of the screen is such that with the roof down and the sun anywhere overhead, you simply can't see it. This means you have to cup a free hand around it to make out the picture, leaving you with no free hand to touch the screen. And while the rest of the electronic interface is simpler and more logical than a Ferrari 458's, the satnav is convoluted.

I don't really want to go on about this. Yes I do. Developing your own satnav software in a world already oversupplied with excellent satnav software is a bit like trying to cook your own Indian food. It takes ages, and it's still crap compared with the stuff from the nearest restaurant.

Still, it's good to know that even Ron Dennis is fallible, and that even his supercar can have exclusively supercar-like foibles. Although there's always a chance that he did this deliberately to confound his critics.

Another issue is that the buffeting around the headrest is a bit extreme at high speeds. Yet another is that, owing to the way the door opens and the rake of the windscreen, any 12C is a bit awkward to get in and out of. I'll be 50 in a few months' time, and I long ago recognised that I was too old to drive a convertible with any dignity. Now I'm beginning to look too old to *leave* one with any dignity, or indeed any impression of innate balance. The force that through the green fuse drives the flower is driving my green age, and it's depressing to discover that driving a supercar reveals it so utterly.

Anyway. We're up in the mountains, and no one would be able to see my penis if I were driving this car naked with the top down, and, by my own rules, that means I'm allowed to drop the roof. Once it's down, the 'tonneau' part behind the seats can be raised again to reveal a second small boot. The vertical glass between the seats can be raised and lowered independently. Lower it but keep the side windows up if driving fast. This seems to give the smoothest airflow in the cabin.

The heater is cracking and so are the heated seats. Off we go, then. Select manual control, set the chassis and power knobs to Sport and Track respectively, the McLaren 12C Spider is instantly alive and eager.

The great thing about the 12C is that it's easy to drive. It's probably the most benign supercar I've ever tried. Again, some would want to be admired for their courage in mastering a Ferrari GTO or the demanding Aventador, but I say cobblers to that. I can challenge myself by learning to play the violin. This is a good-time car and I want a good time. I get it.

At first, and having recently stepped from the 458, I thought that the McLaren's steering had become even quicker and more nervous. But I'm assured that nothing in the undercarriage has been changed, so it must just be the air.

What definitely has changed is the engine, the nature of which was always central to the dark mutterings that said the McLaren was a bit boring; the quantity surveyor standing in the kitchen of the supercar party. Various tweaks to engine mapping – God knows what, and for once I'm with Clarkson and *literally* not interested – have made the twin-turbo V8 ➤

"THIS IS THE MOST BENIGN SUPERCAR I'VE TRIED"





really quite barking mad. The exemplary low-range grunt is now complemented by the right sort of noise – a bit grubby, like a dirty laugh from a buxom wench in a period-drama tavern. Or something like that.

This engine – and this is as it should be – defines the essential character of the McLaren and perfectly distinguishes it from Ferrari's 458. They are very different, and no one should dismiss the Woking operation as Britain's attempt to have its own Maranello. Apart from anything else, have you ever been to Woking?

The Ferrari's engine is fizzy, raspy and brittle. It encourages a foray into its upper reaches. The McLaren motor is gruff and woofly, and likes a short shift so it can growl at you. The Ferrari is like a slightly yappy terrier, the McLaren like a faintly bad-tempered bloodhound. The Ferrari is histrionic, while there's a bit of floppy-eared harrumphing about the McLaren. It's slightly friendlier, despite seeming like a more clinical and academic proposition in the first place.

To put it another way, the Ferrari experience is quite cool and a bit artistic. It's like handling an exquisitely sculpted statue. The McLaren is more like fondling a real human being; warmer and more comforting. This is the opposite of what popular preconception would suggest.

It's now no secret – although the man from McLaren didn't know, so I didn't mention it – that I recently bought a 458.

"THE McLAREN'S MOTOR IS GRUFF AND WOOFLY"

Even at the last minute, I wondered if the McLaren might be the more knowing choice. I still wonder sometimes, and when a man tweeted me the other day to tell me he'd ordered the car formerly known as the MP4-12C, I couldn't readily respond with a Ferrari-centric put-down. There isn't one. The McLaren is a terrific car.

I enjoyed one of those once-in-a-motoring-lifetime experiences driving up the mountains. The road was cut deftly into the rock face as if with one wandering stroke from the divine carpenter's rebating tool. The cloud that we'd been promised was rolling up the steep slope to my right, driven by the Sierra Nevada's notorious winds. Then the cloud crossed the road, but didn't drop into it. I found myself driving along the internal, horizontal side of a tunnel formed like the right-angled triangle of a geometry exercise, framed on the other two sides by the vertical rock face and the slanting canopy of solid white not 10 feet above my head. It was the driving equivalent of what I think is known as 'piping' in surfing circles. I've never been more pleased to find myself in a car without a roof.

It was truly magical, lasting for maybe two minutes. Long enough for me to wonder if the experience could have been improved by a different car. It couldn't, to be honest. The McLaren 12C, in all its forms, is tremendous.

Maybe the only thing keeping me in a Ferrari is that I can get out of it more easily. TG



THE S.U.V OF THE YEAR

4X4 PLAY

Small, feisty, unstoppable... Fiat's Panda is the mountain goat of the car world

WORDS: **PAUL HORRELL**

Have we taken leave of our senses, putting the Panda above the Range Rover as *TopGear*'s SUV of the Year? No, because if something isn't used, it might as well be useless. We're surely not alone in predicting that you're more likely to go knocking about in the boondocks in a Panda than you would in a precious new Range Rover. The stakes are lower.

And let's not patronise the Panda by saying it's 'surprisingly' good off-road. It's good off-road. End of. Sure, it might not have fancy locking diffs, but there's a clever electronic traction system, ample ground clearance and a low first gear. Traction on slopes is remarkable, partly because the tyres are suitable and partly because the Panda is light enough that there isn't much gravitational pull to defy. And it's so compact it'll weave between trees and rocky obstacles that defeat the galumphing full-size off-roaders.

All of which is why, somewhere up the rocky, dusty or snowy tracks that worm their way closest to the top of almost every mountain in Europe, you'll find either a first- or a second-generation Panda 4x4, and not far away the gnarled owner and very likely his dog. We can't for the life of us see why the third one won't continue that vital role in the rural social fabric.

But it's got other talents. Long motorway hauls aren't torture if you opt for the six-speed TwinAir version. That said, we're not pretending that if you had to drive from Kensington to meet the Royals for a spot of skiing in Klosters, you wouldn't be better off in a Range Rover or Cayenne or whatever. Of course you would.

But on the other hand, if it's just about driving around *within* Kensington, we'd take the Panda. It's scootable, squeezable, cheeky. It also rides well, and glides so gently over humps it wouldn't even wake an actual sleeping policeman. And, to our mind, there's a coolness that comes from not trying too hard.

"Close to the top of every mountain in Europe, you'll find a first- or second-gen Panda 4x4"





DONKEYS, DEATH ROADS AND THE DUSTER:

TRAVELS IN HIGH PERU

CAN THE UK'S CHEAPEST 4x4 SURVIVE THE SOUTHERN HEMISPHERE'S HARSHEST MOUNTAINS? CAN TOPGEAR SURVIVE A RODENT-BASED LUNCH? ONE WAY TO FIND OUT

WORDS: **SAM PHILIP** PHOTOGRAPHY: **MATTHIAS CLAMER**

THE BARGAIN OF THE YEAR



Three vultures track the Duster up the dry, rocky canyon, gliding in silent formation 100 yards above the car as it bumps its way along the valley floor. They have decided, I think, that its occupants represent their best chance of lunch in this lifeless desert, a pair of gringos in a budget Romanian runabout on one of the world's wildest roads. The slaphead scavengers may have a point. We are winding up the notorious Cañón del Pato, a dirt track strung between Peru's arid coast and its dizzying Andean highlands, and I am wondering if *TopGear* has bitten off more than the little Dacia Duster can gummily chew. The Cañón del Pato – translates as 'Duck Canyon', contains no ducks – should be approached with trepidation in a Toyota Land Cruiser or a military Humvee. But a £10,000 Eastern European SUV, a car that's too cheap to be badged a Renault? Gentlemen, prepare for your starring roles in *Carrion up the Canyon*!

I start to mentally compile a list of 'Things in Our Favour'. After 15 minutes it stands at this:

(1) Four-wheel drive

That's all I've got. A front-drive-only Duster is available at the freakishly reasonable price of £8,995, but – ever safety-conscious – we've got the AWD version, which starts at just under 11 grand, making it the UK's cheapest 4x4 by far. That said, it's the sort of AWD system that, on paper at least, looks more suited to 'muddy driveway' than 'Peruvian death road'. It remains front-drive in normal road use, a central clutch transferring up to 50 per cent of the power to the rear when it detects slippage. And that's about it for off-tarmac protection: the Duster is on road tyres, has no locking differentials, no winch and no water or food on board. Admittedly, the latter isn't really the Duster's issue so much as a total lack of forethought on the part of myself and photographer Matthias, but still the point stands: things ain't looking promising.

We are very much alone on this road. The last vehicle we saw was a rickety old bus bumbling the other way a few hours back, packed to the rafters with wan passengers and with the slogan 'JESUS ALONSO' across the top of the windscreen. Judging by ➤

the speed it passed at, the driver could indeed have been a hybrid of F1 ace and deity. Since then, nothing. Just miles and miles of brown-grey rock and corrugated track, snaking into the gargantuan Andes.

The odds are stacked against it, but the Duster is holding up. We clatter over rickety iron bridges laid with splintered planks of wood; we do motorway speeds across vicious terrain – hard rutted dirt cut with foot-deep holes and jagged, tyre-pinching boulders. The little Dacia (rhymes with 'Comin' Atcha', innit) shrugs it off with ease.

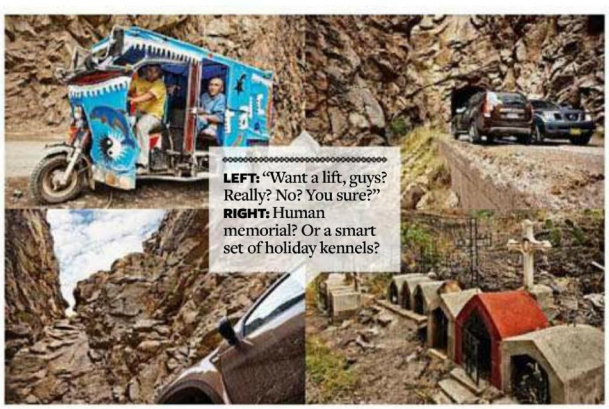
Past Yuracmarca, where an ancient man waves a live chicken at us like a magic wand, the canyon walls begin to close in, pinching atop the road like mile-high stage curtains. If ominous geology exists, this is it. Onwards and upwards, little Duster.

* * * *

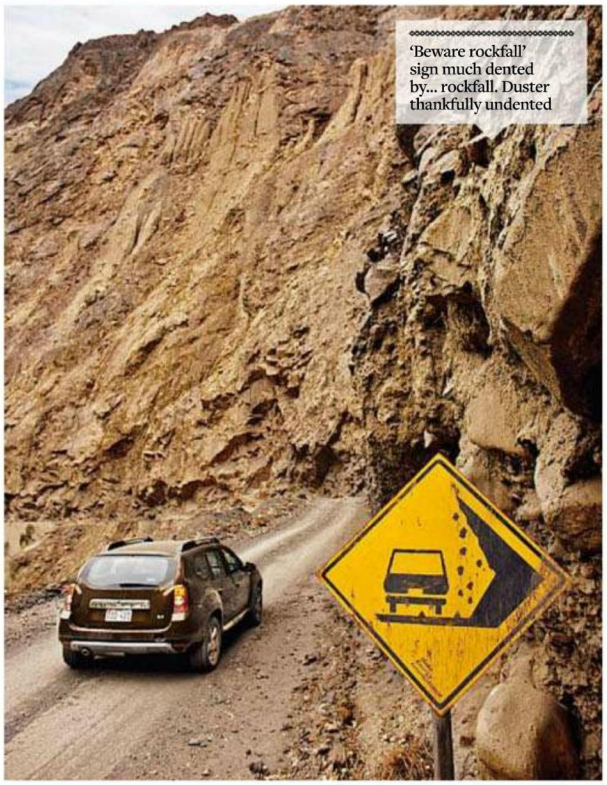
The Andes are big. If you are in possession of an atlas or a basic knowledge of geography, you may already be aware of this fact. But really, they're enormous – the biggest mountains in the world outside the Himalayas. Peru boasts some three dozen peaks over 19,000 feet, which, for the non-mountaineers among you, translates as 'really, really high'. But it's not just the size of the Andes, it's that they loom from nowhere: drive a few miles inland from Peru's arid, desert coast spring, and suddenly you're amidst monstrous, snow-capped giants, sheer sides rising almost vertically from valley floors. This place makes the Alps look like the Norfolk Broads.

Monstrous mountains mean colon-puckering mountain roads. Beyond the hydroelectric plant at Huallanca, the canyon track climbs violently, switchbacking up a steep face before diving into a tunnel and emerging into the most freakish vista I have ever seen: a pair of opposing cliffs, each a couple of miles high, separated by barely 20 yards in places. The road is simply hacked along one straight-up cliff wall, a teetering path with 55 narrow tunnels blasted through the rock. There are no barriers, and the drop to the Río Santa below is – what? – 1,000 feet straight down. I locate my right testicle somewhere near my ribcage. This isn't misplaced fear: Peru boasts one of the worst vehicle death rates in the world, and this is one of its most dangerous roads. The Cañón del Pato is lined with makeshift crosses marking where cars, buses and trucks have plunged over the edge. The tunnels don't offer much respite. Barely a car's width in sections, they twist within the mountain, meaning you can't see what's coming the other way when you enter. There's only one thing for it: pray. And gun it.

My prayers and gunning don't work. In one of the longest tunnels, perhaps half a mile in, I spot the lights of a bus heading the other way. Coward that I am, I get on the throttle, hoping to force him to reverse, but the rusty coach keeps on coming until he is a couple of inches from my front bumper. I look in the rear-view mirror and see nothing but blackness. No choice. As I start to edge gingerly back, another bus appears from behind, blaring its horn and flashing. Typical. You wait ages for a bus, then two turn up at once to trap you in an Andean death tunnel. We sit in stalemate for a few minutes, both bus drivers honking



LEFT: "Want a lift, guys? Really? No? You sure?" **RIGHT:** Human memorial? Or a smart set of holiday kennels?



'Beware rockfall' sign much dented by... rockfall. Duster thankfully undented

and gesturing. What do you want me to do, señor? Eventually, Bus One starts to reverse. He inches back about 50 yards before pointing and waving to my left. Oh god. There is a car-sized window cut into the rock, looming out over the abyss below, with a sill of crumbling rock perhaps three feet across. He wants me to drive onto that ledge. I shake my head and cross my arms. Not happening. Bus Two begins to edge into the Duster's rear bumper, shoving me slowly but persistently into the gap. Happening, then. Head craned out the window, I edge into the too-small edge. When the Duster's left-front wheel is within two inches of the crumbly precipice, I stop. My bravery will permit me to go no further. Bus One lurches forward, convinced he can squeeze through. Alongside, mirrors folded, he must be within a inch of the Duster's flank. God, this is close. If he nudges us now, we will be over that edge and doing our best Wile E. Coyote impressions. And then dead. Inch by hideous inch, the bus edges past. Closer, closer... and then freedom. I tiptoe the Duster away from the ledge and out of the tunnel, not stopping to find out how the two buses passed each other. For all I know, they're still there now, locked in tunnelly stalemate for eternity.

Past the tunnels, beyond the abyss, into the lush mountain valley. And, finally, civilisation.

* * * *

I do not know how there are not more dead dogs along Peru's roads. Conspicuously alive, the scruffy mutts are everywhere, hundreds in every tiny village, lounging under trucks or fighting lazily or, most often, trotting cheerily into the road in front of onrushing vehicles. (There are, officially, urban speed limits in Peru. They appear to be optional.) Stand at any Peruvian crossroads, and you'll witness the same scene played out every few minutes: dog ambles into road in front of truck, truck squeals to a stop, miraculously avoiding flattening dog by about six inches, dog doesn't flinch, offers canine Gallic shrug to irate truck driver, continues across road. They never get hit. I can only conclude that Peruvian dogs are magic.

If the dogs don't scupper you, the mototaxis might. Three-wheeled scooters with a rough tarpaulin over the back to accommodate a ➤



"IT'S NOT JUST THE SIZE OF THE ANDES, IT'S THAT THEY LOOM FROM NOWHERE"

Dacia Duster



couple of passengers, they weave manically across the road, hundreds of them in even the smallest town, criss-crossing in slow-motion orbit without regard for cars, road laws or mortality. Stopped for lunch in a street market, I watch a mototaxi laden with perhaps 50 car batteries wheeze up the gentlest of inclines at barely a mile an hour. Having progressed 20 yards in the best part of five minutes, the mototaxi's front wheel catches a pothole, jolting its body and sending a couple of dozen of the batteries scattering back down the street. Without so much as a flicker of annoyance, the driver climbs from his cab, slowly loads the batteries back onto the rear seat and resumes his glacial progress up the hill. ("What did you do today, darling?" "Not much, dear. Became trapped in an infinite battery loop. You?")

An old lady under a huge, multi-hued hat is selling cute guinea pigs, perhaps a dozen of them in a bag by her feet. She holds one up and looks imploringly at me. So does the guinea pig.

"Sorry," I grin though my best 'apologetic foreigner' face. "Don't think they'd let me back on the plane with one of those."

The old woman shakes her head sternly. "Not plane," she says. "To eat now." She makes a nibbling motion with her hands and mouth, as you'd munch a corn on the cob. Hot-buttered guinea pig. No wonder the little fella was looking desperate. Leaving fricasseed rodents to Peru's hardier lunchers, we cast off for the top of the world.

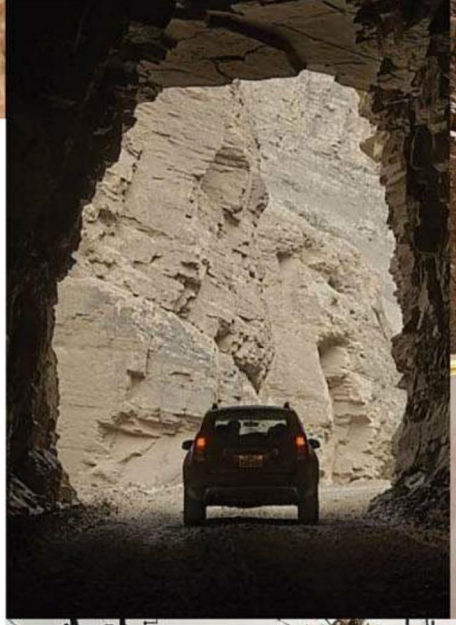
"SHE LOOKS IMPLORINGLY AT ME. SO DOES THE GUINEA PIG"

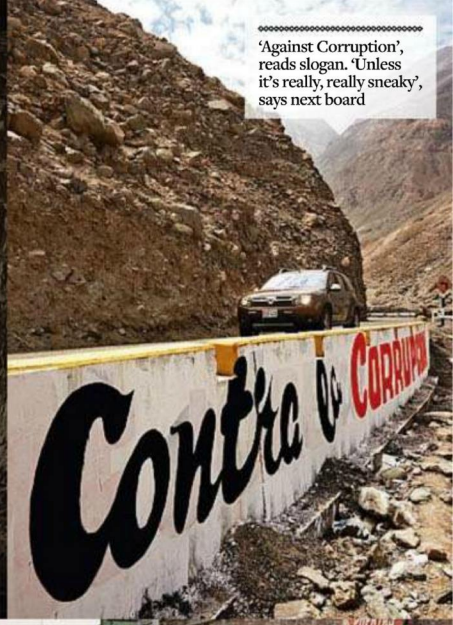
* * * *

The summit of the Huinchas Pass stands 14,271 feet above sea level. There's a dizzying tarmac road to the top, but we're solemnly informed this is closed. (Either 'closed' or 'dead' – my Spanish isn't great.) So, demonstrating the do-or-almost-certainly-die mentality for which *TopGear* is famed, we are now heading for the top of Peru up a mud path that makes our earlier dirt road look like the M6 toll.

This place isn't so much off the beaten track as unaware of the existence of a beaten track. We wind higher and higher, over boulders and rockslides, through jungly ferns and cacti, past tiny villages of wood shacks and crumbling stone. Judging by the stares of the farmers we pass, we might be the first gringos to pass through this century. Stopping for photos, one tiny, wizened grandma becomes obsessed with my blue eyes, a situation I find quite charming until it becomes apparent she is seriously contemplating removing them from my face to keep as souvenirs.

Up, past knackered donkeys and more patchy dogs that snarl and nip at the Duster's tyres before retiring, wheezing, to the verge. And then nothing. No cars, no tarmac, no oxygen. Just mud, stones and vertigo-inducing drops. The cloud closes in. We are in ➤





'Against Corruption', reads slogan. 'Unless it's really, really sneaky', says next board



Traditional off-road load-lugger takes on modern equivalent. Loses wheezily

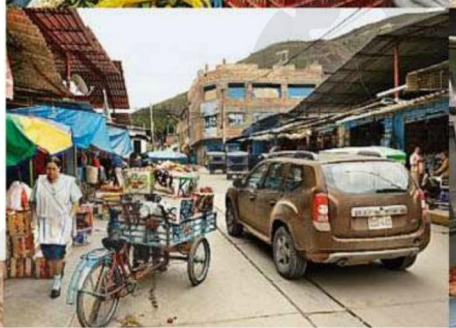






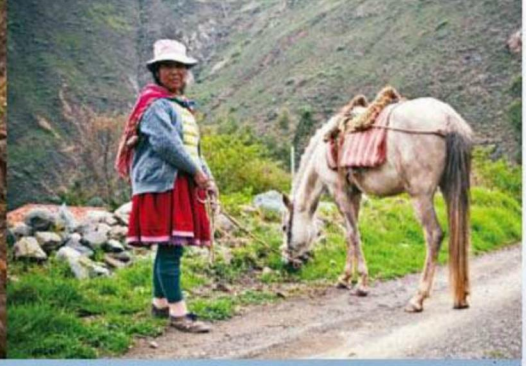


LEFT: "How much? Swap you for that brown 4x4 of yours" **RIGHT:** Duster adopts Peruvian camoflague outfit. Disappears









A-list mud-vanquishing ability, all the price of a Marks & Spencer sandwich. Valuetastic





Brown, muddy car conquers brown, muddy mountain. Now to get back down...



Six inches past Dacia's wing mirror lurks 2km vertical drop. This is Sam's Face Of Fear

darkest Peru, but there is no sign of a small, marmalade-hooked stuffed bear. (Yeah, Paddington Bear references. We totally went there.)

Over 13,000 feet, and the altitude sickness starts to hit hard. We have climbed from sea level almost three vertical miles in a single day. It's an odd, out-of-body sort of sickness: though you're acutely aware your movements are getting slower and your emotions less rational, there's nothing you can do about it. I spend two minutes attempting to locate reverse gear, which turns out to have been cunningly relocated exactly where it was before. This makes me very sad and I decide I should probably have a quick cry. It strikes me hazily this may not be the best mindset in which to tackle a deadly Andean ascent. The Duster, mountain goat that it is, soldiers on relentlessly. OK, so its idle has begun to wander a little, and I discover I have to dial in a load more revs to get going from stationary, but the little Dacia is coping with the lung-busting altitude far better than either me or Matthias, whose face has assumed the colour of absinthe and who is making the sort of respiratory noises commonly associated with advanced lung disease.

Higher and higher and the scenery turns curiously familiar. Granite outcrops and blue-green grass, a psychotropic interpretation of the Scottish Highlands. As we crest 14,000 feet – a mile above even the tallest Alpine pass – we break through the cloudline, and the Andes roll out about us, perfect snow-capped peaks poking through the mist like volcanic islands. The setting sun turns the fog below into a sea of trippy purple-pink. In celebration, I drive 500 yards up a scree field to the top of an Ande. The Duster has made it to the ceiling of Peru.

Traditionally, this is where the story should end: the humble car gloriously conquering one of the world's toughest climates. But, as Herr Baumgartner will attest, what goes up must come down, and so must we.

* * * *

It is deep darkness as we begin the descent to Caraz, the nearest town. The tarmac road is now open. This proves to be A Bad Thing. The tarmac road turns out to be a track barely a lane wide, hacked into the side of a cliff, covered in a film of gravelly dust, devoid of markings or barriers. Below my left shoulder twinkle Caraz's lights, over a mile straight down. If we slide off the road, that's what we're hitting.

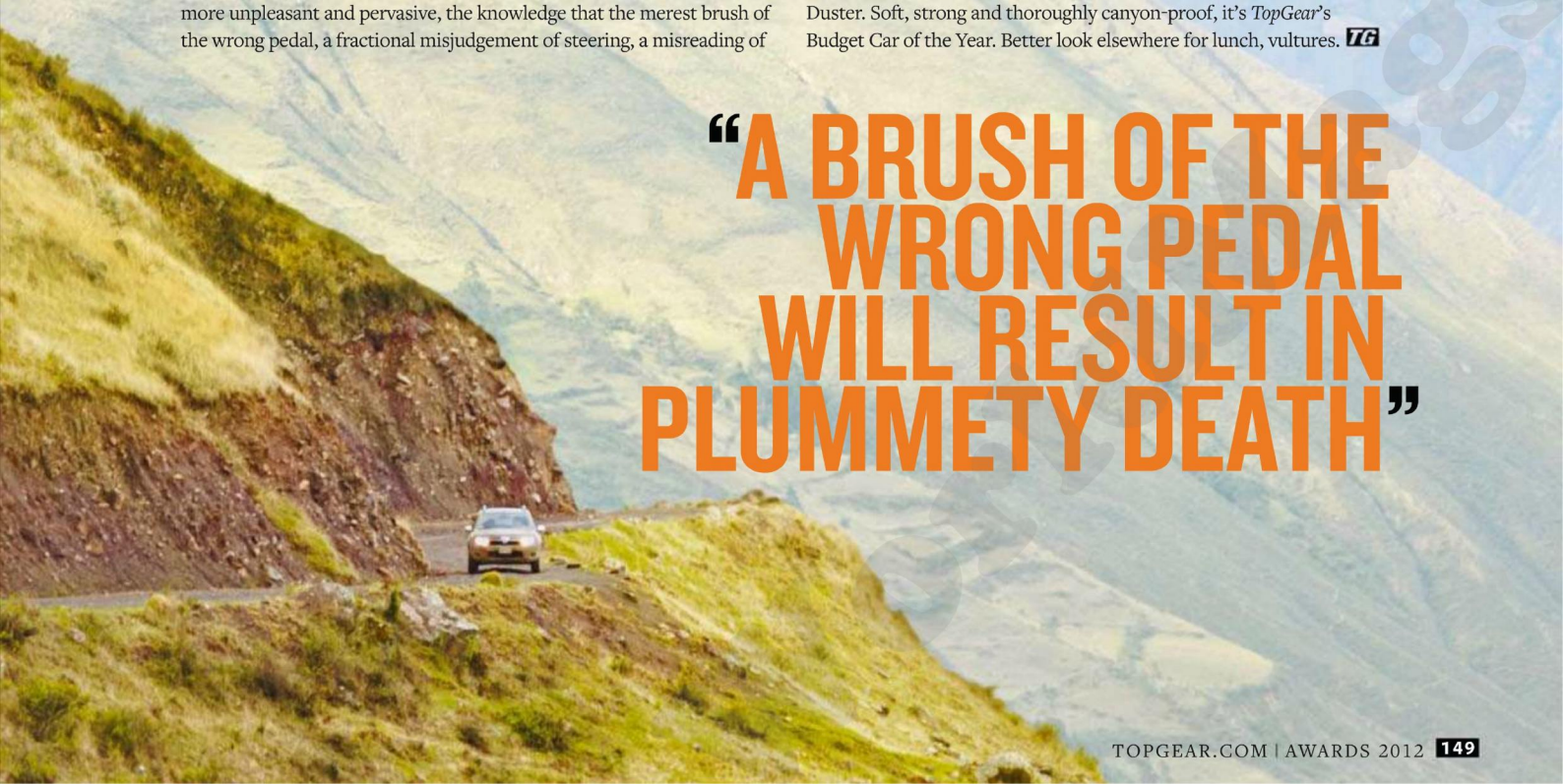
What follows is the most nerve-wracking hour of my life. Not that rollercoasterish oh-god-I'm-about-to-die-oh-no-I'm-alive-hahaha sort of fear, the sort quick-hit adrenaline addicts seek out, but a fear far more unpleasant and pervasive, the knowledge that the merest brush of the wrong pedal, a fractional misjudgement of steering, a misreading of the road, will result in plummety death. Hairpins are the worst, steering into empty darkness, no point on the road on which to fix your aim.

We are, it strikes me, putting a lot of trust in the Romanian men who checked the Duster's brake hoses, who fitted its wiring. If anything goes even marginally wrong now – flat tyre, power steering glitch, headlight fuse failure – we are dead in the most horribly inevitable way possible. But the Duster keeps on, unstoppable, unruffled, its mud-painted headlights throwing a narrow, dim beam on the narrow, dim road. I decide, altitude-drunk, thankful to be alive, that this must be the perfect car for Peru. You want something with four-wheel drive, something cheap enough you won't mind it getting a bit dented by, say, a rapidly onrushing valley floor. Decent visibility is a must, to avoid clouting a mototaxi and being clouted by a ten-tonne truck.

And, the altitude-monologue continues, all those things that make the Duster so good here make it the perfect cheap car for Britain. A bit of extra suspension travel isn't only useful when you're tackling an Ande – it provides useful compliance on crumbled tarmac too, absorbing divots and ruts. The trade-off – in budget cars, at least – is usually a wallowing, sailboat approach to corners. But the Duster is slop-free. Maybe it's the hypoxia speaking, but I'm pretty sure it nails the ride–handling balance better than cars at many times its price.

The Duster doesn't aspire to budget chic or any such daft notion. It's simply budget, and all the better for it: honest, simple, good enough to make you reassess what you actually *need*, not want, from a new car. I can't claim it steers like an Exige or has a gearshift to match the Boxster, but it does all that stuff entirely adequately. And OK, its interior won't send Laurence Llewelyn-Bowen into raptures, but it has everything you need: seats, steering wheel, radio, all still attached after our thousand-mile off-road battering. We have subjected this simple, brilliant little car to punishment beyond anything that even Britain's most abused Defender has endured, and it has passed with flying colours. Brownish colours, admittedly, but flying brownish colours nonetheless.

Altitude sickness promotes grand, woozy thoughts, and this is mine. The Duster distills the very essence of motoring. Some cars we love for their pupil-melting beauty or for pushing the boundaries of technical possibility. But the main reason we love cars is because they offer freedom, a passport to the furthest-flung corners of the globe. And no car in the world offers more freedom for your quid than the Dacia Duster. Soft, strong and thoroughly canyon-proof, it's *TopGear*'s Budget Car of the Year. Better look elsewhere for lunch, vultures. TG



"A BRUSH OF THE WRONG PEDAL WILL RESULT IN PLUMMETY DEATH"

THE
ALL THE CAR YOU'LL EVER NEED
CAR OF THE YEAR

QUIET HERO.



The time has come to hail the VW Golf for consistency, for quality, for a quiet determination to be the best. Huzzah

The BMW 3-Series wasn't the first sports saloon of its size; there were Alfas and others. The Range Rover wasn't the first luxury SUV – go look up the Jeep Wagoneer. And the Golf wasn't the first compact hatchback, because the Simca 1100 did it years earlier. But BMW, Land Rover and VW, with complete dedication and unwavering direction, waxed and polished their respective templates over generations. They've reached the point where they define their classes and make all their rivals seem like mere impersonations.

So even though this year VW entirely rebuilt the Golf, the character of the thing hardly altered at all. It simply got better. The ride is far smoother now, and it was already pretty much class-leading. It's even quieter, though again it already was almost as good as it got. The interior quality, which was itself for many people reason enough to buy a Golf, has advanced another increment. There's a smidge more agility in the handling. The torquey and economical new 140bhp turbo petrol engine, which when going gently can imperceptibly switch to just two cylinders to save fuel, makes you wonder why people bother with noisy, expensive diesels.

It's subtle to look at. Come closer, admire the details and the finesse of the surfaces and the lines. Stopped or on the move, it feels like it's made of stronger materials than the hatches of other nations.

So why is this the year of the Golf? Because it really is all new. The ambition of the VW Group's fresh components kit is Olympian. It's more flexible, so all the different variants across brands will be more diverse than the 'platform cars' of old. The new engineering has also rationalised production, so that over time it'll save the company billions. That means the Golf is better value than ever.



“It’s hard to find a question for which the Golf isn’t the answer”

Just try configuring a Mercedes A-Class to match your chosen Golf. Then drive them, and it’s the Mercedes that feels like the imposter.

And if it still looks a bit dear, remember that – because everywhere you look there are people who want one – it’s the 24-carat used car. Other mass-brand hatches depreciate faster, eroding their new-price advantage. See? We can do sensible advice here at *TG*.

Sometimes, it can be hard to find a question for which Golf isn’t the answer. It’s right-sized for the city and nimble in the country. Yet at normal motorway speed, a Golf is more relaxed than many big-tyred luxury barges. By plundering the options list, you can spec up all manner of big-car technologies and aids. Even so it carries the advantages of compactness: less fuel, lower costs.

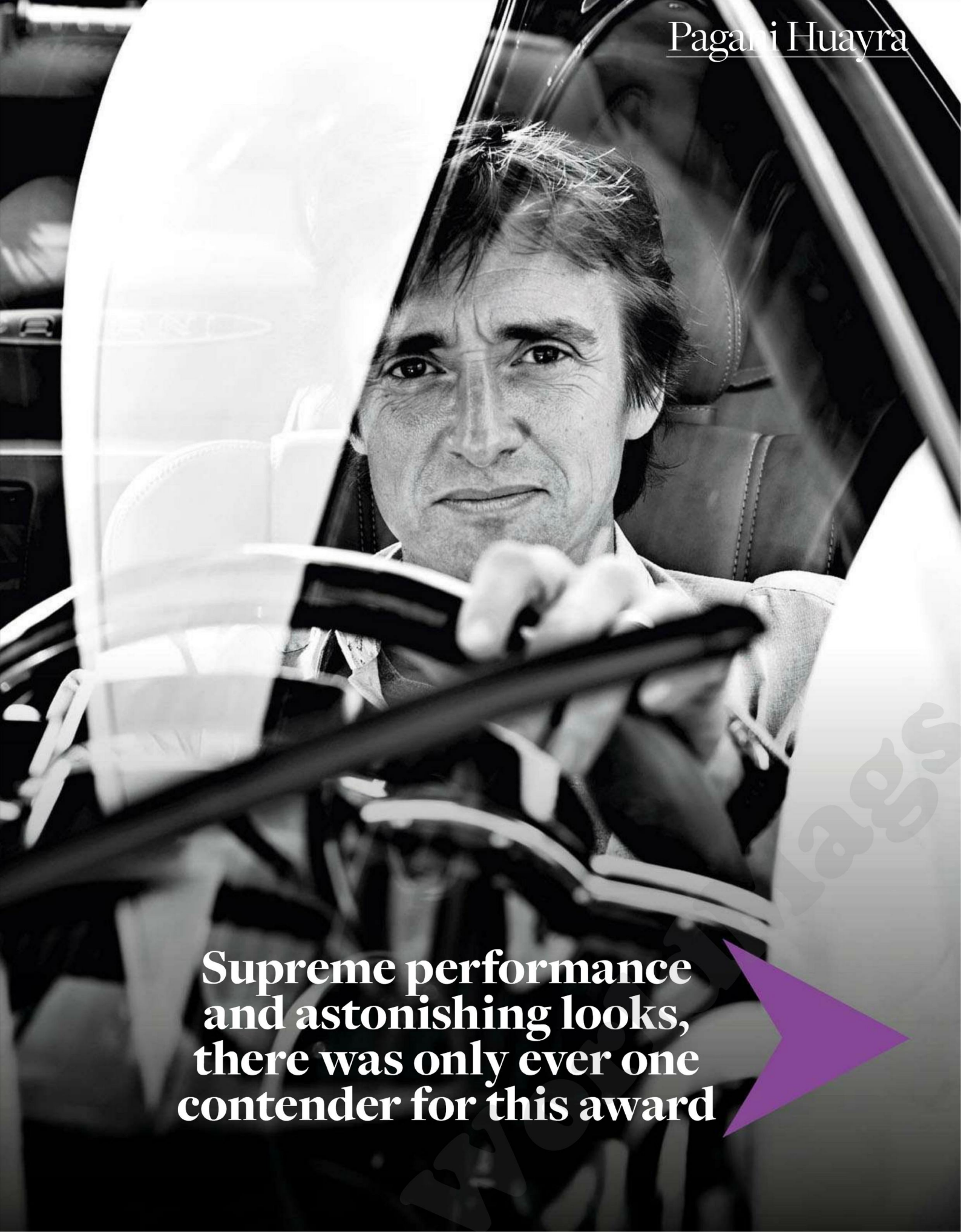
Top and bottom: a Golf is no more car than you need, yet it can be all the car you want.

Lap of the GODS

THE HYPERCAR OF THE YEAR



WORDS: **RICHARD HAMMOND**
PHOTOGRAPHY: **JUSTIN LEIGHTON / ROWAN HORNCASTLE**



Supreme performance and astonishing looks, there was only ever one contender for this award

Pagani Huayra



The Hypercar of the Year is not going to revolutionise personal transport, reinvent motorsport or solve the looming energy crisis. Far from it, in fact. Unlikely to squeeze very much to the gallon, it will be made in tiny numbers and, at around £800,000 – more than three times the price of a Lamborghini Aventador – it will be bought by just a very few, very rich characters who will enjoy the exquisite qualities of a machine so unlikely ever to be a real, material presence in most of our lives that it may as well be a unicorn. And there it is: the Pagani Huayra, perhaps unicorn is the best way to think of it.

You're reading this mag, so you're probably familiar with the story of Pagani's rise from a supercar upstart who set up shop right next door to the big players in Italy, through to the launch of the first Zonda to a truly astonished world in 1999. In just over a decade, Pagani has become established as a mythical maker of fabulous machines whose performance, price, looks and sheer presence have captivated dreamers, car freaks, billionaire playboys and eight-year old kids.

Maybe bedroom-wall posters are too often quoted as barometers of a supercar's desirability. But I am going to do it again. The editor of this magazine grew up with a poster of a Lamborghini Countach decorating his wall. So did I. His son now has a poster featuring a Pagani Zonda on his wall. So do I. And I'm not joking. I'm 42 years old, have two kids, a mortgage and eye bags like an elephant's nutsack, but I have a poster of a supercar on my wall. Not just any poster either. This one isn't particularly large and it's a bit creased from where I stuffed it in my bag to bring it home, but it features a beautifully executed, pencil design sketch of a Pagani Zonda and it's by Horacio Pagani. And it's signed by the man himself. Therein lies a clue: "the man himself".

Here's what Horacio Pagani has to say in the first paragraph of his overview of the outgoing Zonda. He's just giving you the headline points here, the basics you need to know about his £800,000 car. "And like a passionate lover, the melodious performance arises from the engine and gradually grows ➤

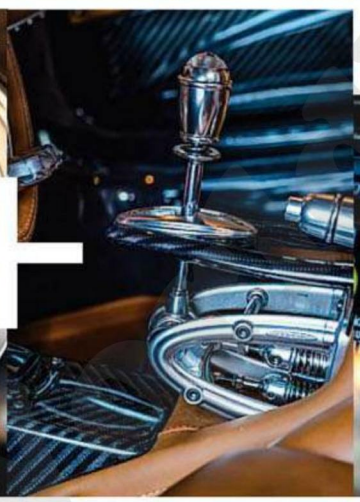


> I WANT THE HYPERCAR OF THE YEAR TO BE THE STUFF OF DREAMS AND FANTASY





Each switch, each knob, each toggle is milled from billet aluminium and is a work of art. It's craftsmanship unlike anything on any other car



A rare and beautiful beast whose interior is like an S'n'M operating theatre for the Nautilus... well, that's what Richard says anyway





> ART SPILLS OUT ALL OVER THE PAGANI HUAYRA; THE BODY, STILL CAB FORWARD, STRAINING TO HAVE AT IT, IS SMOOTHER AND MORE ROUNDED THAN THE ZONDA'S

Pagani Huayra



Pagani Huayra







to a fascinating and vertiginous crescendo until blazing bright-blue flames come spurting out..." Yes, "spurting", he actually says spurting.

Compare, if you will, words taken from the Lamborghini website giving a similar overview of the Aventador. "Going far beyond what was previously thought possible is just as much a part of our brand as our core values: uncompromising, extreme, Italian." Brand? Core values?

On the one hand, we've got an actual man, the man whose name appears on the product, apparently tipping his concrete over the way the car delivers its power and spurts blue fire, and on the other, we're being lectured on the company's corporate mission statement. I don't want a PowerPoint presentation, I want my trousers to sizzle with the sheer exuberance and thrill and wonder of it all. That's why a Pagani graces my wall on a poster, even if it's not likely ever to grace my garage as a car.

I want the Hypercar of the Year to bring all the magic, mystique and myth of a unicorn, to be the stuff of dreams and fantasy. And if that's going to be the case, it really can only be the Pagani Huayra. This is the long-awaited replacement for the Zonda. It's been a long, long time coming; from being dreamed up in 2003, to becoming a reality nearly 10 years later. But I should imagine unicorns have an exceptionally long gestation period.

Back in 2003, Pagani felt that the Zonda was nearly done. He wanted to replace it with something completely different but that still pulled whatever clever trick it was that allowed the Zonda to blend nerdy science with passionate, automotive art.

The Zonda didn't exactly come to a sudden halt though. While Pagani's imagination toyed with the Huayra, the company made the Zonda Roadster S, Zonda F, Zonda R, Zonda Cinque and Zonda Tricolore. Now, finally, and only when Pagani believed it was properly ready, the team has wheeled out the Huayra, named after a South American god of wind, on account of the consideration given to aerodynamics and stuff.

It's longer and wider and more powerful than the Zonda, using a specially designed AMG V12, making a huge 730bhp. But the headline figure is the torque: it has 738 of the buggers.

The key issue is that it's moved on from the Zonda. But that progress has not been at the cost of its identity. Some would have predicted that this young upstart supercar company, fizzing with youthful exuberance and excitement, making crazy-ass supercars literally just down the road from Ferrari and Lamborghini, would have come over all confident and corporate when its first car was such a monumental hit. Its second might have been more sensible, tamed like an Audi-influenced Lambo. But no, really, just no. The thing is still crazy.

The interior is a fantasy of leather and sculptural chrome; if Captain Nemo had got together with a very high class S'n'M Madame to design an operating theatre for the Nautilus, it would look like this. This isn't bling in this cockpit, it's kinky art. And art spills out all over the Huayra; the body, still cab forward, straining to have at it, is smoother and more rounded than the Zonda's, with aerodynamic flaps tucked away at the corners, ready to move out and work with the active suspension to keep the car stable through corners. It's the first car in the world to be made entirely from carbotanium: a composite material blending carbon fibre and titanium strands. The resulting car is lighter than one made from carbon fibre, stiffer than one made from carbon fibre, but unlike one made from carbon fibre, it doesn't shatter if you crash. But I can never quite get away from the thought that Pagani chose the stuff mostly because of the name 'carbotanium'. It just sounds incredibly futuristic, and futuristic is always good.

> "THE TRACTION-CONTROL LIGHT CAME ON. IN SIXTH"

The engine was specially designed for the Huayra by AMG, whose engines have powered all of Pagani's cars. Much work was done to keep the power delivery linear, without lag from the twin-turbo V12, and the resulting thrust is shocking at a primal, instinctive level. On our track, the traction-control light came on a couple of times, letting me know that it was keeping the rear wheels from spinning and I was going in a straight line. In sixth.

It has a better power-to-weight ratio than a Bugatti Veyron, but it's all being served up to the rear wheels only. And I love that about it. It's a reminder that despite the price, the lavish materials and the active aero, this is still a fanciful, beautiful, crazy piece of art.

I can only ever come back to the same point about the Huayra. It's driven by the passion of one man. In order to realise his dream, he has surrounded himself with the best designers and partners he can. But nevertheless, it's something that has dropped out of his head and onto a poster on our bedroom walls, if not actually, in most cases, into our garages. What he's done is present us with his living, breathing unicorn and that makes it, to me anyway, a very, very special car indeed. TG



JUDGEM



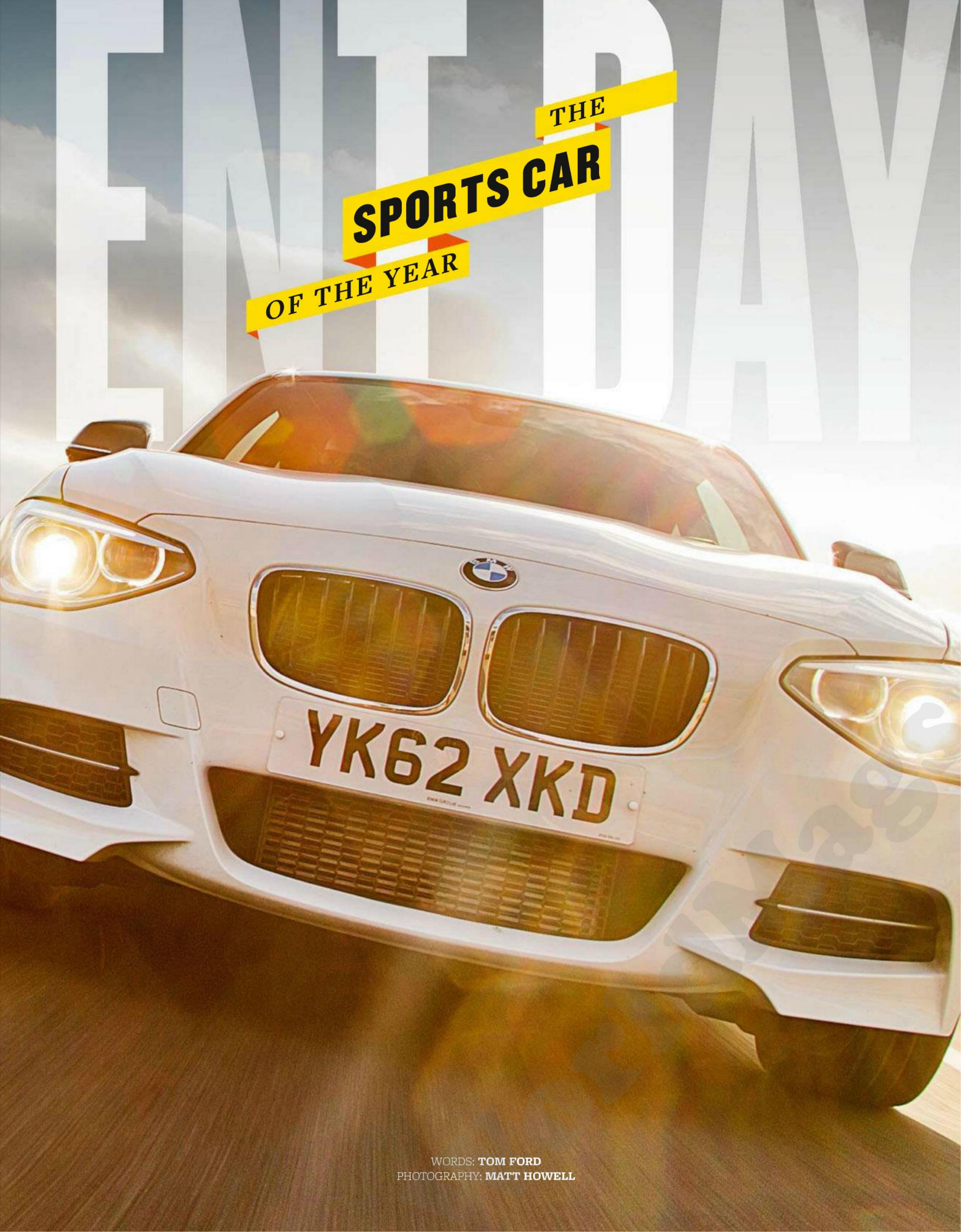
When it came to *TG*'s Sports Car of the Year, two cars divided opinion so much that they required one last test. Stand back, and release The Stig ➤

The Stig is coated in Teflon. This is possibly the only answer I can provide, given that he's just appeared striding across a recently ploughed Lincolnshire potato field, yet has arrived spotless, eye-cringingly white, his race boots unsullied by the thick mud.

As ever, he simply marches up and holds out a hand, demanding keys. And, as ever, I try to engage him in conversation and get absolutely nothing in return, except for a slightly impatient beckoning motion and a sense that I am, somehow, an imbecile. So I toss him the keys to the Porsche, and watch as he snatches them perfectly out of the air *while looking the other way*. He then walks up to the Boxster, slides into the seat, prods every available button to maximum – except for the PSM traction control, which he disengages – dials up about 4,000rpm and exits in an acrid flurry of tyre smoke. The little Porsche howls in delight, the rest of us just stand there and watch.

A few minutes and several – ahem – extremely rapid and tidy laps later, he slams to a stop in exactly the same place and the process is repeated. I lob him the keys to the BMW M135i and he slithers away, the white 1-Series's turbo ➤

THE SPORTS CAR OF THE YEAR



WORDS: **TOM FORD**
PHOTOGRAPHY: **MATT HOWELL**

M135i vs Boxster



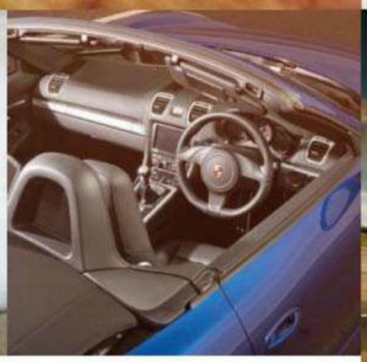
Porsche is down on power, but not on finesse


Rare straight line moment in the M135i











straight-six a guttural counterpoint to the Porsche's flat-six yowling. The BMW looks more of a handful, but The Stig seems to be able to collect even the most ridiculous slides with ease. And then he's back. But he seems somehow... undecided. He looks at the two cars, and cocks his head slightly, like a very scary puppy. And holds out his hand again.

We can forgive the indecision. Because as much as *TopGear* enjoys a good argument, in 2012 two cars have stood out as being exceptional in the loosely termed Sports Car category. And the pair fought each other to a standstill in the office shouting that constitutes our peculiar electoral campaign system. Those two cars were the BMW M135i and the new Porsche Boxster. Which obviously required a decider, no-holds-barred, road and track, plus Stig. And yet, The Stig, usually a proponent of instant non-verbal decision-making, is heading back out (again) to try to get to grips with which of these two he prefers. Which, at the very least, confirms that we were justified in our confusion.

Of course, it looks like we're making the mistake of comparing fish with horses: one car is a two-seat, mid-engined sports car with natural aspiration and a decidedly slinky demeanor, the other is a slightly frumpy hatchback with a big turbo motor and four seats. But look more closely. They're both reasonably sized, rear-wheel drive, six-cylinder, premium cars that hit 62mph from rest in the fives. They both comfortably exceed 150mph, and are aimed at the kind of person that – while they enjoy driving – also sees the value in day-to-day utility with a dash of quality. Real-world cars for real people. While The Stig is continuing his assessment, I decide to chase him. He's left me with the BMW, so I fire up the 3.0-litre twin-scroll turbocharged straight-six and follow him out.

The little BMW is – frankly – a bit of a shock. It might look a bit dowdy, bespoke wheels and large blue brake calipers aside, but the effect of 320bhp in a car that weighs 1,500kg is punchy to say the least. It's eyebrow-raising fast. But that's not even the real story, because the way this car unravels itself up a road, with 332lb ft available from a remarkable 1,300rpm, means that it feels earthquake brawny – the torque making the biggest impression from the driver's seat. The car we have here is equipped with the optional £1,600 eight-speed automatic which drops the 0–62mph time to just 4.9 seconds. And it's brilliant, surfing the torque and flitting between ratios, but the overriding impression is that the BMW feels like a little muscle car: big engine, small car, enthusiastic cornering attitude. In these slightly damp conditions, it's ridiculously tail happy, although it hasn't got a traditional limited-slip diff. There's an Active Differential Brake (ABD) in Sport mode that restricts torque to the spinning inside wheel, and an electronic diff lock in DSC-off mode, but neither really gives the impression of aping a mechanical locker. Mind you, in the dry, it's less aggressive than a traditional locking diff – as found in a full-fat M car – and thus possibly less effective, but in the greasy damp, you can slide around all day and then fail to kill yourself even when the rain clears.

That's not to say the BMW hasn't got skills though. The M135i sits between the M Sport styling and suspension grade and a full-on M car, niching itself as M Performance. So it gets bespoke suspension, the tweaked engine, big brakes and a few other bits that make it stand out. It translates as a car that's softer and easier to handle than a full-on M, but much punchier than you expect. Which makes it a real road weapon – soft enough to cope, fast enough to scare yourself silly if you feel like it. It's good on the track too, though the variable-rate steering – standard on the M135i – can give mixed messages when you're flippering madly from high-speed, looping S-bends to tight chicanes. It also feels slightly numb – there's a surprising lack of understeer, followed by easily provoked oversteer, but it might be even more fun if you knew more instinctively what those front tyres were up to. It's supple on road, but unsurprisingly feels a little soft even in Sport Plus mode on track, still with sticky-footed levels of grip if you try to be neat. But it's noisy and up for it, laugh-out-loud fast and *fun*. In a way that it never looks like it will be. It is, for all the BMW cliches, a proper little demon and absolutely brilliant.

A few laps later, The Stig simply forces me to a stop by parking in the middle of the circuit with the door open, and I'm prised unceremoniously out of the BMW. So I hop into the little Boxster, and get confused all over again. Mainly because this isn't anything like the BMW. At all. ➤



Push too hard and the BMW does this. Yay!

> "ONE IS A MID-ENGINED ROADSTER, THE OTHER IS A SLIGHTLY FRUMPY HATCH WITH A BIG TURBO MOTOR"



Porsche much happier being fleet and neat

WATCH VIDEO
TG MAG EXTRA

The Porsche's ergonomics are second to none

> THE STIG BATTERS BOTH CARS UNTIL THE PORSCHE IS RUNNING ON FUMES AND THE BMW HAS BALD TYRES





This is pointless and slow, and yet huge fun







Looks like the little blue car is cheating to us



M135i vs Boxster



WINNER

BMW M135i

PRICE: £29,995
PRICE AS TESTED: £37,900
0–62MPH: 5.1secs (man)
TOP SPEED: 155mph (limited)
ECONOMY: 35.3mpg combined
CO_2: 188g/km (man)
KERBWEIGHT: 1500kg
ENGINE: 2979cc, 6cyl in-line front-engined, petrol turbo
POWER: 320bhp at 5800rpm
TORQUE: 332lb ft at 1300–4500rpm (with overboost)
GEARBOX: 6spd man/ 8spd auto, RWD

PORSCHE BOXSTER

PRICE: £37,589
PRICE AS TESTED: £49,186
0–62MPH: 5.8secs
TOP SPEED: 164mph
ECONOMY: 34.4mpg combined
CO_2: 192g/km
KERBWEIGHT: 1385kg
ENGINE: 2706cc, flat six mid-engined, petrol
POWER: 265bhp at 6700rpm
TORQUE: 206lb ft at 4500–6500rpm
GEARBOX: 6spd manual, RWD

For a start, the 2.7-litre is naturally aspirated and swaps turbocharged grunt for deliciously precise throttle response. You have to rev the Boxster all the way to the red line to really make it shift, and it never has the sodding great wave of torque that makes the BMW so punchy on the road. But it's sweeter and more tuneful, and you snick between ratios and rev-match downshifts almost instinctively. You sit lower, and the steering is more transparent than in the BMW, allowing you to play within the limits of grip with more confidence. And the mid-engined layout has more natural balance in the first place, so you push harder and harder without really noticing. In the BMW, you end up having a polite wrestle at very high speeds. The Boxster simply gets better and better the more you push. Most startling is the lack of understeer in even the tightest of corners, the Boxster nailing itself to whatever you point it at, with just a graceful exhale of oversteer through a corner exit. It hasn't got a limited-slip diff either, but never really feels like it needs it, because the relative lack of torque doesn't really upset the car as much as the BMW's typhoon mid-range. The only real thing you consistently think is that the chassis is so talented, it could handle more power. A lot more power. Which is a huge compliment.

And here's the kicker: the Boxster is no slower around this little circuit. It might have 55bhp and 126lb ft less to play with, and be just under a second slower to 62mph, but it weighs 115kg less and has a fluidity the stubby M135i can't match. It finds grip and finesses it, where the BMW digs and claws. An object lesson in mid-enginedness. It's the best sports roadster on the market right now and I'd go so far as to say that it's a better pure sports car than the BMW M135i, full stop.

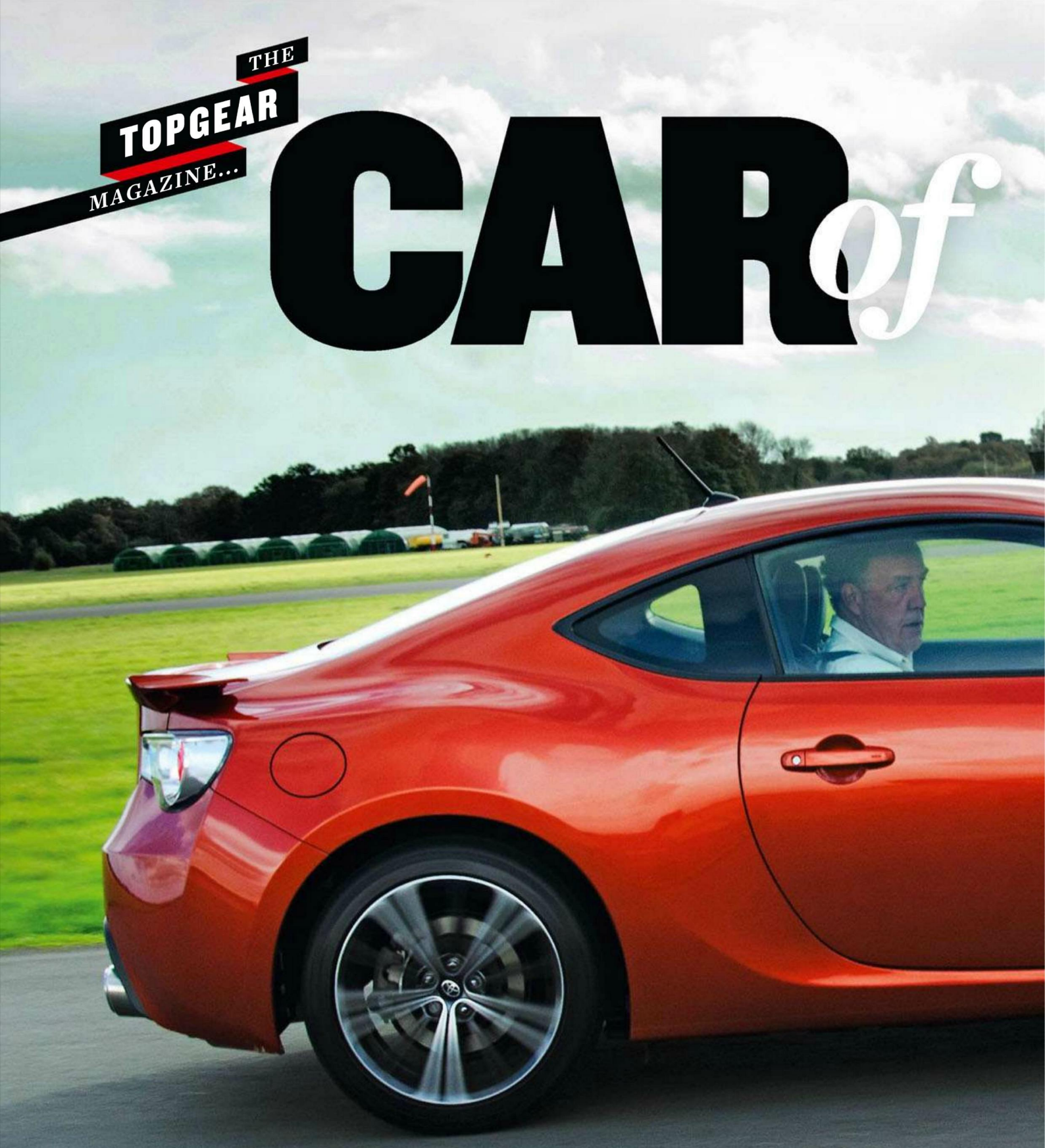
This has confused The Stig, who batters both cars around the track until the Porsche is running on fumes and the BMW is trailing round tyres that have suspicious little canvas bits peeping through like an untucked shirt. Neither seems to gain a definitive performance advantage and The Stig simply screeches to a halt mid-lap, stares hard at both cars, and stomps off to wherever it is that he goes. As he leaves, a small puff of exasperated smoke wafts out from underneath his visor. Funny that, because before we got here I thought he'd prefer the purity of the Boxster, even through the exciting fug of BMW lairiness. I thought that there'd be considerable decision weight in its mid-enginedness, and the fact that when you think of a sports car, nine times out of 10, you'll picture something Porsche-shaped.

But the Porsche doesn't win this test. The issue with the Boxster is that it's actually not very surprising. It *is* the best roadster, and it *is* a masterclass in dynamics. But we expected that. We'd have been mortally offended if it wasn't. And you pay for the brilliance – you have to shell out £37,589 for a base car, and it doesn't arrive with a glut of standard kit. The straight manual Boxster we had here was relatively lightly specified, and still came out as costing just under £50k. Which is mental, when you really think about it.

But don't go thinking that we're simply giving this *TG* Award to the cheaper car. Because that's not the only reason that the BMW M135i wins. It wins because it exceeds its remit by some margin. It explodes a few myths about BMWs. It offers fun and laughs and a sense that what you buy for £30k is proper value. As standard you get a 6spd manual, the 18-inch wheels, leather, xenons, the Drive Performance Control system, Bluetooth and a lot more. You could have the car here, as specified, for around the exact price of a Boxster with bare bones, and if I were in the market for that Toyota GT86 for £25k, I'd seriously be thinking about waiting a while longer to save up. Even so, most of the options on our test car we could live without – though for once we would seriously consider the 8spd auto if the commute involved lots of traffic. But more than that, it's the fact that the BMW just seems to have more of the things that make up a car that appeals to *TG*. It's ever-so-slightly humdrum-looking, but has the pace to make supercar owners wince. It's fun to drive, but not lethal and would fit into a whole raft of people's lives without burdening them with too much BMW performance car baggage. It's one of the best cars BMW makes. And, as it happens, this incredible, exciting, improbable, actually very humdrum-looking little hatchback turns out to be the *TopGear* magazine Sports Car of the Year. TG

THE TOPGEAR MAGAZINE...

CAR of



My lords, ladies and gentlemen, glasses to the Toyota GT86, a car

the YEAR



WORDS: **JEREMY CLARKSON**
PHOTOGRAPHY: **ROWAN HORNCASTLE**

please be upstanding and raise your that proves cheap doesn't mean crap

While driving through America recently, James May and I happened upon a car of such unparalleled awfulness that we slowed down to get a closer look. It was called a Nissan Versa, and I simply can't imagine what the design team was thinking of when they were styling it. The Austin A35, probably.

Both of us agreed it was the worst car we had ever seen and that, in all of our lives, we'd never encounter a machine that we'd like the look of less. But then, round the very next corner, we stumbled upon a Chevrolet something or other which was even more terrible. Part Chrysler PT Cruiser and part Morris Traveller, it was a disjointed mishmash of nothing that anyone likes.

And then later, while hanging around in a San Diego car park, we noticed another car. We had no idea what it was. It had four wheels, four doors and was made from metal. There were windows and doors, and neither of us could come up with a single reason why someone should have bought such a thing.

It wasn't as stupid as the Nissan and Chevy we'd seen earlier. In fact, it wasn't stupid at all. Nor was it ugly. It was nothing. It was just a car-shaped hole in the view. Later, we learned it was a Hyundai. We even found out which model. But we can't remember now.

I'll be honest. I struggle to put a name to most of the cars I see on the road today. Gone are the days when you could spot a MkI Cortina even though you had only caught a glimpse of its rear tail-lights. Now, many cars are just tools, as individual as washing machines. They come. They get reviewed in *What Car?* They go.

Of course, there are still a great many expensive cars to keep the world's car designers and enthusiasts happy. But ordinary cars, cars that cost less than £150 million? Cars that people other than Sir Elton John can buy? No. Mostly, they are front-wheel-drive two-litre diesels with cruise control to help out after you nod off.

That's why I like the GT86 so much. Because it's come barrelling into the bottom end of the marketplace with a big, dirty smile on its face and a suggestion in the way it stands that it would like to have fun with your middle parts. It's a car designed for one thing only: fun.

First and foremost, it has rear-wheel drive. This is very important. Of course, you can propel a car by the front wheels in the same way that you can make a sauce using cornflour. But if you want to do it properly, you need a roux. And that means turning the engine around and fitting a propshaft.

Yes, it's more of a faff, and you end up with a smaller boot and less space in the cabin, but these things should not trouble the genuine petrolhead. Because when you have rear drive, you have balance. You have a division of labour. The front wheels to the steering. The ones at the back to the propulsion.

Also, when you have rear-wheel drive, you can do better skids. And to make sure you can do those skids at low speeds

"The GT86 has come barrelling into the marketplace with a big, dirty smile on its face. It's a car designed for one thing: fun"



– so it's nice and safe if (when) something goes wrong – the GT86 is not fitted with fat, grippy tyres. Instead, it sits on the same rubber Toyota uses on the Prius.

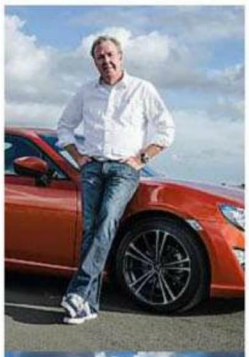
Of course, there's no point going to all the trouble of fitting rear drive if you then put the engine from an electric screwdriver under the bonnet. See the original MX-5 for details on this. And, at first, I thought Toyota had fallen into the same trap.

Two litres in a modern heavy car doesn't seem like enough. But it is. Just. And 'just' is enough. Because it means you can get the car into a slide and hold it there. Well, *you* can't, obviously, because you are on a road. But you could, if you weren't.

The GT86 is a lovely car to drive. The steering is without fault, the ride is sporty without being stupid, the handling is epic, the grip is poor, by which I mean excellent, and there is enough oomph to ensure you aren't last away from the lights.

Inside, you get all the toys you need and none that will only ever be used once, by the salesperson in the showroom, and then never used again. Apart from cruise control.

Likewise, Toyota hasn't bothered with much in the way of hand-stitched leather or carbon-fibre cupholdery. Because if it had, the car would have been £35,000. And that would have put it up against a BMW M135i in a battle it couldn't win and shouldn't be fighting in the first place.







Normally, I would argue that there is no such thing as cheap and cheerful. There is cheap and disgusting or expensive and cheerful. But here is an exception. It is cheaper than a BMW M135i. And it is more cheerful. It's not especially good-looking, and it doesn't make an especially intoxicating noise. And it only seems to be available in quite the most revolting red I've ever seen. But none of this matters once you push the starter button, put some tunes on the stereo, snick it into first and set off.

In traffic, you'll be in a car, same as everyone else. You're no better off than Simon Cowell in his Roller or that foolish idiot in the Nissan Versa. It's the same story on the motorway. But there will come a moment when the traffic thins, the police aren't looking and there's a nice bit of road ahead. At a time like this, a GT86 will make you happy.

You will be revelling in the sort of thrills normally only on offer to the super-rich, but your thrill is better, because it's not scary. To make a Ferrari misbehave, you need to be doing Mach 2. To make a GT86 squirrel about, you only need be doing 20.

And even then, it's so composed that you know exactly what you should do next. Brake is my suggestion. And then get in the back. Because this car is so well sorted, it'd probably make a better fist of rescuing the situation than you would.

It's not a great car. But it is a very good car at a great price. Which makes it a pleasant oddity. And that's why it's my choice for Car of the Year. It is also the reason – after a long argument involving lots of people shouting about Range Rovers – that the GT86 scoops the big prize. This is the *TopGear* magazine Car of the Year. And a worthy, cheap, and terribly amusing winner it is.



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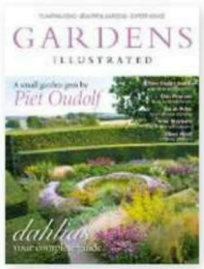

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VAUXHALL MALOO

P179 Hazard Yellow, smoky and utterly insane. *TopGear* welcomes some Aussie sunshine to its garage





THE REAL-WORLD, LONG-TERM SECRET TEST SILO OF TOPGEAR MAGAZINE. GADGETS TESTED, CLAIMS VERIFIED. AND IF BITS FALL OFF, WE SPILL THE BEANS...

FEATURING



BMW M5

P172 Goodbye ridiculously powerful BMW



VELOSTER

P173 Time for the standard Veloster to leave as well...



VAUXHALL ASTRA

P173 The VXR goes to the BTCC finale at Brands Hatch



INFINITI M35h

P174 Another farewell as the, ahem, bulbous Infiniti heads home



JCW ROADSTER

P174 The Mini is cracking up. Quite literally. Eeek



FOCUS ST WAGON

P175 Hello Hot Hatch of the Year, and welcome



KIA CEE'D

P176 Do not buy this car if you are a badge snob...



NISSAN LEAF

P176 Life with an electric in London continues apace



PEUGEOT 208

P177 A saucy little French number joins the team



CITROEN DS5

P177 The DS5 has romantic lighting. Pucker up...



GRAND CHEROKEE

P178 Lovely engine, but terrible retro satnav



MERC B-CLASS

P178 Smaller wheels improve B's ride. Good news



GOODBYE: BMW M5

POWER PLAYER

And so six months of trying to aim the 1,945kg, 575bhp, 4.4 V8, £73k 5-Series around the UK is over. As the man from BMW comes to collect it, we're left thinking about the question posed at the beginning of this test: is the M5 really a five-seat supercar? The short answer is yes. Everyone that managed to prise the keys from me came back with their jaw on the floor.

The M5's twin-turbo propels the BMW's not inconsiderable mass at the horizon in a manner that would leave many supercars blushing, and it does it all while still offering the standard 5-Series's practicality.

But it's not just the M's ability to warp physics that impressed. My daily, 100-mile commute combined all of the greatest strengths of the M5 and allowed it to really showcase its talents. Demolishing B-roads is one thing, but the M's ability to munch motorway hauls with ease, cruise through the urban grind and deliver you to your destination feeling relaxed really showed its strength and depth.

While its diversity was great, there were frustrations. Like it or not, legislative pressures mean the turbos are here to stay, as a way of delivering increased performance while returning (slightly) better figures. But the M5's change from naturally aspirated V10 to bi-turbo V8 makes a huge difference to the car's personality. Put bluntly, the Ultimate Driver's Car is now the Ultimate Figures Car. You can't argue with the performance, but it's less engaging.

Gone is the ear-curdling noise, drowned out by the whoosh of turbos. Even with the addition of an excellent Akrapovič exhaust, the M5 never quite delivered the visceral V8 onslaught we'd hoped for. The irony here is that BMW is the master of turbo integration – the 1-Series M is among the best – but it's just a shame that in this deployment, the turbos are allowed to take centre stage.

ARRIVED
June 2012

SPEC
M5

PRICE
£73,065

MILEAGE
10,221

TEST MPG
19.7

WHY IT'S HERE
Is the M5 a five-seat supercar?

WRITTEN BY
Charlie Turner

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The other thing you'll never shake is the M5's mass. At 1,945kg, it's carrying a lot of weight (a 30 per cent increase on its great, great, great... grandfather – 1981's E28). While it masks a lot of its flab under a wave of power, you're aware complex algorithms are working deep in the black box to keep Newton at bay.

There's no disputing that the M5 is an awesome piece of engineering, but in a world increasingly strangled by legislation and overcrowded roads, opportunities to unleash it are rare, and when they come, you miss the purity that other M cars delivered. The other chink in the M5's armour comes from its 'junior' relations. With the 535d as imperious as it is, and with the next generation of 5-Series seeing the arrival of the triple-turbo 550d, the M5 might become impossible to justify...









1. 575bhp 4.4 V8 is awesome, but it needed a better soundtrack
2. We tried to make it louder by adding this. It helped, but could be louder still
3. The M5 doing what it does best, but you need a lot of space to have this much fun

"THERE'S NO DISPUTING THE M5 IS AN AWESOME PIECE OF ENGINEERING"



BMW M5 TEST NOTES

GOOD STUFF

- Immensely capable supercar killer that combines insane performance with all the standard 5-Series practicality
- The interior is a lovely place to spend time, especially with the Cohiba brown leather interior
- We liked the understated muscular looks in Stig-spec white

BAD STUFF

- While truly awesome, the V8 didn't have the soundtrack to match the performance
- We struggled to get the M5 above 20mpg average... tricky
- With the 535d being so good and the upcoming 550d staggering, it's becoming increasingly hard to justify the ultimate 5-Series





VAUXHALL ASTRA

ARRIVED: October 2012
SPEC: VXR
PRICE: £26,995/£30,355
MILEAGE: 4,138 **TEST MPG:** 21.5
WHY IT'S HERE: Has Vauxhall created the ultimate hatch?
BY: Owen Norris **FOLLOW OUR CARS ON TWITTER** @topgeargarage

Most hot hatches have pretty hardcore followings, and the VXR crew are up there with the most hardcore of all. It gets a decent respect from them out on the road with a friendly thumbs up, and I've been stopped in car parks and asked the same questions a few times now: "What's it like? Is it quick?" "It's great" and "Bloody," I reply. So I thought I'd track them down in their own environment and see what they think of the new GTC VXR.

So, on a cold, wet and windy Sunday morning, I headed off to Brands Hatch for the final round of the BTCC. Although there isn't

"IN THE PAST, MOST HOT HATCH OWNERS COULDN'T GIVE A MONKEY'S ABOUT FUEL CONSUMPTION"

a factory Vauxhall team running any more, there's an old Vectra and an Insignia still racing, and it doesn't stop Vauxhall bringing its truck along to cater for the passionate VXR hoards. They all love the new VXR. The styling is spot on, and the performance figures are a giant leap from the old car. A couple of them grumbled about the price, however, and that's fair enough. I wonder if the new car will sell as well as the old one. It deserves to. I had a good blast down on quiet roads, and it is bloody capable and a lot of fun. Licence-losing fun, though – I'll have to be careful.

In the past, most hot-hatch owners couldn't give a monkey's about fuel consumption. As long as it looked hard and went like stink, it was all good in da hood. But now, it's hard to ignore the fact that this VXR is crap on fuel. Maybe it's because I do 90 per cent of my miles commuting in town, and with a big turbo coming on boost out of every junction, it's around the 20mpg mark. Ouch.

It's also not the easiest car to drive slowly. It's a car that needs to go quick to be smooth, and that isn't easy in a big city.



GOODBYE: HYUNDAI VELOSTER

VELO: DRONE

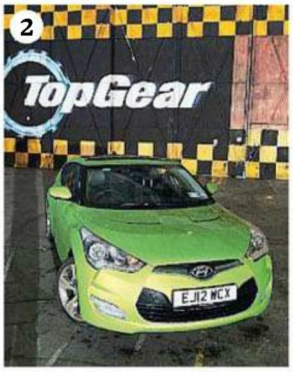
Let's cut to the chase. The 1.6 naturally aspirated engine struggles massively for lowdown torque. From a standing start, it's just too damn slow. If you are being pulled in by this car's distinctive identity, I have no doubts this will be your major sticking point. Perhaps it's not helped by the manufacturer carving a veneer that looks like it wouldn't be out of place in *Fast and the Furious 12*. It looks like it should be a bit lairy. It looks like it should be able to pull away from the lights faster than a milkfloat. It can't. You have been warned.

At the time of writing this, there are still very few Velosters in the general population. This is probably a big reason why it gets so much attention, even six months in. A lot of the feedback is positive, especially from younger people. And the comments I got from a host of passers-by over the months suggests the Veloster's styling has scored highly, a big win for Hyundai, considering this is intended to be a 'statement' car.

Another positive is that once it gets up to speed it drives well. The engine can do 85mph on the motorway all day and the ride is reasonable.

My commute is city-based, so a lot of stopping and starting. The V certainly doesn't excel in these conditions, but on a longer, more uninterrupted drive it becomes a better car. The space is pleasant enough for the driver and whoever's riding shotgun. But the same isn't true for the space at the back – it's tight and plasticky in there, an unnecessary cupholder thrown into the mix between seats plus the extra bamboozlement of which side has a door. Maybe Hyundai would benefit from simplifying that situation on any future editions.

Can I recommend it? Yes, but only if you're sold on the styling, your commute is compatible with the car's skillset and you're prepared to work around the engine's flaws. Which suddenly sounds like a lot of forgiveness to find in your heart. Will the Turbo redress the balance? Find out next issue.





ARRIVED July 2012
SPEC 1.6 GDi Sport
PRICE £20,500 £22,045
MILEAGE 3,895
TEST MPG 39.4
WHY IT'S HERE Is it "an accountant in a clown suit"?
WRITTEN BY Ian Stevens
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1. The jet looks good AND goes fast
2. Veloster tries to muscle into this issue's cover. Fails
3. The Veloster's ambitions are jumbo-sized, but the engine lets it down massively

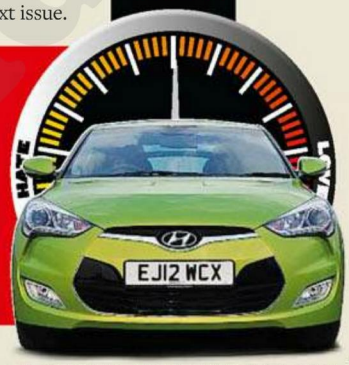
HYUNDAI VELOSTER TEST NOTES

GOOD STUFF

- According to the feedback from the street over the past six months, the styling has scored highly, especially with the kids
- The sweeping glass roof creates a light, airy feel to the driver space
- The engine is fine, once it's up to speed

BAD STUFF

- That three-door thing gets tiresome rather quickly...
- The sweeping glass roof does have a negative impact on the space at the back. Taller passengers will find themselves with their heads pressed against it
- From a standing start, the engine is too slow to get off the mark





GOODBYE: INFINITI M35h

THE END OF INFINITI

In our final weeks together I've racked up some decent mileage in the M35h, shuttling between London and Birmingham for *TopGear* Live. Those motorway miles brought home to me just how good a tourer the Infiniti is. The 300bhp V6 provides ample grunt, the ride is silky smooth, the seats are mega-comfortable and the cabin is spookily quiet – unless, of course, you have the rather brilliant Bose sound system cranked up to 11. Short of a luxury barge, not much will devour motorway miles more dismissively than this Infiniti.

So yes, I've warmed to the M35h over our six months together. Even its packaging foibles – most notably a chronic lack of bootspace owing to the hybrid's huge battery pack lurking atop the rear wheels – are more than made up for by its sheer luxuriousness and immaculate build quality. But looks play a big part in this market and I've struggled with the styling of our M35h. Last month I suggested a set of 20in alloys could make all the difference, as our car's standard 18s are lost within those big wheelarches. And by happy coincidence, the Infiniti stand at *TG* Live featured an M35h on gunmetal-grey 20s, which transformed the car from bulbous oddity into a slightly less bulbous oddity. In fact, it actually looked pretty good.

And maybe I'm not the only one beginning to appreciate the M's unique looks. When the first images of the new Quattroporte landed in the *TopGear* office, telly script editor Richard Porter (or @sniffpetrol, as you might know him) astutely tweeted the glaring similarities between the Maser's rear end and that of my Infiniti. Pure coincidence? Or have the designers down in Modena paid the Japanese the ultimate compliment?

Still, despite the Infiniti's many redeeming features, ultimately it comes down to this. Would you choose an M35h over the BMW 535i, a car Clarkson said was "the absolute best of everything we know"? Logically, no, you wouldn't. But you'd never buy an M35h to be logical. You'd buy one to be different, to demonstrate your individuality. Or "individualiti", as the Infiniti website rather irritatingly calls it. Guys, time to invest in a dictionari.







ARRIVED May 2012

SPEC 3.5 V6 hybrid

PRICE £46,845 £47,254

MILEAGE 7,499

MPG 25.4

WHY IT'S HERE Does a fast but soft hybrid make sense on UK roads?

WRITTEN BY Adam Waddell

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1. A set of 20s will fix just about anything. As seen on the Infiniti stand at *TG* Live 2. & 3. Infiniti M35h and the new Maserati Quattroporte. Or is it the other way round?

INFINITI M35h TEST NOTES

GOOD STUFF

- In six months I've not seen another M35h on the road. I've enjoyed the novelty of it
- Beautifully built. Up there with the Germans
- Rammed with clever tech and features. And Infiniti's customer service is second to none

BAD STUFF

- It's a bit odd-looking. Big wheels help but some things can't be polished. If you get my drift...
- The hybrid badge might make you feel good but 25mpg ain't exactly green
- Bootspace is severely compromised by batteries





MINI JCW ROADSTER

ARRIVED: June 2012
SPEC: JCW Roadster
PRICE: £24,860/£31,325
MILEAGE: 5,510 **TEST MPG:** 32.1
WHY IT'S HERE: Is this the Mini soft-top of choice?
BY: Esther Neve **FOLLOW OUR CARS ON TWITTER** @topgeargarage

***TopGear* doesn't do** consumer advice, but if we did, we would most definitely recommend getting windscreen cover as part of your insurance policy. It costs but an extra few pennies, but it could save you many, many pounds should a pernicious stone attack your screen. We know this because the Mini has suffered a chip and double-crack disaster, and we have done some research into the cost of the repair/replacement. Prepare yourself for a shock.

While a repair can be achieved for as little as an attractively purple-coloured note of the realm, a replacement windscreen for the JCW Roadster from Autoglass tips the scales at a *massive* £882.13. Even with a first-time-I've-ever-used-Autoglass discount, it would still cost £623.40. This is a lot of money. It's worth taking into account that this is for a car with auto headlights and auto wipers, but still... nine-hundred quid is a vast amount of cash for a piece of glass. So I went to my local mender in Milton Keynes, AVG Windscreens, who quoted me £320. Hmmmm. I wonder which company I'll be using...

"PREPARE YOURSELF FOR A SHOCK. A REPLACEMENT SCREEN COSTS £882.13"

In other Mini news this issue, the JCW's been worth its weight in gold when parking in London. Small is good in the Big Smoke!





HELLO: FORD FOCUS ST

PULLING FOCUS

For a Ford Focus, £29,000 sounds a lot, even when you *do* say it quickly. So it had better be good. We've set the bar high. We already know the five-door ST is a great hot hatch. But can the estate version impersonate an Audi S4 Avant? If it succeeds, then £29,000 starts to look like a bargain.

So it arrives, and I start poking around in the cabin. I don't think we needed to have gone to £29k. This top-spec ST3 has leather seats, and, to be honest, I prefer the part-leather of the ST2. Also, it's got supermarket-swept-in options, including a Sony stereo-navigation set-up which doesn't sound as good as it should, or navigate especially helpfully – a £200 connected TomTom works better. And the Sony's switches and illumination don't match the surrounding Ford stuff. Audi would never allow such an inconsistency.

So if we started with an ST2 and added the ST3's park sensors, plus the test car's dark glass, metallic paint, Driver Assistance Pack and door protectors, we'd still only be at £26,520. Plus a TomTom. Not bad at all. All I'd miss then are the ST3's xenons, which can't be had on the ST2.

I offer you some early thoughts on that Driver Assistance Pack. This brings a blind-spot alert, and lane-keeping assist, and speed-limit-sign recognition, and auto high beam, and automatic emergency braking at town speed. Touch wood, I've managed to drive about three-quarters of a million miles without having an accident that any of the above would have spared me from. Also when you need them most – a dark, wet night – they work least well. But, on the other hand, I do keep them all switched on all the time, because they don't intrude when they aren't warning you.

ARRIVED
October 2012

SPEC
ST3 Estate

PRICE
£26,595
£28,920

MILEAGE
890

TEST MPG
27.0

WHY IT'S HERE
Can Ford do a cut-price Audi S4 Avant?

WRITTEN BY
Paul Horrell

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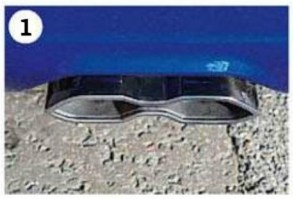
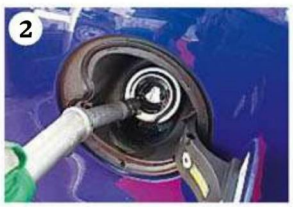
They cost just £850, pin money compared with what posh Germans charge.

I haven't yet done any estate-ing stuff: the biggest cargo has been a couple of rucksacks of food from the market. For which task it's badly missing one of those stretchy load-retaining nets. Never mind, the surprisingly supple ride keeps the eggs and my nerves entirely intact.

I have done some of the ST-ing stuff. It arrived with just 000083 miles on the clock, but the running-in instructions aren't too restrictive. Well, it steers and changes direction like a surgeon's knife. It goes like fury, and the engine's sound symposer produces an encouraging grrrr when you're on the throttle.

I think I'm going to enjoy this. A lot.







1. Exhaust pipes look as good as the sound they create
2. Capless fuelling makes life easier
3. Top-spec ST3 has leather seats – good. But also a cheap-feeling rent-a-satnav – bad



FORD FOCUS ST3 ESTATE TEST NOTES

GOOD STUFF

- The ST has wonderfully lucid and engaging handling, all achieved without harming the ride. Audi, do take note
- Marvellously clever pop-out door-edge protectors are car-park genius. A mere £50 option too

BAD STUFF

- More on the Audi comparison: ST doesn't have quattro, so torque-steers in the dry and scrabbles in the wet
- Sony stereo system has nine speakers and a surround-sound processor, but still sounds indistinct and mushy





KIA CEE'D

CEE'D OF LOVE

The whole point of me – nominally a *TG* version of Paul Whitehouse's Rowley Birkin QC – running a Kia Cee'd is to trash any vestigial preconceptions about being seen dead in a car like a Kia Cee'd.

It's not that I have a reputation to uphold or anything. Then again, I went to see Eighties scenesters Heaven 17 the other night with my mate Dan, who owns a previous-gen Audi RS4, a Cayenne turbo (his TV producer wife's), a gorgeous old VW Type fastback, and who used to knock around in an early Lexus LS400 (previous owner: Bob Mortimer, another noted car connoisseur). He likes his cars, in other words, and expected me to have landed in town in something saucy. "Kia Cee'd," I told him, to a volley of verbal abuse and prolonged merriment.

So if you give a toss about street cred, I'd suggest looking elsewhere. If you can rise above that, though, you'll discover a good car. At no point on my way out of London did I feel as though I was driving anything ground-breaking, but nor did any kebab-wielding reveller try to hail me as a mini-cab.

The Cee'd also rides better than virtually all its rivals, hums along at motorway speeds with big-car levels of refinement, and best of all, doesn't turn into a dumpling the moment you point it down a back road with a modicum of enthusiasm.

TG's car is on Hankook tyres, which a colleague had warned me would hamper its handling but, like Kia itself, this is a rubberwear brand that's improved markedly. In fact, by the time I got home, I was pretty sure there was the bones of a decent little GTi in the Cee'd, even with that dubious Flex Steer synthesised system.

So the fundamentals are all good. The annoying bits are the so-called 'surprise and delight' features. This car chimes and bongs more often than an Orbital gig, and could trigger a dangerous reaction in an ageing raver should you try reversing with the door ajar, an interior light on, without wearing a seatbelt. The graphics are all state-of-the-art, but I'm not sure if I like a car that says hello when you get in and goodbye when you get out. Unless, of course, Kia lets the driver customise it, which could be amusing.



1


2



3

ARRIVED Sept 2012

SPEC 1.6 CRDi 4

PRICE £21,695

MILEAGE 3,875

MPG 49.8

WHY IT'S HERE Can Kia cut it in the toughest market sector?

WRITTEN BY Jason Barlow

Follow our cars on Twitter @topgeargarage

1. Flex Steer might look swish and sparkly, but is yet to impress 2. Simple and uncluttered design works brilliantly 3. Kia obviously thinks you can't have too much branding. We would disagree

KIA CEE'D TEST NOTES

GOOD STUFF

- Still loving its looks. Unobtrusively stylish
- Very impressive motorway refinement
- Handles amazingly well. I am impressed
- Great sound system

BAD STUFF

- Fuel economy is nowhere near the claimed 76mpg average
- Cabin is a little bit garish for my tastes
- 1.6 turbodiesel needs working a bit too hard





NISSAN LEAF

ARRIVED: June 2012
SPEC: Standard
PRICE: £25,990/£26,737
MILEAGE: 5,510 **TEST MPG:** n/a
WHY IT'S HERE: Is an electric car a realistic daily drive in London?
BY: Simon Carrington **FOLLOW OUR CARS ON TWITTER** @topgeargarage

As a reader of *TopGear* magazine, there is an extremely good chance, that, like us, you love your cars. Not only do you like looking at cars, you like driving them too, because a good car is about more than getting from A to B, it's about the Fizz, as James May would call it.

After six months, I can say without a moment's hesitation that there is no Fizz in the Leaf. None.

In the right circumstances (fully charged, short journey, somewhere to charge at the other end) it will get you

"I CAN SAY WITHOUT A MOMENT'S HESITATION THAT THERE IS NO FIZZ IN THE LEAF. NONE"

from A to B just fine, and do everything you would expect of a sensible four-door family car. But I want more from a car. I want to feel excited as I get into the cabin every morning and I want to be surrounded by nice things. A decent radio perhaps, a chunky steering wheel... even a dash of chrome. All I get in the Leaf are austere grey plastics, which after six months are already really showing their age.

But above all, I want the driving experience to be engaging, possibly even exhilarating. Something like a Chevy Volt is a better compromise of in-town electric and extra-urban driving fun. The Leaf is clever and does a job, but it's not for me.





CITROEN DS5

ARRIVED: August 2012
SPEC: Hybrid4 DSport
PRICE: £32,200/£35,440
MILEAGE: 7,990 **TEST MPG:** 44.1
WHY IT'S HERE: Can our 2011 Family Car of the Year cope with family life?
BY: Ollie Marriage **FOLLOW OUR CARS ON TWITTER** @topgeargarage

The clocks went back the other day, and that small event has given me a chance to get excited about the Citroen DS5 again. Because it is a lovely thing to be inside in the dark. This, surely, is a facet of design not often reported – primarily, I suspect, because most firms are only concerned with making the dials legible at night, not attempting to recreate the atmosphere of a particularly swish nightclub.

Climb into the DS5, and bright white LED roof lighting contrasts with yellow pools in the footwells. And when you switch on, soft tones backlight all the controls. My favourite is the red band that cups the stop/start button. Of course, this cool elegance does have its drawbacks. For instance, it's difficult to actually find most of the controls, due to the DS5's needlessly complex layout. But ask yourself, does this actually matter?

"IT'S DIFFICULT TO ACTUALLY FIND MOST OF THE CONTROLS DUE TO THE DS5'S COMPLEX LAYOUT"

Unfortunately, yes, it does, and after one evening spent cooing at the cabin ambience, I'm back to resenting other aspects of it. Chief among my current complaints are the Bluetooth system that hooks up for phone calls but always drops the audio function, and heating controls with three auto settings. Surely one is enough?





HELLO: PEUGEOT 208

NEWLY HATCHED

The last time Peugeot made a small hatchback we actually liked was in 1983. I know, because I had one. But since the 205 and the magical GTIs, we've watched as Peugeot's supermini morphed from fun and flimsy to fugly. We could forgive the odd wobble, but the 206 and 207 just seemed so relentlessly disappointing, especially when alternatives like the Ford Fiesta were so continuously decent. Rarely, then, does a car have more catching up to do than the 208.

Unfortunately, I've already been a bit rude about it. When we took it for a scrap with a Fiesta in Liverpool, the Ford landed more thumps. Although the 208 is a million times better than its predecessor, it still felt a bit gimmicky next to its old rival. The steering wheel is the diameter of a yogurt pot – to create an illusion of sportiness and allow you to see the dials over the rim, rather than looking through it. And our car's touchscreen crashed more times than a virus-infected PC.

Maybe that was a dodgy model, with teething problems that obscured the strong points. So here we are, giving it the benefit of the doubt. If, after six months with this three-door 1.6-litre diesel, the praise outweighs the niggles, we'll know if Peugeot's bread-and-butter hatch is truly reformed. And we haven't skimped: this one's a top-spec model loaded with equipment. The idea? Test everything and worm out the nonsense, then decide what's worth having and what's not.

So, although nearly £20k is a terrifying amount for an everyday hatch – and a long way from the cheap 'n' cheerful 205 – it's not necessarily what we'd spend, given the benefit of hindsight. That's what we're here to find out.

But first impressions are good: this thing has all the ingredients of a luxurious German cruiser, from neatly stitched leather to a blue corona of LEDs around the panoramic glass roof. But are they just posh varnish over an ordinary product? We'll see.







1. Chrome thing, just like the rear 3/4 plastic strips from a 205, eh? 2. Rear light or snappy turtle? 3. Spacey LED strips in the headlights

ARRIVED
October 2012

SPEC
Feline
1.6 HDi 115

PRICE
£17,445
£19,705

MILEAGE
340

TEST MPG
51.4

WHY IT'S HERE
Has Peugeot got its hatchback game back?

WRITTEN BY
Dan Read
Follow our cars on Twitter
@topgeargarage

PEUGEOT 208 TEST NOTES

GOOD STUFF

- I'm already getting over 50mpg, and that's mostly from nipping about town
- The luxo stuff feels genuinely premium, especially the leather, seat stitching and the halo-strip of LEDs around the full glass roof (which, incidentally, is an unusual but welcome touch on a small car like this)

BAD STUFF

- When flipping between touchscreen menus, each one takes a while to load. The nav map builds in blocks, and each prod takes a while to process. If it's slow now, what'll it be like in five years?
- The gearchange feels a bit clumpy, and the front springs feel a bit soft, so the car sort of tiptoes if you don't build up the brake pressure





JEEP GRAND CHEROKEE

FAST AND LOOSE

You wouldn't think a big, modern 6.4-litre V8 would loosen up appreciably over the first 9,000 miles, but the Jeep's HEMI has. And not in a bad way. From new, it has always spun up well and been keen to oblige the right foot's demand for more power. But now it's just a tad quicker to respond to instruction, revving out faster and more cleanly than ever before. It was already fast; now it's even faster. I like that.

I have also really started to appreciate the exterior design of the SRT8 – as have my Range Rover Sport-driving neighbours, whom I've caught staring at it more than once. While the standard Grand Cherokee has a chunky, chisel-jawed charm about it, this SRT version has an altogether more special air to its styling.

That deep front air dam might make it useless off-road, and the sunken, curvy bonnet air intakes remind me of a dinosaur's nostrils, for some reason, but both also help give the truck the kind of menacing road presence normally reserved for the bad guy in a slasher movie. Think of the hockey-masked Jason in *Friday the 13th* or Hannibal Lecter in his muzzle, and you'll maybe see what I mean. Either way, people see you coming in the SRT8 and get out of the way fast. In a city where most people only look in their rear-view mirror to check their make-up, I like that, too.

The other detail that I find myself really appreciating over and over is the proper, full-juice plug-in power supply in the centre console, so you can have an espresso even when the nearest Starbucks is 100 miles away. And I'm loving the sports car-style negative camber on the front wheels. Yes, even though it's an SUV.

The thing I don't like about the Jeep this month – and it's starting to be a real irritation – is the navigation screen. It's just not big or detailed enough to make the finely judged traffic decisions you need to make to get somewhere quickly while on the move. A bigger screen and brain for the system would make it much more useful.







1. The nostrils of a dinosaur. Perhaps... 2. Having a proper power supply is a really big plus 3. Big minus, on the other hand, is the unintentionally retro satnav screen. Fail

ARRIVED April 2012

SPEC SRT8

PRICE $62,085 £58,995

MILEAGE 9,010

MPG 13.5

WHY IT'S HERE Is this hot Grand Cherokee ready for Europe?

WRITTEN BY Pat Devereux

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JEEP GRAND CHEROKEE SRT8 TEST NOTES

GOOD STUFF

- Big, naturally aspirated HEMI V8 has now loosened up nicely, so happy to rev out even more quickly
- Loving its stocky appearance more every day. Particularly in the metallic graphite colour. Great road presence

BAD STUFF

- Ride suffers from the stiff suspension
- Seats are fine for a quick blast but a little thinly upholstered for multi-hour drives
- Rear deck chrome rails and alloy plates scratch and mark too easily for a Jeep's load-lugging area





MERCEDES B-CLASS

ARRIVED: June 2012
SPEC: B200 CDi BlueEfficiency Sport
PRICE: £26,160/£37,315
MILEAGE: 8,556 **TEST MPG:** 50.4
WHY IT'S HERE: More style with the same practicality?
BY: Tom Ford **FOLLOW OUR CARS ON TWITTER** @topgeargarage

What a difference an inch makes. After much moaning about the B-Class's shuddery ride, we decided to investigate whether it could be mitigated with a slightly less 'fashionable' wheel and tyre combination. A quick call to Mercedes, and the little B was fitted with a set of 17-inch wheels and Continental WinterContact 205/50 R17s ready for the slippery months ahead. And it's transformed the experience.

No longer do you spend an entire journey fearing for the integrity of your teeth, because the B-Class now rides with

"NO LONGER DO YOU HAVE TO WORRY SO MUCH ABOUT THE INTEGRITY OF YOUR TEETH"

something approaching normality. It also steers with more fluency, and breaks traction a little more evenly – not exactly the point in a small MPV (sorry, 'Compact Sports Tourer'), but it all counts.

All of which allows you to enjoy the surprisingly sprightly cornering ability without worrying that you're about to bounce into a hedge. In other news, the water bottle is also now fixed, and Mercedes has announced that the B-Class will no longer be available with the 'sporting' set-up that's caused consternation in the office. And it backs up the thinking that the B-Class is best sampled with a pared-back, practical spec. Make it fit for purpose, make it work. Please now ignore the next page...





HELLO: VAUXHALL MALOO

HOT-AIR MALOONING

Sometimes, the best things in life are pointless. Skiing is fairly useless, unless you live up an actual mountain. Hang-gliding, golf, football, even kissing, don't contribute much to the process of being alive. And yet they make life substantially better.

And so it is with the Vauxhall Maloo, possibly the most useless car currently on sale – or 'special order', if we're being pedantic. Here is a huge 1,831kg pickup truck equipped with a 6.2-litre V8 engine and rear-wheel drive, making it basically the VXR8 with a pallet bed. But it's not crude. It has proper MacPherson struts at the front and a multi-link rear suspension at the back. It has launch control, a 6spd manual gearbox and an aggressive, scary mechanical limited-slip diff. I say scary from the point of view of 'accidentally' turning off the traction control on a damp roundabout and realising the car will go sideways at barely above tickover. In fifth. No wonder it batters the top of the insurance scale, having a rating of 50.

It's the engine that tips the balance. Mate the fairly racy underpinnings to the engine's prodigious 425bhp and 406lb ft of torque, and you've got a two-seat *thing* that hits 60mph in 4.9 seconds and a governed top speed of 155mph. I even like the colour, which is the appropriately named Hazard Yellow.

So it's stupidly fast, environmentally unconscious (21.0mpg by the official figures, I'm suspecting I'll get... less) and only manages 1,200-odd litres of usable load bay, thanks to a solid rear tonneau cover with twin speed blisters. It also doesn't ever seem to want to point in a straight line. It is, by all the usual metrics, daft. Which, you'll be unsurprised to learn, is exactly why I love it. And why, over the next few weeks, we'll be living and commuting in the Maloo to see whether you really can live with a car this silly.

Don't be too worried about me, though – it might have a heavy, uprated LS7 clutch on the MM10 6spd, but it also has an Enhanced Driver Interface, which measures and downloads *g* forces and drift angles, a decent stereo with USB, LED DRLs, 20in wheels that look a bit like biohazard symbols, rear park assist with a camera, Bluetooth, TPS and leather on the two available HSV Performance seats. A Maloo is also covered by Vauxhall's lifetime warranty, which covers the life of the car for the first owner or the first 100k miles. Our Maloo has already undergone 10k miles in the hands of the UK motoring press, meaning it's been pretty thoroughly run-in. It's just a pity that the warranty package doesn't include tyres...

So, here's to the next few months in a giant banana with a massive V8 and an embarrassing numberplate. I can't wait.

ARRIVED
November 2012

SPEC
VXR

PRICE
£51,500

MILEAGE
10,250

TEST MPG
19.8

WHY IT'S HERE
Is the Maloo brilliantly pointless, or just pointless?

WRITTEN BY
Tom Ford

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@topgeargarage







1. The Maloo's commute: murder on pricey rear tyres
2. The Maloo is not on fire. Well, not actually all of it...
3. The *TG* office has decided this is my car. I hate them
4. Loadbay looks large, but it isn't the most practical for builders



VAUXHALL MALOO TEST NOTES

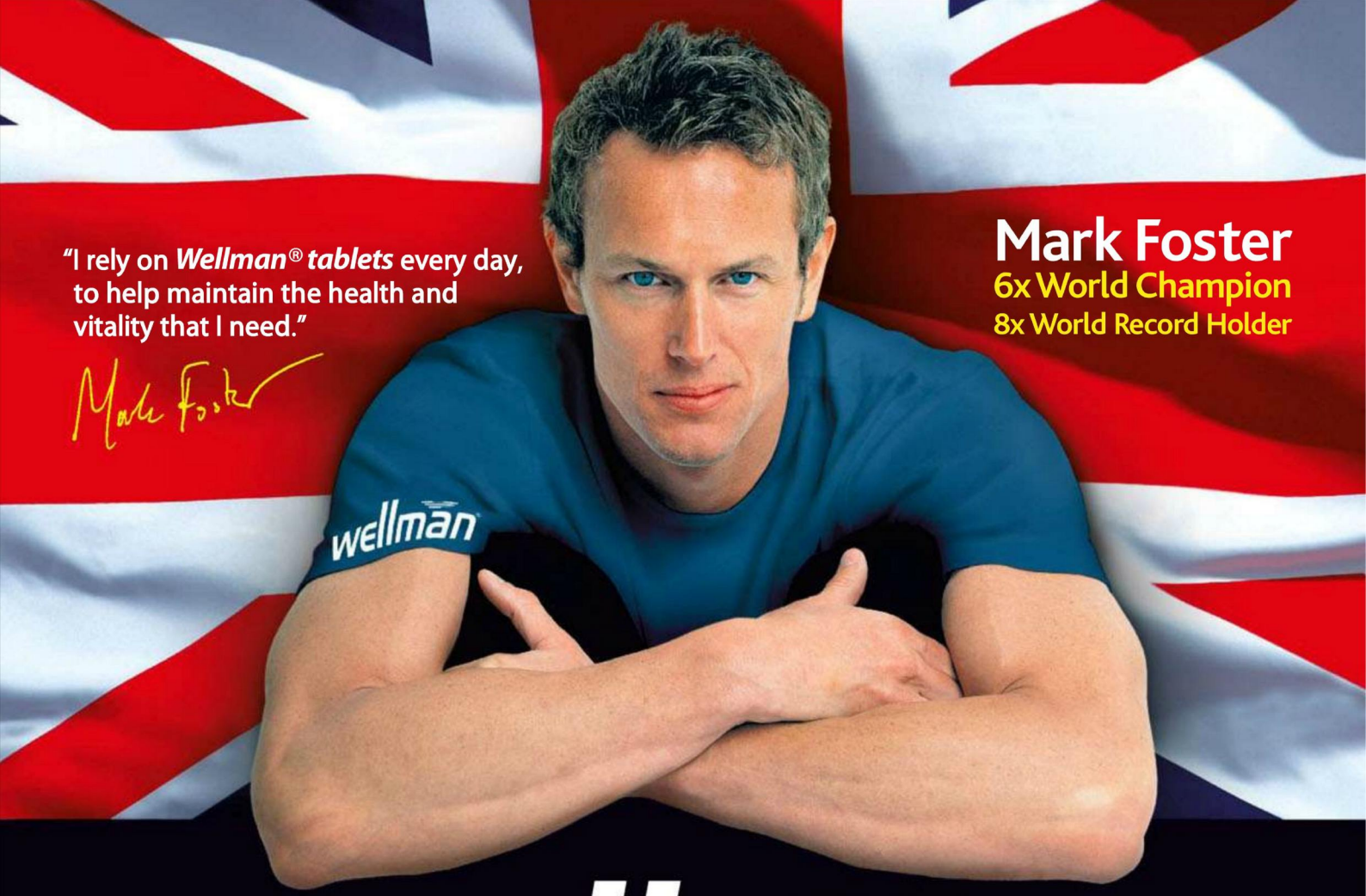
GOOD STUFF

- It has a massive V8
- It's Hazard Yellow
- It can literally stop streets. Nothing – and I mean nothing – provokes quite the reaction this car does
- It is the most sideways car ever invented. I'm going to crash very soon. Sorry

BAD STUFF

- It's Hazard Yellow
- It has an extremely stupid numberplate. I must obscure it with clouds of tyre smoke at every opportunity
- It eats tyres like a fat child consumes free cake. Possibly related to the opposite point in the Good Stuff section





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p212

WHY WE LOVE IT

Because it's bad to the bone, a naughty, snarling, barely controlled hot saloon that charges everywhere and loves nothing better than chomping through a set of rear tyres

THE BEST OF THE REST

- NISSAN 370Z FROM £29,975 p217
- CHEVY CAMARO FROM £34,995 p196
- JAGUAR XFR £65,380 p205
- VAUXHALL VXR8 FROM £45,000 p230

COMING SOON

FORD MUSTANG, JAGUAR XFR-S, DODGE VIPER





ACCEPTABLE MPVS

TOPGEAR FAVOURITE

FORD S-MAX

FROM £22,205

p202

WHY WE LOVE IT

It's the best at what it does. Highly practical and versatile, yet makes Dad think he looks cool and knows every facet of handling dynamics

THE BEST OF THE REST

- VAUXHALL ZAFIRA TOURER FROM £22,315 p231
- SEAT ALHAMBRA FROM £23,535 p223
- PEUGEOT 5008 FROM £18,145 p218
- VW SHARAN FROM £23,485 p234



FUN ROADSTERS

TOPGEAR FAVOURITE

PORSCHE BOXSTER

FROM £37,589

p220

WHY WE LOVE IT

Too serious to be fun? Not a bit of it. Instead the new Boxster is a pure blend of professionalism and laugh-out-loud entertainment

THE BEST OF THE REST

- MAZDA MX-5 FROM £17,990 p211
- MORGAN 3WHEELER £30,000 p216
- LOTUS ELISE £28,100 p209
- AUDI TT ROADSTER FROM £26,050 p191



POCKET ROCKETS

TOPGEAR FAVOURITE

CLIO RENAULTSPORT 200

FROM £16,930

p221

WHY WE LOVE IT

Because it's the most raucously talented hot hatch there is and won't be around much longer. Grab one while you can

THE BEST OF THE REST

- TWINGO RENAULTSPORT £13,565 p221
- SUZUKI SWIFT SPORT £13,499 p226
- MINI COOPER S £18,015 p214
- ABARTH FIAT 500 FROM £13,975 p200



MUD-PLUGGERS

TOPGEAR FAVOURITE

LAND ROVER DEFENDER

FROM £23,795

p208

WHY WE LOVE IT

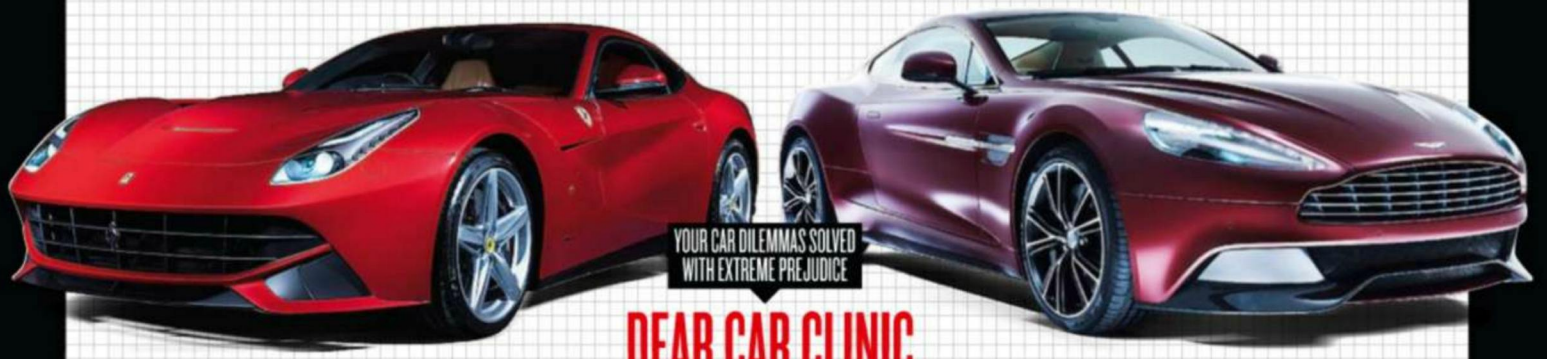
What else comes close to the iconic appeal, longevity and lung-busting capabilities of Land Rover's workhorse? Nothing, that's what

THE BEST OF THE REST

- MERCEDES G-CLASS FROM £82,945 p214
- MITSUBISHI SHOGUN FROM £30,734 p215
- SUZUKI JIMNY FROM £11,995 p226
- TOYOTA LAND CRUISER FROM £35,350 p228

FERRARI OR ASTON MARTIN? TG CHOOSES! PAGE 182 & A CELEBRATION OF THE LOTUS ELISE! PAGE 185

CAR CLINIC+



YOUR CAR DILEMMAS SOLVED WITH EXTREME PREJUDICE

DEAR CAR CLINIC

"I'm scared of flying, but I've got a villa in St Tropez and need to get there in style, at speed and with luggage. In other words, I need a car as long-legged as my new wife"

LUKE GRIFFIN, CHELSEA

Ferrari's fastest-ever road car has a 500-litre boot. That's quite impressive, isn't it? But the F12 Berlinetta is impressive throughout. It's an inspirational car, from the amazing naturally aspirated V12 with its epic torque delivery, to the super-direct steering, intelligent airflow and high-speed stability. A sensation from start to finish and one of the most desirable Ferraris ever.

It's easy to be dismissive of Aston's new Vanquish flagship. Easy, but wrong. Yes, the styling updates are gently evolutionary and the tech underneath is familiar (OK, ageing), but this is still a car that performs its role very well indeed. Effortlessly stylish, relaxing and rapid, and now with a boot twice the size of the DBS's, so oodles of stowage for all those Chanel handbags.

SPECS



FERRARI F12 BERLINETTA
ENGINE/GEARBOX: 6.3-litre V12, 7spd DSG, RWD, 18.8mpg, 350g/km CO_2, Range 380 miles
POWER: 730bhp, 509lb ft
PERFORMANCE: 0–62mph in 3.1secs, 211mph max
WEIGHT: 1630kg
PRICE: £239,736

ASTON MARTIN VANQUISH
ENGINE/GEARBOX: 6.0-litre V12, 6spd sequential, RWD, 19.6mpg, 335g/km CO_2, Range 336 miles
POWER: 565bhp, 457lb ft
PERFORMANCE: 0–62mph in 4.1secs, 183mph max
WEIGHT: 1739kg
PRICE: £189,995





VERDICT

Either would do the trick, delivering an experience that accurately mimics the heyday of elegant, rapid, cross-continental travel. The Aston does the full Bond thing – ultra-suave and confidently relaxed, but it's the Ferrari, although more highly strung, that gets our vote. It's just so intoxicatingly addictive.

THE NUMBER CRUNCHER

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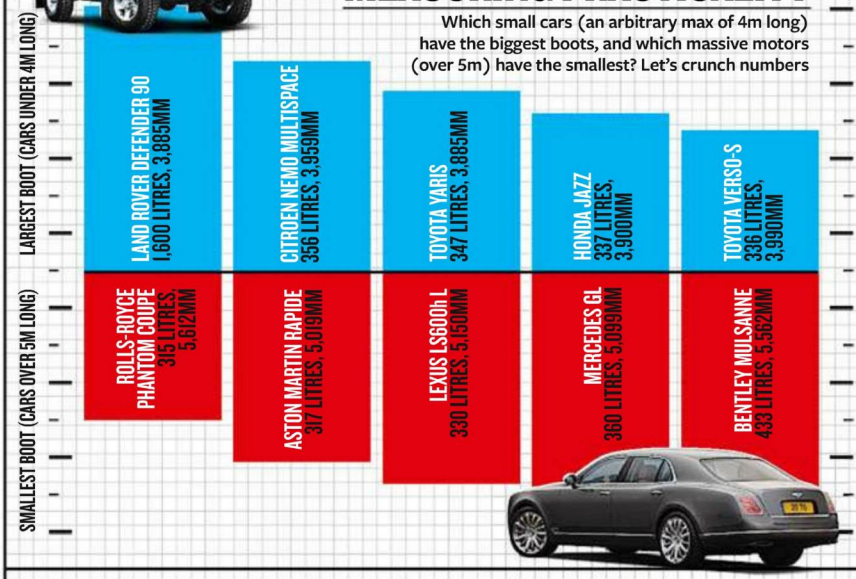
MEASURING PRACTICALITY

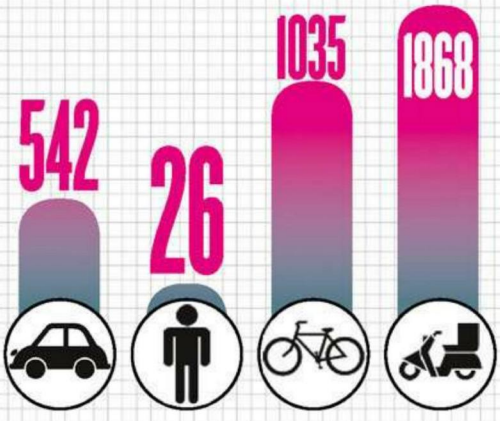
Which small cars (an arbitrary max of 4m long) have the biggest boots, and which massive motors (over 5m) have the smallest? Let's crunch numbers





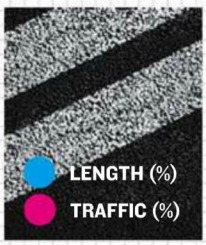
UK CASUALTY RATES

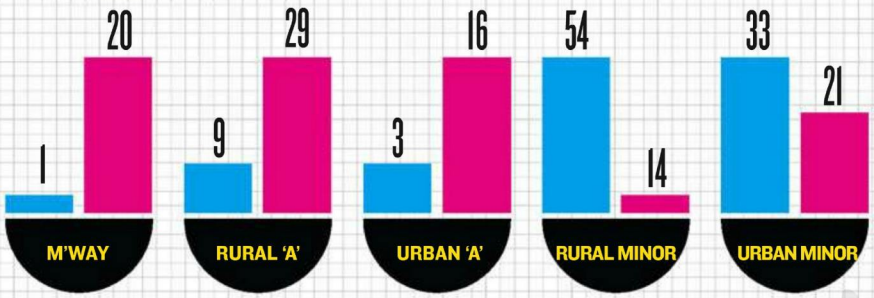
Much ouchiness. These are the numbers of people killed or seriously injured on UK roads, per billion vehicle miles. Better news if you're in a car, less so if you're not...



ROAD LENGTH vs USE

There are 245,100 miles of tarmac in the UK. Here's how the network is distributed – and how much traffic each road type accounts for. Here's a tip: avoid motorways and take to the rural backroads instead – you'll have more fun and there shouldn't be anyone coming the other way...





BOILING POINT

Live in a dodgy neighbourhood? According to British Insurance Vehicle Security, these are the most secure motors in each class



PHOTOS ARE FOR ILLUSTRATIVE PURPOSES ONLY. THANKS TO THE SMMT AND THE OFFICE FOR NATIONAL STATISTICS

THE NUMBER CRUNCHER

MAKING YOU AN INSTANT EXPERT... SINCE 2012

THE FASTEST CARS BELOW 150G/KM | AND THE SLOWEST OVER 300G/KM

THE BEST AT COMBINING SPEED WITH EXHAUST CLEANLINESS... AND THE WORST



BMW 330d 139G/KM / 155MPH	MERCEDES G63 AMG 322G/KM / 130MPH
BMW ACTIVEHYBRID 3 149G/KM / 155MPH	RANGE ROVER SPORT V8 SC 322G/KM / 140MPH
LEXUS GS 450h 141G/KM / 155MPH	RANGE ROVER SUPERCHARGED 322G/KM / 140MPH
BMW 535d 142G/KM / 155MPH	MERCEDES GL 500 317G/KM / 149MPH
BMW 640d 145G/KM / 155MPH	ROLLS-ROYCE PHANTOM 347G/KM / 150MPH

EVOLUTION OF THE SPECIES: RANGE ROVER

AS IT ENTERS ITS FOURTH GENERATION, WE LOOK BACK AT THE NUMBERS THAT SET THE NEW RANGE ROVER SO FAR APART FROM THE ORIGINAL...

1ST GEN RANGE ROVER

YEAR: **1970**
ENGINE: **3532CC V8**
GEARBOX: **4SPD MANUAL, 4WD**
POWER (BHP): **130 @ 5000RPM**
TORQUE (LB FT): **185 @ 2500RPM**
KERBWEIGHT (KG): **1,724**
ACCELERATION (0-60MPH): **15.7**
TOP SPEED (MPH): **96**
ECONOMY (MPG): **16.1**
EMISSIONS (CO_2/KM): **N/A**
COST (WHEN NEW): **£1,998**





4TH GEN RANGE ROVER

YEAR: **2012**
ENGINE: **5000CC S'CHARGED V8**
GEARBOX: **8SPD AUTO, 4WD**
POWER (BHP): **503 @ 6000RPM**
TORQUE (LB FT): **461 @ 2500RPM**
KERBWEIGHT (KG): **2,330**
ACCELERATION (0-60MPH): **5.1**
TOP SPEED (MPH): **140**
ECONOMY (MPG): **20.5**
EMISSIONS (CO_2/KM): **322**
COST: **£98,395**

CHEAPEST CARS IN TAX BAND A (YOU CHEAPSKATE)



RENAULT TWIZY	SUZUKI ALTO	CITROEN C1	PEUGEOT 107	KIA PICANTO
£6,690	£7,195	£7,995	£7,995	£8,045

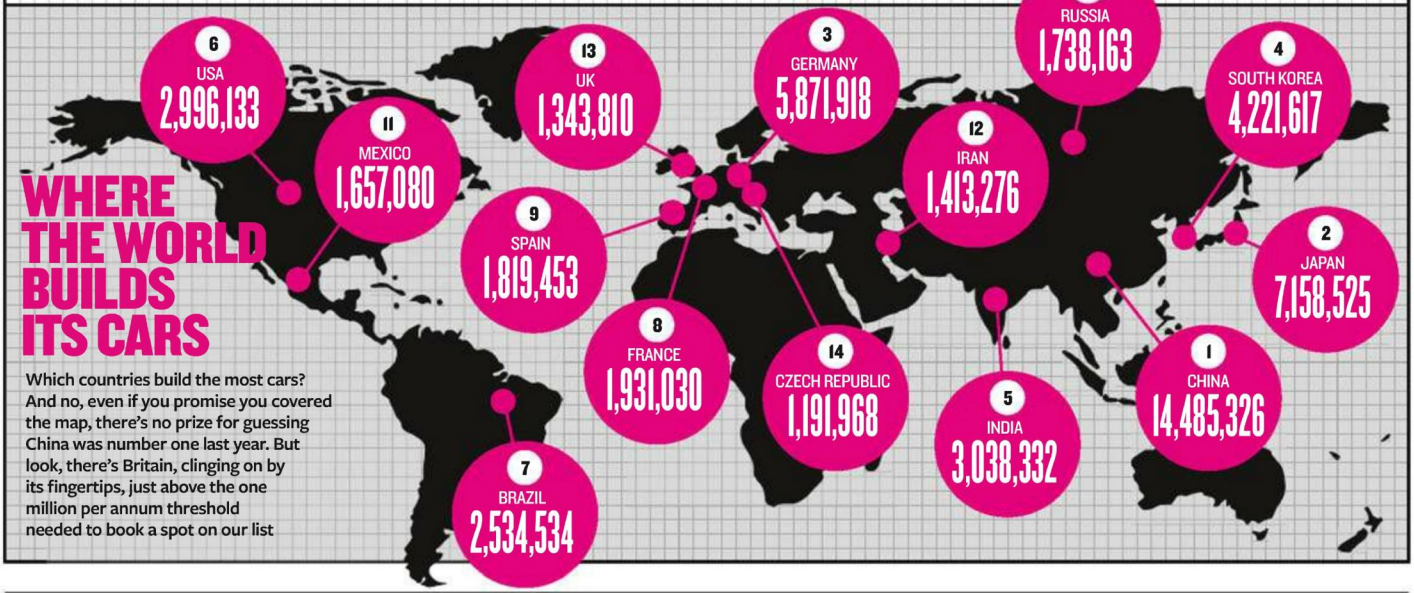
1951 — CARS ON UK ROADS — 2011

Car ownership has multiplied almost 14 times in the past 60 years...

2.09M → 28.5M

WHERE THE WORLD BUILDS ITS CARS

Which countries build the most cars? And no, even if you promise you covered the map, there's no prize for guessing China was number one last year. But look, there's Britain, clinging on by its fingertips, just above the one million per annum threshold needed to book a spot on our list



HEROES

LOTUS ELISE











WHY IS IT SO SPECIAL?

Simple. Because of the way it drives. That's what sports cars do, and this little Lotus does it better than just about everyone else. It's not the newest car in Lotus's line-up and it could be argued that the current 1.6-litre 134bhp version isn't the most charismatic, but if you want to appreciate just how naturally and engagingly a car can steer and go round a corner, drive an Elise. It's not scary; it's pure and perfect and oh-so simple. Innovative bonded aluminium chassis, manual gearbox, slender seats, gorgeous steering wheel and that's your lot. You're free to concentrate on nothing but the driving.

WHY IT'S A FUTURE CLASSIC

For many, many reasons, not least the fact that unless a rapid rescue package is put in place, Lotus is unlikely to be building cars much longer. What Lotus needs now is a new Elise – after all, it's arguable that the arrival of the original Elise in 1996 is what has kept the firm above water ever since. Chiefly though, the Elise will be collectable because of the design, engineering and driving. There's nothing else like it, nothing that so accurately treads the middle ground between impractical Caterham and heavyweight Boxster.

DID YOU KNOW?

Bucking the trend for cars to get ever faster, the original 118bhp Elise was quicker than the 2012 model, with 0–60mph taking 5.8secs. It only weighed 725kg, and spawned a highly tuned lightweight version, the 177bhp 340R.

SPECS

ENGINE/GEARBOX: 1598cc, 4cyl, mid-engined, 6spd manual, RWD
POWER: 134bhp @ 6,800rpm, 118lb ft @ 4,400rpm
PERFORMANCE: 0–62mph in 6.0secs, 127mph max, 45.0mpg, 149g/CO_2
WEIGHT: 876kg
PRICE: £28,100



ENTRY-LEVEL DACIA DUSTER – THE UK'S BEST VALUE OFF-ROADER £8,995



ONE COAT OF SPECTRAL PAINT (CHOOSE FROM RED, BLUE, GREEN, AMBER OR LIME) FOR THE NEW RANGE ROVER
(£8,000)



69 PAIRS OF MERRELL NORSEHUND BETA WINTER WALKING BOOTS
£130 x 69 = £8,970



TWO SPECIALIZED STUMPJUMPER FSR EXPERT CARBON MOUNTAIN BIKES
£4,500 x 2 = £9,000



SEVEN-DAY BMW SAFARI IN NAMIBIA. FOR TWO
£6,344 PLUS CASH FOR FLIGHTS THERE AND BACK

HOW TO

WINTERISE YOUR CAR



Now's the time of year to fill your boot with clobber to get you through the cold spell. Yes, for 99 per cent of the time it'll take up space and slide and clonk about unused, but think how smugly scoutish you can be for the other one per cent. So here's what you need to raid from your garage: jump leads, can of fuel, first aid kit, hi-vis, de-icer spray, scraper. Now head indoors and gather warm clothing, gloves and hat, a road atlas, some matches, non-perishable food and a blanket or sleeping bag. Done? Good. Now for the gadgets. Get yourself a folding shovel, a heated ice scraper, a proper whiz-bang headtorch such as the 220-lumen LED Lenser H14, and some winter tyres for your wagon – the Continental WinterContacts do well in tests. Lastly, you need some Thule Easy-fit snow chains – they have a Guinness World Record and can be fitted in a mere nine seconds. Apparently.







ARRIVALS

1. Vauxhall Adam
2. Seat Leon
3. Lamborghini Aventador Stop/Start
4. Renault Zoe
5. VW Golf
6. Audi A3 Sportback
7. Citroen C4 Picasso



DEPARTURES

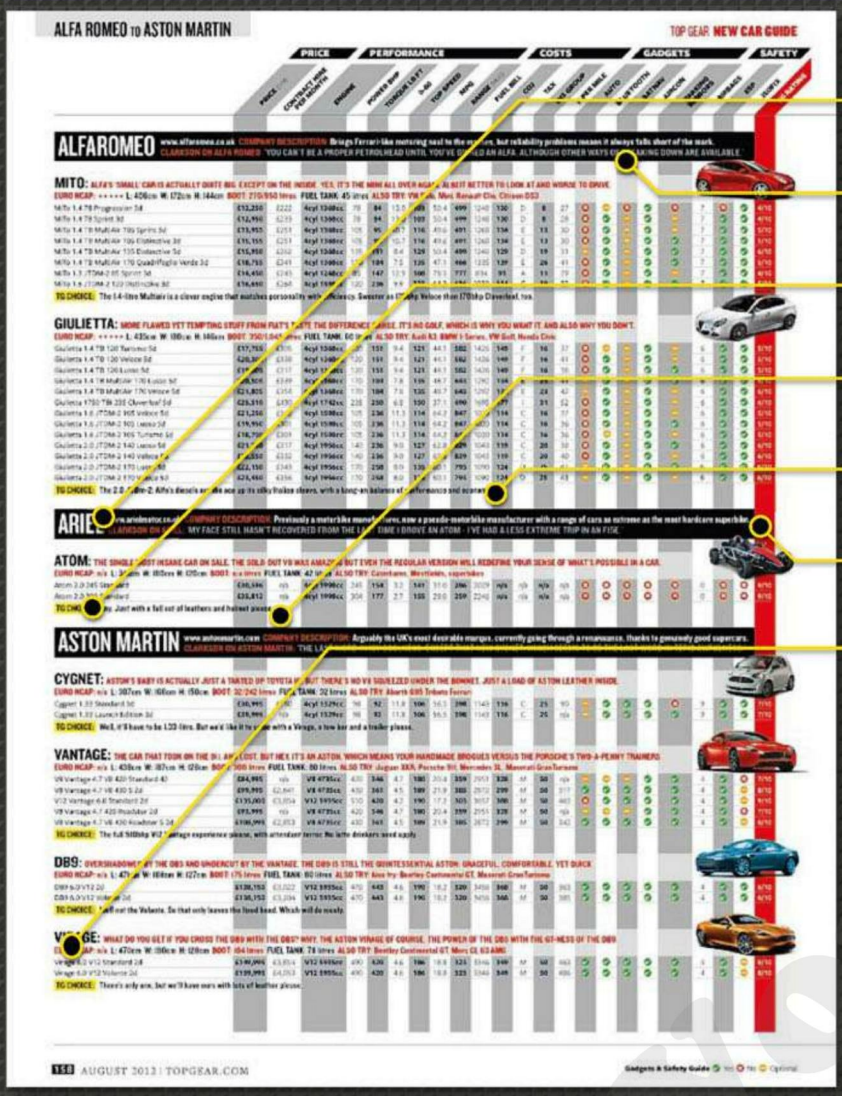
1. Lexus LS
2. Lamborghini Aventador pre Stop/Start
3. Seat Leon
4. VW Eos
5. VW Passat SE
6. VW Golf



THE TOPGEAR NEW CAR GUIDE



Buying a car? Or just want to know how fast, thirsty or how much? Welcome to *TopGear*'s guide to all you need to know about cars.
THE ONLY GUIDE WITH ADDED CLARKSON



THE GUIDE TO USING OUR GUIDE

Who they are, what they do and why they do it. A little bit on the company behind the car

02 Added Clarkson
The acerbic utterances of the only man in motoring who dares to tell it like it is

03 *TG* choice
Picking the best version can be tricky (there's not always a V8). That's where we can help

04 Contract hire per month
Paying monthly for your motor? This is the price you should be aiming for

05 CO_2 emissions
Efficiency matters, especially when it's linked to tax liability. And when fuel is pricier than gold

06 The *TG* rating
How good is a car out of 10? Let's assume that 10 is perfect, and 1 is diabolical. Or even dangerous

07 Euro NCAP
A car's official safety rating, calculated by men in lab coats. Not the frankly lackadaisical *TG* team

Produced and collated by
MOTORING RESEARCH

ALFA ROMEO

www.alfaromeo.co.uk **COMPANY DESCRIPTION:** Brings Ferrari-like motoring soul to the masses, but reliability problems means it often falls short of the mark.
CLARKSON ON ALFA ROMEO: 'YOU CAN'T BE A PROPER PETROLHEAD UNTIL YOU'VE OWNED AN ALFA. ALTHOUGH OTHER WAYS OF BREAKING DOWN ARE AVAILABLE.'

	PRICE		PERFORMANCE								COSTS			GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING

MITO

ALFA'S 'SMALL' CAR IS ACTUALLY QUITE BIG. EXCEPT ON THE INSIDE. YES, IT'S THE MINI ALL OVER AGAIN, ALBEIT BETTER TO LOOK AT AND WORSE TO DRIVE.
EURO NCAP: ●●●●● L: 406cm W: 172cm H: 144cm BOOT: 270/950 litres FUEL TANK: 45 litres ALSO TRY: VW Polo, Mini, Renault Clio, Citroen DS3



MiTo 1.4 78 Progression 3d	£12,250	£201	4cyl 1368cc	78	84	13.0	103	50.4	499	1190	130	D	8	24	✗	–	✗	✓	✗	7	✗	✓	4/10
MiTo 1.4 78 Sprint 3d	£12,950	£210	4cyl 1368cc	78	84	13.0	103	50.4	499	1190	130	D	8	25	✗	✓	–	✓	–	7	✓	✓	4/10
MiTo 875cc TB TwinAir 85 Sprint 3d	£14,150	£190	2cyl 875cc	85	106	12.5	108	67.3	666	892	98	A	6	23	✗	✓	✗	✓	✗	7	✓	✓	5/10
MiTo 875cc TB TwinAir 85 Distinctive 3d	£15,350	£200	2cyl 875cc	85	106	12.5	108	67.3	666	892	98	A	6	24	✗	✓	✗	✓	✓	7	✓	✓	5/10
MiTo 1.4 TB MultiAir 105 Sprint 3d	£13,955	£198	4cyl 1368cc	105	95	10.7	116	49.6	491	1210	134	E	13	24	✗	✓	–	✓	–	7	✓	✓	5/10
MiTo 1.4 TB MultiAir 105 Distinctive 3d	£15,155	£210	4cyl 1368cc	105	95	10.7	116	49.6	491	1210	134	E	13	25	✗	✓	–	✓	✓	7	✓	✓	5/10
MiTo 1.4 TB MultiAir 135 Distinctive 5d	£15,950	£220	4cyl 1368cc	135	151	8.4	129	50.4	499	1190	129	D	19	26	–	✓	–	✓	✓	7	✓	✓	6/10
MiTo 1.4 TB MultiAir 170 Quadrifoglio Verde 3d	£18,755	£241	4cyl 1368cc	170	184	7.5	135	47.1	466	1274	139	E	26	29	✗	✓	–	✓	✓	7	✓	✓	5/10
MiTo 1.3 JTDM-2 85 Sprint 3d	£14,450	£201	4cyl 1248cc	85	147	12.9	108	78.5	777	795	95	A	11	24	✗	✓	–	✓	–	7	✓	✓	4/10
MiTo 1.6 JTDM-2 120 Distinctive 3d	£16,650	£238	4cyl 1598cc	120	236	9.9	123	64.2	636	972	114	C	19	29	✗	✓	–	✓	✓	7	✓	✓	5/10

TG CHOICE: The 1.4-litre Multiair is a clever engine that matches personality with efficiency. Sweeter as 135bhp Veloce than 170bhp Cloverleaf, too.

GIULIETTA

MORE FLAWED YET TEMPTING STUFF FROM FIAT'S TASTE THE DIFFERENCE RANGE. IT'S NO GOLF, WHICH IS WHY YOU WANT IT, AND ALSO WHY YOU DON'T.
EURO NCAP: ●●●●● L: 435cm W: 180cm H: 146cm BOOT: 350/1,045 litres FUEL TANK: 60 litres ALSO TRY: Audi A3, BMW 1-Series, VW Golf, Honda Civic



Giulietta 1.4 TB 120 Turismo 5d	£17,755	£273	4cyl 1368cc	120	151	9.4	121	44.1	582	1361	149	F	16	33	✗	–	–	✓	–	6	✓	✓	5/10
Giulietta 1.4 TB 120 Lusso 5d	£19,005	£290	4cyl 1368cc	120	151	9.4	121	44.1	582	1361	149	F	16	35	✗	✓	–	✓	✓	6	✓	✓	5/10
Giulietta 1.4 TB 120 Veloce 5d	£20,305	£316	4cyl 1368cc	120	151	9.4	121	44.1	582	1361	149	F	16	38	✗	✓	–	✓	–	6	✓	✓	5/10
Giulietta 1.4 TB MultiAir 170 Lusso 5d	£20,505	£250	4cyl 1368cc	170	184	7.8	135	48.7	643	1232	134	E	23	30	–	✓	–	✓	✓	6	✓	✓	6/10
Giulietta 1.4 TB MultiAir 170 Veloce 5d	£21,805	£260	4cyl 1368cc	170	184	7.8	135	48.7	643	1232	134	E	23	31	–	✓	–	✓	–	6	✓	✓	6/10
Giulietta 1750 TBi 235 Cloverleaf 5d	£25,510	£407	4cyl 1742cc	235	250	6.8	150	37.1	490	1617	177	I	31	49	✗	✓	–	✓	–	6	✓	✓	6/10
Giulietta 1.6 JTDM-2 105 Veloce 5d	£21,250	£241	4cyl 1598cc	105	236	11.3	114	64.2	847	972	114	C	16	29	✗	✓	–	✓	–	6	✓	✓	5/10
Giulietta 1.6 JTDM-2 105 Lusso 5d	£19,950	£234	4cyl 1598cc	105	236	11.3	114	64.2	847	972	114	C	16	28	✗	✓	–	✓	✓	6	✓	✓	5/10
Giulietta 1.6 JTDM-2 105 Turismo 5d	£18,700	£231	4cyl 1598cc	105	236	11.3	114	64.2	847	972	114	C	16	28	✗	–	–	✓	–	6	✓	✓	5/10
Giulietta 2.0 JTDM-2 140 Lusso 5d	£21,250	£250	4cyl 1956cc	140	236	9.0	127	62.8	829	994	119	C	20	30	✗	✓	–	✓	✓	6	✓	✓	6/10
Giulietta 2.0 JTDM-2 140 Veloce 5d	£22,550	£261	4cyl 1956cc	140	236	9.0	127	62.8	829	994	119	C	20	31	✗	✓	–	✓	–	6	✓	✓	6/10
Giulietta 2.0 JTDM-2 170 Lusso 5d	£22,150	£296	4cyl 1956cc	170	258	8.0	135	60.1	793	1038	124	D	25	36	–	✓	–	✓	✓	6	✓	✓	6/10
Giulietta 2.0 JTDM-2 170 Veloce 5d	£23,450	£311	4cyl 1956cc	170	258	8.0	135	60.1	793	1038	124	D	25	37	–	✓	–	✓	–	6	✓	✓	6/10

TG CHOICE: The 2.0 JTDm-2: Alfa's diesels are the ace up its silky Italian sleeve, with a bang-on balance of performance and economy.

ARIEL

www.arielmotor.co.uk **COMPANY DESCRIPTION:** Previously a motorbike manufacturer, now making pseudo-motorbikes with a range of cars as extreme as the most hardcore superbike.
CLARKSON ON ARIEL: 'MY FACE STILL HASN'T RECOVERED FROM THE LAST TIME I DROVE AN ATOM - I'VE HAD A LESS EXTREME TRIP IN AN F15E.'

ATOM

THE SINGLE MOST INSANE CAR ON SALE. THE SOLD-OUT V8 WAS AMAZING BUT EVEN THE REGULAR VERSION WILL REDEFINE YOUR SENSE OF WHAT'S POSSIBLE IN A CAR.
EURO NCAP: n/a L: 341cm W: 180cm H: 120cm BOOT: n/a litres FUEL TANK: 42 litres ALSO TRY: Caterhams, Westfields, superbikes



Atom 2.0 245 Standard	£30,596	n/a	4cyl 1998cc	245	154	3.2	141	31.0	286	1935	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	9/10
Atom 2.0 300 Standard	£35,812	n/a	4cyl 1998cc	304	177	2.7	155	28.0	259	2143	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	9/10

TG CHOICE: Any. Just with a full set of leathers and helmet please.

ASTON MARTIN

www.astonmartin.com **COMPANY DESCRIPTION:** Arguably the UK's most desirable marque, but needs new investment to restoke the fires.
CLARKSON ON ASTON MARTIN: 'THE LAST WORD IN ICY COOLNESS. EXCEPT THAT NEW CYGNET, WHICH SEEMS TO BE THE LAST WORD IN TEPID AWFULNESS.'

CYGNET

ASTON'S BABY IS ACTUALLY JUST A TARTED UP TOYOTA IQ. BUT THERE'S NO V8 SQUEEZED UNDER THE BONNET, JUST A LOAD OF ASTON LEATHER INSIDE.
EURO NCAP: n/a L: 307cm W: 168cm H: 150cm BOOT: 32/242 litres FUEL TANK: 32 litres ALSO TRY: Abarth 695 Tributo Ferrari



Cygnet 1.33 Standard 3d	£30,995	£775	4cyl 1329cc	98	92	11.8	106	56.5	398	1062	116	C	25	93	–	✓	✓	✓	✗	9	✓	✓	7/10

TG CHOICE: Well, it'll have to be 1.33-litre. But we'd like it to come with a Virage, a tow bar and a trailer please.

VANTAGE

THE CAR THAT TOOK ON THE 911. AND LOST. BUT HEY, IT'S AN ASTON, WHICH MEANS YOUR HANDMADE BROGUES VERSUS THE PORSCHE'S TWO-A-PENNY TRAINERS.
EURO NCAP: n/a L: 438cm W: 187cm H: 126cm BOOT: 300 litres FUEL TANK: 80 litres ALSO TRY: Jaguar XKR, Porsche 911, Mercedes SL, Maserati GranTurismo



V8 Vantage 4.7 V8 420 Standard 2d	£84,995	n/a	8cyl 4735cc	420	346	4.7	180	20.4	359	2941	359	M	50	n/a	–	–	–	✓	✓	4	✓	✗	7/10
V8 Vantage 4.7 V8 430 S 2d	£99,995	£2,681	8cyl 4735cc	430	361	4.5	189	21.9	385	2740	299	M	50	322	✓	✓	✓	✓	✓	4	✓	–	8/10
V12 Vantage 6.0 Standard 2d	£135,000	£3,519	12cyl 5935cc	510	420	4.2	190	17.2	303	3488	388	M	50	422	✗	✓	✓	✓	✓	4	✓	–	9/10
V8 Vantage 4.7 420 Roadster 2d	£93,995	n/a	8cyl 4735cc	420	346	4.7	180	20.4	359	2941	359	M	50	n/a	–	–	–	✓	✓	4	✓	✗	7/10
V8 Vantage 4.7 V8 430 Roadster S 2d	£108,995	£2,830	8cyl 4735cc	430	361	4.5	189	21.9	385	2740	299	M	50	340	✓	✓	✓	✓	✓	4	✓	–	8/10
V12 Vantage 6.0 V12 Roadster 2d	£150,000	n/a	12cyl 5935cc	510	420	4.5	190	n/a	n/a	n/a	n/a	M	50	n/a	✗	✓	✓	✓	✓	4	✓	✗	N/A

TG CHOICE: The full 510bhp V12 Vantage experience please, with attendant terror. No latte drinkers need apply.

DB9

WE HAVEN'T DRIVEN IT YET BUT SUSPECT A NICELY SPECCED COUPE WOULD BE A THOROUGHLY PLEASANT THING.
EURO NCAP: n/a L: 471cm W: 188cm H: 127cm BOOT: 175 litres FUEL TANK: 80 litres ALSO TRY: Bentley Continental GT, Maserati GranTurismo



DB9 6.0 V12 517 Standard 2d 13MY	£131,995	n/a	12cyl 5935cc	517	457	4.6	183	19.8	340	3030	333	M	50	n/a	✓	✓	✓	✓	✓	4	✓	✗	N/A
DB9 6.0 V12 517 Volante 2d 13MY	£141,995	n/a	12cyl 5935cc	517	457	4.6	183	19.8	340	3030	333	M	50	n/a	✓	✓	✓	✓	✓	4	✓	✗	N/A

TG CHOICE: Bye, bye Virage, hello, um, not-a-Virage. New DB9 does have a lot of Virage in it, though.

ZAGATO

NOT ASTON'S PRETTIEST CAR, BUT CAPTIVATING AND BASED ON ITS BEST, THE V12 VANTAGE. CARRIES A SLIGHT MARK-UP.
EURO NCAP: n/a L: 439cm W: 187cm H: 125cm BOOT: 300 litres FUEL TANK: 80 litres ALSO TRY: Aston V12 Vantage and £250k in your pocket



V12 Zagato 6.0 V12 Standard 2d	£396,000	n/a	12cyl 5935cc	510	420	4.2	190	17.3	304	3468	388	M	50	n/a	✗	✓	✓	✓	✓	4	✓	✗	8/10

TG CHOICE: This one, in Aston Racing Green. On the Furka Pass. With the windows down.

Gadgets & Safety Guide ✓ Yes ✗ No – Optional

VANQUISH: THOROUGHLY OVERHAULED DBS IS EVOLUTIONARY, AND COULD STRUGGLE TO BROADEN ASTON'S CUSTOMER BASE. WE WOULDN'T SAY NO, THOUGH.

EURO NCAP: n/a **L:** 472cm **W:** 191cm **H:** 128cm **BOOT:** 368 litres **FUEL TANK:** 78 litres **ALSO TRY:** Merc SLS, McLaren 12C



	PRICE	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Vanquish 6.0 V12 Standard 2d	£191,080	n/a		12cyl 5935cc	573	457	4.1	183	19.6	n/a	3061	335	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✗	8/10

TG CHOICE: For now, there's only one.

ONE-77: A 1.2-MILLION QUID ASTON HYPERCAR WITH A 750BHP V12 – THE MOST POWERFUL NATURALLY ASPIRATED ROAD-CAR ENGINE EVER MADE.

EURO NCAP: n/a **L:** 460cm **W:** 200cm **H:** 122cm **BOOT:** n/a litres **FUEL TANK:** 98 litres **ALSO TRY:** Pagani Huayra, Koenigsegg Agera R, Bugatti Veyron SS



One-77 7.3 V12 Standard 2d	£1.2m	n/a		12cyl 7312cc	750	553	3.7	220	15.8	341	3,810	572	M	50	n/a	✓	✓	✓	✓	✓	2	✓	✓	7/10

TG CHOICE: Only 77 will be made, and we'd take any one of them.

RAPIDE: A BALL-ACHING BEAUTY OF A SALOON AND A PROPER POKE IN THE EYE FOR PORSCHE'S PANAMERA TURBO. YES, IT'S £150K, BUT IT'S GOT FOUR SEATS. THAT'S ONLY £37K EACH.

EURO NCAP: n/a **L:** 502cm **W:** 193cm **H:** 136cm **BOOT:** 317/886 litres **FUEL TANK:** 90 litres **ALSO TRY:** Bentley Continental GT, Porsche Panamera, Maserati Quattroporte



Rapide 6.0 V12 Luxe 4d	£162,800	n/a		12cyl 5935cc	470	443	5.0	184	19.0	376	3158	355	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	8/10
Rapide 6.0 V12 Standard 4d	£149,995	£3,661		12cyl 5935cc	470	443	5.0	184	19.0	376	3158	355	M	50	439	✓	✓	✓	✓	✓	6	✓	✓	8/10

TG CHOICE: The Luxe. No-one wants to slum it.

AUDI

www.audi.co.uk **COMPANY DESCRIPTION:** Classy and understated alternative to the ubiquity of BMW and the staidness of Mercedes. Full of trad Teutonic quality.
CLARKSON ON AUDI: 'STOUTLY MADE, SLIGHTLY BORING CARS THAT ARE RAPIDLY BECOMING THE FOUL REFUGE OF THE TAILGATING MUPPET.'

A1: ESSENTIALLY A REALLY POSH FABIA, AUDI'S A1 IS THE PRINCE TO SKODA'S PAUPER. OR MAYBE IT'S THE EMPEROR'S NEW CLOTHES. EITHER WAY IT'S GOOD, BUT £20K GOOD?

EURO NCAP: ●●●●● **L:** 395cm **W:** 174cm **H:** 141cm **BOOT:** 270/920 litres **FUEL TANK:** 45 litres **ALSO TRY:** Citroen DS3, Mini Cooper, Fiat 500



A1 1.2 TFSI 86 S line 3d	£17,025	£258		4cyl 1197cc	86	118	11.7	112	55.4	548	1083	118	C	6	31	✗	✓	–	✓	–	6	✓	✓	5/10
A1 1.2 TFSI 86 SE 3d	£13,640	£213		4cyl 1197cc	86	118	11.7	112	55.4	548	1083	118	C	6	26	✗	–	–	✓	–	6	✓	✓	5/10
A1 1.2 TFSI 86 Sport 3d	£15,480	£230		4cyl 1197cc	86	118	11.7	112	55.4	548	1083	118	C	6	28	✗	✓	–	✓	–	6	✓	✓	5/10
A1 1.4 TFSI 185 S line 3d	£20,935	£344		4cyl 1390cc	185	184	6.9	141	47.9	474	1253	139	E	28	41	✓	✓	–	✓	–	6	✓	✓	6/10
A1 1.4 TFSI 122 S line 3d	£17,435	£300		4cyl 1390cc	122	147	8.9	126	53.3	528	1126	124	D	16	36	–	✓	–	✓	–	6	✓	✓	6/10
A1 1.4 TFSI 122 Sport 3d	£15,890	£230		4cyl 1390cc	122	147	8.9	126	53.3	528	1126	124	D	15	28	–	✓	–	✓	–	6	✓	✓	6/10
A1 1.6 TDI 105 99g SE 3d	£14,700	£216		4cyl 1598cc	105	184	10.5	118	74.3	735	840	99	A	14	26	✗	–	–	✓	–	6	✓	✓	4/10
A1 1.6 TDI 105 99g Sport 3d	£16,540	£221		4cyl 1598cc	105	184	10.5	118	74.3	735	840	99	A	14	27	✗	✓	–	✓	–	6	✓	✓	4/10
A1 1.6 TDI 105 99g S line 3d	£18,085	£245		4cyl 1598cc	105	184	10.5	118	74.3	735	840	99	A	14	29	✗	✓	–	✓	–	6	✓	✓	4/10
A1 2.0 TDI 143 Sport 3d	£18,165	n/a		4cyl 1968cc	143	236	8.2	135	68.9	682	906	108	B	21	n/a	✗	✓	–	✓	–	6	✓	✓	5/10
A1 2.0 TDI 143 S line 5d	£19,710	£299		4cyl 1968cc	143	236	8.2	135	68.9	682	906	108	B	21	36	✗	✓	–	✓	–	6	✓	✓	5/10

Sportback: + £560

TG CHOICE: Not the diesels (too rough), but a 1.4 TFSI, which blend smooth performance and best fit the A1's trendy outlook. You badge snob.

A3: NEW A3, OLD LOOKS. BUT NEW BITS UNDERNEATH. YOU MIGHT NOTICE AS IT'S MORE POLISHED THAN EVER.

EURO NCAP: n/a **L:** 423cm **W:** 177cm **H:** 142cm **BOOT:** 365/1,100 litres **FUEL TANK:** 50 litres **ALSO TRY:** VW Golf, BMW 1-Series, Alfa Giulietta



A3 1.4 TFSI 122 SE 3d 2012	£19,205	£215		4cyl 1395cc	122	147	9.3	126	54.3	597	1105	120	C	19	26	✗	✓	–	✓	–	6	✓	✓	6/10
A3 1.4 TFSI 122 Sport 3d 2012	£20,430	£249		4cyl 1395cc	122	147	9.3	126	54.3	597	1105	120	C	19	30	✗	✓	–	✓	–	6	✓	✓	6/10
A3 1.4 TFSI 122 S line 3d 2012	£22,580	£260		4cyl 1395cc	122	147	9.3	126	54.3	597	1105	120	C	20	31	✗	✓	–	✓	–	6	✓	✓	6/10
A3 1.8 TFSI 180 Sport 3d 2012	£24,410	£307		4cyl 1798cc	180	184	7.2	144	50.4	554	1190	130	C	25	37	✓	✓	–	✓	–	6	✓	✓	6/10
A3 1.8 TFSI 180 S line 3d 2012	£26,560	£329		4cyl 1798cc	180	184	7.2	144	50.4	554	1190	130	C	26	40	✓	✓	–	✓	–	6	✓	✓	6/10
A3 2.0 TDI 150 SE 3d 2012	£21,505	£245		4cyl 1968cc	150	236	8.6	134	68.9	758	906	106	B	23	29	✗	✓	–	✓	–	6	✓	✓	7/10
A3 2.0 TDI 150 Sport 3d 2012	£22,730	£276		4cyl 1968cc	150	236	8.6	134	68.9	758	906	106	B	23	33	✗	✓	–	✓	–	6	✓	✓	7/10
A3 2.0 TDI 150 S line 3d 2012	£24,880	£287		4cyl 1968cc	150	236	8.6	134	68.9	758	906	106	B	24	35	✗	✓	–	✓	–	6	✓	✓	7/10

Sportback: + £620

TG CHOICE: Diesel. The A3 isn't exciting enough to warrant recommending a petrol.

A4: COMPETENCE IS OVERRATED. AND HERE'S THE PROOF. YEP, THE NEWLY REVITALIZED A4 HAS ALL THE QUALITY AND IMAGE YOU CRAVE, BUT IT'S A BIT... COLD.

EURO NCAP: ●●●●● **L:** 470cm **W:** 183cm **H:** 142cm **BOOT:** 480/962 litres **FUEL TANK:** 65 litres **ALSO TRY:** BMW 3-Series, Mercedes C-Class, Lexus IS



A4 1.8 TFSI 170 S Line 4d	£27,795	£431		4cyl 1798cc	170	236	8.1	143	49.6	687	1210	134	E	24	52	✗	✓	–	✓	✓	6	✓	✓	6/10
A4 2.0 TFSI 211 quattro SE 4d	£29,170	£462		4cyl 1984cc	211	258	6.5	153	41.5	557	1446	159	G	31	56	✗	✓	–	✓	✓	6	✓	✓	6/10
A4 2.0 TFSI 211 quattro S Line 4d	£31,725	£497		4cyl 1984cc	211	258	6.5	153	41.5	557	1446	159	G	31	60	✗	✓	–	✓	✓	6	✓	✓	6/10
A4 3.0 TFSI 333 S4 4d	£38,665	£620		6cyl 2995cc	333	324	5.0	155	34.9	468	1719	190	J	36	75	✓	✓	–	✓	✓	6	✓	✓	6/10
A4 4.2 V8 RS 4 5d Avant	£54,925	£865		8cyl 4163cc	450	317	4.7	155	26.4	354	2273	249	L	41	104	✓	✓	✓	✓	✓	6	✓	✓	8/10
A4 2.0 TDIe 136 SE 4d	£26,555	£308		4cyl 1968cc	136	236	9.3	134	65.7	910	950	112	C	23	37	✗	✓	–	✓	✓	6	✓	✓	5/10
A4 2.0 TDIe 136 SE Technik 4d	£27,655	£311		4cyl 1968cc	136	236	9.3	134	65.7	910	950	112	C	23	37	✗	✓	✓	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 143 SE 4d	£26,555	£370		4cyl 1968cc	143	236	9.2	134	62.8	870	994	119	C	23	44	–	✓	–	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 143 SE Technik 4d	£27,655	£323		4cyl 1968cc	143	236	9.2	134	62.8	870	994	119	C	23	39	–	✓	✓	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 143 S Line 4d	£29,110	£330		4cyl 1968cc	143	236	9.2	134	62.8	870	994	119	C	23	40	–	✓	–	✓	✓	6	✓	✓	5/10
A4 2.0 TDIe 163 SE 4d	£27,575	£404		4cyl 1968cc	163	280	8.4	140	64.2	890	972	115	C	23	49	✗	✓	–	✓	✓	6	✓	✓	5/10
A4 2.0 TDIe 163 SE Technik 4d	£28,675	£417		4cyl 1968cc	163	280	8.4	140	64.2	890	972	115	C	23	50	✗	✓	✓	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 177 SE 4d	£27,575	£403		4cyl 1968cc	177	280	8.2	143	61.4	851	1016	120	C	26	48	–	✓	–	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 177 SE Technik 4d	£28,675	£416		4cyl 1968cc	177	280	8.2	143	61.4	851	1016	120	C	26	50	–	✓	✓	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 177 S Line 4d	£30,130	£403		4cyl 1968cc	177	280	8.2	143	61.4	851	1016	120	C	26	48	–	✓	–	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 177 quattro SE 4d	£29,120	£415		4cyl 1968cc	177	280	7.8	142	57.6	773	1083	134	E	26	50	✗	✓	–	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 177 quattro SE Technik 4d	£30,220	£427		4cyl 1968cc	177	280	7.8	142	57.6	773	1083	134	E	26	51	✗	✓	✓	✓	✓	6	✓	✓	5/10
A4 2.0 TDI 177 quattro S Line 4d	£31,675	£464		4cyl 1968cc	177	280	7.8	142	57.6	773	1083	134	E	26	56	✗	✓	–	✓	✓	6	✓	✓	5/10
A4 3.0 TDI 204 multitronic SE 4d	£30,490	£435		6cyl 2967cc	204	295	7.1	146	57.6	798	1083	129	D	33	52	✓	✓	–	✓	✓	6	✓	✓	6/10
A4 3.0 TDI 245 quattro S tronic SE 4d	£34,600	£592		6cyl 2967cc	245	368	5.9	155	49.6	666	1258	149	F	33	71	✓	✓	–	✓	✓	6	✓	✓	6/10
A4 3.0 TDI 245 quattro S tronic S Line 4d	£37,155	£542		6cyl 2967cc	245	368	5.9	155	49.6	666	1258	149	F	33	65	✓	✓	–	✓	✓	6	✓	✓	6/10
A4 Allroad 2.0 TFSI 211 quattro 5d Avant	£31,475	£486		4cyl 1984cc	211	258	6.8	143	39.2	526	1531	169	H	30	58	–	✓	–	✓	✓	6	✓	✓	6/10
A4 Allroad 2.0 TDI 177 quattro 5d Avant	£31,375	£419		4cyl 1968cc	177	280	8.2	134	46.3	621	1348	159	G	26	50	✗	✓	–	✓	✓	6	✓	✓	6/10
A4 Allroad 3.0 TDI 240 quattro 5d Avant	£36,840	£552		6cyl 2967cc	240	358	6.2	149	45.6	612	1368	161	G	32	66	✓	✓	–	✓	✓	6	✓	✓	6/10

Avant: + £1,200

TG CHOICE: The Avant maximises space and minimises any impression that you're an Angry Rep getting fat on Starbuck's muffins and pie charts.

◀ AUDI CONTINUED

A5: AN ARTFUL LESSON IN UNDERSTATEMENT, AUDI'S A5 COUPE DOES DESIRABLE WITHOUT THE FLASH. ENGINES TO SUIT MOST BUDGETS AND THE RS5 TO SUIT US.

EURO NCAP: n/a **L:** 463/471cm **W:** 186cm **H:** 137cm **BOOT:** 455/829 (480/980 S/B) litres **FUEL TANK:** 65 litres **ALSO TRY:** BMW 3 Series Coupe, Infiniti G37 Coupe



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
A5 Coupe 1.8 TFSI 170 Standard 2d	£26,490	£346	4cyl 1798cc	170	236	7.9	143	49.6	687	1210	134	E	27	42	✗	–	✗	✓	–	6	✓	✓	6/10
A5 Coupe 1.8 TFSI 170 S line 2d	£30,560	£420	4cyl 1798cc	170	236	7.9	143	49.6	687	1210	134	E	27	50	✗	✓	–	✓	✓	6	✓	✓	6/10
A5 Coupe 2.0 TFSI 211 quattro Standard 2d	£32,445	£464	4cyl 1984cc	211	258	6.5	152	40.4	542	1485	159	G	32	56	✓	–	✗	✓	–	6	✓	✓	7/10
A5 Coupe 2.0 TFSI 211 quattro SE 2d	£34,215	£486	4cyl 1984cc	211	258	6.5	152	40.4	542	1485	159	G	32	58	✓	✓	–	✓	✓	6	✓	✓	7/10
A5 Coupe 2.0 TFSI 211 quattro S line 2d	£36,515	£515	4cyl 1984cc	211	258	6.5	152	40.4	542	1485	159	G	32	62	✓	✓	–	✓	✓	6	✓	✓	7/10
A5 Coupe 3.0 TFSI 333 SS 2d	£42,790	£650	6cyl 2995cc	333	324	4.9	155	34.9	468	1719	190	J	41	78	✓	✓	–	✓	✓	6	✓	✓	7/10
A5 Coupe 4.2 V8 450 RS 5 2d	£58,750	£1,042	8cyl 4163cc	450	317	4.5	155	26.9	361	2230	246	L	45	125	✓	✓	✓	✓	✓	6	✓	✓	6/10
A5 Coupe 2.0 TDI 177 Standard 2d	£28,775	£381	4cyl 1968cc	177	280	8.2	143	60.1	833	1038	122	D	28	46	–	–	✗	✓	–	6	✓	✓	5/10
A5 Coupe 2.0 TDI 177 SE 2d	£30,545	£333	4cyl 1968cc	177	280	8.2	143	60.1	833	1038	122	D	28	40	–	✓	–	✓	✓	6	✓	✓	5/10
A5 Coupe 2.0 TDI 177 S line 2d	£32,845	£380	4cyl 1968cc	177	280	8.2	143	60.1	833	1038	122	D	29	46	–	✓	–	✓	✓	6	✓	✓	5/10
A5 Coupe 3.0 TDI 204 SE 2d	£34,145	£471	6cyl 2967cc	204	295	7.1	146	57.6	798	1083	129	D	29	57	✓	✓	–	✓	✓	6	✓	✓	7/10
A5 Coupe 3.0 TDI 204 S line 2d	£36,445	£499	6cyl 2967cc	204	295	7.1	146	57.6	798	1083	129	D	29	60	✓	✓	–	✓	✓	6	✓	✓	7/10
A5 Coupe 3.0 TDI 245 quattro SE 2d	£37,655	£527	6cyl 2967cc	245	368	5.8	155	49.6	666	1258	149	F	35	63	✓	✓	–	✓	✓	6	✓	✓	7/10
A5 Coupe 3.0 TDI 245 quattro S line 2d	£39,955	£555	6cyl 2967cc	245	368	5.8	155	49.6	666	1258	149	F	35	67	✓	✓	–	✓	✓	6	✓	✓	7/10

Cabriolet: + £3,100 £4,900 over Coupe, Sportback: £950 less than Coupe

TG CHOICE: Sensible hat on, it's the 3.0 TDI, but who has time for hats when there's a 444bhp V8 in the RS5?

A6: AUDI'S PHOTO-COPIER STYLING DEPARTMENT HAS PULLED ANOTHER ONE OUT OF THE BAG. THE A6 IS A REALLY GOOD, HI-TECH CAR, BUT JUST VERY DULL TO LOOK AT.

EURO NCAP: n/a **L:** 491cm **W:** 187cm **H:** 146cm **BOOT:** 535/1,390 litres **FUEL TANK:** 65 litres **ALSO TRY:** BMW 5 Series, Mercedes E-Class, Jaguar XF



A6 3.0 TFSI 300 quattro SE 4d	£39,290	£814	6cyl 2995cc	300	324	5.5	155	34.4	492	1744	190	J	35	98	✓	✓	✓	✓	✓	6	✓	✓	5/10
A6 3.0 TFSI 300 quattro S line 4d	£41,640	£821	6cyl 2995cc	300	324	5.5	155	34.4	492	1744	190	J	36	99	✓	✓	✓	✓	✓	6	✓	✓	5/10
A6 4.0 V8 T 420 S6 4d	£53,995	£815	8cyl 3993cc	420	405	4.6	155	29.4	485	2041	225	K	42	98	✓	✗	✓	✓	✓	6	✓	✓	6/10
A6 2.0 TDI 177 SE 4d	£30,145	£340	4cyl 1968cc	177	280	8.7	141	57.6	824	1083	129	D	27	41	–	✓	✓	✓	✓	6	✓	✓	6/10
A6 2.0 TDI 177 S line 4d	£32,495	£372	4cyl 1968cc	177	280	8.7	141	57.6	824	1083	129	D	28	45	–	✓	✓	✓	✓	6	✓	✓	6/10
A6 3.0 TDI 204 SE 4d	£34,360	£538	6cyl 2967cc	204	295	7.2	149	54.3	776	1149	137	E	29	65	✓	✓	✓	✓	✓	6	✓	✓	5/10
A6 3.0 TDI 204 S line 4d	£36,710	£571	6cyl 2967cc	204	295	7.2	149	54.3	776	1149	137	E	30	69	✓	✓	✓	✓	✓	6	✓	✓	5/10
A6 3.0 TDI 245 quattro S line 4d	£41,460	£653	6cyl 2967cc	245	368	6.1	155	47.1	673	1325	158	G	35	78	✓	✓	✓	✓	✓	6	✓	✓	6/10
A6 3.0 BiTDI 313 quattro SE 4d	£43,810	£619	6cyl 2967cc	313	479	5.1	155	44.1	631	1415	169	H	38	74	✓	✓	✓	✓	✓	6	✓	✓	7/10
A6 3.0 BiTDI 313 quattro S Line 4d	£46,160	£815	6cyl 2967cc	313	479	5.1	155	44.1	631	1415	169	H	38	98	✓	✓	✓	✓	✓	6	✓	✓	7/10
A6 Allroad 3.0 TDI 204 quattro Standard 5d	£43,465	£520	6cyl 2967cc	204	331	7.5	139	46.3	662	1410	159	G	31	62	✓	✓	✓	✓	✓	6	✓	✓	/10
A6 Allroad 3.0 TDI 245 quattro Standard 5d	£45,005	£563	6cyl 2967cc	245	427	6.6	147	44.8	641	1458	165	G	36	68	✓	✓	✓	✓	✓	6	✓	✓	/10
A6 Allroad 3.0 BiTDI 313 quattro Standard 5d	£49,760	£626	6cyl 2967cc	313	479	5.6	155	42.2	603	1547	176	I	41	75	✓	✓	✓	✓	✓	6	✓	✓	/10

Avant: + £1,840

TG CHOICE: Everyone will buy the 2.0-litre TDI, which is the most sensible engine in a sensible car.

A7: AUDI'S NICHE-BUSTING CONTINUES. THE A7 IS BASICALLY AN A8 HATCH, SO IT DRIVES SAFELY, HAS NICE ENGINES AND INTERIOR, AND A SLIGHTLY MORE PRACTICAL BOOT.

EURO NCAP: n/a **L:** 497cm **W:** 192cm **H:** 142cm **BOOT:** 535/1,390 litres **FUEL TANK:** 65 litres **ALSO TRY:** Mercedes CLS, BMW 6 Series, Audi A8



A7 Sportback 3.0T 333 S7 4d	£62,310	£885	8cyl 3992cc	420	405	4.7	155	29.4	485	2041	225	K	44	106	✓	✓	✓	✓	✓	6	✓	✓	6/10
A7 Sportback 2.8 FSI quattro SE 5d	£45,240	£750	6cyl 2773cc	204	206	8.3	146	35.3	505	1700	187	J	33	90	✓	✓	✓	✓	✓	6	✓	✓	5/10
A7 Sportback 3.0 TFSI quattro SE 5d	£49,045	£957	6cyl 2995cc	300	324	5.6	155	34.4	492	1744	190	J	40	115	✓	✓	✓	✓	✓	6	✓	✓	6/10
A7 Sportback 3.0 TDI 204 Standard 4d	£40,990	£553	6cyl 2967cc	204	295	7.4	146	55.4	792	1126	135	E	33	66	✓	✓	✓	✓	✓	6	✓	✓	5/10
A7 Sportback 3.0 TDI 204 quattro SE 5d	£46,435	£640	6cyl 2967cc	204	331	7.2	146	48.7	696	1281	152	G	35	77	✓	✓	✓	✓	✓	6	✓	✓	5/10
A7 Sportback 3.0 TDI 204 SE 5d	£44,755	£615	6cyl 2967cc	204	295	7.4	145	55.4	792	1126	135	E	33	74	✓	✓	✓	✓	✓	6	✓	✓	5/10
A7 Sportback 3.0 TDI 245 quattro SE 5d	£49,005	£738	6cyl 2967cc	245	368	6.3	155	47.9	685	1303	156	G	40	89	✓	✓	✓	✓	✓	6	✓	✓	7/10

S line: + £1,790

TG CHOICE: Always the diesel. It'll be just as quick as the top petrols and far cheaper to run.

A8: THE 'OTHER' EXEC LIMO, THE A8 CONTINUES TO PLAY SECOND FIDDLE TO THE MERC S-CLASS. BUT THIS HAS BETTER INTERIOR DESIGN. IMPORTANT WHEN VIEWING FROM THE BACK.

EURO NCAP: n/a **L:** 514/527cm **W:** 195cm **H:** 146cm **BOOT:** 510 litres **FUEL TANK:** 90 litres (75 litres Hybrid) **ALSO TRY:** BMW 7-Series, Lexus LS, Mercedes S-Class



A8 2.0 TFSI 245 Hybrid 4d	£61,580	n/a	4cyl 1984cc	245	354	7.9	142	44.1	728	1728	149	F	43	n/a	✓	✓	✓	✓	✓	6	✓	✓	6/10
A8 3.0 TFSI 290 quattro SE 4d	£56,925	£1,057	6cyl 2995cc	290	309	6.1	155	31.0	614	1935	213	K	43	127	✓	✓	✓	✓	✓	6	✓	✓	6/10
A8 4.0 V8 T 510 S8 4d	£77,900	£1,147	8cyl 3993cc	520	479	4.2	155	28.0	554	2143	235	L	50	138	✓	✓	✓	✓	✓	6	✓	✓	6/10
A8 4.2 FSI 372 quattro SE 4d	£63,910	£1,264	8cyl 4163cc	372	328	5.7	155	29.7	588	2020	219	K	43	152	✓	✓	✓	✓	✓	6	✓	✓	6/10
A8 6.3 W12 500 4d A8L	£95,110	£1,677	12cyl 6299cc	500	461	4.7	155	22.8	451	2632	290	M	50	201	✓	✓	✓	✓	✓	6	✓	✓	5/10

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Official fuel consumption figures for the Audi A7 Sportback 3.0 TDI 204PS multitronic in mpg (l/100km): Urban

A7 Sportback 3.0 TDI 204PS multitronic. Contract hire offer based on 3 years, 10,000 miles per annum. Initial rental of £2,761.33 (plus VAT) followed by 35 monthly rentals of £459.00 (plus VAT) per month. Excess mileage charge is and delivered by 31 March 2013 (subject to availability). Offer may be varied or withdrawn at any time. Specification correct at time of publication. Prices quoted and examples shown are correct at time of publication (November 2012)

	PRICE			PERFORMANCE							COSTS			GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
A8 3.0 TDI 250 quattro SE 4d	£56,610	£623	6cyl 2967cc	250	405	6.1	155	42.8	847	1458	174	H	43	75	✓	✓	✓	✓	✓	6	✓	✓	6/10
A8 4.2 TDI 350 quattro SE 4d	£65,865	£1,264	8cyl 4134cc	350	590	5.5	155	37.2	736	1677	199	J	47	152	✓	✓	✓	✓	✓	6	✓	✓	7/10
Executive: + £2,605. LWB: + £3,965 £4,090																							
TG CHOICE: There's a 6.3-litre W12 if you must have a petrol, but the 4.2TDI is almost as quiet and twice as efficient. We'd have that one.																							



TT: SO MUCH MORE OF A SPORTS CAR THAN BEFORE, THE (NOT THAT) NEW TT IS A SUPERB PROSPECT, ALBEIT A UBIQUITOUS AND EXPENSIVE ONE. SECONDHAND CAYMAN ANYONE?
EURO NCAP: n/a L: 418cm W: 184cm H: 135cm BOOT: 290/700 litres FUEL TANK: 55 litres ALSO TRY: BMW Z4, Nissan 370Z, Porsche Boxster and Cayman, Mercedes SLK

TT 1.8 TFSI 160 Coupe Sport 2d	£24,070	£377	4cyl 1798cc	160	184	7.2	140	44.1	534	1361	149	F	34	45	✗	–	–	✓	–	4	✓	–	7/10
TT 1.8 TFSI 160 Coupe S line 2d	£26,060	£411	4cyl 1798cc	160	184	7.2	140	44.1	534	1361	149	F	34	49	✗	–	–	✓	–	4	✓	–	7/10
TT 2.0 TFSI 211 Coupe S line 2011 2d	£29,130	£422	4cyl 1984cc	211	258	6.1	152	42.8	518	1402	154	G	34	51	–	–	–	✓	–	4	✓	–	7/10
TT 2.0 TFSI 211 quattro Coupe S line 2011 2d	£32,140	£486	4cyl 1984cc	211	258	5.6	150	39.2	517	1531	169	H	34	58	✓	–	–	✓	–	4	✓	–	7/10
TT 2.0 TFSI 211 Coupe Sport 2011 2d	£27,140	£345	4cyl 1984cc	211	258	6.1	152	42.8	518	1402	154	G	34	41	–	–	–	✓	–	4	✓	–	8/10
TT 2.0 TFSI 211 quattro Coupe Sport 2011 2d	£30,150	£454	4cyl 1984cc	211	258	5.6	150	39.2	517	1531	169	H	34	55	✓	–	–	✓	–	4	✓	–	7/10
TT 2.0 TFSI 272 TTS Coupe 2011 2d	£35,605	£554	4cyl 1984cc	272	258	5.4	155	35.8	473	1676	184	I	38	66	–	✓	–	✓	–	4	✓	–	6/10
TT 2.5T 360 Coupe RS Plus 2d	£48,945	£757	5cyl 2480cc	360	342	4.3	174	33.2	438	1807	209	K	40	91	–	✓	✓	✓	–	4	✓	✗	7/10
TT 2.5T 340 Coupe RS 2d	£45,840	£772	5cyl 2480cc	340	331	4.5	155	31.4	414	1911	209	K	40	93	–	–	–	✓	–	4	✓	–	7/10
TT 2.0 TDI 170 Coupe S line 2011 2d	£30,290	£408	4cyl 1968cc	170	258	7.5	140	53.3	703	1171	139	E	32	49	–	–	–	✓	–	4	✓	–	6/10
TT 2.0 TDI 170 Coupe Sport 2011 2d	£28,300	£337	4cyl 1968cc	170	258	7.5	140	53.3	703	1171	139	E	32	41	–	–	–	✓	–	4	✓	–	6/10
Roadster: + £1,980 £2,100																							
TG CHOICE: The fast-yet-frugal diesels are an interesting break from the norm. But failing that, see the aforementioned Porsche.																							



R8: NEWLY REVISED AND STILL ONE OF THE ONLY SUPERCARS ON PLANET EARTH THAT'S AS EASY TO DRIVE AS A GOLF. THIS MAY NOT BE A GOLF THING ON REFLECTION.
EURO NCAP: n/a L: 443cm W: 190cm H: 124cm BOOT: 100 litres FUEL TANK: 90 litres ALSO TRY: Porsche 911, Lamborghini Gallardo, Aston Vantage

R8 4.2 V8 430 Coupe 2d	£91,575	n/a	8cyl 4163cc	430	317	4.6	188	19.9	394	3015	332	M	n/a	n/a	–	✓	✓	✓	–	6	✓	✓	N/A
R8 5.2 V10 525 Coupe 2d	£112,675	n/a	10cyl 5204cc	525	390	3.9	197	19.0	376	3158	346	M	n/a	n/a	–	✓	✓	✓	–	6	✓	✓	N/A
R8 5.2 V10 550 V10 Plus Coupe 2d	£124,675	n/a	10cyl 5204cc	550	398	3.8	198	19.0	376	3158	346	M	n/a	n/a	–	✓	✓	✓	–	6	✓	✓	N/A
R8 4.2 V8 430 Spyder 2d	£100,225	n/a	8cyl 4163cc	430	317	4.8	187	19.6	345	3061	337	M	n/a	n/a	–	✓	✓	✓	–	6	✓	✓	N/A
R8 5.2 V10 525 Spyder 2d	£121,375	n/a	10cyl 5204cc	525	390	3.1	194	19.0	334	3158	349	M	n/a	n/a	–	✓	✓	✓	–	6	✓	✓	N/A
TG CHOICE: The V8 has a sweet engine, the V10 has more pace. The Spyder is lovely, too. Really, any will do.																							



Q3: THIS IS THE CAR AUDI BELIEVES WILL RIVAL THE RANGE ROVER EVOQUE. OH DEAR. IT'S ACTUALLY A HIGH-RISE GOLF WITH AN INFERIORITY COMPLEX.
EURO NCAP: ●●●●● L: 439cm W: 183cm H: 161cm BOOT: 460/1,365 litres FUEL TANK: 64 litres ALSO TRY: BMW X1, Range Rover Evoque, VW Tiguan

Q3 2.0 TFSI 170 quattro SE 5d	£26,200	£396	4cyl 1984cc	170	206	8.2	132	38.7	545	1550	174	H	20	48	–	✓	–	✓	✓	6	✓	✓	5/10
Q3 2.0 TFSI 211 quattro SE 5d	£29,120	£511	4cyl 1984cc	211	221	6.9	143	36.7	517	1635	179	I	25	61	✓	✓	–	✓	✓	6	✓	✓	5/10
Q3 2.0 TDI 140 SE 5d	£25,065	£333	4cyl 1968cc	140	236	9.9	126	54.3	764	1149	137	E	20	40	✗	✓	–	✓	✓	6	✓	✓	5/10
Q3 2.0 TDI 177 quattro SE 5d	£28,965	£438	4cyl 1968cc	177	280	8.2	132	47.9	674	1303	156	G	21	53	✓	✓	–	✓	✓	6	✓	✓	5/10
Q3 2.0 TDI 140 quattro SE 5d	£26,510	£402	4cyl 1968cc	140	236	9.9	122	49.6	698	1258	149	F	18	48	✗	✓	–	✓	✓	6	✓	✓	5/10
S line: + £4,545																							
TG CHOICE: You head says diesel, but your head was wrong to decide Q3 in the first place, so make it two wrongs and go petrol.																							



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. WHICH IT DOESN'T.
EURO NCAP: ●●●●● L: 463cm W: 188cm H: 165cm BOOT: 540/1,560 litres FUEL TANK: 75 litres ALSO TRY: Land Rover Freelander, Volvo XC60, BMW X3, Infiniti EX

Q5 2.0 TFSI 180 quattro S line 5d	£32,545	£540	4cyl 1984cc	180	236	8.5	130	34.9	576	1719	188	J	29	65	✗	–	–	✓	✓	8	✓	✓	4/10
Q5 2.0 TFSI 180 quattro Standard 5d	£28,000	£467	4cyl 1984cc	180	236	8.5	130	34.9	576	1719	188	J	28	56	✗	–	–	✓	–	8	✓	✓	4/10
Q5 2.0 TFSI 211 quattro S line 5d	£33,975	£563	4cyl 1984cc	211	258	7.6	138	34.9	576	1719	188	J	28	68	–	–	–	✓	✓	8	✓	✓	4/10
Q5 2.0 TFSI 211 quattro Standard 5d	£29,430	£487	4cyl 1984cc	211	258	7.6	138	34.9	576	1719	188	J	28	58	–	–	–	✓	–	8	✓	✓	4/10
Q5 3.2 FSI 270 quattro S line 5d	£39,115	£659	6cyl 3197cc	270	243	6.9	145	30.4	502	1974	218	K	32	79	✓	–	–	✓	✓	8	✓	✓	3/10
Q5 2.0 TDI 143 quattro Standard 5d	£28,025	£402	4cyl 1968cc	143	236	11.4	118	45.6	752	1368	162	G	22	48	✗	–	–	✓	–	8	✓	✓	4/10
Q5 2.0 TDI 143 quattro S line 5d	£32,570	£447	4cyl 1968cc	143	236	11.4	118	45.6	752	1368	162	G	22	54	✗	–	–	✓	✓	8	✓	✓	4/10
Q5 2.0 TDI 170 quattro Standard 5d	£29,150	£412	4cyl 1968cc	170	258	9.9	126	45.6	752	1368	163	G	22	50	–	–	–	✓	–	8	✓	✓	5/10
Q5 2.0 TDI 170 quattro S line 5d	£33,695	£478	4cyl 1968cc	170	258	9.9	126	45.6	752	1368	163	G	22	57	–	–	–	✓	✓	8	✓	✓	5/10
Q5 3.0 TDI 240 quattro S line 5dr	£39,490	£575	6cyl 2967cc	240	368	6.5	139	37.6	620	1660	199	J	31	69	✓	–	–	✓	✓	8	✓	✓	5/10
SE: + £2,350 over Standard																							
TG CHOICE: Get a diesel if you must. But really, just pipe down and get an A6 Avant. You don't need an SUV.																							



Audi
Vorsprung durch Technik

The Audi A7 Sportback.

From £40,990 ROTR

47.9 (5.9), Extra Urban 60.1 (4.7), Combined 55.4 (5.1). CO_2 emissions: 135g/km. *Plus VAT and initial rental. Business users only. Based on a new 9.0p per mile (plus VAT). Further charges may be payable when vehicle is returned. Indemnities may be required. Subject to status. Available to over 18s from participating Centres only for vehicles ordered before 31 December 2012 and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Audi Finance, Freepost Audi Finance.

AUDI CONTINUED

Q7: A CAR THAT ADDRESSES ALL THE PROBLEMS OF OUR SOCIO-ECONOMIC AND ENVIRONMENTAL MALAISE BY IGNORING THEM OUTRIGHT. THE Q7 IS A BAD IDEA, BRILLIANTLY EXECUTED.



EURO NCAP: ●●●●○ L: 509cm W: 198cm H: 173cm BOOT: 775/2,035 litres FUEL TANK: 100 litres ALSO TRY: Land Rover Discovery 4, BMW X5, Volvo XC90

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Q7 3.0 TFSI 272 quattro Standard 2011 5d	£42,590	£740	6cyl 2995cc	272	295	7.9	140	26.4	581	2273	249	L	40	89	✓	−	−	✓	✓	6	✓	✓	4/10
Q7 3.0 TFSI 272 quattro S Line 2011 5d	£47,215	£757	6cyl 2995cc	272	295	7.9	140	26.4	581	2273	249	L	40	91	✓	✓	−	✓	✓	6	✓	✓	4/10
Q7 3.0 TFSI 333 quattro S Line 2011 5d	£51,300	£837	6cyl 2995cc	333	324	6.9	152	26.4	581	2273	249	L	43	101	✓	✓	−	✓	✓	6	✓	✓	4/10
Q7 6.0 TDI V12 2010 5d	£100,370	£1,860	12cyl 5934cc	500	737	5.5	155	25.0	550	2400	298	M	50	223	✓	✓	−	✓	✓	6	✓	✓	7/10
Q7 3.0 TDI 245 quattro Standard 5d	£41,425	£639	6cyl 2967cc	245	405	7.8	135	38.2	840	1634	195	J	40	77	✓	−	−	✓	✓	6	✓	✓	5/10
Q7 3.0 TDI 245 Clean Diesel quattro Standard 5d	£42,560	£693	6cyl 2967cc	245	405	8.0	135	38.2	840	1634	195	J	41	83	✓	−	−	✓	✓	6	✓	✓	6/10
Q7 3.0 TDI 245 quattro S Line 5d	£46,050	£588	6cyl 2967cc	245	405	7.8	135	38.2	840	1634	195	J	40	71	✓	✓	−	✓	✓	6	✓	✓	5/10
Q7 3.0 TDI 245 Clean Diesel quattro S Line 5d	£47,185	£704	6cyl 2967cc	245	405	8.0	135	38.2	840	1634	195	J	41	85	✓	✓	−	✓	✓	6	✓	✓	6/10
Q7 3.0 TDI 204 Standard 5d	£39,995	£801	6cyl 2967cc	204	331	9.1	127	39.2	862	1592	189	J	35	n/a	✓	−	−	✓	✓	6	✓	✓	5/10
Q7 3.0 TDI 204 S Line 5d	£44,620	£780	6cyl 2967cc	204	331	9.1	127	39.2	862	1592	189	J	36	n/a	✓	✓	−	✓	✓	6	✓	✓	5/10
Q7 4.2 TDI 340 quattro S Line 2011 5d	£55,655	£851	8cyl 4134cc	340	590	6.4	150	30.7	675	2033	242	L	45	102	✓	✓	−	✓	✓	6	✓	✓	6/10
SE +£2,965																							

TG CHOICE: The Clean Diesel 3.0 TDI is perhaps the only facet of this scourge on modern motoring that is vaguely acceptable in this day and age.

BENTLEY

www.bentleymotors.com COMPANY DESCRIPTION: Has been given a new lease of life with an injection of Volkswagen cash, but remains about as British as the monarchy.
CLARKSON ON BENTLEY: 'THE ENTIRE BENTLEY RANGE SEEMS TO BE GETTING MORE AND MORE CHESHIRE. WHICH IS NO SURPRISE, SINCE THEY'RE MADE THERE.'

CONTINENTAL: THE DEFINITIVE POSH VW UNTIL BUGATTI SPOILED THE PARTY. THE CONTINENTAL, IN COUPE AND GTC CONVERTIBLE GUISES, IS A MASTERCLASS IN COD-BRITISH STYLE.



EURO NCAP: n/a L: 480cm W: 192cm H: 140cm BOOT: 358 litres FUEL TANK: 90 litres ALSO TRY: Aston Martin DB9, Mercedes CL

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Continental GT 4.0 V8 500 GT 2d	£123,850	£3,008	8cyl 3993cc	500	487	4.6	188	26.7	529	2247	246	L	50	361	✓	✓	✓	✓	✓	6	✓	✓	8/10
Continental GT 6.0 W12 575 GT 2d	£137,760	£2,924	12cyl 5998cc	575	516	4.4	198	17.1	339	3509	384	M	50	351	✓	✓	✓	✓	✓	6	✓	✓	7/10
Continental GT 6.0 W12 625 GT Speed 2d	£151,000	n/a	12cyl 5998cc	625	590	4.2	205	19.5	386	3077	338	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	8/10
Continental GT 6.0 575 GTC 2d	£149,350	£3,671	12cyl 5998cc	575	516	4.5	195	17.1	339	3509	384	M	50	441	✓	✓	✓	✓	✓	6	✓	✓	8/10
Continental GT 4.0 V8 500 GTC 2d	£136,250	£3,241	8cyl 3993cc	500	487	4.7	187	25.9	513	2317	254	L	50	389	✓	✓	✓	✓	✓	6	✓	✓	8/10
Flying Spur 6.0 W12	£133,200	£3,336	12cyl 5998cc	556	479	4.9	195	17.0	337	3529	396	M	50	400	✓	✓	✓	✓	✓	6	✓	✓	4/10
Flying Spur 6.0 W12 Speed	£150,900	£3,865	12cyl 5998cc	600	556	4.5	200	17.0	337	3529	396	M	50	464	✓	✓	✓	✓	✓	6	✓	✓	4/10

TG CHOICE: Any of the new ones. Honestly. They're all smoother, plusher, richer and more Cheshire than before. In a good way.

MULSANNE: THE REPLACEMENT FOR THE ARNAGE, AND EVERY BIT AS OPULENT AND BRILLIANT. IF YOU CAN IGNORE THE LOOKS (WHO OK'D THOSE HEADLIGHTS?), THIS IS BRILLIANT.



EURO NCAP: n/a L: 557cm W: 193cm H: 153cm BOOT: 443 litres FUEL TANK: 96 litres ALSO TRY: Rolls Royce Ghost, Maybach, not much else

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Mulsanne 6.75 V8 Standard 4d	£226,955	£5,816	8cyl 6750cc	512	752	5.1	184	16.8	355	3571	393	M	50	698	✓	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: There is only one. We'll take ours with the full wood interior please.

BMW

www.bmw.co.uk COMPANY DESCRIPTION: A model of German efficiency, the firm still prides itself on making supremely engineered cars aimed at the driver.
CLARKSON ON BMW: 'BMW IS MAKING SOME GOOD CARS AT THE MOMENT, AND SINCE ALL THE COCKS ARE IN AUDIS, YOU MAY EVEN GET LET OUT OF JUNCTIONS IN ONE.'

1-SERIES: DON'T BE FOOLED BY THE PHOTO: THIS CAR IS BETTER LOOKING IN REAL LIFE. IT'S STILL RWD SO GOES OK, BUT ELECTRIC STEERING HAS DULLED SOME HANDLING SPARKLE.



EURO NCAP: n/a L: 432cm W: 177cm H: 142cm BOOT: 360/1,200 litres FUEL TANK: 50/52 litres ALSO TRY: VW Golf, Audi A3, VW Scirocco, Mercedes A-Class

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
114i ES 3d	£17,300	£247	4cyl 1598cc	102	132	11.2	121	49.6	567	1210	132	E	17	30	✗	−	✗	✓	−	6	✓	✓	6/10
114i SE 3d	£17,990	£249	4cyl 1598cc	102	132	11.2	121	49.6	567	1210	132	E	17	30	✗	✓	−	✓	−	6	✓	✓	6/10
114i Sport 3d	£19,230	£265	4cyl 1598cc	102	132	11.2	121	49.6	567	1210	132	E	18	32	✗	✓	−	✓	−	6	✓	✓	6/10
114i Urban 3d	£19,230	£271	4cyl 1598cc	102	132	11.2	121	49.6	567	1210	132	E	18	33	✗	✓	−	✓	−	6	✓	✓	6/10
116i ES 3d	£18,850	£268	4cyl 1598cc	136	168	8.5	130	49.6	567	1210	132	E	17	32	−	−	✗	✓	−	6	✓	✓	6/10
116i SE 3d	£19,540	£274	4cyl 1598cc	136	168	8.5	130	49.6	567	1210	132	E	17	33	−	✓	−	✓	−	6	✓	✓	6/10
116i Sport 3d	£20,780	£288	4cyl 1598cc	136	168	8.5	130	49.6	567	1210	132	E	18	35	−	✓	−	✓	−	6	✓	✓	6/10
116i M Sport 3d	£21,985	£305	4cyl 1598cc	136	168	8.5	130	49.6	567	1210	132	E	18	37	−	✓	−	✓	−	6	✓	✓	6/10
116i Urban 3d	£20,880	£295	4cyl 1598cc	136	168	8.5	130	49.6	567	1210	132	E	18	35	−	✓	−	✓	−	6	✓	✓	6/10
125i M Sport 3d	£25,540	£360	4cyl 1997cc	218	228	6.5	151	42.8	471	1458	154	G	22	43	−	✓	−	✓	−	6	✓	✓	7/10
M135i M Sport 3d	£29,995	£450	6cyl 2979cc	320	332	5.1	155	35.3	404	1700	188	J	n/a	54	−	✓	−	✓	−	6	✓	✓	9/10
114d ES 3d	£18,815	n/a	4cyl 1598cc	95	173	12.2	115	65.7	723	950	112	C	n/a	n/a	−	−	✗	✓	−	6	✓	✓	7/10
114d SE 3d	£19,505	n/a	4cyl 1598cc	95	173	12.2	115	65.7	723	950	112	C	n/a	n/a	−	✓	−	✓	−	6	✓	✓	7/10
114d Sport 3d	£20,745	n/a	4cyl 1598cc	95	173	12.2	115	65.7	723	950	112	C	n/a	n/a	−	✓	−	✓	−	6	✓	✓	7/10

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BMW ECONOMICS.

Official fuel economy figures for the new BMW 316i Sport: Urban 36.7 mpg (7.7 ltr/100 km). Extra Urban 58.9 mpg (4.8 ltr/100 km).
Contract Hire agreement for a BMW 3 Series 316i Sport between 1 October and 31 December 2012 and registered by 31 March 2013, subject to availability with £1,968 deposit plus VAT, a contract of your agreement. Subject to status and in the UK only (excl. the Channel Islands and Isle of Man). Individuals must be 18 or over. A guarantee may be required. The amount of VAT you can notice. Hire provided by BMW Financial Services, Bartley Way, Hook, Hampshire RG27 9UF. Participating dealers only.

	PRICE			PERFORMANCE									COSTS			GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
114d Urban 3d	£20,745	n/a	4cyl 1598cc	95	173	12.2	115	65.7	723	950	112	C	n/a	n/a	–	✓	–	✓	–	6	✓	✓	7/10
116d ES 3d	£19,635	£260	4cyl 1995cc	116	191	10.7	124	62.8	691	994	117	C	15	31	–	–	✗	✓	–	6	✓	✓	7/10
116d SE 3d	£20,355	£272	4cyl 1995cc	116	191	10.7	124	62.8	691	994	119	C	15	33	–	✓	–	✓	–	6	✓	✓	7/10
116d EfficientDynamics SE 3d	£20,355	£239	4cyl 1995cc	116	191	10.7	124	62.8	691	994	99	A	15	29	✗	✓	–	✓	–	6	✓	✓	7/10
116d Sport 3d	£21,595	£283	4cyl 1995cc	116	191	10.7	124	62.8	691	994	117	C	16	34	–	✓	–	✓	–	6	✓	✓	7/10
116d M Sport 3d	£22,800	£285	4cyl 1995cc	116	191	10.7	124	62.8	691	994	117	C	16	34	–	✓	–	✓	–	6	✓	✓	7/10
116d Urban 3d	£21,595	£290	4cyl 1995cc	116	191	10.7	124	62.8	691	994	117	C	16	35	–	✓	–	✓	–	6	✓	✓	7/10
118d SE 3d	£21,050	£290	4cyl 1995cc	143	236	8.9	132	62.8	691	994	118	C	19	35	–	✓	–	✓	–	6	✓	✓	7/10
118d Sport 3d	£22,740	£298	4cyl 1995cc	143	236	8.9	132	62.8	691	994	118	C	20	36	–	✓	–	✓	–	6	✓	✓	7/10
118d M Sport 3d	£23,945	£320	4cyl 1995cc	143	236	8.9	132	62.8	691	994	118	C	20	38	–	✓	–	✓	–	6	✓	✓	7/10
118d Urban 3d	£22,740	£311	4cyl 1995cc	143	236	8.9	132	62.8	691	994	118	C	20	37	–	✓	–	✓	–	6	✓	✓	7/10
125d M Sport 3d	£27,290	£376	4cyl 1995cc	218	332	6.5	149	57.6	634	1083	129	D	24	45	–	✓	–	✓	–	6	✓	✓	7/10
5dr +£2,965																							

TG CHOICE: 135i M. The IM for this gen.



1-SERIES COUPE/CONVERTIBLE: BMW'S UGLY DUCKLING. OPTICALLY CHALLENGED BUT GOOD TO DRIVE.

EURO NCAP: ●●●●● **L:** 476cm **W:** 175cm **H:** 142cm **BOOT:** 370 litres (260 Conv) **FUEL TANK:** 51/53 litres **ALSO TRY:** Toyota GT86, Peugeot RCZ

120i ES Coupe 2d	£22,975	£340	4cyl 1995cc	170	154	7.8	139	43.5	507	1379	152	G	26	41	–	–	✗	✓	–	6	✓	✓	5/10
120i SE Coupe 2d	£24,290	£350	4cyl 1995cc	170	154	7.8	139	43.5	507	1379	152	G	26	42	–	–	–	✓	✓	6	✓	✓	5/10
120i Sport 2d Coupe	£22,655	n/a	4cyl 1995cc	170	154	7.8	139	43.5	507	1379	152	G	25	n/a	–	–	✗	✓	–	6	✓	✓	5/10
120i M Sport Coupe 2d	£25,975	£368	4cyl 1995cc	170	154	7.8	139	43.5	507	1379	152	G	26	44	–	–	–	✓	✓	6	✓	✓	5/10
125i M Sport Coupe 2d	£27,380	£408	6cyl 2979cc	218	199	6.4	152	35.8	417	1676	190	J	32	49	–	–	–	✓	✓	6	✓	✓	5/10
135i M Sport Coupe 2d	£32,150	£546	6cyl 2979cc	306	295	5.3	155	30.7	358	1954	220	K	34	66	–	–	–	✓	✓	6	✓	✓	7/10
118d ES Coupe 2d	£22,270	£297	4cyl 1995cc	143	258	9.0	130	62.8	705	994	118	C	23	36	–	–	✗	✓	–	6	✓	✓	5/10
118d SE Coupe 2d	£23,585	£339	4cyl 1995cc	143	258	9.0	130	62.8	705	994	118	C	23	41	–	–	–	✓	✓	6	✓	✓	5/10
118d Sport 2d Coupe	£21,960	n/a	4cyl 1995cc	143	258	9.0	130	62.8	705	994	118	C	23	n/a	–	–	✗	✓	–	6	✓	✓	5/10
118d M Sport Coupe 2d	£25,270	£341	4cyl 1995cc	143	258	9.0	130	62.8	705	994	118	C	23	41	–	–	–	✓	✓	6	✓	✓	5/10
120d ES Coupe 2d	£23,815	£359	4cyl 1995cc	177	258	7.6	142	60.1	674	1038	124	D	26	43	–	–	✗	✓	–	6	✓	✓	5/10
120d SE Coupe 2d	£25,130	£359	4cyl 1995cc	177	258	7.6	142	60.1	674	1038	124	D	26	43	–	–	–	✓	✓	6	✓	✓	6/10
120d Sport 2d Coupe	£23,480	n/a	4cyl 1995cc	177	258	7.6	142	60.1	674	1038	124	D	27	n/a	–	–	✗	✓	–	6	✓	✓	6/10
120d M Sport Coupe 2d	£26,815	£386	4cyl 1995cc	177	258	7.6	142	60.1	674	1038	124	D	27	46	–	–	–	✓	✓	6	✓	✓	6/10
123d M Sport Coupe 2d	£28,495	£418	4cyl 1995cc	204	295	7.0	148	54.3	609	1149	138	E	32	50	–	–	–	✓	✓	6	✓	✓	7/10
Convertible +£3,400																							

TG CHOICE: 123d. 50mpg. 7.0secs to 62mph. Interesting.



3-SERIES: NOT ONLY THE BENCHMARK SMALL EXEC, BUT ONE OF THE BEST SALOONS OF ALL. MORE VERSIONS ARE NOW OUT, INCLUDING ESTATE AND XDRIVE. ALL ARE EXCELLENT.

EURO NCAP: ●●●●● **L:** 462cm **W:** 181cm **H:** 143cm **BOOT:** 480 litres **FUEL TANK:** 57/60 litres **ALSO TRY:** Mercedes C-Class, Audi A4, Ford Mondeo, BMW 5-Series

320i SE 4d 2012	£25,860	£351	4cyl 1997cc	184	199	7.3	146	44.8	591	1339	147	F	30	42	–	✓	–	✓	✓	6	✓	✓	8/10
320i Sport 4d 2012	£26,860	£363	4cyl 1997cc	184	199	7.3	146	44.8	591	1339	147	F	30	44	–	✓	–	✓	✓	6	✓	✓	8/10
320i M Sport 4d	£28,865	£392	4cyl 1997cc	184	199	7.3	146	44.8	591	1339	147	F	30	47	–	✓	–	✓	✓	6	✓	✓	8/10
320i Luxury 4d 2012	£28,360	£381	4cyl 1997cc	184	199	7.3	146	44.8	591	1339	147	F	31	46	–	✓	–	✓	✓	6	✓	✓	8/10
320i xDrive SE 4d	£27,400	£333	4cyl 1997cc	184	199	7.4	144	41.5	548	1446	159	G	n/a	40	–	✓	–	✓	✓	6	✓	✓	8/10
320i xDrive Sport 4d	£28,400	£378	4cyl 1997cc	184	199	7.4	144	41.5	548	1446	159	G	n/a	45	–	✓	–	✓	✓	6	✓	✓	8/10
320i xDrive M Sport 4d	£30,400	£416	4cyl 1997cc	184	199	7.4	144	41.5	548	1446	159	G	n/a	50	–	✓	–	✓	✓	6	✓	✓	8/10
320i xDrive Luxury 4d	£29,900	£405	4cyl 1997cc	184	199	7.4	144	41.5	548	1446	159	G	n/a	49	–	✓	–	✓	✓	6	✓	✓	8/10
328i SE 4d 2012	£29,060	£393	4cyl 1997cc	245	258	5.9	155	44.1	582	1361	149	F	35	47	–	✓	–	✓	✓	6	✓	✓	9/10
328i M Sport 4d	£32,065	£440	4cyl 1997cc	245	258	5.9	155	44.1	582	1361	149	F	36	53	–	✓	–	✓	✓	6	✓	✓	9/10
328i Luxury 4d 2012	£31,560	£429	4cyl 1997cc	245	258	5.9	155	44.1	582	1361	149	F	36	52	–	✓	–	✓	✓	6	✓	✓	9/10
335i Luxury 4d 2012	£37,025	£545	6cyl 2979cc	306	295	5.5	155	35.7	471	1681	186	J	38	65	–	✓	–	✓	✓	6	✓	✓	9/10
335i M Sport 4d	£37,540	£556	6cyl 2979cc	306	295	5.5	155	35.7	471	1681	186	J	38	67	–	✓	–	✓	✓	6	✓	✓	9/10
ActiveHybrid 3 SE 4d	£40,255	£546	6cyl 2979cc	340	331	5.3	155	47.8	599	1255	139	E	n/a	66	✓	✓	–	✓	✓	6	✓	✓	N/A
ActiveHybrid 3 M Sport 4d	£43,235	£609	6cyl 2979cc	340	331	5.3	155	47.8	599	1255	139	E	n/a	73	✓	✓	–	✓	✓	6	✓	✓	N/A
ActiveHybrid 3 Modern 4d	£41,235	£583	6cyl 2979cc	340	331	5.3	155	47.8	599	1255	139	E	n/a	70	✓	✓	–	✓	✓	6	✓	✓	N/A
ActiveHybrid 3 Luxury 4d	£42,735	£604	6cyl 2979cc	340	331	5.3	155	47.8	599	1255	139	E	n/a	73	✓	✓	–	✓	✓	6	✓	✓	N/A
316d ES 4d 2012	£24,880	£305	4cyl 1995cc	116	191	10.9	126	62.8	787	994	119	C	20	37	–	✓	–	✓	–	6	✓	✓	8/10
316d SE 4d 2012	£25,730	£315	4cyl 1995cc	116	191	10.9	126	62.8	787	994	118	C	20	38	–	✓	–	✓	✓	6	✓	✓	8/10
316d Sport 4d 2012	£26,730	£295	4cyl 1995cc	116	191	10.9	126	62.8	787	994	118	C	20	35	–	✓	–	✓	✓	6	✓	✓	8/10
318d SE 4d 2012	£26,980	£344	4cyl 1995cc	143	236	9.1	130	62.7	786	995	119	C	24	41	–	✓	–	✓	✓	6	✓	✓	9/10



Combined 47.9 mpg (5.9 ltr/100 km). CO_2 emissions 137 g/km.***Offer available to business users only.** Figures exclude VAT at 20%. Based on a 36 month mileage of 30,000 miles and an excess mileage charge of 7.5 pence per mile plus VAT. At the end of the agreement you must return the vehicle. Vehicle condition charges may apply at the end reclaim depends on your business VAT status. Rentals may change if VAT rate changes during agreement. Prices are correct at time of publication (October 2012) and are subject to change without

BMW CONTINUED

	PRICE			PERFORMANCE								COSTS				GADGETS						SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
318d Sport 4d 2012	£27,980	£292	4cyl 1995cc	143	236	9.1	130	62.7	786	995	119	C	24	35	-	✓	-	✓	✓	6	✓	✓	9/10
318d M Sport 4d	£29,980	£388	4cyl 1995cc	143	236	9.1	130	62.7	786	957	119	C	n/a	47	-	✓	-	✓	✓	6	✓	✓	9/10
318d Luxury 4d 2012	£29,480	£372	4cyl 1995cc	143	236	9.1	130	62.7	786	995	119	C	25	45	-	✓	-	✓	✓	6	✓	✓	9/10
320d SE 4d 2012	£28,080	£353	4cyl 1995cc	184	280	7.5	146	62.7	786	995	119	C	31	42	-	✓	-	✓	✓	6	✓	✓	9/10
320d EfficientDynamics SE 4d 2012	£28,080	£314	4cyl 1995cc	163	280	8.0	143	68.9	864	906	109	B	31	38	-	✓	-	✓	✓	6	✓	✓	9/10
320d Sport 4d 2012	£29,080	£315	4cyl 1995cc	184	280	7.5	146	62.7	786	995	119	C	31	38	-	✓	-	✓	✓	6	✓	✓	9/10
320d Luxury 4d 2012	£30,580	£346	4cyl 1995cc	184	280	7.5	146	62.7	786	995	119	C	32	42	-	✓	-	✓	✓	6	✓	✓	9/10
320d M Sport 4d	£31,080	£337	4cyl 1995cc	184	280	7.5	146	62.7	786	957	119	C	n/a	41	-	✓	-	✓	✓	6	✓	✓	9/10
330d SE 4d	£33,280	£414	6cyl 2993cc	258	413	5.6	155	57.6	722	1083	129	D	n/a	50	✓	✓	-	✓	✓	6	✓	✓	9/10
330d M Sport 4d	£36,280	£454	6cyl 2993cc	258	413	5.6	155	57.6	722	1083	129	D	n/a	55	✓	✓	-	✓	✓	6	✓	✓	9/10
330d Modern 4d	£34,280	£429	6cyl 2993cc	258	413	5.6	155	57.6	722	1083	129	D	n/a	52	✓	✓	-	✓	✓	6	✓	✓	9/10
330d Luxury 4d	£35,780	£445	6cyl 2993cc	258	413	5.6	155	57.6	722	1083	129	D	n/a	53	✓	✓	-	✓	✓	6	✓	✓	9/10
Touring: + £1,335																							

TG CHOICE: Not the 328i, funnily enough. It's more sporty than the 320d, but we actually prefer the diesel's more natural balance.

3-SERIES COUPE/CONVERTIBLE: YET TO RECEIVE THE 3 SALOON'S OVERHAUL, BUT STILL CAPABLE OF TOPPLING THE OPPOSITION.

EURO NCAP: ●●●●● L: 458cm W: 178cm H: 138/140cm BOOT: 480 litres FUEL TANK: 57/60 litres ALSO TRY: Merc C-Class Coupe, Audi A5



318i SE 2d Coupe	£27,000	£365	4cyl 1995cc	143	140	9.1	130	44.8	621	1339	146	F	24	44	-	-	-	✓	✓	6	✓	✓	5/10
320i SE 2d Coupe	£28,530	£379	4cyl 1995cc	170	159	8.1	143	44.8	621	1339	151	G	29	46	-	-	-	✓	✓	6	✓	✓	5/10
325i SE 2d Coupe	£31,580	£488	6cyl 2497cc	218	184	6.6	155	39.8	552	1508	170	H	35	59	-	-	-	✓	✓	6	✓	✓	5/10
335i SE 2d Coupe	£37,230	£587	6cyl 2979cc	306	295	5.5	155	31.0	430	1935	218	K	39	70	-	-	-	✓	✓	6	✓	✓	7/10
330i SE 2d Coupe	£35,045	£539	6cyl 2996cc	272	232	6.0	155	39.2	543	1531	173	H	37	65	-	-	-	✓	✓	6	✓	✓	7/10
M3 4.0 V8 2d Coupe	£54,545	£697	8cyl 3999cc	420	295	4.8	155	22.8	316	2632	290	M	50	84	-	-	-	✓	✓	6	✓	✓	9/10
320d SE 2d Coupe	£30,810	£405	4cyl 1995cc	177	258	7.9	144	58.9	790	1059	128	D	31	49	-	-	-	✓	✓	6	✓	✓	6/10
325d SE 2d Coupe	£32,910	£463	6cyl 2993cc	197	295	7.3	148	47.9	643	1303	155	G	33	56	-	-	-	✓	✓	6	✓	✓	5/10
330d SE 2d Coupe	£35,595	£500	6cyl 2993cc	231	368	6.6	155	46.3	621	1348	160	G	38	60	-	-	-	✓	✓	6	✓	✓	7/10
335d SE 2d Coupe	£39,270	£580	6cyl 2993cc	286	427	6.1	155	42.2	566	1479	177	I	40	70	-	-	-	✓	✓	6	✓	✓	7/10
Convertible: + £4,800 over Coupe																							

TG CHOICE: You want the M3, don't you? Well have one, it's flippin' excellent.

5-SERIES: A RETURN TO FORM FOR THE '5', WITH MORE PALATABLE STYLING, A BETTER RIDE AND BMW'S STOCK-IN-TRADE QUALITY. BIGGER, SMOOTHER, BRILLIANT.

EURO NCAP: ●●●●● L: 490cm W: 186cm H: 146cm BOOT: 520 litres FUEL TANK: 70 litres ALSO TRY: Audi A6, Jaguar XF, Mercedes E-Class



520i SE 4d	£31,190	£467	4cyl 1997cc	184	199	7.9	141	41.5	639	1446	157	G	32	56	-	✓	-	✓	✓	6	✓	✓	6/10
528i 2011 SE 4d	£33,610	£499	4cyl 1997cc	245	199	6.2	155	41.5	639	1446	159	G	38	60	-	✓	-	✓	✓	6	✓	✓	6/10
530i 2011 SE 4d	£35,395	£552	6cyl 2996cc	272	228	6.5	155	37.2	573	1613	177	I	39	66	-	✓	-	✓	✓	6	✓	✓	7/10
535i SE 4d	£38,915	£612	6cyl 2979cc	306	295	6.0	155	34.9	537	1719	188	J	40	73	-	✓	-	✓	✓	6	✓	✓	7/10
550i SE 4d	£53,080	£880	8cyl 4395cc	407	442	5.0	155	27.2	419	2206	242	L	44	106	✓	✓	-	✓	✓	6	✓	✓	6/10
ActiveHybrid 5 SE 4d	£46,885	£692	6cyl 2979cc	306	295	5.9	155	44.1	650	1361	149	F	n/a	83	✓	✓	✓	✓	✓	6	✓	✓	7/10
M5 4.4 V8 TT 4d	£73,040	£1,158	8cyl 4395cc	560	501	4.4	155	28.5	502	2105	232	L	47	139	✓	✓	✓	✓	✓	6	✓	✓	9/10
520d SE 4d	£29,430	£404	4cyl 1995cc	184	280	8.1	141	58.9	907	1059	125	D	32	49	-	✓	-	✓	✓	6	✓	✓	8/10
520d EfficientDynamics 4d	£30,435	£359	4cyl 1995cc	184	280	8.2	144	62.8	967	994	119	C	32	43	-	✓	-	✓	✓	6	✓	✓	8/10
525d 2011 SE 4d	£35,135	£510	4cyl 1995cc	218	331	7.0	151	56.5	870	1104	132	E	37	61	-	✓	-	✓	✓	6	✓	✓	7/10
530d 2011 SE 4d	£38,790	£546	6cyl 2993cc	258	398	6.3	155	49.6	764	1258	149	F	40	66	-	✓	-	✓	✓	6	✓	✓	8/10
535d 2011 SE 4d	£43,925	£602	6cyl 2993cc	313	442	5.7	155	52.3	805	1193	142	F	41	72	✓	✓	-	✓	✓	6	✓	✓	8/10
535i SE GT 5d	£46,460	n/a	6cyl 2996cc	306	295	6.3	155	34.4	530	1744	192	J	44	0	✓	✓	✓	✓	✓	6	✓	✓	5/10
550i SE GT 5d	£57,150	£831	8cyl 4395cc	449	n/a	5.0	155	30.7	473	1954	214	K	46	100	✓	✓	✓	✓	✓	6	✓	✓	4/10
520d SE GT 5d	£36,605	£478	4cyl 1995cc	184	280	8.9	132	53.3	821	1126	139	D	33	57	✓	✓	✓	✓	✓	6	✓	✓	5/10
530d SE GT 5d	£45,980	£591	6cyl 2993cc	258	398	6.2	152	48.7	750	1232	153	G	43	71	✓	✓	✓	✓	✓	6	✓	✓	5/10
535d SE GT 5d	£48,900	£626	6cyl 2993cc	313	442	5.7	155	47.9	738	1253	154	G	45	75	✓	✓	✓	✓	✓	6	✓	✓	5/10
M Sport: + £2,385 Touring: + £2,380																							

TG CHOICE: The 3.0-litre diesel is a perfect unit for saloon or estate.

7-SERIES: NEVER AS ATTRACTIVE A PROPOSITION AS ITS RIVAL MERC S-CLASS AND AUDI A8, THE 7-SERIES IS PHENOMENALLY GOOD WITHOUT ANYONE REALLY GIVING A TOSS.

EURO NCAP: n/a L: 507/521cm W: 190cm H: 148cm BOOT: 500 litres FUEL TANK: 82 litres ALSO TRY: Lexus LS, Audi A8, Mercedes S-Class, Jaguar XJ



740i 4dr	£61,185	£967	6cyl 2979cc	326	331	5.9	155	28.5	514	2105	232	L	48	116	✓	✓	✓	✓	✓	6	✓	✓	5/10
750i 4dr	£70,590	£1,252	8cyl 4395cc	407	442	5.2	155	24.8	447	2419	266	M	49	150	✓	✓	✓	✓	✓	6	✓	✓	5/10
760Li Standard 4d	£100,230	£1,846	12cyl 5972cc	544	553	4.6	155	21.7	391	2765	303	M	50	222	✓	✓	✓	✓	✓	6	✓	✓	4/10

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Official fuel consumption figures for the Audi A6 Avant 2.0 TDI 177PS S line manual in mpg (l/100km): Urban 46.3
TDI 177PS S line manual. Contract hire offer based on 3 years, 10,000 miles per annum. Initial rental of £2,394.00 (plus VAT) followed by 35 monthly rentals of £399.00 (plus VAT) per month. Excess mileage charge is 6.0p per mile for vehicles ordered before 31 December 2012 and delivered by 31 March 2013 (subject to availability). Offer may be varied or withdrawn at any time. Specification correct at time of publication. Prices quoted and examples shown

	PRICE			PERFORMANCE								COSTS				GADGETS						SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
730d SE 4d	£57,405	£740	6cyl 2993cc	245	398	7.2	153	41.5	730	1504	178	I	47	89	✓	✓	✓	✓	✓	6	✓	✓	6/10
740d Standard 4d	£64,490	£1,077	6cyl 2993cc	306	442	6.3	155	40.9	720	1526	181	I	49	129	✓	✓	✓	✓	✓	6	✓	✓	7/10
LWB: + £3,000. M Sport: + £5,275																							

TG CHOICE: The 740d makes sense: bags of torque and fewer trips to the pumps to muck up your manicure, you podgy, precious bigwig.



6-SERIES: UNUSUALLY, BMW LAUNCHED THE 6-SERIES AS A CONVERTIBLE FIRST. ALSO UNUSUALLY, IT MADE IT A BIT DULL. THE CAR IS PERFECT IN MANY WAYS, BUT JUST BORING.

EURO NCAP: n/a **L:** 489cm **W:** 189cm **H:** 137cm **BOOT:** 460 litres **FUEL TANK:** 70 litres **ALSO TRY:** Mercedes SL, Maserati GranCabrio, Bentley Continental GTC

640i SE 2d Coupe	£59,550	£940	6cyl 2979cc	320	331	5.4	155	36.7	565	1635	179	I	50	113	✓	✓	✓	✓	✓	6	✓	✓	5/10
M6 2d Coupe	£93,820	n/a	8cyl 4395cc	560	4501	4.2	155	28.5	502	2214	232	L	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	5/10
640d SE 2d Coupe	£62,080	£832	6cyl 2993cc	313	464	5.5	155	51.3	790	1216	145	F	50	100	✓	✓	✓	✓	✓	6	✓	✓	6/10
640i Gran Coupe 3.0T 320 SE 4d	£61,380	£1,051	6cyl 2979cc	320	331	5.4	155	36.2	557	1657	181	I	50	126	✓	✓	✓	✓	✓	6	✓	✓	5/10
640d Gran Coupe 3.0d 313 SE 4d	£63,895	£979	6cyl 2993cc	313	464	5.4	155	50.4	776	1238	148	F	50	118	✓	✓	✓	✓	✓	6	✓	✓	6/10
640i SE 2d Convertible	£65,695	£1,056	6cyl 2979cc	320	331	5.7	155	35.7	550	1681	185	I	50	127	✓	✓	✓	✓	✓	6	✓	✓	5/10
640d SE 2d Convertible	£68,210	£959	6cyl 2993cc	313	464	5.6	155	50.4	776	1238	148	F	50	115	✓	✓	✓	✓	✓	6	✓	✓	6/10
M Sport: + £4,415 £4,680																							

TG CHOICE: The 650i for those with no eco conscience, the diesel for everyone else.



Z4: SUPERBLY RE-STYLED WITH A FOLDING HARD TOP, THE NEW Z4 IS A MORE CONVINCING ALTERNATIVE TO THE PORSCHE BOXSTER THAN BEFORE. WHICH ISN'T SAYING MUCH.

EURO NCAP: ●●●●● **L:** 424cm **W:** 179cm **H:** 129cm **BOOT:** 180/310 litres **FUEL TANK:** 61 litres **ALSO TRY:** Audi TT, Nissan 370Z, Porsche Boxster/Cayman, Mercedes SLK

Z4 sDrive20i Standard 2d	£29,480	£415	4cyl 1997cc	184	199	6.9	146	41.5	502	1446	159	G	34	50	–	–	–	✓	–	4	✓	✓	5/10
Z4 sDrive28i Standard 2d	£33,645	£550	4cyl 1997cc	245	258	5.7	155	41.5	502	1446	159	G	39	66	–	–	–	✓	–	4	✓	✓	7/10
Z4 sDrive35i Standard 2d	£39,450	£710	6cyl 2979cc	306	295	5.2	155	30.1	364	1993	219	K	41	85	–	–	–	✓	–	4	✓	✓	5/10
Z4 sDrive35is Standard 2d	£45,330	£804	6cyl 2979cc	340	331	4.8	155	31.4	380	1911	219	K	43	96	✓	–	–	✓	–	4	✓	✓	6/10
M Sport: + £2,935 £4,205																							

TG CHOICE: Keep costs, ahem, low with the 3.0-litre. Or keep them genuinely low with the second hand Boxster you'll much prefer.



X1: WHAT HAPPENED HERE? IT'S LIKE A MYOPIC PRE-SCHOOLER HAS TRIED TO DRAW AN X3 WITH CRAYONS. INEXPLICABLE MOCK-SUV TRADING ON ITS BADGE. BACK OF THE CLASS.

EURO NCAP: ●●●●● **L:** 445cm **W:** 180cm **H:** 155cm **BOOT:** 420/1,350 litres **FUEL TANK:** 61 litres **ALSO TRY:** Infiniti EX, Audi Q5, Land Rover Freelander

X1 sDrive18d SE 5d	£24,660	£342	4cyl 1995cc	143	236	9.6	125	57.6	773	1083	128	D	22	41	–	✓	–	✓	✓	6	✓	✓	N/A
X1 sDrive20d EfficientDynamics SE 5d	£26,090	£328	4cyl 1995cc	163	280	8.3	133	62.8	843	994	119	C	24	39	–	✓	–	✓	✓	6	✓	✓	N/A
X1 sDrive20d SE 5d	£26,090	£353	4cyl 1995cc	184	280	7.8	136	57.6	773	1083	129	D	24	42	–	✓	–	✓	✓	6	✓	✓	N/A
X1 xDrive18d SE 5d	£26,150	£362	4cyl 1995cc	143	236	9.9	121	51.4	690	1214	144	F	22	43	–	✓	–	✓	✓	6	✓	✓	N/A
X1 xDrive20d SE 5d	£27,580	£378	4cyl 1995cc	184	280	8.1	133	51.4	690	1214	145	F	24	45	–	✓	–	✓	✓	6	✓	✓	N/A
Sport: + £1,000, xLine: + £2,000, M Sport: + £3,000																							

TG CHOICE: A Land Rover Freelander. A Volkswagen Tiguan. A second hand BMW X3.



X3: FAR SUPERIOR TO THE LAST ONE, WHICH, LET'S FACE IT, WASN'T TRICKY. INTERIOR IS NOW PLUSHER AND IT RIDES COMFORTABLY NOW.

EURO NCAP: n/a **L:** 465cm **W:** 188cm **H:** 168cm **BOOT:** 550/1,600 litres **FUEL TANK:** 67 litres **ALSO TRY:** Volvo XC60, Land Rover Freelander, Ford Kuga

X3 sDrive18d SE 5d	£28,580	n/a	4cyl 1995cc	143	258	9.9	121	55.4	816	1126	135	E	n/a	n/a	✗	–	–	✓	✓	6	✓	✓	7/10
X3 sDrive18d M Sport 5d	£31,275	n/a	4cyl 1995cc	143	258	9.9	121	55.4	816	1126	135	E	n/a	n/a	✗	–	–	✓	✓	6	✓	✓	7/10
X3 xDrive20d SE 2010 5d	£31,135	£438	4cyl 1995cc	184	280	8.5	130	50.4	743	1238	149	F	28	53	–	–	–	✓	✓	6	✓	✓	7/10
X3 xDrive30d SE 2010 5d	£37,240	£561	6cyl 2993cc	258	413	6.2	130	47.1	694	1325	159	G	32	67	✓	–	–	✓	✓	6	✓	✓	7/10
X3 xDrive35d SE 5d	£40,205	£631	6cyl 2993cc	313	464	5.8	149	46.3	682	1296	162	G	40	76	✓	–	–	✓	✓	6	✓	✓	7/10
M Sport: + £1,895/£2,695																							

TG CHOICE: If you're in a hurry, the 3.0-litre diesel. The 2.0d is a worthy alternative, though - economical and punchy enough to be interesting.



X5: THE ORIGINAL SOFT ROADER IS VERY GOOD ON THE TARMAC. FOR A TWO TONNE SUV. SECOND ONLY TO THE RANGE ROVER FOR UTTER ROAD DOMINATION.

EURO NCAP: n/a **L:** 486cm **W:** 193cm **H:** 178cm **BOOT:** 620/1,750 litres **FUEL TANK:** 85 litres **ALSO TRY:** Range Rover Sport, Porsche Cayenne, Mercedes ML, VW Touareg

X5 xDrive50i SE 2010 5d	£56,470	£835	8cyl 4395cc	408	442	5.5	149	22.6	423	2655	292	M	48	100	✓	–	–	✓	✓	6	✓	✓	4/10
X5 4.4 V8 T M 5d	£83,290	£1,336	8cyl 4395cc	555	501	4.7	155	20.3	380	2956	325	M	50	160	✓	–	–	✓	✓	6	✓	✓	3/10
X5 M50d 5d	£60,340	£876	6cyl 2993cc	281	545	5.4	155	37.7	705	1655	199	J	50	105	✓	✓	✓	✓	✓	6	✓	✓	8/10
X5 xDrive30d SE 2010 5d	£45,070	£583	6cyl 2993cc	245	398	7.6	130	38.2	714	1634	195	J	42	70	✓	–	–	✓	✓	6	✓	✓	7/10
X5 xDrive40d SE 2010 5d	£47,455	£637	6cyl 2993cc	306	442	6.6	147	37.7	705	1655	198	J	45	76	✓	–	–	✓	✓	6	✓	✓	7/10
M Sport: + £1,895/£2,695																							

TG CHOICE: A 5 Series Touring. It won't make you look like an over-achieving building contractor with anger management issues and a small todger.



Audi
Vorsprung durch Technik

The Audi A6 Avant S line.

From £34,620 ROTR

(6.1), Extra Urban 62.8 (4.5), Combined 56.5 (5.0). CO_2 emissions: 132g/km. *Plus VAT and initial rental. Business users only. Based on a new A6 Avant 2.0 (plus VAT). Finance offer excludes metallic paint (£655.00 RRP inc VAT). Further charges may be payable when vehicle is returned. Indemnities may be required. Subject to status. Available to over 18s from participating Centres only are correct at time of publication (November 2012) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Audi Finance, Freepost Audi Finance.

◀ BMW CONTINUED

X6: JESUS WEPT. A CAR YOU NEED EVEN LESS THAN AN X5 BUT HAVE TO PAY MORE FOR. A LIFESTYLE STATEMENT FOR FAT, UNHAPPY, UNDERSEXED OVERPAID KNUCKLE DRAGGERS.



EURO NCAP: n/a L: 488cm W: 198cm H: 169cm BOOT: 570/1,450 litres FUEL TANK: 85 litres ALSO TRY: Porsche Cayenne, Range Rover Sport, Infiniti FX

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
X6 xDrive35i 5d	£47,545	£665	6cyl 2979cc	306	295	6.7	149	28.0	524	2143	236	L	47	80	✓	✓	–	✓	✓	6	✓	✓	4/10
X6 xDrive50i 5d	£57,910	£934	8cyl 4395cc	408	442	5.4	149	22.6	423	2655	292	M	50	112	✓	✓	–	✓	✓	6	✓	✓	4/10
X6 M 4.4 V8 T 2010 5d	£85,710	£1,367	8cyl 4395cc	555	502	4.7	155	20.3	380	2956	325	M	50	164	✓	–	–	✓	✓	6	✓	✓	3/10
X6 xDrive30d 5d	£46,740	£603	6cyl 2993cc	245	398	7.5	130	38.2	714	1571	195	J	44	72	✓	✓	–	✓	✓	6	✓	✓	4/10
X6 xDrive40d 5d	£49,340	£653	6cyl 2993cc	306	442	6.5	147	37.7	705	1592	198	J	47	78	✓	✓	–	✓	✓	6	✓	✓	4/10
X6 M50d 5d	£62,280	£865	6cyl 2993cc	381	545	5.3	155	36.7	686	1635	204	K	50	104	✓	✓	–	✓	✓	6	✓	✓	6/10

TG CHOICE: Spend £20k on a decent German hatchback and the £25k you've just saved on the therapy a prospective X6 owner definitely needs.

BUGATTI

www.bugatti.com **COMPANY DESCRIPTION:** VW-owned purveyor of the most extreme hypercars on the planet. Builder of the fastest car in the world, the Veyron Super Sport.
CLARKSON ON BUGATTI: 'THE COMPANY THAT MADE IT POSSIBLE FOR CAPTAIN SLOW TO HIT 259MPH. THE VEYRON ITSELF IS A MINOR MIRACLE TOO.'

VEYRON: THE FASTEST, MOST EXPENSIVE CAR IN THE WORLD. ENOUGH SAID...



EURO NCAP: n/a L: 446cm W: 199cm H: 120cm BOOT: n/a litres FUEL TANK: 100 litres ALSO TRY: The Space Shuttle, hard drugs, street luge and B.A.S.E jumping

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Veyron 8.0 W16 Grand Sport 2d	£1.139m	n/a	16cyl 7993cc	1001	922	2.5	252	10.9	240	5505	596	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	10/10

TG CHOICE: Super Sport, 1,200bhp, 0-62mph in 2.5 seconds, 260+ mph top end. Guinness world record holder, job done...

CATERHAM

www.caterham.co.uk **COMPANY DESCRIPTION:** British firm which is still building the same old Seven, based on Colin Chapman's Lotus, with ever-increasing horsepower.
CLARKSON ON CATERHAM: 'GOOD FUN, I'M SURE, BUT THEY SAY THE SAME ABOUT CHAT ROULETTE AND I WOULDN'T WANT TO BE SEEN DOING THAT EITHER.'

CATERHAM 7: THERE ARE FEW PURER DRIVING CARS ON SALE, AND FEW MORE IMPRACTICAL. GREAT FUN, BUT YOU'VE REALLY GOT TO WANT ONE TO PUT UP WITH THE COMPROMISES.



EURO NCAP: n/a L: 338cm W: 158cm H: 111cm BOOT: 75 litres FUEL TANK: 36 litres ALSO TRY: Ariel Atom, Westfield, a mobile shower

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Seven 1.4 K-Series 105 Classic 2d	£17,160	n/a	4cyl 1400cc	105	95	6.5	110	n/a	n/a	n/a	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	7/10
Seven 1.6 140 Supersport 2d	£22,995	n/a	4cyl 1596cc	140	120	4.9	120	n/a	n/a	n/a	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	9/10
Seven 1.6 125 Sigma Roadsport 2d	£22,160	n/a	4cyl 1596cc	125	120	5.9	112	n/a	n/a	n/a	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	7/10
Seven 1.6 150 Sigma Roadsport 2d	£24,260	n/a	4cyl 1596cc	150	120	5.0	122	n/a	n/a	n/a	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	8/10
Seven 2.0 175 Duratec Roadsport 2d	£27,360	n/a	4cyl 1999cc	175	139	4.8	138	n/a	n/a	n/a	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	9/10

TG CHOICE: The 140 Supersport. Drive it and you'll see why.

CHEVROLET

www.chevrolet.co.uk **COMPANY DESCRIPTION:** Formally known in the UK as Daewoo, which won't do much to enhance the marque's image.
CLARKSON ON CHEVROLET: 'DON'T BE FOOLED BY THE BADGE, THESE CHEVYS ARE MADE IN KOREA MAKING THEM AS AMERICAN AS BLOODHOUND ON TOAST.'

SPARK: CONVINCING ALTERNATIVE TO THE ESTABLISHED BUDGET CITY CARS, THE SPARK LOOKS GREAT, GOES ALL RIGHT AND HAS THE ADDED BENEFIT OF FIVE DOORS.



EURO NCAP: ●●●●○ L: 364cm W: 160cm H: 152cm BOOT: 170/568 litres FUEL TANK: 35 litres ALSO TRY: Fiat Panda, Hyundai i10, Kia Picanto

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Spark 1.0 SPARK+ 5d	£8,475	£182	4cyl 995cc	68	68	15.5	96	55.4	427	1083	119	C	3	22	✗	✗	✗	✓	✗	6	–	✓	5/10
Spark 1.0 LS 45d	£9,185	£184	4cyl 995cc	68	68	15.5	96	55.4	427	1083	119	C	3	22	✗	✗	✗	✓	✗	6	–	✓	5/10
Spark 1.2 LS 5d	£9,595	£190	4cyl 1206cc	81	81	12.1	102	55.4	427	1083	119	C	5	23	✗	✗	✗	✓	✗	6	–	✓	5/10
Spark 1.2 LT 5d	£10,695	£208	4cyl 1206cc	81	81	12.1	102	55.4	427	1083	119	C	6	25	✗	✗	✗	✓	–	6	✓	✓	5/10

TG CHOICE: The 1.0-litre can be had for under £8,500. Remind yourself of the savings when you're pushing it up hill.

AVEO: BARGAIN BASEMENT MOTORING. NEW ONE ISN'T AS DULL AS THE OLD ONE, BUT THAT'S NOT SAYING MUCH. STILL, IMPRESSIVE ECO CREDENTIALS.



EURO NCAP: n/a L: 404cm W: 174cm H: 152cm BOOT: 290/653 litres FUEL TANK: 40/46 litres ALSO TRY: Ford Fiesta, Honda Jazz, Kia Rio

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Aveo 1.2 LS 5d	£10,295	£189	4cyl 1229cc	86	84	13.6	107	60.1	595	998	111	C	5	23	✗	✗	✗	✓	✗	6	✓	✓	5/10
Aveo 1.2 LT 5d	£11,295	£196	4cyl 1229cc	86	84	13.6	107	60.1	595	998	111	C	5	24	✗	✓	✗	✓	✗	6	✓	✓	5/10
Aveo 1.4 LTZ 5d	£12,495	£212	4cyl 1398cc	100	95	12.2	108	53.3	528	1126	125	D	7	25	–	✓	✗	✓	✓	6	✓	✓	5/10
Aveo 1.4 auto LT 5d	£12,580	£287	4cyl 1398cc	100	95	13.1	108	44.8	443	1339	147	F	7	34	✓	✓	✗	✓	✗	6	✓	✓	4/10
Aveo 1.3 VCDi 75 LT 5d 2012	£12,345	£263	4cyl 1248cc	75	140	14.1	101	74.3	752	840	99	A	6	32	✗	✓	✗	✓	✗	6	✓	✓	5/10
Aveo 1.3 VCDi 95 eco LT 5d 2012	£12,795	£276	4cyl 1248cc	95	140	11.7	108	78.4	690	796	95	A	6	33	✗	✓	✗	✓	✗	6	✓	✓	5/10
Aveo 1.3 VCDi 95 LTZ 5d 2012	£13,615	£330	4cyl 1248cc	95	154	12.6	108	68.9	697	906	108	B	10	40	✗	✓	✗	✓	✓	6	✓	✓	5/10

TG CHOICE: The most eco one, so the 1.3 VCDi.

CRUZE: AFFORDABLE MOTORING AND LITTLE ELSE. THE CRUZE SALOON IS AT LEAST AN INTERESTING PROPOSITION, BUT THE HATCH LOSES VISUAL APPEAL AND HANDLING ISN'T THE BEST.



EURO NCAP: ●●●●● L: 460cm W: 179cm H: 147cm BOOT: 450 litres FUEL TANK: 60 litres ALSO TRY: VW Jetta, Kia cee'd, Hyundai i30

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Cruze 1.6 LS 5d	£13,995	£241	4cyl 1598cc	124	113	12.0	118	42.8	565	1402	153	G	14	29	✗	✗	✗	✓	✗	6	✓	✓	3/10
Cruze 1.6 LT 5d	£14,895	£247	4cyl 1598cc	124	113	12.0	118	42.8	565	1402	153	G	14	30	–	✗	✗	✓	✓	6	✓	✓	3/10
Cruze 1.8 LTZ 5d	£16,095	£297	4cyl 1796cc	141	129	10.1	124	42.8	565	1402	155	G	18	36	–	✗	–	✓	✓	6	✓	✓	3/10
Cruze 2.0 VCDi LT 5d	£17,195	£302	4cyl 1998cc	163	265	8.5	127	50.4	665	1238	147	F	22	36	✗	✗	✗	✓	✓	6	✓	✓	4/10
Cruze 2.0 VCDi LTZ 5d	£17,795	£308	4cyl 1998cc	163	265	8.5	127	50.4	665	1238	147	F	22	37	–	✗	–	✓	✓	6	✓	✓	4/10
Estate + £1,100																							

TG CHOICE: Cheap is still best here, so you'd best avoid the diesels.

VOLT: AT LAST, CHEVY MAKES AN INTERESTING CAR THAT'S NOT A CAMARO. CLEVER RANGE EXTENDER TECHNOLOGY THAT ACTUALLY WORKS.



EURO NCAP: ●●●●● L: 450cm W: 179cm H: 144cm BOOT: 310/1,005 litres FUEL TANK: 35 litres ALSO TRY: Toyota Prius, Vauxhall Ampera, a good diesel

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Volt 1.4 EREV Standard 5d	£34,995	£536	4cyl 1398cc	86	272	9.0	99	235	1825	255	27	A	22	64	✓	✓	✗	✓	✓	6	✓	✓	7/10

TG CHOICE: Vauxhall Ampera. Well it's the same car underneath and there's only one Volt on offer.

CAMARO: BRILLIANT SLICE OF AMERICANA THAT WE'VE WANTED FOR YEARS. SOMEHOW NOT QUITE AS GOOD AS WHEN CRUISING DOWN ROUTE 66, BUT DIFFERENT ALL THE SAME.



EURO NCAP: n/a L: 484cm W: 192cm H: 138cm BOOT: 320 litres FUEL TANK: 72 litres ALSO TRY: Audi S5, Vauxhall VXR8, Nissan 370Z

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Camaro 6.2 V8 Standard 2d Coupe	£34,995	£727	8cyl 6162cc	432	419	5.2	155	20.0	316	3000	329	M	50	87	–	✗	✗	✓	✗	4	✗	✗	7/10
Camaro 6.2 V8 Standard 2d Convertible	£39,995	£832	8cyl 6162cc	432	419	5.6	155	20.0	316	3000	329	M	50	100	–	✗	✗	✓	✗	4	✗	✗	7/10

TG CHOICE: If you fancy pretending you're in Transformers, make it a yellow one, and call it Bumblebee.

Gadgets & Safety Guide ✓ Yes ✗ No – Optional

	PRICE			PERFORMANCE							COSTS			GADGETS						SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX
																						TG RATING



ORLANDO: CHEVROLET'S TAKE ON THE SEVEN-SEAT MPV MARKET. SO. IT COMES WITH SEVEN SEATS, THERE'S PLENTY OF STORAGE, IT HAS ENGINES. SORRY, WE'RE NODDING OFF.

EURO NCAP: n/a **L:** 465cm **W:** 184cm **H:** 163cm **BOOT:** 89/1,499 litres **FUEL TANK:** 64 litres **ALSO TRY:** Ford Grand C-Max, Renault Grand Scenic, Citroen Grand Picasso

Orlando 1.8 LS 5d	£16,395	£331	4cyl 1796cc	141	129	11.2	114	38.7	545	1550	172	H	10	40	✗	✗	✗	✓	✗	6	✓	✓	4/10
Orlando 1.8 LT 5d	£17,395	£257	4cyl 1796cc	141	129	11.2	114	38.7	545	1550	172	H	10	31	✗	✗	✗	✓	✓	6	✓	✓	4/10
Orlando 1.8 LTZ 5d	£18,195	£362	4cyl 1796cc	141	129	11.2	114	38.7	545	1550	172	H	10	43	✗	✗	–	✓	✓	6	✓	✓	4/10
Orlando 2.0 VCDi 130 LS 4d	£17,645	£317	4cyl 1998cc	130	232	9.9	121	47.1	663	1325	159	G	14	38	✗	✗	✗	✓	✗	6	✓	✓	6/10
Orlando 2.0 VCDi 130 LT 5d	£18,645	£264	4cyl 1998cc	130	232	9.9	121	47.1	663	1325	159	G	14	32	✗	✗	✗	✓	✓	6	✓	✓	6/10
Orlando 2.0 VCDi 163 auto LT 5d	£20,395	£319	4cyl 1998cc	163	265	10.6	111	40.4	569	1545	186	J	16	38	✓	✗	✗	✓	✓	6	✓	✓	5/10
Orlando 2.0 VCDi 163 LTZ 5d	£20,195	£336	4cyl 1998cc	163	265	9.7	121	47.1	663	1325	159	G	16	40	–	✗	–	✓	✓	6	✓	✓	6/10
Orlando 2.0 VCDi 163 LTZ Exec 5d	£22,195	£324	4cyl 1998cc	163	265	9.7	121	47.1	663	1325	159	G	16	39	–	✗	✓	✓	✓	6	✓	✓	6/10

TG CHOICE: Avoid the petrols AT ALL COSTS. They're cheap, but deservedly so. Diesels are better.



CAPTIVA: FACELIFTED CAR IS STILL A CHEAP WAY INTO SEVEN-SEAT SUV OWNERSHIP, BUT PRICES ARE GETTING ON THE STEEP SIDE FOR A CHEVROLET.

EURO NCAP: n/a **L:** 468cm **W:** 185cm **H:** 172cm **BOOT:** 465/1,565 litres **FUEL TANK:** 65 litres **ALSO TRY:** Vauxhall Antara, VW Tiguan, Land Rover Freelander

Captiva 2.2 VCDi 163 2WD LS 5d	£21,995	£452	4cyl 2231cc	163	258	9.6	117	44.1	631	1361	170	H	27	54	✗	✓	✗	✓	✗	6	✓	✓	4/10
Captiva 2.2 VCDi 184 4WD LT 5d	£27,695	£308	4cyl 2231cc	184	295	9.3	124	42.8	612	1402	174	H	32	37	–	✓	✗	✓	✓	6	✓	✓	5/10
Captiva 2.2 VCDi 184 4WD LTZ 5d	£30,295	£328	4cyl 2231cc	184	295	9.3	124	42.8	612	1402	174	H	32	39	–	✓	✓	✓	✓	6	✓	✓	4/10

TG CHOICE: Go for the seven-seat option, but be wary of speccing it too much. Prices can easily climb.

CHRYSLER

www.chryslerjeep.co.uk **COMPANY DESCRIPTION:** Chrysler is making another bid for UK car buyers because the Fiat-owned company is now selling Chrysler-badged Lancias.
CLARKSON ON CHRYSLER: 'HARD TO THINK OF A REASON TO BUY A CHRYSLER UNLESS YOU'RE A US TAX-PAYER AND WANT TO KNOW WHERE YOUR MONEY'S GONE.'



YPSILON: DESPITE THE BADGE SWAP, THE YPSILON STILL CONTAINS ALL THE LANCIA-ISH GOODNESS (AND BADNESS). DIFFERENT TO A RUN-OF-THE-MILL SUPERMINI.

EURO NCAP: n/a **L:** 384cm **W:** 168cm **H:** 152cm **BOOT:** 245 litres **FUEL TANK:** 40 litres **ALSO TRY:** VW Polo, Fiat 500, Citroen DS3, Mazda 2

Ypsilon 1.2 S 5d	£10,695	£159	4cyl 1242cc	69	75	14.0	101	57.6	507	1042	115	C	3	19	✗	–	✗	–	–	4	✗	✓	6/10
Ypsilon 1.2 SE 5d	£11,995	£179	4cyl 1242cc	69	75	14.0	101	57.6	507	1042	115	C	4	22	✗	–	✗	✓	–	6	–	✓	6/10
Ypsilon 1.2 Limited 5d	£13,295	£195	4cyl 1242cc	69	75	14.0	101	57.6	507	1042	115	C	4	23	✗	✓	✗	✓	–	6	–	✓	6/10
Ypsilon 0.9 TwinAir SE 5d	£13,195	£198	2cyl 875cc	85	107	11.5	109	67.3	592	892	99	A	7	24	–	–	✗	✓	–	6	–	✓	6/10
Ypsilon 0.9 TwinAir Limited 5d	£14,495	£290	2cyl 875cc	85	107	11.5	109	67.3	592	892	99	A	7	35	–	✓	✗	✓	–	6	–	✓	6/10
Ypsilon 1.3 M-Jet SE 5d	£14,195	£217	4cyl 1248cc	95	148	11.0	114	74.3	654	840	99	A	11	26	✗	–	✗	✓	–	6	–	✓	6/10
Ypsilon 1.3 M-Jet Limited 5d	£15,495	£234	4cyl 1248cc	95	148	11.0	114	74.3	654	840	99	A	12	28	✗	✓	✗	✓	–	6	–	✓	6/10

TG CHOICE: Go TwinAir. Not only because it's the cheapest, but also because it's the most fun. Light engine brings out the best in the Ypsilon.



DELTA: BADGED AS A LANCIA IN THE REST OF EUROPE, THE DELTA IS CHRYSLER/LANCIA'S FOCUS RIVAL WHICH GETS A LOT OF INTERIOR SPACE, AND IS OTHERWISE UNDERWHELMING.

EURO NCAP: ●●●●● **L:** 452cm **W:** 180cm **H:** 150cm **BOOT:** 380/1,190 litres **FUEL TANK:** 57 litres **ALSO TRY:** Ford Focus, VW Golf, Vauxhall Astra

Delta 1.4 T-Jet 120 S 5d	£16,700	£259	4cyl 1368cc	120	152	9.8	121	44.8	562	1339	146	F	15	31	✗	✗	✗	✓	–	6	✓	✓	5/10
Delta 1.4 M-Air 140 SE 5d	£18,500	£273	4cyl 1368cc	140	170	9.2	126	49.6	622	1210	132	E	17	33	✗	–	–	✓	–	6	✓	✓	5/10
Delta 1.4 M-Air 140 SR 5d	£20,500	£382	4cyl 1368cc	140	170	9.2	126	49.6	622	1210	132	E	18	46	✗	✓	–	✓	–	6	✓	✓	5/10
Delta 1.6 M-Jet 120 SE 5d	£19,195	£272	4cyl 1598cc	120	222	10.7	120	60.1	754	1038	122	D	16	33	–	–	–	✓	–	6	✓	✓	5/10
Delta 1.6 M-Jet 120 SR 5d	£21,195	£365	4cyl 1598cc	120	222	10.7	120	60.1	754	1038	122	D	17	44	✗	✓	–	✓	–	6	✓	✓	5/10
Delta 2.0 M-Jet 165 Limited 5d	£25,700	£446	4cyl 1956cc	165	360	8.5	133	55.4	695	1126	135	E	22	54	✗	✓	✓	✓	–	6	✓	✓	5/10

TG CHOICE: It would be the big diesel if it wasn't so much money. M-Air 140 petrol for us then.



300C: NEW NOSE, SAME OLD THEME. A MORE THAN HALFWAY DECENT EXECUTIVE BARGE THAT'LL END UP STRETCHED FOR HEN NIGHT SERVICE.

EURO NCAP: n/a **L:** 507cm **W:** 190cm **H:** 149cm **BOOT:** 481 litres **FUEL TANK:** 72 litres **ALSO TRY:** BMW 5-Series, Mercedes E-Class, Jaguar XF

300C 3.0 CRD Limited 4d	£35,995	£500	6cyl 2998cc	236	399	7.4	144	39.8	633	1568	185	J	40	60	✓	✓	✓	✓	✓	6	✓	✓	7/10
300C 3.0 CRD Executive 4d	£39,995	£590	6cyl 2998cc	236	399	7.4	144	39.2	623	1592	191	J	40	71	✓	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: Hmm, how very un-American. The 300C can only be had with a diesel. We're going to hold our breath until we get a V8



GRAND VOYAGER: AN IMPROVEMENT OVER ITS CRAPPY PREDECESSOR, BUT THE NEW GRAND VOYAGER IS STILL TAKEN TO THE CLEANERS BY THE FORD GALAXY.

EURO NCAP: n/a **L:** 514cm **W:** 195cm **H:** 188cm **BOOT:** 756/3,296 litres **FUEL TANK:** 75 litres **ALSO TRY:** Ford Galaxy, Renault Grand Espace, Seat Alhambra, VW Sharan

Grand Voyager 2.8 CRD 161 LX 5d	£28,245	£428	4cyl 2777cc	161	265	12.8	115	33.6	554	1857	222	K	32	51	✓	✗	✗	✓	–	6	✓	✓	5/10
Grand Voyager 2.8 CRD 161 Limited 5d	£36,245	£595	4cyl 2777cc	161	265	12.8	115	33.6	554	1857	222	K	34	71	✓	✓	✓	✓	✓	6	✓	✓	5/10

TG CHOICE: The not-very-frugal diesel will have to do, since it's all Chrysler have to offer. All are genuinely MASSIVE inside.

CITROEN

www.citroen.co.uk **COMPANY DESCRIPTION:** Not as quirky as it used to be, but is relearning how to make cars with character. Keeping prices down with competitive deals too.
CLARKSON ON CITROEN: 'CITROEN NOW MAKES SOME OF THE NICEST LOOKING CARS YOU CAN BUY, AND ON PAST FORM IT'LL GIVE YOU FREE MONEY WHEN YOU DO.'



C-ZERO: FULLY ELECTRIC CITY CAR THAT SHARES MUCH OF ITS CIRCUITRY AND TECH WITH THE PEUGEOT ION. IT'LL DO 83MPH AND GO 93 MILES ON A CHARGE. IN THEORY.

EURO NCAP: ●●●●○ **L:** 348cm **W:** 148cm **H:** 160cm **BOOT:** 166 litres **FUEL TANK:** 0 litres **ALSO TRY:** Peugeot iOn, Mitsubishi iMiEV, Nissan Leaf, Renault Twizy

C-Zero Electric Standard 5d	£26,216	£180	Electric	64	132	15.9	80	n/a	93	n/a	0	A	28	22	✓	✓	✗	✓	✗	6	✓	✓	6/10

TG CHOICE: There's only one. And it's TWENTY SIX THOUSAND pounds. That's better, though. It used to be £33k.



C1: ALTHOUGH NOT THE REVOLUTION IT ONCE AIMED TO BE, THE C1/107/AYGO PROJECT HAS PRODUCED AN HONEST, AFFORDABLE AND SURPRISINGLY ENJOYABLE CITY CAR.

EURO NCAP: ●●●●○ **L:** 344cm **W:** 163cm **H:** 147cm **BOOT:** 139/712 litres **FUEL TANK:** 35 litres **ALSO TRY:** Ford Ka, Peugeot 107, Toyota Aygo, VW Up

C1 1.0 68 VT 3d	£7,995	£111	3cyl 998cc	68	70	14.2	100	65.7	506	913	99	A	3	13	✗	–	✗	✗	✗	2	–	✗	6/10
C1 1.0 68 VTR 3d	£8,995	£109	3cyl 998cc	68	70	14.2	100	65.7	506	913	99	A	3	13	✗	–	✗	✗	✗	4	–	✗	6/10
C1 1.0 68 VTR+ 3d	£9,695	£127	3cyl 998cc	68	70	14.2	100	65.7	506	913	99	A	4	15	✗	✓	✗	✗	✗	4	–	✗	6/10
5dr +£350																							

TG CHOICE: Absolute basics is the way to go. Manual windows, three-doors, no air con. The less you spend the more you get back.

◀ CITROEN CONTINUED

C3: THE WORTHY FIVE-DOOR C3 IS A BIT PINK RINSE AGAINST THE FIESTAS, POLOS AND CLIOS OF THIS WORLD. AND NOW IT'S BEEN ROGERED FROM WITHIN BY THE DS3.



EURO NCAP: ●●●●○ L: 394cm W: 173cm H: 152cm BOOT: 300/1,120 litres FUEL TANK: 48 litres ALSO TRY: Ford Fiesta, Renault Clio, Honda Jazz, VW Polo

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
C3 1.1 VT 2010 5d	£11,390	£167	4cyl 1124cc	61	70	16.5	96	47.9	527	1253	137	E	5	20	✗	✗	✗	✗	✗	4	−	✓	4/10
C3 1.4 8v VTR+ 2010 5d	£13,390	£160	4cyl 1360cc	75	87	14.2	101	46.3	509	1296	140	E	7	19	✗	✓	−	✓	✗	6	−	✓	4/10
C3 1.4 16v VTi Exclusive 2010 5d	£14,790	£216	4cyl 1397cc	95	99	10.6	114	48.7	536	1232	134	E	12	26	✗	✓	−	✓	−	6	−	✓	4/10
C3 1.4 16v VTi VTR+ 2010 5d	£13,890	£206	4cyl 1397cc	95	100	10.6	114	47.9	527	1253	136	E	12	25	−	✓	−	✓	✗	6	−	✓	5/10
C3 1.6 VTi 120 Exclusive 2010 5d	£15,290	£236	4cyl 1598cc	120	118	8.9	118	47.9	527	1253	136	E	15	28	−	✓	−	✓	−	6	−	✓	4/10
C3 1.4 HDi 70 VT 2010 5d	£13,490	£188	4cyl 1398cc	70	118	13.7	101	65.7	723	950	113	C	8	23	✗	✗	✗	✗	✗	4	−	✓	5/10
C3 1.4 HDi 70 VTR+ 2010 5d	£14,590	£165	4cyl 1398cc	70	118	13.7	101	65.7	723	950	113	C	8	20	✗	✓	−	✓	✗	6	−	✓	5/10
C3 1.6 e-HDi 70 Airdream EGS VTR+ 5d	£15,290	£214	4cyl 1560cc	70	119	16.2	103	83.1	877	751	87	A	6	26	✓	✓	−	✓	✗	6	✓	✓	5/10
C3 1.6 e-HDi 90 Airdream VTR+ 5d	£15,390	£259	4cyl 1560cc	90	169	12.5	113	76.3	806	818	98	A	15	31	✗	✓	−	✓	✗	6	−	✓	5/10
C3 1.6 e-HDi 90 Airdream Exclusive 5d	£16,290	£219	4cyl 1560cc	90	169	12.5	113	76.3	806	818	98	A	15	26	✗	✓	−	✓	−	6	−	✓	5/10
C3 1.6 e-HDi 110 Airdream Exclusive 5d	£17,090	£239	4cyl 1560cc	110	199	9.7	118	74.4	786	839	99	A	18	29	✗	✓	−	✓	−	6	✓	✓	5/10

TG CHOICE: The DS3. Yes, yes, it's only got three doors but we'll make do. No-one under 80 should buy a C3. That's in the French constitution.

DS3: A FORMER TG CAR OF THE YEAR AND A GIGANTIC, MINCING GALLIC LEAP FORWARD FOR CITROEN. NOT FAST BUT HUGE FUN AND A RUNNING KICK UP THE ARSE FOR MINI.



EURO NCAP: ●●●●● L: 395cm W: 172cm H: 148cm BOOT: 285/880 litres FUEL TANK: 48 litres ALSO TRY: Mini, Fiat 500, Audi A1

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
DS3 1.4 VTi 95 DSign 3d	£12,850	£184	4cyl 1397cc	95	99	10.6	114	48.7	514	1232	134	E	13	22	✗	✗	✗	−	✗	6	✓	✓	6/10
DS3 1.6 e-HDi 110 Airdream Ultra Prestige 3d	£21,150	£309	4cyl 1560cc	90	169	9.7	118	74.4	786	806	99	A	19	37	✗	✓	✓	✓	✓	6	✓	✓	7/10
DS3 1.6 VTi 120 DStyle 3d	£14,850	£194	4cyl 1598cc	120	118	8.9	118	47.9	506	1253	136	E	16	23	−	✗	✗	✓	✗	6	✓	✓	7/10
DS3 1.6 THP 155 DSport 3d	£17,050	£219	4cyl 1598cc	115	177	7.3	133	47.1	497	1274	139	E	22	26	✗	✗	✗	✓	✗	6	✓	✓	8/10
DS3 1.6 THP 155 Ultra Prestige 3d	£20,950	£291	4cyl 1598cc	115	177	7.3	133	47.1	497	1274	139	E	23	35	✗	✓	✓	✓	✓	6	✓	✓	7/10
DS3 1.6 e-HDi 90 Airdream DStyle 95g 3d	£15,050	£189	4cyl 1560cc	90	169	12.5	113	78.5	829	795	95	A	15	23	✗	✗	✗	✓	✗	6	✓	✓	8/10
DS3 1.6 e-HDi 90 Airdream DStyle 3d	£15,050	£196	4cyl 1560cc	90	169	12.5	113	76.3	806	818	98	A	15	24	✗	✗	✗	✓	✗	6	✓	✓	9/10
DS3 1.6 e-HDi 110 Airdream DSport 3d	£17,250	£202	4cyl 1560cc	90	169	9.7	118	74.4	786	839	99	A	18	24	✗	✗	✗	✓	✗	6	✓	✓	7/10

TG CHOICE: Excessively expensive for a poshed up C3, but we'll take the 155bhp DSport please and probably in yellow. Ssshh.

C4: IF YOU WANT A COOL AND INTERESTING CITROEN, BUY ONE OF THE DS'S. THE LATEST C4 IS COMFORTABLE, EFFICIENT, BUT ALSO DULL.



EURO NCAP: ●●●●● L: 433cm W: 179cm H: 149cm BOOT: 380/1,183 litres FUEL TANK: 60 litres ALSO TRY: Ford Focus, VW Golf, Honda Civic, Peugeot 308

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
C4 1.4 VTi 95 VTR 5d	£15,750	£244	4cyl 1397cc	95	99	11.9	113	46.3	611	1296	140	E	12	29	✗	✗	✗	✓	✗	6	✓	✓	4/10
C4 1.4 VTi 95 VTR+ 5d	£17,050	£224	4cyl 1397cc	95	99	11.9	113	46.3	611	1296	140	E	12	27	✗	✓	−	✓	✓	6	✓	✓	4/10
C4 1.6 VTi 120 VTR+ 5d	£17,750	£217	4cyl 1598cc	120	118	10.8	120	45.6	602	1316	143	F	16	26	−	✓	−	✓	✓	6	✓	✓	4/10
C4 1.6 VTi 120 Exclusive 5d	£19,250	£268	4cyl 1598cc	120	118	10.8	120	44.8	591	1339	146	F	16	32	✗	✓	−	✓	✓	6	✓	✓	4/10
C4 1.6 THP 155 Exclusive 5d	£20,550	£272	4cyl 1598cc	155	177	8.7	133	44.1	582	1361	148	F	22	33	✓	✓	−	✓	✓	6	✓	✓	5/10
C4 1.6 HDi 90 VTR 5d	£17,145	£206	4cyl 1560cc	90	169	12.9	112	67.3	888	927	110	B	15	25	✗	✗	✗	✓	✗	6	✓	✓	5/10
C4 1.6 HDi 90 VTR+ 5d	£18,445	£187	4cyl 1560cc	90	169	12.9	112	67.3	888	927	110	B	16	22	✗	✓	−	✓	✓	6	✓	✓	5/10
C4 1.6 HDi 110 VTR+ 5d	£19,045	£190	4cyl 1560cc	110	199	11.3	118	61.4	810	1016	119	C	18	23	✗	✓	−	✓	✓	6	✓	✓	5/10
C4 1.6 e-HDi 110 VTR+ 5d	£19,845	£243	4cyl 1560cc	110	199	11.2	118	67.3	888	927	109	B	18	29	✓	✓	−	✓	✓	6	✓	✓	5/10
C4 1.6 e-HDi 110 Exclusive 5d	£21,245	£257	4cyl 1560cc	110	199	11.2	118	64.2	847	972	114	C	18	31	✓	✓	−	✓	✓	6	✓	✓	5/10
C4 2.0 HDi 150 Exclusive 5d	£21,645	£283	4cyl 1997cc	150	250	8.6	129	56.5	746	1104	130	D	23	34	✗	✓	−	✓	✓	6	✓	✓	5/10

TG CHOICE: None of the engines are exciting, so you might as well save your wallet while you're driving. That'll be the eHDi then.

DS4: ODDBALL ADDITION TO THE DS RANGE, WHICH IS NEITHER A HATCH NOR AN SUV. BUT IT IS GOOD, DRIVES WELL IF YOU GET THE RIGHT WHEEL SIZE AND LOOKS COOL.



EURO NCAP: ●●●●● L: 473cm W: 181cm H: 152cm BOOT: 359/1,021 litres FUEL TANK: 60 litres ALSO TRY: Nissan Juke/Qashqai, Mini Countryman

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
DS4 1.6 VTi 120 DSign 5d	£18,150	£236	4cyl 1598cc	120	118	12.2	120	45.6	602	1316	144	F	14	28	✗	−	−	✓	−	6	✓	✓	5/10
DS4 1.6 VTi 120 DStyle 5d	£20,150	£250	4cyl 1598cc	120	118	12.2	120	45.6	602	1316	144	F	15	30	✗	✓	−	✓	✓	6	✓	✓	5/10
DS4 1.6 THP 155 EGS6 DStyle 5d	£21,450	£317	4cyl 1598cc	155	177	9.9	133	43.5	574	1379	149	F	21	38	✓	✓	−	✓	✓	6	✓	✓	5/10
DS4 1.6 THP 200 DSport 5d	£23,650	£235	4cyl 1598cc	200	202	8.5	146	44.1	582	1361	149	F	31	28	✗	−	−	✓	✓	6	✓	✓	6/10
DS4 1.6 HDi 110 DSign 5d	£19,445	£243	4cyl 1560cc	110	199	12.4	118	60.1	793	1038	122	D	18	29	✗	−	−	✓	−	6	✓	✓	6/10
DS4 1.6 HDi 110 DStyle 5d	£21,445	£217	4cyl 1560cc	110	199	12.4	118	60.1	793	1038	122	D	18	26	✗	✓	−	✓	✓	6	✓	✓	6/10
DS4 1.6 e-HDi 110 Airdream EGS6 DStyle 5d	£22,145	£219	4cyl 1560cc	110	199	12.4	118	64.2	847	972	114	C	18	26	✓	✓	−	✓	✓	6	✓	✓	6/10
DS4 2.0 HDi 160 DStyle 5d	£22,950	£220	4cyl 1997cc	160	250	9.3	132	55.4	731	1126	134	E	23	26	✗	✓	−	✓	✓	6	✓	✓	6/10
DS4 2.0 HDi 160 DSport 5d	£23,950	£233	4cyl 1997cc	160	250	9.3	132	55.4	731	1126	134	E	24	28	✗	✓	−	✓	✓	6	✓	✓	6/10

TG CHOICE: The DSport trim on 19-inch wheels, and sod the ride comfort.

C5: THE CAR WITH WHICH CITROEN INTENDED TO TAKE THE FIGHT TO THE GERMANS. WHICH IS A FIRST, HISTORICALLY SPEAKING. AND IT IS A STEP UP IN QUALITY IF NOTHING ELSE.



EURO NCAP: ●●●●● L: 478cm W: 186cm H: 145cm BOOT: 439 litres FUEL TANK: 71 litres ALSO TRY: Renault Laguna, Ford Mondeo, Vauxhall Insignia

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
C5 1.6 THP 155 VTR+ NAV 2011 4d	£21,505	£320	4cyl 1560cc	110	177	11.6	118	42.2	659	1422	153	G	25	38	✗	✓	✓	✓	−	6	✓	✓	5/10
C5 1.6 HDi 110 VTR 2011 4d	£19,895	£276	4cyl 1560cc	110	177	11.6	118	56.5	882	1104	129	D	20	33	✗	✗	✗	✓	✗	6	✓	✓	5/10
C5 1.6 HDi 110 VTR+ NAV 2011 4d	£21,495	£298	4cyl 1560cc	110	177	11.6	118	56.5	882	1104	129	D	20	36	✗	✓	✓	✓	−	6	✓	✓	5/10
C5 1.6 e-HDi 110 Airdream EGS6 VTR+ NAV 4d	£22,195	£314	4cyl 1560cc	110	199	12.6	118	61.4	959	1016	120	C	20	38	✓	✓	✓	✓	−	6	✓	✓	5/10
C5 2.0 HDi 160 VTR+ NAV 2011 4d	£22,895	£311	4cyl 1997cc	160	250	9.1	130	57.6	900	1083	129	E	25	37	−	✓	✓	✓	−	6	✓	✓	6/10
C5 2.0 HDi 160 Exclusive 2011 4d	£24,095	£382	4cyl 1997cc	160	250	9.1	130	57.6	900	1083	129	E	25	46	−	✓	−	✓	✓	6	✓	✓	6/10
C5 3.0 HDi V6 240 Exclusive 2011 4d	£30,560	£382	6cyl 2993cc	240	331	7.9	151	39.2	612	1592	189	J	35	46	✓	✓	−	✓	✓	6	✓	✓	5/10

Tourer: + £1,100

TG CHOICE: The 2.0 HDi will do nicely, keeping initial outlay low to reduce chances of that French saloon speciality: ball-breaking depreciation.

DS5: THE MOST AVANTGARDE OF ALL THE DS'S. NOT AS INSPIRING AS THE DS3, BUT AT LEAST IT DRIVES DECENTLY AND LOOKS GREAT. FAMILY CARS COME NO COOLER.



EURO NCAP: ●●●●● L: 453cm W: 187cm H: 154cm BOOT: 465 litres (325l Hybrid4) FUEL TANK: 60 litres ALSO TRY: Volkswagen CC, Peugeot 3008 HYbrid4

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
DS5 1.6 THP 200 DStyle 5d	£25,900	£379	4cyl 1598cc	200	202	8.5	146	42.2	557	1422	155	G	27	46	✗	✓	✓	✓	✓	7	✓	✓	7/10
DS5 1.6 THP 200 DSport 5d	£28,000	£370	4cyl 1598cc	200	202	8.5	146	42.2	557	1422	155	G	27	44	✗	✓	✓	✓	✓	7	✓	✓	7/10
DS5 1.6 e-HDi 110 Airdream DSign 5d	£22,400	£294	4cyl 1560cc	110	199	12.0	119	64.2	847	972	114	C	18	35	✓	✓	−	✓	−	7	✓	✓	7/10
DS5 1.6 e-HDi 110 Airdream DStyle 5d	£24,900	£306	4cyl 1560cc	110	199	12.0	119	64.2	847	972	114	C	18	37	✓	✓	✓	✓	✓	7	✓	✓	7/10
DS5 2.0 HDi 160 DSign 5d	£23,400	£294	4cyl 1997cc	160	250	8.5	134	57.6	760	1083	129	D	23	35	−	✓	−	✓	−	7	✓	✓	7/10
DS5 2.0 HDi Hybrid4 200 Airdream DSign 5d	£27,600	£358	4cyl 1997cc	200	221	8.3	131	80.7	1065	773	91	A	27	43	✓	✓	−	✓	−	7	✓	✓	6/10
DS5 2.0 HDi 160 DSport 5d	£28,000	£345	4cyl 1997cc	160	250	8.5	134	55.4	731	1126	133	E	24	41	−	✓	✓	✓	✓	7	✓	✓	7/10
DS5 2.0 HDi Hybrid4 200 Airdream DSport 4d	£32,200	£396	4cyl 1997cc	200	221	8.3	131	72.4	956	862	102	B	28	48	✓	✓	✓	✓	✓	7	✓	✓	6/10

TG CHOICE: If you're buying a DS5, you're already an early adopter. So go for the excellent Hybrid4 because it looks good and we're shallow like that.

C3 PICASSO: WALKING THE TIGHTROPE WITH MAXIMUM APLOMB, THE C3 PICASSO TURNS A BORING HATCH INTO A RADICAL MINI MPV. THIS IS QUINTESSENTIAL FRENCH MOTORING.

EURO NCAP: ●●●●○ **L:** 408cm **W:** 177cm **H:** 163cm **BOOT:** 500/1,506 litres **FUEL TANK:** 50 litres **ALSO TRY:** Vauxhall Meriva, Kia Soul, Honda Jazz



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
C3 Picasso 1.4 95 VT 5d	£13,200	£203	4cyl 1397cc	70	100	12.2	111	42.8	471	1402	153	G	10	24	✗	−	✗	−	✗	2	✗	✓	6/10
C3 Picasso 1.4 95 VTR+ 5d	£14,300	£211	4cyl 1397cc	70	100	12.2	111	44.1	485	1361	149	F	10	25	✗	✓	✗	✓	✗	6	✗	✓	6/10
C3 Picasso 1.4 95 Exclusive 5d	£15,400	£272	4cyl 1397cc	70	100	12.2	111	44.1	485	1361	149	F	10	33	✗	✓	−	✓	✓	6	−	✓	6/10
C3 Picasso 1.6 120 Exclusive 5d	£16,150	£260	4cyl 1598cc	120	118	10.9	117	40.9	450	1467	159	G	13	31	✗	✓	−	✓	✓	6	−	✓	6/10
C3 Picasso 1.6 120 VTR+ 5d	£15,050	£201	4cyl 1598cc	120	118	10.9	117	40.9	450	1467	159	G	13	24	✗	✓	✗	✓	✗	6	✗	✓	6/10
C3 Picasso 1.6 HDi 90 Exclusive 5d	£16,495	£241	4cyl 1560cc	90	169	13.5	108	62.8	691	994	119	C	10	29	✗	✓	−	✓	✓	6	−	✓	7/10
C3 Picasso 1.6 HDi 110 Exclusive 5d	£17,295	£238	4cyl 1560cc	110	177	11.2	114	57.6	634	1083	129	D	13	29	✗	✓	−	✓	✓	6	✓	✓	7/10
C3 Picasso 1.6 HDi 90 VT 5d	£14,295	£199	4cyl 1560cc	90	169	13.5	108	62.8	691	994	123	D	10	24	✗	−	✗	−	✗	2	✗	✓	7/10
C3 Picasso 1.6 HDi 90 VTR+ 5d	£15,395	£200	4cyl 1560cc	90	169	13.5	108	62.8	691	994	119	C	10	24	✗	✓	✗	✓	✗	6	✗	✓	7/10

TG CHOICE: Always the diesels when it comes to workaday Gallic exports, and preferably in bonkers 'Bitter Lemon' metallic.

C4 PICASSO: BETTER-LOOKING THAN MOST MPVS AND BLESSED WITH THAT JE NE SAIS QUOI THAT MAKES FAMILY MOTORING LESS HUMDRUM, THE C4 PICASSO IS ALL RIGHT BY US.

EURO NCAP: ●●●●● **L:** 447/459cm **W:** 183cm **H:** 168cm **BOOT:** 500/1,734 litres **FUEL TANK:** 60 litres **ALSO TRY:** Renault Scenic, Mazda 5, Toyota Verso



C4 Picasso 1.6 VTi 120 Edition 5d	£17,950	n/a	4cyl 1598cc	120	118	12.1	116	40.9	540	1543	159	G	14	n/a	✗	−	−	✓	✓	6	✓	✓	4/10
C4 Picasso 1.6 VTi 120 Platinum 5d	£19,150	n/a	4cyl 1598cc	120	118	12.1	116	40.4	533	1562	163	G	14	n/a	✗	✓	−	✓	✓	6	✓	✓	4/10
C4 Picasso 1.6 HDi 110 Platinum 5d	£20,750	n/a	4cyl 1560cc	110	210	12.8	112	54.3	717	1203	135	E	14	n/a	✗	✓	−	✓	✓	6	✓	✓	5/10
C4 Picasso 1.6 HDi 110 Edition 5d	£19,550	n/a	4cyl 1560cc	110	210	12.8	112	55.4	731	1179	132	E	14	n/a	✗	−	−	✓	✓	6	✓	✓	5/10
C4 Picasso 1.6 e-HDi 110 Airdream Platinum 5d	£21,450	n/a	4cyl 1560cc	110	210	13.3	112	56.5	746	1156	130	D	13	n/a	✓	✓	−	✓	✓	6	✓	✓	6/10
C4 Picasso 1.6 e-HDi 110 Airdream Edition 5d	£20,250	n/a	4cyl 1560cc	110	210	13.3	113	61.4	810	1064	120	C	14	n/a	✓	−	−	✓	✓	6	✓	✓	6/10
C4 Picasso 2.0 HDi 150 Platinum 5d	£21,750	n/a	4cyl 1997cc	150	250	9.9	121	52.3	690	1249	140	E	19	n/a	−	✓	−	✓	✓	6	✓	✓	6/10

C4 Grand Picasso: + £1,400|£1,700

TG CHOICE: A nice big diesel will do the job, hauling your hideous mob about and (probably) not going bang in a blizzard on the M4 at midnight.

DACIA

www.dacia.co.uk **COMPANY DESCRIPTION:** Romanian car company, now a Renault-owned offshoot. Despite this, manages to produce less-than awful cars.
CLARKSON ON DACIA: 'DACIA'S PRICES ARE ATTRACTIVE BUT JAMES MAY IS OBSESSED WITH THEIR CARS AND I FULLY UNDERSTAND IF THAT PUTS YOU OFF.'

DUSTER: SIMPLE, HIGH-RIDING CROSSOVER-STYLE FIVE-SEATER IS A NISSAN QASHQAI ON THE CHEAP AND A FAVOURITE OF JAMES MAY. GOOD VALUE, SURPRISINGLY ABLE.

EURO NCAP: n/a **L:** 432cm **W:** 182cm **H:** 170cm **BOOT:** 475/1636 litres **FUEL TANK:** 50 litres **ALSO TRY:** Suzuki Jimny, Skoda Yeti



Duster 1.6 105 4x2 Access 5d	£8,995	£192	4cyl 1598cc	105	109	11.5	102	39.8	438	1508	165	G	7	23	✗	✗	✗	✗	✗	4	−	✓	6/10
Duster 1.6 105 4x4 Access 5d	£10,995	£231	4cyl 1598cc	105	109	12.8	99	35.3	388	1700	185	I	7	28	✗	✗	✗	✗	✗	4	−	✓	6/10
Duster 1.5 dCi 110 4x2 Ambiance 5d	£11,495	£200	4cyl 1461cc	110	177	11.8	106	56.5	621	1104	130	D	10	24	✗	✓	✗	✗	✗	4	−	✓	6/10
Duster 1.5 dCi 110 4x4 Ambiance 5d	£13,495	£237	4cyl 1461cc	110	177	12.5	104	53.3	586	1171	137	E	10	29	✗	✓	✗	✗	✗	4	−	✓	6/10
Duster 1.5 dCi 110 4x2 Laureate 5d	£12,995	£217	4cyl 1461cc	110	177	11.8	106	56.5	621	1104	130	D	10	26	✗	✓	✗	✓	✗	4	−	✓	6/10
Duster 1.5 dCi 110 4x4 Laureate 5d	£14,995	£255	4cyl 1461cc	110	177	12.5	104	53.3	586	1171	137	E	10	31	✗	✓	✗	✓	✗	4	−	✓	6/10

TG CHOICE: The basic diesel. You probably don't need 4WD, but you do need good economy.

FERRARI

www.ferrari.com **COMPANY DESCRIPTION:** Iconic Italian marque with a huge back-catalogue of fabulous cars and motorsport successes. The envy of the automotive world.
CLARKSON ON FERRARI: 'FERRARIS USED TO BE ART. NOW, WORRYINGLY, THEY ARE SCIENCE. HAPPILY, THE 458 SHOWS THEY CAN STILL BE TRULY WONDERFUL.'

CALIFORNIA: STUNG BY CRITCISM OF THE CALI BEING A BIT FEMININE, FERRARI HAS INJECTED A BIT OF TESTOSTERONE. MORE POWER, SHARPER CHASSIS = TG MUCH HAPPIER.

EURO NCAP: n/a **L:** 456cm **W:** 190cm **H:** 131cm **BOOT:** 240/340 litres **FUEL TANK:** 78 litres **ALSO TRY:** Maserati GranCabrio, Audi R8 Spider, Porsche 911 Turbo Cab



California 4.3 V8 2d	£152,086	£5,074	8cyl 4297cc	453	358	3.9	193	21.5	369	2791	299	M	50	609	✓	✓	✓	✓	✓	4	✓	✓	6/10

TG CHOICE: Not the optional Handling Speciale pack. It's not speciale at all.

458: THE FINEST SPORTS CAR OF THE PAST FIVE YEARS. UTTERLY MIND-BLOWING. YOU SHOULD WANT ONE. EVERYONE SHOULD WANT ONE.

EURO NCAP: n/a **L:** 458cm **W:** 194cm **H:** 121cm **BOOT:** 230 litres **FUEL TANK:** 86 litres **ALSO TRY:** McLaren MP4-12C, Aston V12 Vantage, Porsche 911 Turbo, Lamborghini Gallardo



458 Italia 4.5 V8 Spider 2d	£198,906	£5,430	8cyl 4499cc	562	398	3.4	198	21.2	401	2830	307	M	50	652	✓	✓	−	✓	−	4	✓	✗	10/10
458 Italia 4.5 V8 Standard 2d	£178,461	n/a	8cyl 4499cc	562	398	3.4	202	20.6	390	2913	307	M	50	n/a	✓	✓	−	✓	−	4	✓	✗	10/10

TG CHOICE: Folding hard-top or coupe? You decide. Just spec it subtly.

F12: THE F12 IS BOMBASTIC, EPIC AND HOWLINGLY FAST. THE FASTEST FERRARI ROAD CAR EVER - FASTER EVEN THAN THE ENZO - THERE'S NOTHING ELSE REMOTELY LIKE IT.

EURO NCAP: n/a **L:** 462cm **W:** 194cm **H:** 127cm **BOOT:** 350 litres **FUEL TANK:** 92 litres **ALSO TRY:** Lamborghini Aventador, Aston Martin DBS



F12berlinetta 6.3 V12 Standard 2d	£239,736	n/a	V12 6262cc	740	508	3.1	211	18.8	380	3234	350	M	50	n/a	✓	✓	✓	✓	✓	4	✓	✗	10/10

TG CHOICE: Just the one at the moment and that's perfectly incredible enough, thank you.

FF: A FERRARI GRAND TOURER, BUT NOT AS WE KNOW IT. THIS IS THE FIRST EVER 4WD FERRARI, AND IT'S AN ESTATE. SO IT'S THE MOST PRACTICAL 208MPH FAMILY CAR OUT THERE.

EURO NCAP: n/a **L:** 491cm **W:** 196cm **H:** 138cm **BOOT:** 450/800 litres **FUEL TANK:** 91 litres **ALSO TRY:** Aston Martin Rapide, Bentley Continental GT



FF 6.3 V12 4d	£227,077	n/a	12cyl 6262cc	660	503	3.7	208	18.3	366	3279	360	M	50	n/a	✓	✓	✓	✓	✓	4	✓	✓	9/10

TG CHOICE: There's only one version. We'll have ours with a ski rack and a set of winter tyres please.

FIAT

www.fiat.co.uk **COMPANY DESCRIPTION:** Characterful cars like the 500, Punto and Panda, plus clever tech such as TwinAir, have Fiat firmly on the road to recovery.
CLARKSON ON FIAT: 'THE ESSENCE OF ITALIAN CARS. STYLISH, LIKEABLE, ALMOST CERTAIN TO BREAK YOUR HEART. OR WALLET.'

PANDA: IT'S BACK, IT'S SLIGHTLY ROUNDER AND IT'S STILL ENTIRELY BRILLIANT. COME 'ERE PANDA, WE WANT TO GIVE YOU A HUG.

EURO NCAP: ●●●●○ **L:** 365cm **W:** 164cm **H:** 155cm **BOOT:** 225/870 litres **FUEL TANK:** 35 litres **ALSO TRY:** Toyota iQ, Ford Ka, Kia Picanto, Fiat 500



Panda 0.9 TwinAir 85 Easy 5d	£10,750	£191	2cyl 875cc	85	106	11.2	110	67.3	548	892	99	A	8	23	−	−	−	✓	−	7	−	✓	8/10
Panda 0.9 TwinAir 85 Lounge 5d	£11,250	£160	2cyl 875cc	85	106	11.2	110	67.3	548	892	99	A	8	19	−	−	−	✓	−	7	−	✓	8/10
Panda 1.2 69 Pop 5d	£8,900	£148	4cyl 1242cc	69	75	14.2	102	54.3	442	1105	120	C	5	18	✗	−	✗	−	✗	7	−	✓	8/10
Panda 1.2 69 Easy 5d	£9,550	£149	4cyl 1242cc	69	75	14.2	102	54.3	442	1105	120	C	5	18	✗	−	−	✓	−	7	−	✓	8/10
Panda 1.2 69 Lounge 5d	£10,050	£152	4cyl 1242cc	69	75	14.2	102	54.3	442	1105	120	C	5	18	✗	−	−	✓	−	7	−	✓	8/10
Panda 1.3 MultiJet 75 Pop 5d	£11,100	£184	4cyl 1248cc	75	140	12.8	104	72.4	589	862	104	B	6	22	✗	−	✗	−	✗	7	−	✓	8/10

◀ FIAT CONTINUED

	PRICE			PERFORMANCE								COSTS			GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Panda 1.3 MultiJet 75 Easy 5d	£11,750	£217	4cyl 1248cc	75	140	12.8	104	72.4	589	862	104	B	6	26	✗	–	–	✓	–	7	–	✓	8/10
Panda 1.3 MultiJet 75 Lounge 5d	£12,250	£205	4cyl 1248cc	75	140	12.8	104	72.4	589	862	104	B	6	25	✗	–	–	✓	–	7	–	✓	8/10

TG CHOICE: You think we're going to say Twinair, but we're not. Nope, the 1.2 is over a grand cheaper and an absolute sweetie.



500: NOT QUITE THE SIXTIES REVIVAL FIAT WAS ANGLING FOR, BUT THE 500 IS A REFRESHING ALTERNATIVE TO MINI-SHAPED UBIQUITY. ONE FOR THE MISSUS PERHAPS.

EURO NCAP: ●●●●● **L:** 355cm **W:** 163cm **H:** 149cm **BOOT:** 185 litres **FUEL TANK:** 37 litres **ALSO TRY:** Mini, Renault Twingo, Toyota IQ, VW Polo

500 0.9 TwinAir Pop 3d	£11,100	£155	2cyl 875cc	85	106	11.0	108	68.9	530	871	95	A	11	19	–	–	✗	–	–	4	–	✓	7/10
500 0.9 TwinAir Lounge 3d	£12,500	£165	2cyl 875cc	85	106	11.0	108	68.9	530	871	95	A	12	20	–	✓	✗	✓	–	4	–	✓	7/10
500 0.9 TwinAir 3d	£11,600	£155	2cyl 875cc	85	106	11.0	108	68.9	530	871	95	A	11	19	–	–	✗	✓	✗	4	✗	✓	7/10
500 1.2 Lounge 3d	£11,300	£145	4cyl 1242cc	69	75	12.9	99	55.4	427	1083	119	C	6	17	–	✓	✗	✓	–	4	–	✓	6/10
500 1.2 Pop 3d	£9,900	£135	4cyl 1242cc	69	75	12.9	99	55.4	427	1083	119	C	5	16	–	–	✗	–	–	4	–	✓	6/10
500 1.2 Sport 3d	£11,300	£221	4cyl 1242cc	69	75	12.9	99	55.4	427	1083	119	C	6	27	–	✓	✗	✓	–	4	–	✓	6/10
500 1.3 MultiJet 95 Pop 3d	£12,300	£201	4cyl 1248cc	95	150	11.7	111	72.4	557	829	104	B	14	24	✗	–	✗	–	–	4	–	✓	7/10
500 1.4 Lounge 3d	£12,705	£261	4cyl 1368cc	100	96	10.5	113	44.8	345	1339	149	F	12	31	–	✓	✗	✓	–	4	✓	✓	6/10

500C + £3,000

TG CHOICE: Got to be a TwinAir – 900cc of two cylinder rortiness and, driven gently, the most efficient petrol engine around.



PUNTO: STILL FEELING THE YEARS DESPITE A RECENT FACELIFT, AND A HARD SELL AGAINST THE SUPERB POLO AND FIESTA.

EURO NCAP: ●●●●● **L:** 407cm **W:** 169cm **H:** 149cm **BOOT:** 275/1,030 litres **FUEL TANK:** 35 litres **ALSO TRY:** Ford Fiesta, Renault Clio, VW Polo, Skoda Fabia

Punto 1.2 69 Pop 3d	£9,900	£179	4cyl 1242cc	69	75	14.4	96	54.3	538	1105	123	D	6	22	✗	✗	✗	✗	✗	7	✗	✓	4/10
Punto 1.2 69 Easy 3d	£10,900	n/a	4cyl 1242cc	69	75	14.4	96	52.3	518	1147	126	D	6	n/a	✗	–	✗	✓	–	7	✗	✓	4/10
Punto 0.9 85 TwinAir 3d	£12,100	£167	4cyl 1248cc	85	147	13.1	107	80.7	799	743	90	A	11	20	✗	–	✗	✓	–	7	✗	✓	4/10
Punto 1.4 77 Easy 3d	£11,305	£187	4cyl 1368cc	77	84	13.2	103	49.6	491	1210	132	E	8	22	✗	–	✗	✓	–	7	✗	✓	4/10
Punto 1.4 77 GBT 3d	£11,805	£229	4cyl 1368cc	77	84	13.2	103	49.6	491	1210	132	E	8	28	✗	–	✗	✓	–	7	✗	✓	4/10
Punto 1.4 77 Lounge 3d	£12,905	£246	4cyl 1368cc	77	84	13.2	103	49.6	491	1210	132	E	6	30	–	✓	✗	✓	✗	7	✓	✓	4/10
Punto 1.4 MultiAir 105 Lounge 3d	£13,905	£263	4cyl 1368cc	105	95	10.8	115	49.6	491	1210	133	E	15	32	✗	✓	✗	✓	✗	7	✓	✓	4/10
Punto 1.4 MultiAir 105 Easy 3d	£12,305	n/a	4cyl 1368cc	105	95	10.8	115	49.6	491	1210	133	E	15	n/a	✗	–	✗	✓	–	7	✗	✓	4/10
Punto 1.4 MultiAir Turbo 135 Lounge 3d	£15,200	£282	4cyl 1368cc	135	151	8.5	124	50.4	499	1190	129	D	19	34	✗	✓	✗	✓	✗	7	✓	✓	4/10
Punto 1.3 MultiJet 75 Pop 3d	£11,900	£198	4cyl 1248cc	75	140	13.6	103	68.9	682	871	108	B	11	24	✗	✗	✗	✗	✗	7	✗	✓	5/10
Punto 1.3 MultiJet 85 Easy 3d	£13,400	£221	4cyl 1248cc	85	147	13.1	107	80.7	799	743	90	A	13	27	✗	–	✗	✓	–	7	✗	✓	5/10
Punto 1.3 MultiJet 85 GBT 3d	£13,900	£241	4cyl 1248cc	85	147	13.1	107	80.7	799	743	90	A	13	29	✗	–	✗	✓	–	7	✗	✓	5/10
Punto 1.3 MultiJet 85 Lounge 3d	£15,000	£256	4cyl 1248cc	85	147	13.1	107	80.7	799	743	90	A	14	31	✗	✓	✗	✓	✗	7	✓	✓	5/10

5dr + £600

TG CHOICE: There is nothing here that floats our boat. If you're committed, however, make sure it's a diesel. They have a tendency to work.



BRAVO SERIES 2: LIKE NAMING THE FOCUS 'THE JOLLY WELL DONE', BUT ACTUALLY THE BRAVO IS A BIT LACKLUSTRE. A BREAK FROM THE NORM FOR SURE, BUT THE NORM IS BETTER.

EURO NCAP: ●●●●● **L:** 434cm **W:** 179cm **H:** 150cm **BOOT:** 365/1,175 litres **FUEL TANK:** 58 litres **ALSO TRY:** Ford Focus, Honda Civic, Vauxhall Astra, Mazda 3, VW Golf

Bravo Series 2 1.4 90 Easy 5d	£15,800	n/a	4cyl 1368cc	90	96	12.5	111	44.8	562	1339	146	F	11	n/a	✗	✓	✗	✓	–	6	✓	✓	4/10
Bravo Series 2 1.4 MultiAir 140 Easy 5d	£17,300	n/a	4cyl 1368cc	140	169	8.9	126	49.6	622	1210	132	E	20	n/a	✗	✓	✗	✓	–	6	✓	✓	6/10
Bravo Series 2 1.6 MultiJet 105 Easy 5d	£17,800	n/a	4cyl 1598cc	105	213	11.3	116	64.2	805	972	115	C	14	n/a	✗	✓	✗	✓	–	6	✓	✓	5/10

TG CHOICE: The diesel would see you right. That's Fiat's strong suit. But seriously, why aren't you buying a Focus? Fess up, Giuseppe.



ABARTH 500: SHORT ON TALENT, LONG ON APPEAL, THAT'S THE RUFTY TUFTY ABARTH 500. LOVABLE. BUT A BIT RUBBISH.

EURO NCAP: ●●●●● **L:** 366cm **W:** 163cm **H:** 149cm **BOOT:** 185/610 litres **FUEL TANK:** 35 litres **ALSO TRY:** Suzuki Swift Sport, Mini Cooper, Renaultsport Twingo

Abarth 500 1.4 T-Jet 135 3d	£13,975	n/a	4cyl 1368cc	135	148	7.9	127	43.5	335	1379	155	G	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
Abarth 500C 1.4 T-Jet 135 3d	£15,875	n/a	4cyl 1368cc	135	148	7.9	127	43.5	335	1379	155	G	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
Abarth 500 1.4 T-Jet 160 595 Turismo 3d	£17,725	n/a	4cyl 1368cc	160	169	7.4	131	43.5	335	1379	155	G	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
Abarth 500 1.4 T-Jet 160 595 Competizione 3d	£18,725	n/a	4cyl 1368cc	160	169	7.4	131	43.5	335	1379	155	G	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
Abarth 500C 1.4 T-Jet 160 595 Turismo 3d	£19,625	n/a	4cyl 1368cc	160	169	7.4	131	43.5	335	1379	155	G	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
Abarth 500C 1.4 T-Jet 160 595 Competizione 3d	£20,625	n/a	4cyl 1368cc	160	169	7.4	131	43.5	335	1379	155	G	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	7/10

TG CHOICE: If you're going to have a poorly-engineered hot hatch, have the most compromised one possible. Competizione7 please!

FISKER

www.fiskerautomotive.com **COMPANY DESCRIPTION:** Eco car maker without the hairshirt. Styling given the same priority as green, which gets the thumbs up from us.
CLARKSON ON FISKER: 'APPARENTLY, FISKER BUILDS THE WOODEN DASH FROM A TREE IT FOUND ON THE BOTTOM OF LAKE MICHIGAN. I ONLY HOPE THEY WASHED IT FIRST.'



KARMA: FOR THE TIME BEING THIS IS AS EXTRAVAGENT AND AS MAGICAL AS HYBRID CARS GET. REALLY RATHER WONDERFUL.

EURO NCAP: n/a **L:** 500cm **W:** n/a **H:** 133cm **BOOT:** 195 litres **FUEL TANK:** 35.7 litres **ALSO TRY:** Vauxhall Ampera, Merc CLS, Porsche Panamera Hybrid

Karma 2.0 EREV hybrid EcoSport 4d	£72,500	n/a	4cyl 2000cc	397	959	6.3	125	62.4	490	962	53	A	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✗	8/10

TG CHOICE: There's just one at the moment and the Karma is so unique, you won't wish for any more.

FORD

www.ford.co.uk **COMPANY DESCRIPTION:** Britain's biggest car company. The Fiesta, Focus and Mondeo are still big-sellers, but the competition is catching up. An impressive work.
CLARKSON ON FORD: 'DECENT, WELL-MADE CARS THAT DO EVERYTHING YOU WANT FOR A REASONABLE PRICE. LIKE M&S WITHOUT THE PRETTY GIRLS IN THEIR ADVERTS.'



KA: A STRAIGHTER PLAY THAN THE ORIGINAL KA AND UNDERCUT BY THE ROOMIER YET NOT MUCH PRICIER FIESTA. IT ALSO SHARES BITS WITH FIAT, AND THAT'S ALMOST FRIGHTENING.

EURO NCAP: ●●●●○ **L:** 362cm **W:** 166cm **H:** 151cm **BOOT:** 224/747 litres **FUEL TANK:** 45 litres **ALSO TRY:** Renault Twingo, Fiat 500, Fiat Panda, Mini

Ka 1.2 69 Studio 3d	£8,545	£137	4cyl 1242cc	69	75	13.1	98	55.3	426	1085	119	C	2	16	✗	–	✗	✗	–	2	–	✓	4/10
Ka 1.2 69 Edge 3d	£9,545	£158	4cyl 1242cc	69	75	13.1	98	55.3	426	1085	119	C	3	19	✗	–	✗	✓	–	2	–	✓	4/10
Ka 1.2 69 Titanium 3d	£10,795	£180	4cyl 1242cc	69	75	13.1	98	55.3	426	1085	119	C	3	22	✗	–	✗	✓	–	2	–	✓	4/10
Ka 1.2 69 Zetec 3d	£10,295	£178	4cyl 1242cc	69	75	13.1	98	55.3	426	1085	119	C	3	21	✗	–	✗	✓	–	2	–	✓	4/10
Ka 1.3 TDCi 75 Titanium 3d	£11,795	£185	4cyl 1248cc	75	106	13.1	100	67.2	517	893	112	C	3	22	✗	–	✗	✓	–	2	–	✓	4/10
Ka 1.3 TDCi 75 Zetec 3d	£11,295	£174	4cyl 1248cc	75	106	13.1	100	67.2	517	929	112	C	3	21	✗	–	✗	✓	–	2	–	✓	4/10

TG CHOICE: A Fiesta. Or a Mini One, come to think of it.

Gadgets & Safety Guide ✓ Yes ✗ No – Optional

FIESTA: ONE OF THE MORE STRIKING HATCHBACKS ON SALE AND BLESSED WITH A SUPERB CHASSIS. PACE-SETTER OR PACEMAKER, THERE'S SOMETHING FOR EVERYONE HERE.



EURO NCAP: ●●●●● **L:** 395cm **W:** 172cm **H:** 148cm **BOOT:** 295/979 litres **FUEL TANK:** 42 litres **ALSO TRY:** Citroen C3, Honda Jazz, Mini, Renault Clio

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Fiesta 1.25 60 Studio 3d	£9,795	£137	4cyl 1242cc	60	80	16.9	96	51.4	475	1167	127	D	5	17	✗	✗	✗	✗	✗	6	✓	✓	6/10
Fiesta 1.25 60 Style 3d	£10,445	£152	4cyl 1242cc	60	80	16.9	96	51.4	475	1167	127	D	5	18	✗	✗	✗	✗	✗	6	✓	✓	6/10
Fiesta 1.25 60 Edge 3d	£11,145	£142	4cyl 1242cc	60	80	16.9	96	51.4	475	1167	127	D	6	17	✗	–	✗	✓	–	6	✓	✓	6/10
Fiesta 1.25 82 Style 3d	£11,045	£195	4cyl 1242cc	82	84	13.3	104	50.4	466	1190	129	D	5	23	✗	✗	✗	✗	✗	6	✓	✓	7/10
Fiesta 1.25 82 Edge 3d	£11,745	£150	4cyl 1242cc	82	84	13.3	104	50.4	466	1190	129	D	6	18	✗	–	✗	✓	–	6	✓	✓	7/10
Fiesta 1.25 82 Zetec 3d	£12,495	£156	4cyl 1242cc	82	84	13.3	104	50.4	466	1190	129	D	6	19	✗	–	✗	✓	–	6	✓	✓	7/10
Fiesta 1.4 96 Style 3d	£11,530	£194	4cyl 1398cc	96	96	12.2	109	48.7	450	1232	133	E	8	23	–	✗	✗	✗	✗	6	✓	✓	8/10
Fiesta 1.4 96 Edge 3d	£12,230	£197	4cyl 1388cc	96	96	12.2	109	48.7	450	1232	133	E	8	24	–	–	✗	✓	–	6	✓	✓	8/10
Fiesta 1.4 96 Titanium 3d	£14,180	£192	4cyl 1388cc	96	96	12.2	109	48.7	450	1232	133	E	6	23	–	✓	✗	✓	–	6	✓	✓	8/10
Fiesta 1.4 96 Zetec 3d	£12,980	£206	4cyl 1388cc	96	96	12.2	109	48.7	450	1232	133	E	8	25	–	–	✗	✓	–	6	✓	✓	7/10
Fiesta 1.6 120 Titanium 3d	£14,900	£234	4cyl 1596cc	120	112	9.9	120	48.7	450	1232	134	E	14	28	✗	✓	✗	✓	–	6	✓	✓	8/10
Fiesta 1.6 120 Zetec S 3d	£14,700	£170	4cyl 1596cc	120	112	9.9	120	48.7	450	1232	134	E	14	20	✗	–	✗	✓	–	6	✓	✓	8/10
Fiesta 1.6 134 Metal 3d	£16,000	£285	4cyl 1596cc	134	118	8.7	121	47.9	443	1253	139	E	17	34	✗	✓	✗	✓	–	6	✓	✓	8/10
Fiesta 1.4 TDCi 70 DPF Studio 3d	£11,795	£160	4cyl 1398cc	70	118	14.8	101	68.9	606	906	107	B	6	19	✗	✗	✗	✗	✗	6	✓	✓	7/10
Fiesta 1.4 TDCi 70 Style 3d	£12,445	£180	4cyl 1398cc	70	118	14.8	101	68.9	606	906	107	B	6	22	✗	✗	✗	✗	✗	6	✓	✓	7/10
Fiesta 1.4 TDCi 70 DPF Edge 3d	£13,145	£140	4cyl 1398cc	70	118	14.8	101	68.9	606	906	107	B	8	17	✗	–	✗	✓	–	6	✓	✓	7/10
Fiesta 1.4 TDCi 70 DPF Zetec 3d	£13,895	£148	4cyl 1398cc	70	118	14.8	101	68.9	606	906	107	B	8	18	✗	–	✗	✓	–	6	✓	✓	7/10
Fiesta 1.4 TDCi 70 DPF Titanium 3d	£15,095	£165	4cyl 1398cc	70	118	14.8	101	68.9	606	906	107	B	8	20	✗	✓	✗	✓	–	6	✓	✓	7/10
Fiesta 1.6 TDCi 95 Edge Econetic 3d	£14,445	£175	4cyl 1560cc	95	147	12.9	111	78.5	691	795	95	A	11	21	✗	–	✗	✓	–	6	✓	✓	8/10
Fiesta 1.6 TDCi 95 Zetec Econetic 3d	£14,995	£165	4cyl 1560cc	95	147	12.9	111	78.5	691	795	95	A	12	20	✗	–	✗	✓	–	6	✓	✓	8/10
Fiesta 1.6 TDCi 95 Titanium Econetic 3d	£16,195	£210	4cyl 1560cc	95	147	12.9	111	78.5	691	795	95	A	12	25	✗	✓	✗	✓	–	6	✓	✓	8/10
Fiesta 1.6 TDCi 95 DPF Zetec S 3d	£15,495	£155	4cyl 1560cc	95	156	11.8	109	67.2	591	929	107	B	12	19	✗	–	✗	✓	–	6	✓	✓	8/10

5dr: + £600

TG CHOICE: There's an ST on the horizon, but we can't see past the end of our noses, so we'll have a 1.6 TDCi. And upgrade asap.

FOCUS: OH DEAR. WE'VE ALWAYS LOVED THE FOCUS, AND THIS LATEST VERSION IS STILL A GREAT CAR, BUT IT'S LOST A LITTLE SPARKLE FOR KEEN DRIVERS.



EURO NCAP: ●●●●● **L:** 436cm **W:** 182cm **H:** 148cm **BOOT:** 363/1,148 litres **FUEL TANK:** 53/55/60 litres **ALSO TRY:** Citroen C4, VW Golf, Honda Civic, Peugeot 308

Focus 1.6 TI-VCT 85 Studio 5d	£13,995	£210	4cyl 1596cc	85	104	14.9	106	47.9	580	1253	136	E	11	25	✗	✗	✗	✓	✗	6	✓	✓	7/10
Focus 1.0T 100 Edge 5d	£16,445	£232	3cyl 999cc	100	111	12.5	115	58.9	713	1019	109	B	11	28	✗	–	✗	✓	✗	6	✓	✓	7/10
Focus 1.0T 100 Zetec 5d	£17,445	£210	3cyl 999cc	100	111	12.5	115	58.9	713	1019	109	B	11	25	✗	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.0T 100 Titanium 5d	£18,695	£250	3cyl 999cc	100	111	12.5	115	58.9	713	1019	109	B	11	30	✗	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.6 105 Edge 2011 5d	£16,195	£254	4cyl 1596cc	105	110	12.3	116	47.9	580	1253	136	E	11	31	✗	–	✗	✓	–	6	✓	✓	7/10
Focus 1.6 105 Zetec 2011 5d	£17,195	£243	4cyl 1596cc	105	110	12.3	116	47.9	580	1253	136	E	11	29	✗	✓	–	✓	–	6	✓	✓	7/10
Focus 1.0T 125 Zetec 5d	£17,945	£246	3cyl 999cc	125	125	11.3	120	56.5	684	1062	114	C	11	30	✗	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.0T 125 Zetec S 45	£19,195	£266	3cyl 999cc	125	125	11.3	120	56.5	684	1062	114	C	11	32	✗	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.0T 125 Titanium 5d	£19,195	£274	3cyl 999cc	125	125	11.3	120	56.5	684	1062	114	C	11	33	✗	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.0T 125 Titanium X 5d	£20,945	£296	3cyl 999cc	125	125	11.3	120	56.5	684	1062	114	C	11	36	✗	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.6 125 PowerShift Zetec S 5d	£20,195	£303	3cyl 999cc	125	125	11.3	120	56.5	684	1062	114	C	11	36	✓	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.6 125 PowerShift Edge 5d	£17,945	£282	3cyl 999cc	125	125	11.3	120	56.5	684	1062	114	C	11	34	✓	–	✗	✓	✗	6	✓	✓	7/10
Focus 1.6 125 PowerShift Zetec 5d	£18,945	£270	3cyl 999cc	125	125	11.3	120	56.5	684	1062	114	C	11	32	✓	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.6 125 PowerShift Titanium 5d	£20,195	£293	3cyl 999cc	125	125	11.3	120	56.5	684	1062	114	C	11	35	✓	✓	–	✓	✗	6	✓	✓	7/10
Focus 1.6T 150 Titanium 2011 5d	£19,945	£286	4cyl 1596cc	150	177	8.6	130	47.1	570	1274	139	E	19	34	✗	✓	–	✓	–	6	✓	✓	8/10
Focus 1.6T 150 Titanium X 2011 5d	£21,695	£417	4cyl 1596cc	150	177	8.6	130	47.1	570	1274	139	E	19	50	✗	✓	–	✓	✓	6	✓	✓	7/10
Focus 1.6T 180 Zetec S 5d	£20,695	£290	4cyl 1596cc	180	177	7.9	139	47.9	580	1253	139	E	14	35	✗	✓	–	✓	✗	6	✓	✓	7/10
Focus 2.0T 250 ST 5d	£21,995	£315	4cyl 1999cc	250	250	6.5	154	39.2	474	1531	169	H	34	38	✗	✗	✗	✓	✗	6	✓	✓	8/10
Focus 2.0T 250 ST-2 5d	£23,495	£332	4cyl 1999cc	250	250	6.5	154	39.2	474	1531	169	H	35	40	✗	✗	–	✓	–	6	✓	✓	8/10
Focus 2.0T 250 ST-3 5d	£25,495	£425	4cyl 1999cc	250	250	6.5	154	39.2	474	1531	169	H	36	51	✗	✗	–	✓	✓	6	✓	✓	8/10
Focus 1.6 TDCi 95 Edge 2011 5d	£17,295	£240	4cyl 1560cc	95	169	12.5	112	67.3	814	927	109	B	11	29	✗	–	✗	✓	–	6	✓	✓	7/10
Focus 1.6 TDCi 115 Edge 2011 5d	£17,795	£215	4cyl 1560cc	115	199	10.9	120	67.3	814	927	109	B	15	26	✗	–	✓	✓	–	6	✓	✓	7/10
Focus 1.6 TDCi 115 Zetec 2011 5d	£18,795	£217	4cyl 1560cc	115	199	10.9	120	67.3	814	927	109	B	15	26	✗	✓	–	✓	–	6	✓	✓	7/10
Focus 1.6 TDCi 115 Titanium 2011 5d	£20,045	£230	4cyl 1560cc	115	199	10.9	120	67.3	814	927	109	B	15	28	✗	✓	–	✓	–	6	✓	✓	7/10
Focus 1.6 TDCi 115 Titanium X 2011 5d	£21,795	£274	4cyl 1997cc	115	199	10.9	120	67.3	814	927	109	B	15	33	✗	✓	–	✓	✓	6	✓	✓	7/10
Focus 1.6 TDCi 115 Zetec S 5d	£20,045	£290	4cyl 1560cc	115	199	10.9	120	67.3	814	892	109	B	15	35	✗	✓	–	✓	✗	6	✓	✓	7/10
Focus 2.0 TDCi 163 Zetec S 5d	£21,545	£305	4cyl 1997cc	163	250	8.6	135	56.5	684	1062	129	D	19	37	–	✓	–	✓	✗	6	✓	✓	7/10
Focus 2.0 TDCi 163 Titanium X 2011 5d	£23,295	£313	4cyl 1997cc	163	250	8.6	135	56.5	684	1104	129	D	22	38	–	✓	–	✓	✓	6	✓	✓	7/10
Focus 2.0 TDCi 140 Zetec 2011 5d	£19,795	£272	4cyl 1997cc	140	236	8.9	129	56.5	684	1104	129	D	19	33	–	✓	–	✓	–	6	✓	✓	8/10
Focus 2.0 TDCi 140 Titanium 2011 5d	£21,045	£287	4cyl 1997cc	140	236	8.9	129	56.5	684	1104	129	D	19	34	–	✓	–	✓	–	6	✓	✓	8/10

Estate: + £1,100

TG CHOICE: No longer are we singing the praises of the 1.6 TDCi, because we have seen the future and it's a 1.0 Turbo

MONDEO: THE BENCHMARK FOR GREY-FACED MEDIOCRITY IS ACTUALLY A VERY FINE CAR ENJOYING A MID-LIFE SPRUCE UP. GOOD CHASSIS, FINE STYLING, UNENVIABLE IMAGE.



EURO NCAP: ●●●●● **L:** 478cm **W:** 189cm **H:** 150cm **BOOT:** 540/1,460 litres **FUEL TANK:** 70 litres **ALSO TRY:** Vauxhall Insignia, VW Passat, Mazda6

Mondeo 1.6 120 Edge 5d	£18,100	£290	4cyl 1596cc	120	118	12.3	121	42.2	650	1422	156	G	13	35	✗	✓	–	✓	–	7	✓	✓	7/10
Mondeo 1.6T 160 Edge 5d	£19,100	£252	4cyl 1596cc	160	177	9.3	134	44.1	679	1361	149	F	19	30	✗	✓	–	✓	–	7	✓	✓	8/10
Mondeo 1.6T 160 Zetec 5d	£20,000	£316	4cyl 1596cc	160	177	9.3	134	44.1	679	1361	149	F	18	38	✗	✓	–	✓	–	7	✓	✓	8/10
Mondeo 1.6T 160 Zetec Business Edition 5d	£20,600	£288	4cyl 1596cc	160	177	9.3	134	44.1	679	1361	149	F	21	35	✗	✓	✓	✓	✓	7	✓	✓	8/10
Mondeo 1.6T 160 Titanium X 5d	£23,500	£330	4cyl 1596cc	160	177	9.3	134	44.1	679	1361	149	F	19	40	✗	✓	–	✓	✓	7	✓	✓	8/10
Mondeo 2.0T 203 Titanium 5d	£23,355	£361	4cyl 1999cc	203	221	7.9	144	36.7	565	1635	179	I	24	43	✓	✓	–	✓	–	7	✓	✓	7/10
Mondeo 2.0T 203 Titanium X 5d	£25,355	£389	4cyl 1999cc	203	221	7.9	144	36.7	565	1635	179	I	25	47	✓	✓	–	✓	✓	7	✓	✓	7/10
Mondeo 2.0T 240 Titanium X Sport 5d	£28,105	£429	4cyl 1999cc	240	250	7.8	150	36.7	565	1635	179	I	28	52	✓	✓	–	✓	✓	7	✓	✓	7/10
Mondeo 1.6 TDCi ECO 115 Edge 5d	£20,195	£279	4cyl 1997cc	115	199	11.9	118	65.7	1012	913	114	C	15	34	✗	✓	–	✓	–	7	✓	✓	7/10
Mondeo 1.6 TDCI ECO 115 Zetec 5d	£21,195	£238	4cyl 1997cc	115	199	11.9	118	65.7	1012	913	114	C	16	29	✗	✓	–	✓	–	7	✓	✓	7/10
Mondeo 1.6 TDCi ECO 115 Zetec Business Edition 5d	£21,795	£253	4cyl 1997cc	115	199	11.9	118	65.7	1012	913	114	C	17	30	✗	✓	✓	✓	✓	7	✓	✓	7/10
Mondeo 1.6 TDCi ECO 115 Titanium 5d	£22,695	£283	4cyl 1997cc	115	199	11.9	118	65.7	1012	913	114	C	17	34	✗	✓	–	✓	–	7	✓	✓	7/10
Mondeo 1.6 TDCi ECO 115 Titanium X 5d	£24,695	£332	4cyl 1997cc	115	199	11.9	118	65.7	1012	913	114	C	17	40	✗	✓	–	✓	✓	7	✓	✓	7/10
Mondeo 2.0 TDCi 140 Edge 5d	£20,195	£298	4cyl 1997cc	140	236	9.5	130	57.7	888	1040	129	D	18	36	–	✓	–	✓	–	7	✓	✓	8/10
Mondeo 2.0 TDCi 140 Zetec 5d	£21,195	£263	4cyl 1997cc	140	236	9.5	130	57.7	888	1040	129	D	19	32	–	✓	–	✓	–	7	✓	✓	8/10
Mondeo 2.0 TDCi 140 Zetec Business Edition 5d	£21,795	£266	4cyl 1997cc	140	236	9.5	130	57.7	888	1040	129	D	24	32	–	✓	✓	✓	✓	7	✓	✓	8/10
Mondeo 2.0 TDCi 140 Titanium 5d	£22,695	£275	4cyl 1997cc	140	236	9.5	130	57.7	888	1040	129	D	19	33	–	✓	–	✓	–	7	✓	✓	8/10

◀ FORD CONTINUED

	PRICE			PERFORMANCE									COSTS			GADGETS					SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Mondeo 2.0 TDCi 163 Zetec 5d	£21,795	£311	4cyl 1997cc	163	250	8.9	137	57.7	888	1040	129	D	21	37	–	✓	–	✓	–	7	✓	✓	8/10
Mondeo 2.0 TDCi 163 Zetec Business Edition 5d	£22,395	£309	4cyl 1997cc	163	250	8.9	137	57.7	888	1040	129	D	24	37	–	✓	✓	✓	✓	7	✓	✓	8/10
Mondeo 2.0 TDCi 163 Titanium 5d	£23,295	£289	4cyl 1997cc	163	250	8.9	137	57.7	888	1040	129	D	22	35	–	✓	–	✓	–	7	✓	✓	8/10
Mondeo 2.0 TDCi 163 Titanium X 5d	£25,295	£331	4cyl 1997cc	163	250	8.9	137	57.7	888	1040	129	D	22	40	–	✓	–	✓	✓	7	✓	✓	8/10
Mondeo 2.0 TDCi 163 Titanium X Sport 5d	£27,045	£358	4cyl 1997cc	163	250	8.9	137	57.7	888	1040	129	D	22	43	–	✓	–	✓	✓	7	✓	✓	8/10
Mondeo 2.2 TDCi 200 Titanium X Sport 5d	£28,250	£371	4cyl 1997cc	200	309	8.1	143	47.1	725	1274	159	G	26	45	–	✓	–	✓	✓	7	✓	✓	8/10
Estate + £1,250																							

TG CHOICE: A 2.0 TDCi diesel is pretty faultless, but TopGear is a flag waving fan of the Skoda Superb which is cheaper and, well, superber.



B-MAX: FORD'S REPLY TO THE VAUXHALL MERIVA. SLIDING REAR DOORS AND NO B-PILLARS MEANS EASY ACCESS, PLUS OTHER FORD BENEFITS OF FINE DYNAMICS AND GOOD ENGINES.

EURO NCAP: n/a **L:** 408cm **W:** 186cm **H:** 160cm **BOOT:** 318/1,386 litres **FUEL TANK:** 48 litres **ALSO TRY:** Vauxhall Meriva, Citroen C3 Picasso, Honda Jazz

B-Max 1.4 90 Studio 5d	£12,995	£247	4cyl 1398cc	90	96	13.8	106	47.1	487	1274	139	E	7	30	✗	✗	✗	–	✗	7	✓	✓	7/10
B-Max 1.4 90 Zetec 5d	£15,600	£229	4cyl 1398cc	90	96	13.8	106	47.1	487	1274	139	E	8	28	✗	✓	✗	✓	–	7	✓	✓	7/10
B-Max 1.0T 100 Zetec 5d	£16,195	£247	3cyl 999cc	100	125	13.2	109	55.4	573	1083	119	C	6	30	✗	✓	✗	✓	–	7	✓	✓	7/10
B-Max 1.0T 100 Titanium 5d	£17,595	£283	3cyl 999cc	100	125	13.2	109	55.4	573	1083	119	C	10	34	✗	✓	✗	✓	–	7	✓	✓	7/10
B-Max 1.6 105 Powershift Zetec 5d	£17,255	£287	4cyl 1596cc	105	110	12.1	112	44.1	456	1361	149	F	10	34	✓	✓	✗	✓	–	7	✓	✓	7/10
B-Max 1.6 105 Powershift Titanium 5d	£18,655	£307	4cyl 1596cc	105	110	12.1	112	44.1	456	1361	149	F	11	37	✓	✓	✗	✓	–	7	✓	✓	7/10
B-Max 1.0T 125 Titanium 5d	£18,195	£293	3cyl 999cc	120	147	11.2	117	57.7	597	1040	114	C	12	35	✗	✓	✗	✓	–	7	✓	✓	7/10
B-Max 1.5 TDCi 75 Zetec 5d	£16,995	£238	4cyl 1496cc	75	140	16.5	98	68.9	712	906	109	B	8	29	✗	✓	✗	✓	–	7	✓	✓	7/10
B-Max 1.6 TDCi 95 Titanium 5d	£18,895	£287	4cyl 1560cc	95	158	13.9	108	70.6	730	884	104	B	11	35	✗	✓	✗	✓	–	7	✓	✓	7/10

TG CHOICE: Treat it as a mini S-Max and spec it to the max. Titanium trim over a 1.0 Ecoboost engine. Sweet.



C-MAX: THE LATEST C-MAX IS QUITE A DIFFERENT CONCEPT, WHAT WITH ITS SLIDING DOORS AND ALL. CHASSIS FROM THE FOCUS AND TOUGH TO BEAT.

EURO NCAP: ●●●●● **L:** 438cm **W:** 186cm **H:** 162cm **BOOT:** 432/1,723 litres **FUEL TANK:** 53/60 litres **ALSO TRY:** Citroen C4 Picasso, Volkswagen Touran/Golf Plus

C-Max 1.6 TI-VCT 105 Zetec 5d	£17,195	£258	4cyl 1596cc	105	110	12.6	112	42.8	518	1402	154	G	11	31	✗	✓	–	✓	–	6	✓	✓	5/10
C-Max 1.6 TI-VCT 125 Titanium 5d	£19,195	£334	4cyl 1596cc	125	117	11.5	117	42.8	518	1402	154	G	14	40	✗	✓	–	✓	–	6	✓	✓	5/10
C-Max 1.6 Ecoboost 150 Titanium 5d	£20,360	£381	4cyl 1596cc	150	177	9.4	127	42.8	518	1402	154	G	19	46	✗	✓	–	✓	–	6	✓	✓	6/10
C-Max 1.6 TDCi 115 Titanium 5d	£20,195	£266	4cyl 1560cc	115	199	11.3	114	61.4	716	1016	119	C	16	32	✗	✓	–	✓	–	6	✓	✓	6/10
C-Max 1.6 TDCi 115 Zetec 5d	£18,695	£257	4cyl 1560cc	115	199	11.3	114	61.4	716	1016	119	C	16	31	✗	✓	–	✓	–	6	✓	✓	6/10
C-Max 2.0 TDCi 140 Titanium 5d	£21,245	£341	4cyl 1997cc	140	236	9.6	125	55.4	646	1126	134	E	20	41	–	✓	–	✓	–	6	✓	✓	6/10
Grand C Max + £1,250																							

TG CHOICE: We'll have the refined but torquey EcoBoost. Earth Dad is back. If he ever went anywhere. Or even exists.



S-MAX: NEVER QUITE THE SPORTY MPV FORD WOULD HAVE YOU BELIEVE, BUT THE SMACKS IS STILL A SHARP SUIT TO THE GALAXY'S CARDIGAN AND CORDUROYS.

EURO NCAP: ●●●●● **L:** 477cm **W:** 188cm **H:** 166cm **BOOT:** 285/2,000 litres **FUEL TANK:** 70 litres **ALSO TRY:** Mazda 5, VW Sharan, BMW 520d Touring

S-Max 1.6 160 Ecoboost Zetec 2010 5d	£22,205	£419	4cyl 1596cc	160	177	9.8	127	40.4	622	1485	164	G	18	50	✗	✓	–	✓	✓	7	✓	✓	7/10
S-Max 1.6 160 Ecoboost Titanium 5d	£23,955	£446	4cyl 1596cc	160	177	9.8	127	40.4	622	1485	164	G	19	54	✗	✓	–	✓	✓	7	✓	✓	7/10
S-Max 2.0 240 Titanium X Sport 5d	£30,365	£680	4cyl 1999cc	240	250	7.9	146	34.0	524	1765	194	J	27	82	✗	✓	–	✓	✓	7	✓	✓	7/10
S-Max 2.0 203 Ecoboost Titanium 2010 5d	£25,615	£400	4cyl 1999cc	203	221	8.2	137	34.9	537	1719	189	J	23	48	✓	✓	–	✓	✓	7	✓	✓	7/10
S-Max 1.6 TDCi 115 Zetec 5d	£22,950	£298	4cyl 1560cc	115	199	13.0	112	54.3	836	1149	139	E	16	36	✗	✓	–	✓	✓	7	✓	✓	7/10
S-Max 1.6 TDCi 115 Titanium 5d	£24,700	£363	4cyl 1560cc	115	199	13.0	112	54.3	836	1149	139	E	17	44	✗	✓	–	✓	✓	7	✓	✓	7/10
S-Max 2.0 TDCi 140 Titanium 2010 5d	£24,955	£300	4cyl 1997cc	140	236	9.8	122	47.1	725	1325	159	G	19	36	–	✓	–	✓	✓	7	✓	✓	8/10
S-Max 2.0 TDCi 163 Titanium 2010 5d	£25,455	£344	4cyl 1997cc	163	251	9.2	127	49.6	764	1258	152	G	20	41	–	✓	–	✓	✓	7	✓	✓	8/10
S-Max 2.0 TDCi 163 Titanium X Sport 2010 5d	£29,205	£397	4cyl 1997cc	163	251	9.2	127	49.6	764	1258	152	G	22	48	–	✓	–	✓	✓	7	✓	✓	8/10
S-Max 2.0 TDCi 140 Zetec 2010 5d	£23,205	£279	4cyl 1997cc	140	236	9.8	122	47.1	725	1325	159	G	18	34	–	✓	–	✓	✓	7	✓	✓	8/10
S-Max 2.2 TDCi 200 Titanium X Sport 5d	£30,510	£429	4cyl 2179cc	200	310	8.6	133	42.8	659	1458	174	G	26	52	–	✓	–	✓	✓	7	✓	✓	8/10

TG CHOICE: Any 2.0-litre TDCi is fine. Whatever options you choose your kids will sick up on or smash.



GALAXY: FORD'S FLAGSHIP SEVEN-SEATER DRIVES SURPRISINGLY WELL BUT HAS BEEN UPSTAGED BY THE LIVELIER AND MORE DESIRABLE S-MAX.

EURO NCAP: ●●●●● **L:** 482cm **W:** 188cm **H:** 176cm **BOOT:** 308/2,325 litres **FUEL TANK:** 70 litres **ALSO TRY:** VW Sharan, Seat Alhambra, Ford S-Max

Galaxy 1.6T 160 EcoBoost Zetec 5d	£24,295	£367	4cyl 1596cc	160	177	9.9	124	39.2	604	1531	167	H	18	44	✗	✓	–	✓	✓	7	✓	✓	6/10
Galaxy 1.6T 160 EcoBoost Titanium 5d	£26,195	£476	4cyl 1596cc	160	177	9.9	124	39.2	604	1531	167	H	18	57	✗	✓	–	✓	✓	7	✓	✓	6/10
Galaxy 2.0 203 Ecoboost Titanium 2010 5d	£27,845	£408	4cyl 1999cc	203	221	8.5	135	34.9	537	1719	189	J	24	49	✓	✓	–	✓	✓	7	✓	✓	6/10
Galaxy 1.6 TDCi 115 Zetec 5d	£24,795	£355	4cyl 1560cc	115	199	13.4	111	54.3	836	1149	139	E	16	43	✗	✓	–	✓	✓	7	✓	✓	6/10
Galaxy 1.6 TDCi 115 Titanium 5d	£26,695	£366	4cyl 1560cc	115	199	13.4	111	54.3	836	1149	139	E	17	44	✗	✓	–	✓	✓	7	✓	✓	6/10
Galaxy 2.0 TDCi 140 Zetec 2010 5d	£25,045	£346	4cyl 1997cc	140	236	10.1	120	47.1	725	1325	159	G	20	42	–	✓	–	✓	✓	7	✓	✓	7/10
Galaxy 2.0 TDCi 140 Titanium 2010 5d	£26,945	£388	4cyl 1997cc	140	236	10.1	120	47.1	725	1325	159	G	20	47	–	✓	–	✓	✓	7	✓	✓	7/10
Galaxy 2.0 TDCi 163 Titanium 2010 5d	£27,445	£396	4cyl 1997cc	163	250	9.5	126	49.6	764	1258	152	G	22	48	–	✓	–	✓	✓	7	✓	✓	7/10
Titanium X + £2,500																							

TG CHOICE: If you need the rear room and can't have an S-Max then the 2.0-litre EcoBoost will spice up your life. (Well, it might. It's that or an affair.)



KUGA: SNAPPY-LOOKING SUV THAT WAS LAUNCHED TO GREAT FANFARE BEFORE PROMPTLY DISAPPEARING. BLAME THE LAND ROVER FREELANDER, THEN BUY ONE.

EURO NCAP: ●●●●● **L:** 444cm **W:** 184cm **H:** 171cm **BOOT:** 360/1,365 litres **FUEL TANK:** 56 litres **ALSO TRY:** Land Rover Freelander, BMW X1, Honda CR-V, VW Tiguan

Kuga 2.0 TDCi 140 2WD Zetec 5d	£21,505	£254	4cyl 1998cc	140	250	9.8	116	47.9	695	1253	154	G	16	31	✗	–	–	✓	–	6	✓	✓	6/10
Kuga 2.0 TDCi 140 2WD Titanium 5d	£23,505	£283	4cyl 1998cc	140	250	9.8	116	47.9	695	1253	155	G	16	34	✗	–	–	✓	–	6	✓	✓	6/10
Kuga 2.0 TDCi 140 4WD Zetec 5d	£23,005	£291	4cyl 1998cc	140	250	10.0	114	47.1	684	1274	159	G	16	35	–	–	–	✓	–	6	✓	✓	6/10
Kuga 2.0 TDCi 163 4WD Titanium 5d	£25,505	£299	4cyl 1998cc	163	250	9.3	121	47.1	684	1274	159	G	16	36	–	–	–	✓	–	6	✓	✓	6/10
Kuga 2.5 T Titanium 5d	£26,335	£507	5cyl 2521cc	200	236	8.2	129	28.5	351	2105	234	L	26	61	–	–	–	✓	–	6	✓	✓	5/10

TG CHOICE: Would be a Freelander. Or a VW Tiguan. This SUV thing just isn't very Ford.

GINETTA www.ginetta.com **COMPANY DESCRIPTION:** Small British sports car manufacturer, with a history of lightweight racing cars.

CLARKSON ON GINETTA: 'GINETTA ARE BASED IN YORKSHIRE AND THIS MADE ME HOPE THEIR CARS WOULD BE NO NONSENSE. WHICH THEY ARE.'



G40R: TWO-SEAT SPORTS CAR BASED ON THE RACING GINETTAS. IT'S NOT HUGELY POWERFUL BUT IT FEELS QUICK BECAUSE IT WEIGHS SO LITTLE. SHORT ON INTERIOR LUXURIES.

EURO NCAP: n/a **L:** 375cm **W:** 164cm **H:** 105cm **BOOT:** 200 litres **FUEL TANK:** 45 litres **ALSO TRY:** Lotus Elise, Caterham Seven

G40R 2.0 Standard 2d	£29,950	n/a	4cyl 1999cc	175	140	5.8	140	29	287	2069	181	I	n/a	n/a	✗	✗	✗	–	✗	0	✗	✗	N/A

TG CHOICE: There is only one. And we'd probably get it in orange.

G60: GINETTA BOUGHT THE STILLBORN FARBIO AND RE-ENGINEERED IT TO THIS: THE G60. THE CARBON-BODIED G60 ISN'T CHEAP, BUT IT LOOKS GREAT AND SOUNDS EVEN BETTER.

EURO NCAP: n/a **L:** 422cm **W:** 194cm **H:** 117cm **BOOT:** 200 litres **FUEL TANK:** 80 litres **ALSO TRY:** Lotus Evora, Porsche 911, TVR if it was still going



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
G60 3.7 V6 G60 2d	£68,000	n/a	6cyl 3721cc	310	288	4.9	165	31	546	1935	n/a	n/a	n/a	n/a	✗	✓	✓	✓	✗	0	✗	✗	6/10

TG CHOICE: There is only one. But make sure you spec the bare carbon finish on the doors.

HONDA www.honda.co.uk **COMPANY DESCRIPTION:** No longer the preserve of trilby-wearers, as confirmed by the funky Jazz and latest generations of Accord and Civic.

CLARKSON ON HONDA: 'ALL THAT GREAT ENGINEERING AND F1 HERITAGE, COMPLETELY WASTED ON THE AVERAGE BUYER WHO IS STILL ONE HUNDRED AND ELEVENTY.'

JAZZ: INDIVIDUAL AND INGENIOUS, THE JAZZ DESERVES TO BE BOUGHT BY MORE PEOPLE UNDER NINETY THAN IT IS. THE LACK OF A DIESEL DOESN'T HELP.

EURO NCAP: ●●●●● **L:** 390cm **W:** 170cm **H:** 152cm **BOOT:** 335/1,320 litres **FUEL TANK:** 42 litres **ALSO TRY:** Kia Soul, Vauxhall Meriva, Citroen C3 Picasso



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Jazz 1.2 i-VTEC S 2012 5d	£11,735	£149	4cyl 1198cc	89	84	12.5	110	53.3	492	1126	123	D	13	18	✗	✗	✗	–	✗	6	✓	✓	7/10
Jazz 1.4 i-VTEC ES 2012 5d	£13,935	£186	4cyl 1339cc	98	96	11.8	113	50.4	466	1190	126	D	16	22	–	✗	–	✓	✗	6	✓	✓	7/10
Jazz 1.4 i-VTEC EX 2012 5d	£15,435	£220	4cyl 1339cc	98	96	11.8	113	50.4	466	1190	129	D	16	26	–	✓	–	✓	✗	6	✓	✓	7/10
Jazz 1.4 EXL 5d	£16,245	£280	4cyl 1339cc	98	96	11.8	113	50.4	466	1190	129	D	16	34	–	✗	–	✓	✗	6	✓	✓	7/10
Jazz Hybrid 1.3 IMA HE 2012 5d	£16,435	£259	4cyl 1339cc	102	147	12.3	109	62.8	553	955	104	B	16	31	✓	✗	–	✓	✗	6	✓	✓	5/10
Jazz Hybrid 1.3 IMA HS 2012 5d	£16,935	£264	4cyl 1339cc	102	147	12.3	109	62.8	553	955	104	B	16	32	✓	✗	–	✓	✗	6	✓	✓	5/10
Jazz Hybrid 1.3 IMA HX 2012 5d	£18,435	£281	4cyl 1339cc	102	147	12.3	109	62.8	553	955	104	B	16	34	✓	✓	–	✓	✗	6	✓	✓	5/10

TG CHOICE: The 1.4 over the 1.2 to give us a fighting chance on the motorway. There's almost nothing in it for economy anyway.

INSIGHT: HONDA'S STAB AT THE PRIUS. METAPHORICALLY AND SORT OF LITERALLY. IT UNDERCUTS THE TOYOTA BY A FAIR WHACK TOO, BUT CAN'T TOUCH IT FOR MILES PER GALLON.

EURO NCAP: ●●●●● **L:** 440cm **W:** 170cm **H:** 143cm **BOOT:** 408/584 litres **FUEL TANK:** 40 litres **ALSO TRY:** Honda CR-Z, Toyota Prius, Fiat 500 TwinAir



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Insight 1.3 IMA EX 5d	£21,435	£283	4cyl 1339cc	88	89	12.5	113	61.4	540	977	105	B	15	34	✓	✓	✓	✓	✗	6	✓	✓	3/10
Insight 1.3 IMA ES 5d	£19,085	£190	4cyl 1339cc	88	89	12.5	113	61.4	540	977	105	B	15	23	✓	✗	–	✓	✗	6	✓	✓	3/10
Insight 1.3 IMA SE 5d	£17,435	£217	4cyl 1339cc	88	89	12.5	113	64.2	565	935	101	B	15	26	✓	✗	–	✓	✗	6	✓	✓	3/10

TG CHOICE: The basic 'SE' goes further on a tank and costs an awful lot less. Forgo the energy-sapping toys to maximise your hybrid-ity.

CIVIC: LOOKS LIKE A FACELIFT, BUT IS ACTUALLY AN ALL NEW MODEL THAT'S NOW QUIETER, MORE COMFORTABLE AND MUCH LESS BONKERS INSIDE. WE THINK THAT'S A GOOD THING.

EURO NCAP: ●●●●● **L:** 430cm **W:** 177cm **H:** 147cm **BOOT:** 467/1,378 litres **FUEL TANK:** 50 litres **ALSO TRY:** Ford Focus, Renault Megane, Vauxhall Astra, VW Golf



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Civic 1.4 SE 5d	£16,495	£179	4cyl 1339cc	100	93	13.4	116	52.3	575	1147	129	D	8	21	✗	–	–	✓	✗	6	✓	✓	6/10
Civic 1.8 SE 5d	£17,995	£183	4cyl 1798cc	142	128	9.1	134	48.7	536	1232	137	E	16	22	–	–	–	✓	✗	6	✓	✓	6/10
Civic 1.8 ES 5d	£18,995	£192	4cyl 1798cc	142	128	9.1	134	47.1	518	1274	143	F	16	23	–	✓	–	✓	✗	6	✓	✓	6/10
Civic 1.8 EX 5d	£21,745	£242	4cyl 1798cc	142	128	9.1	134	47.1	518	1274	143	F	17	29	–	✓	✓	✓	✗	6	✓	✓	6/10
Civic 1.8 EX GT 5d	£24,495	£300	4cyl 1798cc	142	128	9.6	134	46.3	509	1296	145	F	17	36	–	✓	✓	✓	✓	6	✓	✓	6/10
Civic 2.2 i-DTEC SE 5d	£20,095	£192	4cyl 2199cc	150	258	8.5	135	67.3	740	927	110	B	18	23	✗	–	–	✓	✗	6	✓	✓	7/10
Civic 2.2 i-DTEC ES 5d	£21,095	£211	4cyl 2199cc	150	258	8.5	135	67.3	740	927	110	B	19	25	✗	✓	–	✓	✗	6	✓	✓	7/10
Civic 2.2 i-DTEC EX 5d	£23,845	£252	4cyl 2199cc	150	258	8.5	135	67.3	740	927	110	B	19	30	✗	✓	✓	✓	✗	6	✓	✓	7/10
Civic 2.2 i-DTEC EX GT 5d	£26,595	£330	4cyl 2199cc	150	258	8.8	135	64.2	706	972	115	C	20	40	✗	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: The 2.2-litre diesel in whatever trim level you deem appropriate. 150bhp meets 110g/km and 67mpg

ACCORD: BETTER THAN ITS BADGE WILL EVER ALLOW YOU TO BELIEVE, THE ACCORD, ESPECIALLY IN ESTATE FORM, IS A SECRET ASSASSIN OF THE AUDI A4 AND ITS GERMANIC ILK.

EURO NCAP: ●●●●● **L:** 474cm **W:** 184cm **H:** 144cm **BOOT:** 467 litres **FUEL TANK:** 65 litres **ALSO TRY:** Ford Mondeo, Vauxhall Insignia, Mazda 6, Audi A4, VW Passat



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Accord 2.0 ES 4d	£22,195	£316	4cyl 1997cc	156	141	9.4	133	40.9	585	1467	159	G	24	38	–	✓	✗	✓	✗	6	✓	✓	5/10
Accord 2.0 ES GT 4d	£23,095	£345	4cyl 1997cc	156	141	9.4	133	40.9	585	1467	159	G	24	41	–	✓	–	✓	✗	6	✓	✓	5/10
Accord 2.0 EX 4d	£25,395	£353	4cyl 1997cc	156	141	9.9	133	40.4	578	1485	162	G	24	42	–	✓	✓	✓	✗	6	✓	✓	5/10
Accord 2.4 EX 4d	£26,625	£407	4cyl 2354cc	201	172	8.1	140	32.8	469	1829	199	J	28	49	–	✓	✓	✓	✗	6	✓	✓	4/10
Accord 2.2 i-DTEC ES 4d	£24,290	£286	4cyl 2199cc	150	258	9.4	131	53.3	762	1171	138	E	25	34	–	✓	✗	✓	✗	6	✓	✓	6/10
Accord 2.2 i-DTEC ES GT 4d	£25,190	£287	4cyl 2199cc	150	258	9.4	131	53.3	762	1171	138	E	25	34	–	✓	–	✓	✗	6	✓	✓	6/10
Accord 2.2 i-DTEC Type S 4d	£29,895	£383	4cyl 2199cc	180	280	8.8	136	50.4	721	1238	147	F	28	46	✗	✓	✓	✓	✗	6	✓	✓	6/10
Tourer + £1,540																							

TG CHOICE: Superb 2.2-litre diesels make the Accord an excellent mileage car now. There's nothing to fault here except how terminally dull it is.

CR-Z: AN AWARD WINNER AT TOPGEAR IN 2010. BUCK ROGERS STYLING, LOW EMISSIONS AND A COMPELLING BALANCE OF PERFORMANCE AND ECONOMY. IT'S THE CR-X REBORN.

EURO NCAP: ●●●●● **L:** 408cm **W:** 174cm **H:** 140cm **BOOT:** 225/401 litres **FUEL TANK:** 40 litres **ALSO TRY:** VW Scirocco, Peugeot RCZ, Toyota Prius



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
CR-Z 1.5 IMA hybrid S 3d	£18,135	£258	4cyl 1497cc	124	128	10.1	124	56.5	497	1062	117	C	16	31	✗	✓	✗	✓	✗	6	✓	✓	7/10
CR-Z 1.5 IMA hybrid Sport 3d	£19,175	£259	4cyl 1497cc	124	128	10.1	124	56.5	497	1062	117	C	17	31	✗	✓	✗	✓	✓	6	✓	✓	7/10
CR-Z 1.5 IMA hybrid GT 3d	£21,260	£324	4cyl 1497cc	124	128	10.1	124	56.5	497	1062	117	C	17	39	✗	✓	–	✓	✓	6	✓	✓	7/10

TG CHOICE: The GT. Yes, it's too expensive and not fast enough, but in Pearl White against a midnight city backdrop we get that fizz...

CR-V: A CAR ENGINEERED FOR ACCOUNTANTS. IT'S A GREAT ALL-ROUNDER BUT SO DEEPLY BORING WITH IT. THERE ARE FEW MORE RELIABLE SUVS, MIND.

EURO NCAP: n/a **L:** 457cm **W:** 182cm **H:** 169cm **BOOT:** TBC litres **FUEL TANK:** 58 litres **ALSO TRY:** Kia Sportage, Hyundai ix35, Land Rover Freelander



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
CR-V 2.0 2WD S 5d	£21,395	n/a	4cyl 1997cc	155	141	10.0	118	39.2	500	1531	168	H	n/a	n/a	✗	✗	✗	✓	✗	6	✓	✓	N/A
CR-V 2.0 4WD S 5d	£22,495	n/a	4cyl 1997cc	155	141	10.2	118	38.2	487	1571	173	H	n/a	n/a	–	✗	✗	✓	✗	6	✓	✓	N/A
CR-V 2.0 2WD SE 5d	£22,895	n/a	4cyl 1997cc	155	141	10.0	118	39.2	500	1531	168	H	n/a	n/a	✗	✓	✗	✓	✓	6	✓	✓	N/A
CR-V 2.0 4WD SE 5d	£23,995	n/a	4cyl 1997cc	155	141	10.2	118	38.2	487	1571	173	H	n/a	n/a	–	✓	✗	✓	✓	6	✓	✓	N/A
CR-V 2.0 4WD SR 5d	£26,445	n/a	4cyl 1997cc	155	141	10.2	118	37.2	475	1613	177	I	n/a	n/a	–	✓	✗	✓	✓	6	✓	✓	N/A
CR-V 2.0 4WD EX 5d	£28,900	n/a	4cyl 1997cc	155	141	10.2	118	37.2	475	1613	177	I	n/a	n/a	–	✓	✓	✓	✓	6	✓	✓	N/A
CR-V 2.2 i-DTEC 4WD S 5d	£24,605	n/a	4cyl 2199cc	150	258	9.7	118	50.4	643	1238	149	F	n/a	n/a	–	✗	✗	✓	✗	6	✓	✓	N/A
CR-V 2.2 i-DTEC 4WD SE 5d	£26,105	n/a	4cyl 2199cc	150	258	9.7	118	50.4	643	1238	149	F	n/a	n/a	–	✓	✗	✓	✓	6	✓	✓	N/A
CR-V 2.2 i-DTEC 4WD SR 5d	£28,540	n/a	4cyl 2199cc	150	258	9.7	118	48.7	621	1281	154	G	n/a	n/a	–	✓	✗	✓	✓	6	✓	✓	N/A
CR-V 2.2 i-DTEC 4WD EX 5d	£30,995	n/a	4cyl 2199cc	150	258	9.7	118	48.7	621	1281	154	G	n/a	n/a	–	✓	✓	✓	✓	6	✓	✓	N/A

TG CHOICE: TopGear would never choose a car so MOR, but we'd happily tell our best mate's mum's cousin to go ahead with the 2.2 i-DTEC

HYUNDAI

www.hyundai-car.co.uk **COMPANY DESCRIPTION:** Korean budget car maker with an ever-expanding model line-up. Major bonus is the five-year warranty with every new car.
CLARKSON ON HYUNDAI: 'HYUNDAI DID RATHER WELL OUT OF THE SCRAPPAGE SCHEME. BUT THEN SO DID SCRAP DEALERS.'

i10: FACELIFTED CAR BUT DON'T THINK HYUNDAI HAS TAKEN THAT AS AN EXCUSE TO MAKE IT EXPENSIVE. IT'S STILL ONE OF THE CHEAPEST CARS ON SALE TODAY.

EURO NCAP: n/a **L:** 357cm **W:** 160cm **H:** 154cm **BOOT:** 225/910 litres **FUEL TANK:** 35 litres **ALSO TRY:** Renault Twingo, Suzuki Alto, Chevrolet Spark, Nissan Pixo

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0–60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
i10 1.0 Blue 5d	£9,345	£147	3cyl 998cc	68	70	14.8	93	67.3	518	892	99	A	6	18	✗	✗	✗	✓	✗	4	–	✓	6/10
i10 1.2 Classic 5d	£8,345	£117	4cyl 1248cc	85	89	12.2	105	61.4	473	977	108	B	12	14	✗	✗	✗	✓	✗	4	–	✓	6/10
i10 1.2 Active 5d	£8,945	£121	4cyl 1248cc	85	89	12.2	105	61.4	473	977	108	B	12	15	–	✗	✗	✓	✗	4	–	✓	6/10
i10 1.2 Style 5d	£9,495	£136	4cyl 1248cc	85	89	12.2	105	61.4	473	977	108	B	12	16	✗	✗	✗	✓	✗	4	–	✓	6/10

TG CHOICE: The eco Blue. The skinny front tyres look ridiculous, but you can't argue with 99g/km of CO_2

i20: AN INTERESTING FOIL TO THE FIESTA/CORSA/FABIA DEFAULT, THE i20 LOOKS FANTASTIC, CAN BE HAD FOR PEANUTS AND FEELS SURPRISINGLY WELL GLUED TOGETHER.

EURO NCAP: ●●●●● **L:** 394cm **W:** 171cm **H:** 149cm **BOOT:** 295/1,060 litres **FUEL TANK:** 45 litres **ALSO TRY:** Honda Jazz, Ford Fiesta, Skoda Fabia, Mazda 2

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0–60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
i20 1.2 Classic 3d	£9,995	£139	4cyl 1248cc	84	88	12.7	104	57.6	570	1042	114	C	4	17	✗	✗	✗	✓	✗	6	✓	✓	4/10
i20 1.2 Active 3d	£10,945	£146	4cyl 1248cc	84	88	12.7	104	57.6	570	1042	114	C	5	18	✗	✓	✗	✓	✗	6	✓	✓	4/10
i20 1.2 Classic 5d	£10,595	£147	4cyl 1248cc	84	88	12.7	104	57.6	570	1042	114	C	4	18	✗	✗	✗	✓	✗	6	✓	✓	4/10
i20 1.2 Active 5d	£11,595	£152	4cyl 1248cc	84	88	12.7	104	57.6	570	1042	114	C	5	18	✗	✓	✗	✓	✗	6	✓	✓	4/10
i20 1.2 Style 5d	£12,345	£166	4cyl 1248cc	84	88	12.7	104	57.6	570	1042	114	C	5	20	✗	✓	✗	✓	✓	6	✓	✓	4/10
i20 1.4 Active 5d	£12,095	£181	4cyl 1396cc	99	101	12.9	106	54.3	538	1105	122	D	8	22	–	✓	✗	✓	✗	6	✓	✓	6/10
i20 1.4 Style 5d	£13,095	£182	4cyl 1396cc	99	101	12.9	106	52.3	518	1147	126	D	8	22	✗	✓	✗	✓	✓	6	✓	✓	6/10
i20 1.1 CRDi 75 Classic 5d	£11,795	£152	3cyl 1120cc	74	133	15.7	99	74.3	735	840	99	A	5	18	✗	✗	✗	✓	✗	6	✓	✓	6/10
i20 1.1 CRDi 75 Blue Drive Blue 5d	£11,795	£143	3cyl 1120cc	74	133	15.7	99	88.3	874	707	84	A	5	17	✗	✗	✗	✗	✗	6	✓	✓	6/10
i20 1.1 CRDi 75 Active 5d	£12,795	£160	3cyl 1120cc	74	133	15.7	99	74.3	735	840	99	A	5	19	✗	✓	✗	✓	✗	6	✓	✓	6/10
i20 1.4 CRDi 90 Blue Drive Active 5d	£13,495	£174	4cyl 1396cc	90	162	13.5	108	76.3	755	818	96	A	6	21	✗	✓	✗	✓	✗	6	✓	✓	6/10
i20 1.4 CRDi 90 Style 5d	£14,295	£212	4cyl 1396cc	90	162	13.5	108	65.7	650	950	110	B	6	25	✗	✓	✗	✓	✓	6	✓	✓	6/10

TG CHOICE: The 1.1-litre diesel makes most sense, with over 88mpg on the cards and an achievable price tag to boot.

i30: COO, HYUNDAI SEEMS TO BE CATCHING UP WITH KIA IN THE DESIGN STAKES, AND CATCHING UP WITH EVERYONE ELSE, EVERYWHERE ELSE. CONVINCING EFFORT, i30.

EURO NCAP: ●●●●● **L:** 430cm **W:** 178cm **H:** 147cm **BOOT:** 378/1,316 litres **FUEL TANK:** 53 litres **ALSO TRY:** Kia Cee'd, Toyota Auris, Ford Focus, Vauxhall Astra

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0–60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
i30 1.4 100 Active 5d	£15,700	£207	4cyl 1396cc	98	101	13.2	113	47.1	549	1274	139	E	8	25	✗	✓	✗	✓	✓	6	✓	✓	6/10
i30 1.4 100 Classic 5d	£14,600	£181	4cyl 1396cc	98	101	13.2	113	47.1	549	1274	139	E	7	22	✗	✓	✗	✓	✗	6	✓	✓	6/10
i30 1.4 100 Style 5d	£16,700	£221	4cyl 1396cc	98	101	13.2	113	47.1	549	1274	143	F	8	27	✗	✓	✗	✓	✓	6	✓	✓	6/10
i30 1.4 100 Style Nav 5d	£17,595	£239	4cyl 1396cc	98	101	13.2	113	47.1	549	1274	143	F	8	29	✗	✓	✓	✓	✓	6	✓	✓	6/10
i30 1.6 120 auto Active 5d	£17,100	£239	4cyl 1591cc	118	115	11.9	119	41.5	484	1446	159	G	10	29	✓	✓	✗	✓	✓	6	✓	✓	6/10
i30 1.4 CRDi 90 Classic 5d	£16,145	£199	4cyl 1396cc	89	162	13.5	106	68.9	803	871	109	B	7	24	✗	✓	✗	✓	✗	6	✓	✓	6/10
i30 1.4 CRDi 90 Active 5d	£17,245	£211	4cyl 1396cc	89	162	13.5	106	68.9	803	871	109	B	7	25	✗	✓	✗	✓	✓	6	✓	✓	6/10
i30 1.6 CRDi 110 Blue Drive Classic 5d	£16,895	£208	4cyl 1582cc	109	192	11.5	115	76.3	890	786	96	A	12	25	✗	✓	✗	✓	✗	6	✓	✓	7/10
i30 1.6 CRDi 110 Blue Drive Active 5d	£17,995	£219	4cyl 1582cc	109	192	11.5	115	76.3	890	786	96	A	12	26	–	✓	✗	✓	✓	6	✓	✓	7/10
i30 1.6 CRDi 128 Blue Drive Style 5d	£19,295	£231	4cyl 1582cc	128	192	10.9	117	74.3	866	808	100	A	14	28	–	✓	✗	✓	✓	6	✓	✓	6/10
i30 1.6 CRDi 128 Blue Drive Style Nav 5d	£20,295	£246	4cyl 1582cc	128	192	10.9	117	74.3	866	808	100	A	14	30	–	✓	✓	✓	✓	6	✓	✓	6/10

TG CHOICE: We'd love to recommend a small petrol, but they're a bit rubbish. The 1.6 diesel is the best option.

i40: NOT LONG AGO, A HYUNDAI WOULD BE BEIGE AND SO WOULD ITS DRIVER. THE STYLISH i40 SALOON AND ESTATE CHANGES THAT, AND GIVES THE MONDEO A BOOT UP THE ARSE.

EURO NCAP: ●●●●● **L:** 477cm **W:** 182cm **H:** 147cm **BOOT:** 553/1,719 litres **FUEL TANK:** 70 litres **ALSO TRY:** Ford Mondeo, Vauxhall Insignia, Citroen C5

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0–60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
i40 1.6 GDi Blue Drive Active 4d	£17,395	£330	4cyl 1591cc	133	121	11.6	121	47.1	725	1274	140	E	13	40	✗	✓	✗	✓	✗	6	✓	✓	5/10
i40 1.6 GDi Style 4d	£19,195	£328	4cyl 1591cc	133	121	11.6	121	42.8	659	1402	155	G	13	39	✗	✓	✓	✓	✓	6	✓	✓	5/10
i40 1.7 CRDi 115 Blue Drive Active 4d	£18,395	£205	4cyl 1685cc	114	192	12.9	118	65.7	1012	950	113	C	12	25	✗	✓	✗	✓	✗	6	✓	✓	5/10
i40 1.7 CRDi 136 Blue Drive Active 4d	£19,195	£242	4cyl 1685cc	136	240	10.6	124	62.8	967	994	119	C	16	29	✗	✓	✓	✓	✗	6	✓	✓	6/10
i40 1.7 CRDi 136 Style 4d	£20,995	£263	4cyl 1685cc	136	240	10.6	124	55.4	853	1126	134	E	16	32	–	✓	✓	✓	✓	6	✓	✓	6/10
i40 1.7 CRDi 136 Blue Drive Style 4d	£21,295	£221	4cyl 1685cc	136	240	10.6	124	62.8	967	994	119	C	16	27	✗	✓	✓	✓	✓	6	✓	✓	6/10
i40 1.7 CRDi 136 Premium 4d	£23,395	£294	4cyl 1685cc	136	240	10.6	124	55.4	853	1126	134	E	17	35	–	✓	✓	✓	✗	6	✓	✓	6/10
i40 1.7 CRDi 136 Blue Drive Premium 4d	£23,695	£294	4cyl 1685cc	136	240	10.6	124	62.8	967	994	119	C	17	35	–	✓	✓	✓	✗	6	✓	✓	6/10
Estate: + £1,000																							

TG CHOICE: The 1.7-litre diesel. Preferably with the 136PS engine and lots of kit.

ix20: HYUNDAI'S TAKE ON THE MINI-MPV MARKET. LIKE ALL THE RECENT KOREAN CARS, IT'S PERFECTLY GOOD, BUT WE'D STILL RATHER HAVE SOMETHING MORE INTERESTING.

EURO NCAP: ●●●●● **L:** 410cm **W:** 177cm **H:** 160cm **BOOT:** 440/1,486 litres **FUEL TANK:** 48 litres **ALSO TRY:** Citroen C3 Picasso, Kia Venga

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0–60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
ix20 1.4 Active 5d	£12,995	£281	4cyl 1396cc	89	101	12.9	104	50.4	532	1190	130	D	6	34	✗	✓	–	✓	✓	6	✓	✓	4/10
ix20 1.4 Classic 5d	£11,995	£214	4cyl 1396cc	89	101	12.9	104	50.4	532	1190	130	D	8	26	✗	✗	–	✓	✗	6	✓	✓	4/10
ix20 1.4 Style 5d	£13,995	£300	4cyl 1396cc	89	101	12.9	104	50.4	532	1190	130	D	6	36	✗	✓	–	✓	✓	6	✓	✓	4/10
ix20 1.6 auto Active 5d	£14,445	£281	4cyl 1591cc	123	115	12.2	114	43.6	460	1376	154	G	11	34	✓	✓	–	✓	✓	6	✓	✓	3/10
ix20 1.6 auto Style 5d	£15,455	£303	4cyl 1591cc	123	115	12.2	114	43.6	460	1376	154	G	11	36	✓	✓	–	✓	✓	6	✓	✓	3/10
ix20 1.4 CRDi 90 Active 5d	£14,445	£231	4cyl 1396cc	89	162	14.5	104	65.7	694	950	114	C	10	28	✗	✓	–	✓	✓	6	✓	✓	4/10
ix20 1.4 CRDi 90 Classic 5d	£13,445	£268	4cyl 1396cc	89	162	14.5	104	65.7	694	950	114	C	10	32	✗	✗	–	✓	✗	6	✓	✓	4/10
ix20 1.4 CRDi 90 Style 5d	£15,445	£303	4cyl 1396cc	89	162	14.5	104	65.7	694	950	114	C	10	36	✗	✓	–	✓	✓	6	✓	✓	4/10
ix20 1.6 CRDi 115 Active 5d	£15,045	£268	4cyl 1582cc	115	192	11.5	113	64.2	678	972	117	C	13	32	✗	✓	–	✓	✓	6	✓	✓	4/10
ix20 1.6 CRDi 115 Style 5d	£16,045	£289	4cyl 1582cc	115	192	11.5	113	64.2	678	972	117	C	13	35	✗	✓	–	✓	✓	6	✓	✓	4/10

TG CHOICE: If you're a low-mileage driver, the 1.4 petrol will suffice. The diesels aren't smooth enough.

ix35: A WEIRD BUT NOT UNATTRACTIVE COMPACT SUV THAT FOLLOWS HYUNDAI'S GENERAL TREND TOWARDS BEING A LOT LESS SHIT. NO MASTERPIECE, BUT YOU COULD DO WORSE.

EURO NCAP: ●●●●● **L:** 441cm **W:** 182cm **H:** 166cm **BOOT:** 591/1,436 litres **FUEL TANK:** 58 litres **ALSO TRY:** Land Rover Freelander, Nissan X-Trail, Honda CR-V

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0–60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
ix35 1.6 GDi 2WD Style 5d	£16,605	£206	4cyl 1591cc	133	122	11.1	111	41.5	502	1446	158	G	14	25	✗	✓	✗	✓	✓	6	✓	✓	5/10
ix35 1.7 CRDi 2WD Premium 5d	£19,450	£247	4cyl 1685cc	114	192	12.4	108	48.7	589	1281	139	E	14	30	✗	✓	–	✓	✓	6	✓	✓	6/10
ix35 1.7 CRDi 2WD Style 5d	£17,850	£218	4cyl 1685cc	114	192	12.4	108	48.7	589	1281	139	E	14	26	✗	✓	✓	✓	✓	6	✓	✓	6/10
ix35 2.0 CRDi 136 2WD Style 5d	£19,250	£270	4cyl 1995cc	134	236	9.4	113	51.4	656	1214	147	F	18	32	✗	✓	✗	✓	✓	6	✓	✓	6/10
ix35 2.0 CRDi 136 2WD Premium 5d	£21,055	£398	4cyl 1995cc	134	236	9.4	113	47.9	611	1303	153	G	19	48	✗	✓	–	✓	✓	6	✓	✓	6/10
ix35 2.0 CRDi 136 4WD Premium 5d	£22,455	£296	4cyl 1995cc	134	236	10.2	112	47.9	611	1303	154	G	19	36	✗	✓	–	✓	✓	6	✓	✓	6/10

	PRICE			PERFORMANCE							COSTS			GADGETS							SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
ix35 2.0 CRDi 184 4WD Premium 5d	£23,865	£312	4cyl 1995cc	181	289	9.8	121	39.2	500	1592	189	J	18	37	✓	✓	–	✓	✓	6	✓	✓	6/10
ix35 2.0 CRDi 136 4WD Style 5d	£20,650	£269	4cyl 1995cc	134	236	10.2	112	49.6	633	1258	149	F	18	32	✗	✓	✗	✓	✓	6	✓	✓	6/10
ix35 2.0 CRDi 184 4WD Style 5d	£22,065	£433	4cyl 1995cc	181	289	9.8	121	39.2	500	1592	187	J	18	52	✓	✓	✗	✓	✓	6	✓	✓	6/10

TG CHOICE: A spec-heavy 2.0-litre CRDi diesel is the only way to go here. And ask yourself whether you really need bother with the 4WD option.



VELOSTER: A COOL, QUIRKY COUPE/HATCH WITH ONE DOOR ON THE DRIVER'S SIDE AND TWO DOORS ON THE OTHER. DRIVES WITH A MODICUM OF TALENT, TOO.

EURO NCAP: ●●●●● **L:** 422cm **W:** 179cm **H:** 140cm **BOOT:** 440 litres **FUEL TANK:** 50 litres **ALSO TRY:** Renault Megane Coupe, Mini Coupe/Clubman, VW Scirocco

Veloster 1.6 GDI Standard 4d	£17,995	£223	4cyl 1591cc	138	123	9.7	125	43.5	478	1379	148	F	16	27	–	✓	✗	✓	✓	6	✓	✓	7/10
Veloster 1.6 GDI Blue Drive Standard 4d	£18,345	£226	4cyl 1591cc	138	123	9.7	125	47.9	527	1253	137	E	16	27	✗	✓	✗	✓	✓	6	✓	✓	7/10
Veloster 1.6 GDI Sport 4d	£20,495	£252	4cyl 1591cc	138	123	9.7	125	43.5	478	1379	148	F	16	30	–	✓	–	✓	✓	6	✓	✓	7/10
Veloster 1.6 T-GDI 186 Turbo SE 4d	£21,995	n/a	4cyl 1591cc	186	195	8.4	133	40.9	450	1467	157	G	n/a	n/a	✗	✓	✓	✓	✓	6	✓	✓	N/A

TG CHOICE: Now the Turbo has finally arrived, we'll have that one, please. It's not much more expensive than the regular GDI and a whole lot better to drive.



SANTA FE: SECOND GENERATION OF HYUNDAI'S SEVEN-SEAT SUV, NOW MORE UPMARKET AND SAVVIER THAN EVER, BUT A SOFTIE TO DRIVE. WHICH IS NO BAD THING, REALLY.

EURO NCAP: ●●●●● **L:** 466cm **W:** 189cm **H:** 176cm **BOOT:** TBC litres **FUEL TANK:** 70 litres **ALSO TRY:** Kia Sorento, Land Rover Discovery or Freelander, Chevy Captiva, Mazda CX-5

Santa Fe 2.2 CRDi 2WD Style 5d 5st	£25,495	£361	4cyl 2199cc	197	311	9.4	118	47.9	674	1303	155	G	18	43	✗	✓	✗	✓	✓	6	✓	✓	N/A
Santa Fe 2.2 CRDi 2WD Style 5d 7st	£26,695	£368	4cyl 2199cc	197	311	9.4	118	47.9	674	1303	155	G	18	44	✗	✓	✗	✓	✓	6	✓	✓	N/A
Santa Fe 2.2 CRDi 4WD Style 5d 5st	£26,895	£328	4cyl 2199cc	197	311	9.8	118	46.3	652	1348	159	G	19	39	–	✓	✗	✓	✓	6	✓	✓	N/A
Santa Fe 2.2 CRDi 4WD Style 5d 7st	£28,095	£358	4cyl 2199cc	197	311	9.8	118	46.3	652	1348	159	G	19	43	–	✓	✗	✓	✓	6	✓	✓	N/A
Santa Fe 2.2 CRDi 4WD Premium 5d 5st	£28,995	£373	4cyl 2199cc	197	311	9.8	118	46.3	652	1348	159	G	19	45	–	✓	✓	✓	✓	6	✓	✓	N/A
Santa Fe 2.2 CRDi 4WD Premium 5d 7st	£30,195	£345	4cyl 2199cc	197	311	9.8	118	46.3	652	1348	159	G	19	41	–	✓	✓	✓	✓	6	✓	✓	N/A
Santa Fe 2.2 CRDi 4WD Premium SE 5d 7st	£32,695	£444	4cyl 2199cc	197	311	9.8	118	46.3	652	1348	159	G	20	53	–	✓	✓	✓	✓	6	✓	✓	N/A

TG CHOICE: This does a fair job of acting the budget Discovery, so go lux with a 4wd diesel auto. And seven seats.

INFINITI

www.infiniti.co.uk **COMPANY DESCRIPTION:** The luxury arm of Nissan. Kind of like what Lexus is to Toyota, except so much cooler. Sorry, Nissan.
CLARKSON ON INFINITI: 'HAS ANYONE EVER THOUGHT "WHAT I NEED IN MY LIFE IS A POSH DATSUN"? I SUSPECT THE ANSWER IS NO.'



G: ATTRACTIVE AS A COUPE AND NOT A DISASTER AS A FOLDING TIN-TOP. AND THERE'S EVEN A SALOON. BMW AND AUDI WON'T BE LOSING ANY SLEEP THOUGH. NOR SHOULD YOU.

EURO NCAP: n/a **L:** 478cm **W:** 177cm **H:** 147cm **BOOT:** 450 litres **FUEL TANK:** 80 litres **ALSO TRY:** BMW 3-Series, Audi A5, Lexus IS, Mercedes C-Class, Volvo C70

G37 Saloon 3.7 V6 x GT 4d	£36,579	£939	6cyl 3696cc	320	265	6.0	149	25.7	452	2335	255	L	45	113	✓	✓	✗	✓	✓	6	✓	✓	4/10
G37 Saloon 3.7 V6 Standard 4d	£33,549	£599	6cyl 3696cc	320	265	5.9	155	26.9	473	2230	246	L	45	72	✓	✓	✗	✓	✓	6	✓	✓	4/10
G37 Coupe 3.7 V6 S Premium 2d	£41,435	£896	6cyl 3696cc	320	265	5.9	155	26.9	473	2230	246	L	45	108	✓	✓	✓	✓	✓	6	✓	✓	6/10
G37 Coupe 3.7 V6 S 2d	£38,247	£907	6cyl 3696cc	320	265	5.9	155	26.9	473	2230	246	L	45	109	✓	✓	✗	✓	✓	6	✓	✓	6/10
G37 Convertible 3.7 V6 GT Premium 2d	£45,235	£934	6cyl 3696cc	320	265	6.4	155	24.8	436	2419	264	M	48	112	✓	✓	✓	✓	✓	4	✓	✓	5/10

TG CHOICE: The GT Coupe has a certain something, but where residuals are concerned we wouldn't fancy it. Audi A5 all the way to the bank.



M: ANOTHER INTERESTING WAY AROUND BUYING THE DEFAULT GERMAN BENCHMARK. REFINED, CLASSY AND QUICK. BUT GO CAREFULLY IF IT'S YOUR MONEY BEING SPENT.

EURO NCAP: n/a **L:** 495cm **W:** 185cm **H:** 150 cm **BOOT:** 500/450/350 litres **FUEL TANK:** 80/70 litres **ALSO TRY:** BMW 5-Series, Audi A6, Jaguar XF, Mercedes E-Class

M35h GT Premium 4d	£46,840	£1,121	6cyl 3498cc	306	258	5.5	155	40.4	622	1485	162	G	45	135	✓	✓	✓	✓	✓	6	✓	✓	5/10
M37 GT 4d	£38,580	£957	6cyl 3696cc	320	265	6.2	155	27.7	487	2166	235	L	44	115	✓	✓	–	✓	✓	6	✓	✓	5/10
M37 S 4d	£40,625	£1,001	6cyl 3696cc	320	265	6.2	155	27.7	487	2166	235	L	45	120	✓	✓	–	✓	✓	6	✓	✓	5/10
M30d GT 4d	£40,190	£786	6cyl 2993cc	238	405	6.9	155	37.7	663	1655	199	J	46	96	✓	✓	–	✓	✓	6	✓	✓	6/10
M30d S 4d	£42,235	£1,041	6cyl 2993cc	238	405	6.9	155	37.7	663	1655	199	J	46	125	✓	✓	–	✓	✓	6	✓	✓	6/10

TG CHOICE: We'd have the V6 diesel GT with all the bells and whistles. If our boss was writing the cheque.



EX: AN AGREEABLY DIFFERENT CROSSOVER SUV THINGUMMY THAT'LL SEPARATE YOU FROM THE BMW X3 AND FREELANDER HERDS. BUT WILL ANYONE EVER BUY IT OFF YOU?

EURO NCAP: n/a **L:** 465cm **W:** 180cm **H:** 160cm **BOOT:** 340/1,175 litres **FUEL TANK:** 80 litres **ALSO TRY:** BMW X1 or X3, Audi Q5, Volvo XC60, Land Rover Freelander

EX37 3.7 V6 GT 5d	£41,930	£955	6cyl 3696cc	320	265	6.4	149	25.0	440	2400	265	M	46	115	✓	✓	✓	✓	✓	6	✓	✓	5/10
EX30d 3.0 V6 GT 5d	£41,390	£671	6cyl 2993cc	235	406	7.9	137	33.2	584	1880	224	K	46	81	✓	✓	✓	✓	✓	6	✓	✓	5/10
EX30d 3.0 V6 Standard 5d	£37,130	£675	6cyl 2993cc	235	406	7.9	137	33.2	584	1880	224	K	46	81	✓	✓	–	✓	✓	6	✓	✓	5/10

TG CHOICE: Avoid the temptation of the 3.7-litre V6 petrol from Nissan's 'Z'. Infiniti's 3.0-litre diesel equals more torque for less money.



FX: IF YOU WANT TO AVOID THE RANGE ROVER SPORT AND ASSOCIATED IMPRESSIONS OF DRUG RELATED VIOLENCE, THE FX IS A NOVEL ALTERNATIVE. ALBEIT LESS GOOD.

EURO NCAP: ●●●●● **L:** 487cm **W:** 193cm **H:** 168cm **BOOT:** 410/1,305 litres **FUEL TANK:** 90 litres **ALSO TRY:** Range Rover Sport, Audi Q7, BMW X5 or X6, Mercedes ML

FX37 3.7 V6 Premium 5d	£51,200	£1,327	6cyl 3696cc	320	265	6.8	149	23.4	463	2564	282	M	50	159	✓	✓	✓	✓	✓	6	✓	✓	5/10
FX37 3.7 V6 GT 5d	£46,750	£884	6cyl 3696cc	320	265	6.8	149	23.4	463	2564	282	M	50	106	✓	✓	–	✓	✓	6	✓	✓	5/10
FX37 3.7 V6 S 5d	£48,850	£992	6cyl 3696cc	320	265	6.8	149	23.4	463	2564	282	M	50	119	✓	✓	–	✓	✓	6	✓	✓	5/10
FX50 5.0 V8 S Premium 5d	£58,250	£1,483	8cyl 5026cc	390	368	5.8	155	21.6	428	2778	307	M	50	178	✓	✓	✓	✓	✓	6	✓	✓	6/10
FX30d 3.0 V6 GT 5d	£46,840	£898	6cyl 2993cc	235	406	8.3	132	31.4	622	1987	238	L	47	108	✓	✓	–	✓	✓	6	✓	✓	6/10
FX30d 3.0 V6 S 5d	£48,940	£1,238	6cyl 2993cc	235	406	8.3	132	31.4	622	1987	238	L	47	149	✓	✓	–	✓	✓	6	✓	✓	6/10

TG CHOICE: We'll stick with the Range Rover and attendant looks of fear and disgust. Although we wouldn't say no to the FX's 5.0-litre V8.

JAGUAR

www.jaguar.com/uk **COMPANY DESCRIPTION:** Now under the stewardship of Tata but still turning out brilliant drivers' cars.
CLARKSON ON JAGUAR: 'STILL CARS FOR THE KIND OF CHAP WHO TAKES HIS WIFE FOR DINNER AND THEN FLIRTS WITH THE WAITRESS ALL NIGHT. GOOD.'



XF: A BLISTERING RETURN TO FORM FOR JAGUAR AND A JUDO CHOP TO JERRY'S SOLAR PLEXUS. THE XF DOES LUXURY, DYNAMICS AND DARES TO BE DIFFERENT. TALLY BLOODY HO.

EURO NCAP: n/a **L:** 496cm **W:** 188cm **H:** 146cm **BOOT:** 540/923 litres **FUEL TANK:** 70 litres **ALSO TRY:** BMW 5-Series, Audi A6, Infiniti M, Mercedes E-Class, Saab 9-5

XF 3.0 S/C 340 Premium Luxury 4d	£47,550	£743	6cyl 2995cc	340	332	5.9	150	30.0	462	2103	224	K	43	89	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 3.0 S/C 340 Portfolio 4d	£50,450	£816	6cyl 2995cc	340	332	5.9	150	30.0	462	2103	224	K	43	98	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 5.0 V8 S/C 510 XFR 4d	£65,380	£1,000	8cyl 5000cc	510	461	4.9	155	25.0	385	2524	268	M	47	120	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 2.2D 163 SE 4d	£29,940	£411	4cyl 2179cc	163	295	10.5	130	55.4	853	1179	135	E	33	49	✓	✓	✗	✓	✓	6	✓	✓	8/10
XF 2.2D 163 Business SE 4d	£31,490	£444	4cyl 2179cc	163	295	10.5	130	55.4	853	1179	135	E	33	53	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 2.2D 163 Luxury 4d	£32,940	£386	4cyl 2179cc	163	295	10.5	130	55.4	853	1179	135	E	33	46	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 2.2D 200 Luxury 4d	£33,940	£407	4cyl 2179cc	200	332	8.5	140	55.4	853	1179	135	E	38	49	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 2.2D 200 Sport 4d	£34,940	£465	4cyl 2179cc	200	332	8.5	140	55.4	853	1179	135	E	39	56	✓	✓	✓	✓	✓	6	✓	✓	8/10

◀ JAGUAR CONTINUED

	PRICE			PERFORMANCE									COSTS			GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
XF 2.2D 200 Premium Luxury 4d	£37,910	£437	4cyl 2179cc	200	332	8.5	140	55.4	853	1179	135	E	39	52	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 2.2D 200 Portfolio 4d	£42,190	£567	4cyl 2179cc	200	332	8.5	140	55.4	853	1179	135	E	40	68	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 3.0D 240 Luxury 4d	£35,855	£419	6cyl 2993cc	240	369	7.1	149	47.0	724	1389	159	G	41	50	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 3.0D 240 Premium Luxury 4d	£40,105	£476	6cyl 2993cc	240	369	7.1	149	47.0	724	1389	159	G	42	57	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 3.0D 240 Portfolio 4d	£45,105	£587	6cyl 2993cc	240	369	7.1	149	47.0	724	1389	159	G	42	71	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 3.0D S 275 Luxury 4d	£41,855	£514	6cyl 2993cc	275	443	6.4	155	47.0	724	1389	159	G	43	62	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 3.0D S 275 Premium Luxury 4d	£46,105	£622	6cyl 2993cc	275	443	6.4	155	47.0	724	1389	159	G	44	75	✓	✓	✓	✓	✓	6	✓	✓	8/10
XF 3.0D S 275 Portfolio 4d	£49,005	£653	6cyl 2993cc	275	443	6.4	155	47.0	724	1389	159	G	44	78	✓	✓	✓	✓	✓	6	✓	✓	8/10
Sportbrake + £2,000																							

TG CHOICE: The excellent 3.0-litre diesel S does it all. Quick, quiet and impressively economical. We love this car. Not in a physical way.



XJ: ZOINKS. YET MORE UP AND UP FROM JAG. THE XJ IS A RAPID, SUBLIMELY REFINED AND JUST PLAIN BEAUTIFUL. THE INTERIOR IS SO SPECIAL WE INVENTED AN AWARD FOR IT.

EURO NCAP: n/a L: 512/525cm W: 189cm H: 149cm BOOT: 520 litres FUEL TANK: 82 litres ALSO TRY: BMW 7-Series, Audi A8, Mercedes S-Class, Porsche Panamera

XJ 3.0 S/C 340 Premium Luxury 4d	£65,365	£1,209	6cyl 2995cc	340	332	5.9	155	30.0	541	2103	224	K	48	145	✓	✓	✓	✓	✓	6	✓	✓	8/10
XJ 3.0 S/C 340 Portfolio 4d	£72,815	£1,266	6cyl 2995cc	340	332	5.9	155	30.0	541	2103	224	K	49	152	✓	✓	✓	✓	✓	6	✓	✓	8/10
XJ 3.0 S/C 340 Supersport 4d	£91,735	£1,511	6cyl 2995cc	340	332	5.9	155	30.0	541	2103	224	K	50	181	✓	✓	✓	✓	✓	6	✓	✓	8/10
XJ 3.0D 275 Luxury 4d	£56,260	£577	6cyl 2993cc	275	443	6.4	155	47.0	848	1343	159	G	48	69	✓	✓	✓	✓	✓	6	✓	✓	8/10
XJ 3.0D 275 Premium Luxury 4d	£60,060	£618	6cyl 2993cc	275	443	6.4	155	47.0	848	1343	159	G	48	74	✓	✓	✓	✓	✓	6	✓	✓	8/10
XJ 3.0D 275 Portfolio 4d	£67,260	£731	6cyl 2993cc	275	443	6.4	155	47.0	848	1343	159	G	49	88	✓	✓	✓	✓	✓	6	✓	✓	8/10
LWB + £3,000																							

TG CHOICE: Not the diesel, nor the indulgently bonkers V8, but the new supercharged V6: smooth, efficient and plenty punchy.



XK: A CHASSIS THAT MIXES REFINEMENT AND INVOLVEMENT LIKE NOTHING ELSE CAN, BOLSTERED NOW BY IMPROVED ENGINES. A GENTLEMANLY MIDDLE FINGER TO THE 911.

EURO NCAP: n/a L: 479cm W: 189cm H: 132cm BOOT: 330 litres FUEL TANK: 71 litres ALSO TRY: Porsche 911, BMW 6 Series, Aston Martin Vantage or used DB9

XK 5.0 V8 Standard 2d Coupe	£65,000	£630	8cyl 5000cc	385	380	5.2	155	25.2	391	2381	264	M	47	76	✓	✓	✓	✓	✓	4	✓	✓	6/10
XK 5.0 V8 Portfolio 2d Coupe	£70,550	£1,098	8cyl 5000cc	385	380	5.2	155	25.2	391	2381	264	M	47	132	✓	✓	✓	✓	✓	4	✓	✓	6/10
XK 5.0 V8 SC XKR 2d Coupe	£78,550	£1,477	8cyl 5000cc	510	461	4.6	155	23.0	357	2609	292	M	50	177	✓	✓	✓	✓	✓	4	✓	✓	8/10
XK 5.0 V8 SC 550 XKR-S 2d Coupe	£97,000	£1,565	8cyl 5000cc	550	502	4.2	186	23.0	357	2609	292	M	50	188	✓	✓	✓	✓	✓	4	✓	✓	8/10
Convertible + £6,000																							

TG CHOICE: There isn't a weak option in the line up but if you can afford the 'R' – and afford to fuel it – then it's your civic duty to sign on the line.

JEEP

www.chryslerjeep.co.uk **COMPANY DESCRIPTION:** Jeep is obviously proud to be American and shouts about it through its products, which are big, brash and brawny.
CLARKSON ON JEEP: 'AS FAR AS I CAN WORK OUT THESE ARE 4X4S FOR PEOPLE WHO COULDN'T FIND THEIR LOCAL LAND ROVER DEALER.'



COMPASS: THE MOST SOFTCORE JEEP IN THE RANGE – MORE OF A QUASI-SUV THAN PSEUDO-TRACTOR. LOOKS ALRIGHT, PRICED RIGHT, BUT RIVALS ARE MORE ACCOMPLISHED.

EURO NCAP: ●●○○○ L: 445cm W: 181cm H: 166cm BOOT: 458/1,269 litres FUEL TANK: 51 litres ALSO TRY: Land Rover Freelander, Ford Kuga, Nissan X-Trail

Compass 2.0 4x2 Sport 5d	£17,455	£285	4cyl 1998cc	154	140	10.6	115	37.2	417	1613	175	H	21	34	✗	✗	✗	✓	✗	6	✓	✓	4/10
Compass 2.4 CVT 4x4 Limited 5d	£22,310	£462	4cyl 2360cc	168	162	10.7	116	32.8	368	1829	199	J	20	55	✗	✓	–	✓	✗	6	✓	✓	4/10
Compass 2.2 CRD 4x4 Limited 5d	£24,205	£400	4cyl 2143cc	161	236	9.8	125	42.8	480	1458	172	H	24	48	✗	✓	–	✓	✗	6	✓	✓	5/10

TG CHOICE: 2.2-litre CRD (it's a Mercedes diesel)



GRAND CHEROKEE: A GOOD COMPROMISE BETWEEN OFF-ROAD AND ON-ROAD ABILITY. RIDE IS COMFORTABLE, ENGINES ARE STRONG AND IT'LL CLIMB ANY SORT OF HILL.

EURO NCAP: n/a L: 482cm W: 194cm H: 176cm BOOT: 782/1,554 litres FUEL TANK: 93 litres ALSO TRY: VW Touareg, Merc M-Class, BMW X5

Grand Cherokee 6.4 V8 SRT 5d	£58,995	£1,186	8cyl 6417cc	461	460	5.0	160	20.0	410	3000	328	M	50	142	✓	✓	✓	✓	✓	6	✓	✓	7/10
Grand Cherokee 3.0 V6 CRD Limited 5d	£36,795	£533	6cyl 2987cc	237	405	8.2	126	34.0	696	1835	218	K	37	64	✓	✓	–	✓	✓	6	✓	✓	6/10
Grand Cherokee 3.0 V6 CRD Overland 5d	£43,995	£690	6cyl 2987cc	237	405	8.2	126	34.0	696	1835	218	K	41	83	✓	✓	✓	✓	✓	6	✓	✓	6/10

TG CHOICE: There's only one, and it's well-equipped.

KIA

www.kia.co.uk **COMPANY DESCRIPTION:** With a sort of world-domination business plan, Kia is trying to compete in almost every sector – with hit-and-miss results.
CLARKSON ON KIA: 'PROVIDERS OF OUR REASONABLY PRICED CAR. AT LEAST I THINK THEY ARE. IT'S QUITE EASY TO FORGET.'



PICANTO: A KIA CRACKER. NEW AND IMPROVED PICANTO LOOKS GOOD, DRIVES WELL, COSTS LITTLE AND IS WARRANTIED TO THE MAX.

EURO NCAP: ●●●●○ L: 360cm W: 160cm H: 148cm BOOT: 200/870 litres FUEL TANK: 35 litres ALSO TRY: Ford Ka, Suzuki Alto, Chevrolet Spark, Hyundai i10

Picanto 1.0 1 3d	£8,045	£113	3cyl 998cc	68	70	13.9	95	67.3	518	892	99	A	3	14	✗	✗	✗	✗	✗	6	✓	✓	7/10
Picanto 1.0 1 Air 3d	£8,645	£125	3cyl 998cc	68	70	13.9	95	67.3	518	892	99	A	4	15	✗	✗	✗	✓	✗	6	✓	✓	7/10
Picanto 1.25 EcoDynamics Halo 3d	£11,945	£184	4cyl 1248cc	84	89	11.0	106	65.7	506	913	100	A	10	22	✗	✓	✗	✓	✗	6	✓	✓	7/10
Picanto 1.25 auto Halo 3d	£12,545	£205	4cyl 1248cc	84	89	12.9	101	53.3	410	1126	125	D	6	25	✓	✓	✗	✓	✗	6	✓	✓	7/10
Picanto 1.25 Equinox 3d	£11,945	£187	4cyl 1248cc	84	89	11.0	106	60.1	463	998	109	B	10	22	✗	✓	✗	✓	✗	6	✓	✓	7/10
Picanto 1.0 1 5d	£8,245	£113	3cyl 998cc	68	70	13.9	95	67.3	518	892	99	A	5	14	✗	✗	✗	✗	✗	6	✓	✓	7/10
Picanto 1.0 2 5d	£9,845	£125	3cyl 998cc	68	70	13.9	95	67.3	518	892	99	A	7	15	✗	✓	✗	✓	✗	6	✓	✓	7/10
Picanto 1.0 1 Air 5d	£8,845	£123	3cyl 998cc	68	70	13.9	95	67.3	518	892	99	A	14	15	✗	✗	✗	✓	✗	6	✓	✓	7/10
Picanto 1.25 EcoDynamics 2 5d	£10,445	£131	4cyl 1248cc	84	89	11.0	106	65.7	506	913	100	A	7	16	✗	✓	✗	✓	✗	6	✓	✓	7/10
Picanto 1.25 auto 2 5d	£11,045	£145	4cyl 1248cc	84	89	12.9	101	53.3	410	1126	125	D	6	17	✓	✓	✗	✓	✗	6	✓	✓	7/10
Picanto 1.25 3 5d	£11,445	£147	4cyl 1248cc	84	89	11.0	106	60.1	463	998	109	B	10	18	✗	✓	✗	✓	✗	6	✓	✓	7/10

TG CHOICE: The 1.25 in level 2 trim. Enough, without being overkill.



RIO: SOMEHOW LACKS A BIT OF THE CHARACTER OF ITS PICANTO BABY BROTHER. STILL, GETS A GREAT WARRANTY, LOOKS GOOD AND GOES OK. WE'D STILL RATHER HAVE A FIESTA THOUGH.

EURO NCAP: ●●●●● L: 405cm W: 172cm H: 146cm BOOT: 288/923 litres FUEL TANK: 43 litres ALSO TRY: Ford Fiesta, Honda Jazz, Toyota Yaris

Rio 1.25 1 3d	£9,995	£152	4cyl 1248cc	84	89	12.6	104	56.5	534	1062	114	C	5	18	✗	✗	✗	✗	✗	6	✓	✓	5/10
Rio 1.25 1 Air 3d	£10,795	£181	4cyl 1248cc	84	89	12.6	104	56.5	534	1062	114	C	5	22	✗	✗	✗	✗	✗	6	✓	✓	5/10
Rio 1.25 2 3d	£11,895	£200	4cyl 1248cc	84	89	12.6	104	56.5	534	1062	114	C	5	24	✗	✓	✗	✗	✗	6	✓	✓	5/10
Rio 1.4 2 3d	£12,495	£214	4cyl 1396cc	107	101	11.1	113	51.4	486	1167	128	D	8	26	–	✓	✗	✗	✗	6	✓	✓	5/10
Rio 1.4 3 3d	£13,195	£221	4cyl 1396cc	107	101	11.1	113	51.4	486	1167	128	D	8	27	✗	✓	✗	✗	✓	6	✓	✓	5/10
Rio 1.1 CRDi EcoDynamics 1 Air 3d	£12,095	£199	3cyl 1120cc	74	125	15.5	99	78.5	743	795	96	A	3	24	✗	✗	✗	✗	✗	6	✓	✓	6/10
Rio 1.1 CRDi EcoDynamics 2 3d	£13,195	£208	3cyl 1120cc	74	125	15.5	99	74.3	703	840	99	A	3	25	✗	✓	✗	✗	✗	6	✓	✓	6/10
Rio 1.4 CRDi EcoDynamics 2 3d	£13,595	£208	4cyl 1396cc	89	162	13.7	106	65.7	621	950	113	C	7	25	✗	✓	✗	✗	✗	6	✓	✓	5/10

	PRICE			PERFORMANCE								COSTS				GADGETS					SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Rio 1.4 CRDi EcoDynamics 3 3d	£14,295	£222	4cyl 1396cc	89	162	13.7	106	70.6	668	884	105	B	8	27	✗	✓	✗	✗	✓	6	✓	✓	5/10
Rio 1.1 CRDi EcoDynamics 1 5d	£11,895	£158	3cyl 1120cc	74	125	14.9	98	88.3	835	707	85	A	5	19	✗	✗	✗	✗	✗	6	✓	✓	6/10
5dr: + £600																							
TG CHOICE: The small diesel, please.																							
CEE'D: STILL A WHITE GOODS CAR, BUT NOW IT'S WHITE GOODS BY JOHN LEWIS. BUILD QUALITY IS A RIVAL FOR VW NOW, AND THE CHASSIS AND ENGINES ARE SPOT ON.																							
EURO NCAP: n/a L: 431cm W: 178cm H: 147cm BOOT: 380/1,318 litres FUEL TANK: 53 litres ALSO TRY: Hyundai i30, Skoda Octavia, Volkswagen Golf																							
cee'd 1.4 1 5d	£14,395	£189	4cyl 1396cc	98	101	12.4	113	47.1	549	1274	139	E	7	23	✗	✓	✗	✓	✗	6	✓	✓	7/10
cee'd 1.4 2 5d	£16,395	£196	4cyl 1396cc	98	101	12.4	113	46.3	540	1296	143	F	8	24	✗	✓	✗	✓	✓	6	✓	✓	7/10
cee'd 1.6 GDI ISG 2 5d	£17,195	£218	4cyl 1591cc	133	121	9.8	118	52.3	610	1147	124	D	12	26	✗	✓	✗	✓	✓	6	✓	✓	7/10
cee'd 1.6 GDI ISG 3 5d	£18,995	£229	4cyl 1591cc	133	121	9.8	118	52.3	610	1147	124	D	12	27	–	✓	✓	✓	✓	6	✓	✓	7/10
cee'd 1.6 GDI ISG 4 5d	£20,595	£398	4cyl 1591cc	133	121	9.8	118	52.3	610	1147	124	D	13	48	–	✓	✓	✓	✓	6	✓	✓	7/10
cee'd 1.6 GDI ISG 4 Tech 5d	£22,495	£428	4cyl 1591cc	133	121	9.8	118	52.3	610	1147	124	D	15	51	–	✓	✓	✓	✓	6	✓	✓	7/10
cee'd 1.4 CRDi 89 1 5d	£15,695	£202	4cyl 1396cc	89	162	13.0	106	68.9	803	906	109	B	6	24	✗	✓	✗	✓	✗	6	✓	✓	7/10
cee'd 1.6 CRDi 126 ISG 1 5d	£16,295	£186	4cyl 1582cc	126	192	11.5	122	76.3	890	818	6	A	12	22	✗	✓	✗	✓	✗	6	✓	✓	7/10
cee'd 1.6 CRDi 126 ISG 2 5d	£18,295	£207	4cyl 1582cc	126	192	11.5	122	74.3	866	840	100	A	13	25	–	✓	✗	✓	✓	6	✓	✓	7/10
cee'd 1.6 CRDi 126 ISG 3 5d	£20,095	£217	4cyl 1582cc	126	192	11.5	122	74.3	866	840	100	A	13	26	✗	✓	✓	✓	✓	6	✓	✓	7/10
Sportswagon: + £1,000																							
TG CHOICE: The cee'd is getting expensive now - so mitigate this with a well-stocked 2 diesel (although 3 has sat nav as standard...)																							
OPTIMA: WHITE GOODS CAR WITH A WHITE GOODS NAME. LOOKS SHARP AND THE INTERIOR IS SMART, BUT YOU'LL HAVE MORE FUN IN A FORD MONDEO.																							
EURO NCAP: ●●●●● L: 485cm W: 183cm H: 146cm BOOT: 505 litres FUEL TANK: 70 litres ALSO TRY: Ford Mondeo, Hyundai i40, Toyota Avensis																							
Optima 1.7 CRDi 134 1 4d	£19,595	£245	4cyl 1685cc	134	239	10.2	125	57.6	887	1083	128	D	16	29	✗	✓	✗	✓	✗	6	✓	✓	6/10
Optima 1.7 CRDi 134 2 Luxe 4d	£21,695	£292	4cyl 1685cc	134	239	10.2	125	57.6	887	1083	128	D	17	35	–	✓	✗	✓	✓	6	✓	✓	6/10
Optima 1.7 CRDi 134 2 Tech 4d	£21,695	£292	4cyl 1685cc	134	239	10.2	125	57.6	887	1083	128	D	17	35	–	✓	✓	✓	✓	6	✓	✓	6/10
Optima 1.7 CRDi 134 3 4d	£24,495	£331	4cyl 1685cc	134	239	10.2	125	57.6	887	1083	128	D	17	40	–	✓	✓	✓	✓	6	✓	✓	6/10
TG CHOICE: For the time being there's just the one engine. 2 Tech spec gives you all you need.																							
VENGA: SMALL MPV THAT PROVIDES SPACE AND VFM FOR RELATIVELY LITTLE ROAD FOOTPRINT, RATHER THAN SOME SORT OF PART-PORN EURO-POP BAND.																							
EURO NCAP: ●●●●○ L: 407cm W: 177cm H: 160cm BOOT: 440/1,253 litres FUEL TANK: 48 litres ALSO TRY: Kia Soul, Citroen C3 Picasso, Toyota Urban Cruiser																							
Venga 1.4 ISG 1 5d	£11,595	£153	4cyl 1396cc	89	101	12.4	103	50.4	532	1190	130	D	7	18	✗	✗	✗	✗	✗	6	✓	✓	4/10
Venga 1.4 ISG 1 Air 5d	£12,395	£195	4cyl 1396cc	89	101	12.4	103	50.4	532	1190	130	D	8	23	✗	✗	✗	✓	✗	6	✓	✓	4/10
Venga 1.4 ISG 2 5d	£13,495	£209	4cyl 1396cc	89	101	12.4	103	50.4	532	1190	130	D	8	25	✗	✓	✗	✓	✓	6	✓	✓	4/10
Venga 1.6 auto 2 5d	£15,400	£257	4cyl 1591cc	123	115	11.8	110	43.5	459	1379	154	G	11	31	✗	✓	✗	✓	✓	6	✓	✓	3/10
Venga 1.6 ISG 3 5d	£15,680	£257	4cyl 1591cc	123	115	10.6	114	47.9	506	1253	139	E	12	31	✗	✓	–	✓	✓	6	✓	✓	4/10
Venga 1.4 CRDi 89 1 5d	£12,895	£174	4cyl 1396cc	89	162	14.0	103	62.8	663	994	119	C	10	21	✗	✗	✗	✗	✗	6	✓	✓	4/10
Venga 1.4 CRDi 89 1 Air 5d	£13,695	£175	4cyl 1396cc	89	162	14.0	103	62.8	663	994	119	C	11	21	✗	✗	✗	✓	✗	6	✓	✓	4/10
Venga 1.6 CRDi 114 ISG 3 5d	£16,975	£247	4cyl 1582cc	114	191	11.1	113	64.2	678	972	117	C	15	30	✗	✓	–	✓	✓	6	✓	✓	4/10
TG CHOICE: The 1.4 petrol is under £11k. That's usefully cheap – but have you considered a Soul?																							
SOUL: A SUPERBLY INTERESTING MINI-MPV THING THAT MAKES KIA LOOK MUCH MORE THAN JUST A 'VALUE' BRAND. SPECCED CORRECTLY IT CAN LOOK TERRIFIC.																							
EURO NCAP: ●●●●● L: 411cm W: 179cm H: 161cm BOOT: 340/671 litres FUEL TANK: 48 litres ALSO TRY: Kia Venga, Citroen C3 Picasso, Toyota Urban Cruiser																							
Soul 1.6 GDi 1 5d	£12,795	£176	4cyl 1591cc	138	122	10.0	112	44.1	466	1361	149	F	14	21	✗	✓	✗	✓	✗	6	✓	✓	6/10
Soul 1.6 GDi 2 5d	£13,600	£183	4cyl 1591cc	138	122	10.0	112	44.1	466	1361	149	F	15	22	✗	✓	✗	✓	✗	6	✓	✓	6/10
Soul 1.6 CRDi 2 5d	£14,995	£181	4cyl 1582cc	126	192	10.3	112	57.6	608	1083	129	D	17	22	–	✓	✗	✓	✗	6	✓	✓	6/10
Soul 1.6 CRDi Quantum 5d	£16,995	£251	4cyl 1582cc	126	192	10.3	112	57.6	608	1083	129	D	17	30	–	✓	✗	✓	✓	6	✓	✓	6/10
TG CHOICE: 1.6 CRDi has better torque than the petrol. Avoid the OTT graphics packs and you're on.																							
CARENS: BLOBBY MID-SIZE PEOPLE CARRIER THAT'S UGLY AND BORING. MAKES A GREAT ILLEGAL TAXI.																							
EURO NCAP: ●●●●○ L: 455cm W: 182cm H: 170cm BOOT: 430/2,106 litres FUEL TANK: 50 litres ALSO TRY: Citroen C4 Picasso, Renault Scenic, Toyota Verso																							
Carens 1.6 1 5d	£14,705	£252	4cyl 1591cc	130	116	11.2	110	38.2	420	1571	174	H	18	30	✗	✗	✗	✓	✗	6	✓	✓	3/10
Carens 1.6 CRDi 1 5d	£16,000	£236	4cyl 1582cc	126	192	12.1	112	49.6	546	1258	149	F	18	28	✗	✗	✗	✓	✗	6	✓	✓	3/10
Carens 1.6 CRDi 2 5d	£17,500	£283	4cyl 1582cc	126	192	12.1	111	49.6	600	1258	149	F	18	34	✗	✓	✗	✓	✗	6	✓	✓	3/10
TG CHOICE: A Citroen C4 Picasso. An illegal taxi.																							
SPORTAGE: ONE OF THE BEST-LOOKING COMPACT SUVS, BUT WEIRD HABITS STOP IT BEING AS GOOD TO DRIVE AS IT IS TO LOOK AT.																							
EURO NCAP: ●●●●● L: 444cm W: 186cm H: 165cm BOOT: 564/1,353 litres FUEL TANK: 58 litres ALSO TRY: Peugeot 3008, Hyundai ix35, Nissan Qashqai, Ford Kuga																							
Sportage 1.6 GDi 2WD 1 5d	£17,300	£226	4cyl 1591cc	133	122	10.7	111	44.1	534	1361	149	F	10	27	✗	✓	✗	✓	✗	6	✓	✓	4/10
Sportage 1.6 GDi 2WD 2 5d	£19,200	£255	4cyl 1591cc	133	122	10.7	111	44.1	534	1361	149	F	10	31	✗	✓	✗	✓	✓	6	✓	✓	4/10
Sportage 2.0 AWD KX-2 5d	£21,535	£291	4cyl 1998cc	161	143	10.3	113	37.2	475	1613	181	I	12	35	–	✓	✗	✓	✓	6	✓	✓	5/10
Sportage 1.7 CRDi 2WD 1 5d	£18,700	£235	4cyl 1685cc	114	188	11.9	107	54.3	693	1149	135	E	10	28	✗	✓	✗	✓	✗	6	✓	✓	6/10
Sportage 1.7 CRDi 2WD 2 5d	£20,600	£262	4cyl 1685cc	114	188	11.9	107	54.3	693	1149	135	E	11	32	✗	✓	✗	✓	✓	6	✓	✓	6/10
Sportage 1.7 CRDi 2WD 3 5d	£22,200	£278	4cyl 1685cc	114	188	11.9	107	52.3	667	1193	143	F	12	33	✗	✓	–	✓	✓	6	✓	✓	6/10
Sportage 2.0 CRDi AWD KX-2 5d	£23,030	£283	4cyl 1995cc	134	236	10.9	112	49.6	633	1258	149	F	14	34	–	✓	✗	✓	✓	6	✓	✓	6/10
Sportage 2.0 CRDi AWD KX-3 5d	£24,630	£297	4cyl 1995cc	134	236	10.9	112	47.1	601	1325	156	G	15	36	–	✓	–	✓	✓	6	✓	✓	6/10
Sportage 2.0 CRDi 181 KX-4 5d	£27,195	n/a	4cyl 1995cc	181	282	9.4	120	46.3	591	1348	158	G	19	n/a	–	✓	✓	✓	✓	6	✓	✓	6/10
TG CHOICE: There are 2WD version for under £17k: we'd stick with 4x4 and go for 2.0-litre diesel power, but with a few options.																							
SORENTO: GOOD, DECENT BUDGET SUV THAT FEELS TOUGH ENOUGH TO LAST. WON'T SET THE 'RING ALIGHT, BUT FEELS GOOD VALUE.																							
EURO NCAP: ●●●●● L: 469cm W: 189cm H: 171cm BOOT: 111/1,525 litres FUEL TANK: 70 litres ALSO TRY: Honda CR-V, Nissan X-Trail, Hyundai Santa Fe, Jeep Cherokee																							
Sorento 2.2 CRDi 194 KX-1 5d	£26,495	n/a	4cyl 2199cc	194	311	9.4	118	47.9	674	1303	155	G	n/a	n/a	–	✗	–	✓	✓	6	✓	✓	8/10
Sorento 2.2 CRDi 194 KX-2 5d	£28,895	n/a	4cyl 2199cc	194	311	9.4	118	47.9	674	1303	155	G	n/a	n/a	–	✗	–	✓	✓	6	✓	✓	8/10
Sorento 2.2 CRDi 194 KX-3 5d	£35,095	n/a	4cyl 2199cc	194	311	9.5	118	42.2	594	1479	175	H	n/a	n/a	✓	✗	✓	✓	✓	6	✓	✓	8/10
TG CHOICE: If you need cheap, credibility-no-object motoring for seven, then the 7-seat 2.2 CRDi is the one.																							

LAMBORGHINI

www.lamborghini.co.uk **COMPANY DESCRIPTION:** Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.
CLARKSON ON LAMBORGHINI: 'EVEN AUDI BEING IN CHARGE CAN'T STOP LAMBOS BEING MAD CARS FOR PEOPLE WHO THINK FERRARIS ARE A BIT SERIOUS.'

GALLARDO: THE SMALLEST, EASIEST-TO-CONTROL OF THE BULLS, WITH TRACTABLE, WAILING V10 POWER. SURPRISINGLY USEABLE TOO, WITH PERMANENT 4X4.

EURO NCAP: n/a **L:** 435cm **W:** 190cm **H:** 118cm **BOOT:** 110 litres **FUEL TANK:** 90 litres **ALSO TRY:** Ferrari 458 Italia, Aston Martin Vantage V12, Porsche 911, Audi R8 V10



	PRICE	PRICE (2011)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Gallardo 5.2 V10 LP 550-2 2d	£147,038	n/a		10cyl 5204cc	558	398	4.0	205	19.2	380	3125	351	M	50	n/a	✓	✗	–	✓	✗	4	✓	✓	8/10
Gallardo 5.2 V10 LP 570-4 SuperLeggera 2d	£184,025	n/a		10cyl 5204cc	570	398	3.4	202	19.6	388	3061	344	M	50	n/a	✓	✗	–	✓	✗	4	✓	✓	8/10
Gallardo 5.2 V10 LP 560-4 Coupe 2d	£157,718	£4,711		10cyl 5204cc	560	398	3.7	201	19.2	380	3125	351	M	50	565	✓	✗	–	✓	✗	4	✓	✓	7/10

TG CHOICE: There is only one. And because it's a Lambo, we'll have it in Orange. With pink carpets. Thank you.

AVENTADOR: MURCIELAGO REPLACEMENT DOESN'T DISAPPOINT. A HINT OF AUDI HAS CREPT IN, BUT THE AVENTADOR IS STILL ONE BONKERS SUPERCAR.

EURO NCAP: n/a **L:** 478cm **W:** 203cm **H:** 114cm **BOOT:** n/a litres **FUEL TANK:** 90 litres **ALSO TRY:** Ferrari 599, Pagani Huayra, Koenigsegg Agera



Aventador 6.5 V12 LP700-4 2d	£242,280	n/a		12cyl 6498cc	700	509	2.9	217	17.6	348	3585	370	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✗	9/10

TG CHOICE: There is only one. And because it's a Lambo, we'll have it in Orange. With pink carpets. Thank you.

LAND ROVER

www.landrover.co.uk **COMPANY DESCRIPTION:** Builder of the best 4x4xfar? An old advertising slogan that's now coming true with the latest range of Landies.
CLARKSON ON LAND ROVER: 'GOOD CARS NOW RUINED BY THE GROWING KATONA-ISATION OF THEIR LOOKS. I LOVE THE RANGE ROVER BECAUSE IT'S NOT BLING.'

FREELANDER 2: RECENTLY FACELIFTED SMALL SUV THAT'S BETTER THAN IT EVER WAS. MANAGES OFF-ROAD BETTER THAN THE RIVALS TOO, BUT YOU PAY FOR IT.

EURO NCAP: ●●●●● **L:** 450cm **W:** 191cm **H:** 174cm **BOOT:** 405/1,607 litres **FUEL TANK:** 68 litres **ALSO TRY:** Infiniti EX, Audi Q5, BMW X3, Volvo XC60



Freelander 2 2.2 eD4 150 S 5d	£23,700	n/a		4cyl 2179cc	150	310	112	112	47.1	705	1325	158	G	20	n/a	✗	✓	✗	✓	–	7	✓	✓	7/10
Freelander 2 2.2 eD4 150 GS 5d	£26,450	n/a		4cyl 2179cc	150	310	112	112	47.1	705	1325	158	G	21	n/a	✗	✓	–	✓	✓	7	✓	✓	7/10
Freelander 2 2.2 eD4 150 XS 5d	£29,200	n/a		4cyl 2179cc	150	310	112	112	47.1	705	1325	158	G	22	n/a	✗	✓	✓	✓	✓	7	✓	✓	7/10
Freelander 2 2.2 eD4 150 Dynamic 5d	£32,300	n/a		4cyl 2179cc	150	310	112	112	47.1	705	1325	158	G	22	n/a	✗	✓	✓	✓	✓	7	✓	✓	7/10
Freelander 2 2.2 eD4 150 HSE 5d	£33,900	n/a		4cyl 2179cc	150	310	112	112	47.1	705	1325	158	G	23	n/a	✗	✓	✓	✓	✓	7	✓	✓	7/10
Freelander 2 2.2 TD4 150 S 5d	£24,500	n/a		4cyl 2179cc	150	310	111.7	112	45.6	682	1368	165	G	20	n/a	–	✓	✗	✓	–	7	✓	✓	7/10
Freelander 2 2.2 TD4 150 GS 5d	£27,250	n/a		4cyl 2179cc	150	310	111.7	112	45.6	682	1368	165	G	21	n/a	–	✓	–	✓	✓	7	✓	✓	7/10
Freelander 2 2.2 TD4 150 XS 5d	£30,000	n/a		4cyl 2179cc	150	310	111.7	112	45.6	682	1368	165	G	22	n/a	–	✓	✓	✓	✓	7	✓	✓	7/10
Freelander 2 2.2 TD4 150 Dynamic 5d	£33,100	n/a		4cyl 2179cc	150	310	111.7	112	45.6	682	1368	165	G	23	n/a	–	✓	✓	✓	✓	7	✓	✓	7/10
Freelander 2 2.2 TD4 150 HSE LUX 5d	£37,300	n/a		4cyl 2179cc	150	310	111.7	112	45.6	682	1368	165	G	23	n/a	–	✓	✓	✓	✓	7	✓	✓	7/10
Freelander 2 2.2 SD4 190 GS 5d	£29,755	n/a		4cyl 2179cc	190	310	9.5	118	40.4	604	1545	185	I	25	n/a	✓	✓	–	✓	✓	7	✓	✓	8/10
Freelander 2 2.2 SD4 190 XS 5d	£32,505	n/a		4cyl 2179cc	190	310	9.5	118	40.4	604	1545	185	I	25	n/a	✓	✓	✓	✓	✓	7	✓	✓	8/10
Freelander 2 2.2 SD4 190 Dynamic 5d	£35,605	n/a		4cyl 2179cc	190	310	9.5	118	40.4	604	1545	185	I	25	n/a	✓	✓	✓	✓	✓	7	✓	✓	8/10
Freelander 2 2.2 SD4 190 HSE 5d	£37,205	n/a		4cyl 2179cc	190	310	9.5	118	40.4	604	1545	185	I	26	n/a	✓	✓	✓	✓	✓	7	✓	✓	8/10
Freelander 2 2.2 SD4 190 HSE LUX 5d	£39,805	n/a		4cyl 2179cc	190	310	9.5	118	40.4	604	1545	185	I	26	n/a	✓	✓	✓	✓	✓	7	✓	✓	8/10

TG CHOICE: It HAS to be a TD4 diesel. And for best posh-points, an HSE with everything on it. Better than a Range Rover Sport.

DEFENDER: STILL GOING. STILL A VERY WORKHORSEY FARMER'S SUV, WHERE PRACTICALITY OUTWEIGHS ERGONOMICS, LUXURY, RIDE-QUALITY AND SPEED.

EURO NCAP: n/a **L:** 389/464cm **W:** 179cm **H:** 202cm **BOOT:** 1,600/2,300 litres **FUEL TANK:** 60 litres **ALSO TRY:** Jeep Wrangler, Mercedes G-Class, a ruddy great quad



Defender 2.2D Station Wagon 3d 90	£23,795	n/a		4cyl 2198cc	122	265	14.7	90	28.3	374	2205	266	M	25	n/a	✗	–	✗	–	✗	0	✗	✗	8/10
Defender 2.2D County 3d 90	£25,995	n/a		4cyl 2198cc	122	265	14.7	90	28.3	374	2205	266	M	26	n/a	✗	–	✗	–	✗	0	✗	✗	8/10
Defender 2.2D XS 3d 90	£29,495	n/a		4cyl 2198cc	122	265	14.7	90	28.3	374	2205	266	M	27	n/a	✗	–	✗	✓	✗	0	✗	✗	8/10

110 + £2,800

TG CHOICE: New smaller diesel features a new-fangled particulate filter. All models now have it, just choose your coachwork to suit your purpose.

DISCOVERY: THE BEST PRACTICAL SUV ON SALE. STANDARD AIR SUSPENSION, SEVEN SEATS, NICELY LUX. ONLY ISSUE IS THE POSSIBILITY OF OPTIONED £55K PRICETAG.

EURO NCAP: ●●●●○ **L:** 483cm **W:** 188cm **H:** 189cm **BOOT:** 280/2,560 litres **FUEL TANK:** 84 litres **ALSO TRY:** BMW X5, Mercedes GL, Audi Q7



Discovery 4 3.0 SDV6 255 GS 5d 2012	£37,995	£527		6cyl 2993cc	256	443	8.8	112	32.1	581	1944	230	L	38	63	✓	✓	✗	✓	✓	6	✓	✓	8/10
Discovery 4 3.0 SDV6 255 XS 5d 2012	£44,195	£644		6cyl 2993cc	256	443	8.8	112	32.1	581	1944	230	L	39	77	✓	✓	✓	✓	✓	6	✓	✓	8/10
Discovery 4 3.0 SDV6 255 HSE 5d 2012	£51,195	£746		6cyl 2993cc	256	443	8.8	112	32.1	581	1944	230	L	41	90	✓	✓	✓	✓	✓	6	✓	✓	8/10

TG CHOICE: The 3.0 SDV6 in XS trim is plenty of car for anyone. Possibly everything you'd ever need.

RANGE ROVER EVOQUE: A RANGE ROVER REBOOTED FOR A YOUNGER, MORE STYLISH AUDIENCE – IT'S A JUNIOR-SUV, WITH 3 OR 5 DOORS. ONE FOR FASHIONISTAS, NOT FARMERS.

EURO NCAP: n/a **L:** 436cm **W:** 196cm **H:** 161cm **BOOT:** 550/1,445 litres **FUEL TANK:** 60/70 litres **ALSO TRY:** BMW X3, Infiniti EX, Audi Q5



Evoque 2.0 Si4 240 4WD Dynamic 5d	£38,995	£633		4cyl 1999cc	240	250	7.1	135	33.6	517	1786	199	J	41	76	✓	✓	✓	✓	✓	7	✓	✓	8/10
Evoque 2.2 eD4 150 2WD Pure 5d	£27,955	£396		4cyl 2179cc	150	280	10.6	112	56.3	743	1108	133	E	32	48	✗	✓	–	✓	✓	7	✓	✓	8/10
Evoque 2.2 eD4 150 2WD Prestige 5d	£35,630	£530		4cyl 2179cc	150	280	10.6	112	56.3	743	1108	133	E	32	64	✗	✓	✓	✓	✓	7	✓	✓	8/10
Evoque 2.2 TD4 150 4WD Pure 5d	£28,705	£399		4cyl 2179cc	150	295	10.3	115	50.2	663	1243	149	F	33	48	✗	✓	–	✓	✓	7	✓	✓	8/10
Evoque 2.2 TD4 150 4WD Prestige 5d	£36,380	£540		4cyl 2179cc	150	295	10.3	115	50.2	663	1243	149	F	36	65	✗	✓	✓	✓	✓	7	✓	✓	8/10
Evoque 2.2 SD4 190 4WD Pure 5d	£29,705	£416		4cyl 2179cc	190	310	9.5	124	50.2	663	1243	149	F	36	50	–	✓	–	✓	✓	7	✓	✓	8/10
Evoque 2.2 SD4 190 4WD Prestige 5d	£37,380	£553		4cyl 2179cc	190	310	9.5	124	50.2	663	1243	149	F	38	66	–	✓	✓	✓	✓	7	✓	✓	8/10
Evoque 2.2 SD4 190 4WD Dynamic 5d	£37,380	£539		4cyl 2179cc	190	310	9.5	124	50.2	663	1243	149	F	38	65	–	✓	✓	✓	✓	7	✓	✓	8/10

Roadster Coupe: + £950

TG CHOICE: The 2.2-litre diesel with four-wheel-drive (it can still do the rocky road stuff)

RANGE ROVER SPORT: BETTER NOW THAN IT'S EVER BEEN, BUT ALSO BLINGED TO THE NINES. THE WHIFF OF NOUVEAU IS ACTUALLY GROWING STRONGER.

EURO NCAP: n/a **L:** 478cm **W:** 193cm **H:** 179cm **BOOT:** 958/2,013 litres **FUEL TANK:** 84 litres **ALSO TRY:** BMW X6, Infiniti FX, Audi Q7, Mercedes ML-Class



Range Rover Sport 5.0 V8 SC HSE 5d	£67,295	£1,311		8cyl 4999cc	510	461	5.9	140	19.0	368	3158	348	M	47	157	✓	✓	✓	✓	✓	6	✓	✓	6/10
Range Rover Sport 5.0 V8 SC Autobiography Sport 5d	£74,595	£1,156		8cyl 4999cc	510	461	5.9	140	19.0	368	3158	348	M	47	139	✓	✓	✓	✓	✓	6	✓	✓	6/10
Range Rover Sport 3.0 SDV6 255 SE 5d	£48,795	£685		6cyl 2993cc	255	443	8.5	124	32.1	594	1944	230	L	41	82	✓	✓	✓	✓	✓	6	✓	✓	7/10
Range Rover Sport 3.0 SDV6 255 HSE 5d	£55,995	£772		6cyl 2993cc	255	443	8.5	124	32.1	594	1944	230	L	41	93	✓	✓	✓	✓	✓	6	✓	✓	7/10
Range Rover Sport 3.0 SDV6 255 HSE LUXURY 5d	£59,060	£1,150		6cyl 2993cc	255	443	8.5	124	32.1	594	1944	230	L	41	138	✓	✓	✓	✓	✓	6	✓	✓	7/10
Range Rover Sport 3.0 SDV6 255 Auto' Sport 5d	£66,695	£926		6cyl 2993cc	255	443	8.5	124	32.1	594	1944	230	L	41	111	✓	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: The 3.0 TDV6 from the Disco makes a strong case here. Though a full-spec 510bhp, 5.0 V8 HSE will do.

RANGE ROVER: THIS IS NOT AN SUV. THAT'S TOO COMMON A BADGE. INSTEAD, THINK GO-ANYWHERE LUXURY CAR. OR GALC. HMM, CATCHY.

EURO NCAP: n/a **L:** 500cm **W:** 207cm **H:** 184cm **BOOT:** 909/2,030 litres **FUEL TANK:** 85/105 litres **ALSO TRY:** Audi Q7, Bentley Flying Spur, Mercedes S-Class, Mercedes GL



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Range Rover 5.0 V8 Supercharged Autobiography 5d	£98,395	n/a	8cyl 5000cc	510	461	5.1	140	20.5	473	2927	322	M	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10
Range Rover 3.0 TDV6 Vogue 5d	£71,295	n/a	6cyl 2993cc	258	442	7.4	130	37.7	705	1655	196	J	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10
Range Rover 3.0 TDV6 Vogue SE 5d	£77,895	n/a	6cyl 2993cc	258	442	7.4	130	37.7	705	1655	196	J	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10
Range Rover 3.0 TDV6 Autobiography 4S	£87,895	n/a	6cyl 2993cc	258	442	7.4	130	37.7	705	1655	196	J	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10
Range Rover 4.4 SDV8 Vogue 5d	£78,095	n/a	8cyl 4367cc	339	516	6.5	135	32.5	751	1920	229	L	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10
Range Rover 4.4 SDV8 Vogue SE 5d	£84,695	n/a	8cyl 4367cc	339	516	6.5	135	32.5	751	1920	229	L	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10
Range Rover 4.4 SDV8 Autobiography 5d	£94,695	n/a	8cyl 4367cc	339	516	6.5	135	32.5	751	1920	229	L	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10

TG CHOICE: Yes, prices. But not as much as a Bentley. So order an Autobiography SDV8 and be done with it.

LEXUS

www.lexus.co.uk **COMPANY DESCRIPTION:** An upmarket version of mother company Toyota. Lexus consistently delivers on class buying and ownership packages.
CLARKSON ON LEXUS: 'WELL MADE, QUIET, SENSIBLE. BUT THEN SO IS MY BANK MANAGER, AND I DON'T WANT TO DRIVE AROUND IN HIM.'

CT: HATCHBACK LEXUS THAT CARRIES THE TECH FROM THE PRIUS INTO A NEW WANNABE-LUXURY MARKET SEGMENT. FAILS THANKS TO SMASHY RIDE.

EURO NCAP: ●●●●● **L:** 432cm **W:** 177cm **H:** 143cm **BOOT:** 375/985 litres **FUEL TANK:** 45 litres **ALSO TRY:** Toyota Auris Hybrid, Toyota Prius, other Toyotas



CT 200h S 5d	£21,995	n/a	4cyl 1798cc	136	104	10.3	111	76.3	755	786	87	A	18	n/a	✓	✓	✗	✓	✗	8	✓	✓	4/10
CT 200h SE 5d	£23,995	n/a	4cyl 1798cc	136	104	10.3	111	68.9	682	871	94	A	18	n/a	✓	✓	–	✓	–	8	✓	✓	4/10
CT 200h Luxury 5d	£25,995	n/a	4cyl 1798cc	136	104	10.3	111	68.9	682	871	94	A	19	n/a	✓	✓	–	✓	✓	8	✓	✓	4/10
CT 200h F Sport 5d	£27,995	n/a	4cyl 1798cc	136	104	10.3	111	68.9	682	871	94	A	19	n/a	✓	✓	–	✓	✓	8	✓	✓	4/10
CT 200h Premier 5d	£30,995	n/a	4cyl 1798cc	136	104	10.3	111	68.9	682	871	94	A	19	n/a	✓	✓	–	✓	✓	8	✓	✓	4/10

TG CHOICE: The cheapest one doesn't look much different to the dearest: as a below-average car, we'd thus stick with that SE-I.

IS: SMALL SALOON RIVAL TO THE BMW 3 SERIES. REFINED, MODERATELY QUICK, A TOUCH ANONYMOUS, BUT NONE THE WORSE FOR THAT.

EURO NCAP: ●●●●● **L:** 459cm **W:** 180cm **H:** 143cm **BOOT:** 280 litres **FUEL TANK:** 65 litres **ALSO TRY:** BMW 3-Series, Audi A4, Mercedes C-Class



IS 250 F Sport 4d	£30,396	£586	6cyl 2500cc	205	185	8.4	141	33.6	480	1786	194	J	28	70	✓	✓	–	✓	✓	8	✓	✓	5/10
IS 250 SE 4d	£26,226	£472	6cyl 2500cc	205	185	8.4	141	33.6	480	1786	194	J	28	57	✓	✓	–	✓	✗	8	✓	✓	5/10
IS 250 SE-I 4d	£28,536	£532	6cyl 2500cc	205	185	8.4	141	33.6	480	1786	194	J	28	64	✓	✓	–	✓	✓	8	✓	✓	5/10
IS 250 SE-L 4d	£31,196	£579	6cyl 2500cc	205	185	8.4	141	33.6	480	1786	194	J	28	69	✓	✓	–	✓	✓	8	✓	✓	5/10
IS 5.0 V8 F	£58,416	£1,065	8cyl 4969cc	417	372	4.8	168	24.4	349	2459	270	M	40	128	✓	✓	✓	✓	✓	6	✓	✓	8/10

TG CHOICE: 417bhp IS-F if we're dreaming. A BMW 320d if we're not.

GS: NEW VERSION OF LEXUS' 5-SERIES WANNABE THAT'S FAMOUS FOR COMING IN HIGH-TECH HYBRID GUISE. THIS IS EXPENSIVE: SO WHY STILL NO DIESEL ALTERNATIVE, LEXUS.

EURO NCAP: ●●●●● **L:** 485cm **W:** 184cm **H:** 146cm **BOOT:** 465/547 litres **FUEL TANK:** 65 litres **ALSO TRY:** Mercedes E-Class, BMW 5-Series, Jaguar XF, Infiniti M



GS 250 SE 4d	£32,995	£574	6cyl 2500cc	252	186	8.6	144	31.7	460	1893	207	K	33	69	✓	✓	✗	✓	✗	9	✓	✓	5/10
GS 250 Luxury 4d	£35,995	£682	6cyl 2500cc	252	186	8.6	144	31.7	460	1893	207	K	33	82	✓	✓	✓	✓	✓	9	✓	✓	5/10
GS 250 F Sport 4d	£39,995	£759	6cyl 2500cc	252	186	8.6	144	31.7	460	1893	207	K	34	91	✓	✓	✓	✓	✓	9	✓	✓	5/10
GS 450h Luxury 4d	£44,995	£673	6cyl 3456cc	349	254	5.9	155	46.3	672	1296	141	F	42	81	✓	✓	✓	✓	✓	9	✓	✓	6/10
GS 450h F Sport 4d	£50,995	£919	6cyl 3456cc	349	254	5.9	155	45.6	662	1316	145	F	42	110	✓	✓	✓	✓	✓	9	✓	✓	6/10
GS 450h Premier 4d	£50,995	£928	6cyl 3456cc	349	254	5.9	155	46.3	672	1296	141	F	42	111	✓	✓	✓	✓	✓	9	✓	✓	6/10

TG CHOICE: The GS 450h F Sport gets the most distinctive looks, but at a price. If you can't afford that, go for a Jag XF: nobody buys petrol in this class.

LS: HUGE LIMO-LIKE RIVAL TO THE S-CLASS AND 7-SERIES. USEFULLY WAFTY, IF A LITTLE JAPANESE DOMESTIC MARKET IN EXECUTION.

EURO NCAP: n/a **L:** 503/515cm **W:** 187cm **H:** 145cm **BOOT:** 330 litres **FUEL TANK:** 84 litres **ALSO TRY:** BMW 7 Series, Audi A8, Merc S-Class, Jaguar XJ



LS 5.0 V8 600h High 4d	£93,936	£1,873	8cyl 4969cc	389	383	6.3	155	30.4	562	1974	218	K	50	225	✓	✓	✓	✓	✓	10	✓	✓	6/10
LS 5.0 V8 600h L Base 4d	£90,636	£1,533	8cyl 4969cc	389	383	6.3	155	30.4	562	1974	219	K	50	184	✓	✓	✓	✓	✓	10	✓	✓	6/10

TG CHOICE: The hybrid LS600h is all but silent and has a massage chair in the back with 'ottoman' seating. You need a chauffeur though.

RX: ONE OF THE SMOOTHEST ROAD-BIASED SUVS. THE RX DOES WITHOUT SEVEN SEATS AND AIN'T AS ECONOMICAL AS IT'LL LEAD YOU TO BELIEVE. CHUFFING PRICEY, TOO.

EURO NCAP: n/a **L:** 477cm **W:** 189cm **H:** 176cm **BOOT:** 496 litres **FUEL TANK:** 65 litres **ALSO TRY:** Range Rover Sport, BMW X5, Porsche Cayenne, M-B ML, Infiniti FX



RX 450h SE-L Premier 5d	£61,096	£1,099	6cyl 3456cc	295	233	7.8	124	44.8	641	1339	145	F	41	132	✓	✓	✓	✓	✓	10	✓	✓	4/10
RX 450h SE 4d	£44,571	£636	6cyl 3456cc	295	233	7.8	124	44.8	641	1339	145	F	34	76	✓	✓	–	✓	✗	10	✓	✓	4/10
RX 450h SE-I 4d	£48,446	£787	6cyl 3456cc	295	233	7.8	124	44.8	641	1339	145	F	34	96	✓	✓	✓	✓	✓	10	✓	✓	4/10
RX 450h SE-L 4d	£54,146	£941	6cyl 3456cc	295	233	7.8	124	44.8	641	1339	145	F	34	113	✓	✓	✓	✓	✓	10	✓	✓	4/10

TG CHOICE: There is only one, but we'd go for the SE-L for the extra spec. Or a BMW X5.

LOTUS

www.lotuscars.co.uk **COMPANY DESCRIPTION:** Always seemingly on the brink of financial disaster, yet still able to turn out some of the best sports cars on the road today.
CLARKSON ON LOTUS: 'YOU CAN IGNORE ALL THESE CARS BECAUSE LOTUS HAS ANNOUNCED SOME DERANGED PLAN TO REPLACE THEM. NO, I DON'T UNDERSTAND EITHER.'

ELISE: STILL A JOY, THE CURRENT TOYOTA-ENGINED ELISE OFFERS VISCERAL DRIVING THRILLS IN A RELATIVELY USABLE PACKAGE. THIS IS STEERING FEEL.

EURO NCAP: n/a **L:** 379cm **W:** 185cm **H:** 112cm **BOOT:** 112 litres **FUEL TANK:** 44 litres **ALSO TRY:** Porsche Boxster, Caterham R300, motorbike



Elise 1.6 Standard 2d	£28,100	£659	4cyl 1598cc	134	118	6.0	127	45.0	431	1333	149	F	50	79	✗	✗	✗	–	✗	0	✗	✗	8/10

TG CHOICE: There's currently only one.

EVORA: UPDATED FOR 2012 WITH A MUCH IMPROVED INTERIOR. BRILLIANT AS EVER TO DRIVE. DOWNSIDES? PORSCHE HAS JUST LAUNCHED AN ALL-NEW 911...

EURO NCAP: n/a **L:** 434cm **W:** 185cm **H:** 122cm **BOOT:** 160 litres **FUEL TANK:** 55 litres **ALSO TRY:** Porsche 911 or top-spec Cayman, BMW M3 Coupe, Audi RS5



Evora 3.5 Standard 2d	£51,550	£1,291	6cyl 3456cc	276	258	4.9	162	30.3	400	1980	217	K	47	155	–	–	✗	✓	–	2	✓	✓	8/10
Evora 3.5 Standard 2d 2+2	£53,450	£1,552	6cyl 3456cc	276	258	4.9	162	30.3	400	1980	217	K	47	186	–	–	✗	✓	–	2	✓	✓	8/10
Evora 3.5 S 2d	£60,550	£1,551	6cyl 3456cc	345	295	4.6	172	28.7	379	2091	229	L	50	186	–	–	✗	✓	–	2	✓	✓	8/10
Evora 3.5 S 2d 2+2	£62,450	£1,586	6cyl 3456cc	345	295	4.6	172	28.7	379	2091	229	L	50	190	–	–	✗	✓	–	2	✓	✓	8/10

TG CHOICE: Got to be an S as the Evora's chassis handles the extra 70bhp effortlessly. Only spec 2+2 if you want to strap bags in. People don't fit.

LOTUS CONTINUED

	PRICE			PERFORMANCE							COSTS			GADGETS						SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING

EXIGE S: LOTUS'S TRACK CAR HAS GROWN UP AND GOT HEAVIER. BUT DON'T WORRY, THIS JUST MAKES IT MORE USABLE THAN EVER. DELIRIOUSLY GOOD TO DRIVE.



EURO NCAP: n/a **L:** 405cm **W:** 180cm **H:** 115cm **BOOT:** n/a **FUEL TANK:** 40 litres **ALSO TRY:** Porsche Cayman R, Caterham R400

Exige S 3.5 V6 Standard 2d	£52,900	n/a	6cyl 3456cc	345	295	4.0	170	28	246	2143	236	L	50	n/a	✗	✗	✗	✗	✗	2	✗	✗	9/10

TG CHOICE: The sole Exige S has a supercharged V6 instead of the old supercharged I.8-litre four-pot. It's a huge improvement.

MASERATI www.maserati.co.uk COMPANY DESCRIPTION: Italian company under the Fiat umbrella turns out consistently jaw-dropping cars, now with the quality to almost match the style.

CLARKSON ON MASERATI: 'A DEFINING MAKE OF CAR FOR THE COOL WALL. SO EFFORTLESSLY COOL THAT YOU DON'T CARE IF THEY'RE ACTUALLY NOT VERY GOOD.'

QUATTROPORTE: THE BIG MASERATI SALOON STILL CARRIES CACHET AND LOOKS GENUINELY DIFFERENT. THE V8 IS QUICK, THE S MORE CAPABLE.



EURO NCAP: n/a **L:** 505cm **W:** 190cm **H:** 144cm **BOOT:** 450 litres **FUEL TANK:** 90 litres **ALSO TRY:** Aston Martin Rapide, Porsche Panamera Turbo, Jaguar XJ

Quattroporte 4.2 V8 Automatic	£81,225	£2,421	8cyl 4244cc	400	339	5.6	167	19.2	380	3125	345	M	50	291	✓	✓	✓	✓	✓	6	✓	✓	8/10
Quattroporte 4.7 V8 S 4d	£87,350	£2,600	8cyl 4691cc	440	361	5.4	174	18.0	356	3333	365	M	50	312	✓	✓	✓	✓	✓	6	✓	✓	8/10
Quattroporte 4.7 V8 Sport GT S 4d	£94,300	£2,803	8cyl 4691cc	440	361	5.1	177	18.0	356	3333	365	M	50	336	✓	✓	✓	✓	✓	6	✓	✓	8/10

TG CHOICE: The faster, louder 'S' still does the business, even at nearly £90k.

GRANTURISMO: MUSCULAR BUT PRETTY COUPE THAT IS MORE GT THAN SPORTS CAR. NOTHING WRONG WITH THAT AND THE GTS HAS A LITTLE MORE BITE IF YOU NEED.



EURO NCAP: n/a **L:** 488cm **W:** 192cm **H:** 135cm **BOOT:** 260 litres **FUEL TANK:** 86 litres **ALSO TRY:** Porsche 911, BMW 6-Series, Mercedes CL

GranTurismo 4.2 V8 2d	£82,140	£2,447	8cyl 4244cc	405	339	5.2	178	19.7	373	3046	330	M	50	294	✓	✓	✓	✓	✓	6	✓	✓	8/10
Gran Turismo 4.7 V8 MC Stradale 2d	£109,995	n/a	8cyl 4691cc	450	376	4.6	187	18.6	352	3226	337	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	8/10
GranCabrio 4.7 V8 Sport 2d	£102,615	£2,916	8cyl 4691cc	450	376	5.2	177	19.4	320	3093	337	M	50	350	✓	✓	✓	✓	✓	6	✓	✓	8/10
GranCabrio 4.7 V8 Standard 2d	£98,200	£2,916	8cyl 4691cc	440	361	5.3	175	18.3	302	3279	358	M	50	350	✓	✓	✓	✓	✓	6	✓	✓	7/10
GranTurismo 4.7 460 Sport 2d	£90,390	n/a	8cyl 4691cc	460	383	4.7	186	n/a	n/a	n/a	n/a	n/a	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: The Sport coupe, or the GranCabrio to hear the glorious noise unfettered. Or the hardcore MC Stradale. The agony of choice...

MAZDA www.mazda.co.uk COMPANY DESCRIPTION: Undergoing something of a Changing Rooms-type makeover, only without the tasteless input of Llewelyn-Bowen.

CLARKSON ON MAZDA: 'NOW THE RX-8 HAS GONE, ONLY THE MX-5 PREVENTS MAZDA FROM BEING AS FORGETTABLE AS A TAX SEMINAR IN KETTERING.'

MAZDA 2: SMART, SNAPPY LITTLE SUPERMINI THAT'S BOTH LIGHTWEIGHT AND MOST OF A FORD FIESTA.



EURO NCAP: ●●●●● **L:** 392cm **W:** 170cm **H:** 148cm **BOOT:** 250/787 litres **FUEL TANK:** 42 litres **ALSO TRY:** Ford Fiesta, Vauxhall Corsa, VW Polo, Renault Twingo/Clio

Mazda2 1.3 75 TS Air Con 2010 3d	£10,305	£163	4cyl 1349cc	75	87	14.9	104	55.4	524	1083	119	C	6	20	✗	✗	✗	✓	✗	2	✗	✓	6/10
Mazda2 1.3 84 TS2 2010 3d	£11,130	£203	4cyl 1349cc	84	89	13.6	106	55.4	524	1083	119	C	11	24	✗	✗	✗	✓	✗	6	✗	✓	6/10
Mazda2 1.5 102 Sport 2010 3d	£12,945	£202	4cyl 1498cc	102	98	10.7	115	48.7	461	1232	135	E	16	24	✗	✗	✗	✓	✗	6	✓	✓	7/10
Mazda2 1.3 75 TS Air Con 2010 5d	£10,655	£168	4cyl 1349cc	75	87	14.9	104	55.4	524	1083	119	C	6	20	✗	✗	✗	✓	✗	2	✗	✓	6/10
Mazda2 1.3 84 TS2 2010 5d	£11,480	£210	4cyl 1349cc	84	89	13.6	106	55.4	524	1083	119	C	11	25	✗	✗	✗	✓	✗	6	✗	✓	6/10
Mazda2 1.3 84 Tamura 2010 5d	£11,830	£185	4cyl 1349cc	84	89	13.6	106	55.4	524	1083	119	C	11	22	✗	✗	✗	✓	✗	6	✗	✓	6/10
Mazda2 1.5 102 Activematic TS2 42010 5d	£12,375	£197	4cyl 1498cc	102	98	11.9	105	44.8	424	1339	146	F	12	24	✓	✗	✗	✓	✗	6	✓	✓	4/10
Mazda2 1.5 102 Sport 2010 5d	£13,295	£209	4cyl 1498cc	102	98	10.7	115	48.7	461	1232	135	E	16	25	✗	✗	✗	✓	✗	6	✓	✓	7/10
Mazda2 1.6D 95 Sport 2010 5d	£14,765	£213	4cyl 1560cc	95	151	11.5	109	67.3	637	927	110	B	16	26	✗	✗	✗	✓	✗	6	✓	✓	6/10

TG CHOICE: The I.6-litre diesel is the most sensible choice, but we'd have the I.5-litre petrol – it's a proper sleeper. Hot hatch version please, Mazda.

MAZDA 3: SUBTLE FACELIFT THAT DOESN'T ALTER THE 3 MUCH. MPS IS STILL AS TORQUE-STEERY AS EVER, THE REST ARE STILL AS GOOD AT THE WHOLE RIDE/HANDLING BALANCE AS EVER.



EURO NCAP: ●●●●● **L:** 446cm **W:** 176cm **H:** 147cm **BOOT:** 340/1,360 litres **FUEL TANK:** 55 litres **ALSO TRY:** Ford Focus, Vauxhall Astra, VW Golf, Renault Megane

Mazda3 1.6 S 5d	£14,995	£226	4cyl 1598cc	105	106	12.2	112	44.1	534	1361	147	F	13	27	✗	✗	✗	✓	✗	6	✓	✓	4/10
Mazda3 1.6 TS 5d	£15,795	£232	4cyl 1598cc	105	106	12.2	112	44.1	534	1361	147	F	13	28	–	✗	✗	✓	✗	6	✓	✓	4/10
Mazda3 1.6 Tamura 5d	£15,995	£310	4cyl 1598cc	105	106	12.2	112	44.1	534	1361	147	F	13	37	✗	✗	✗	✓	✗	6	✓	✓	4/10
Mazda3 1.6 TS2 5d	£16,895	£243	4cyl 1598cc	105	106	12.2	112	44.1	534	1361	147	F	12	29	✗	✓	–	✓	–	6	✓	✓	4/10
Mazda3 1.6 Sport 5d	£17,695	£261	4cyl 1598cc	105	106	12.2	112	44.1	534	1361	147	F	13	31	✗	✓	–	✓	–	6	✓	✓	4/10
Mazda3 2.0 Sport Nav 5d	£19,195	£289	4cyl 1999cc	151	140	10.4	128	42.2	511	1422	157	G	19	35	✗	✓	✓	✓	✓	6	✓	✓	4/10
Mazda3 2.3T MPS 5d	£23,395	£365	4cyl 2261cc	260	280	6.1	155	29.4	388	2041	224	K	34	44	✗	✗	✗	✓	✗	6	✓	✓	3/10
Mazda3 1.6D TS 5d	£17,195	£223	4cyl 1560cc	115	199	11.0	116	65.7	795	950	115	C	18	27	✗	✗	✗	✓	✗	6	✓	✓	4/10
Mazda3 1.6D Tamura 5d	£17,395	£343	4cyl 1560cc	115	199	11.0	116	65.7	795	950	115	C	18	41	✗	✗	✗	✓	✗	6	✓	✓	4/10
Mazda3 1.6D TS2 5d	£18,295	£259	4cyl 1560cc	115	199	11.0	116	65.7	795	950	115	C	18	31	✗	✓	–	✓	–	6	✓	✓	4/10
Mazda3 1.6D Sport 5d	£19,095	£269	4cyl 1560cc	115	199	11.0	116	65.7	795	950	115	C	18	32	✗	✓	–	✓	–	6	✓	✓	4/10



***For Business Users only. Advance payment applies.** Official government fuel consumption figures in mpg (litres per 100km) for the E-Class Model featured is an E 200 CDI BlueEFFICIENCY SE Saloon at £29,770.00 on-the-road with optional metallic paint at £645.00 (OTR price Inc. VAT, delivery, 12 months' Road Fund Licence, number plates, first registration Fund Licence for the contract duration. Guarantees and indemnities may be required. Orders/credit approvals on selected E-Class Saloon models between 1 October and 31 December 2012, registered by 31 March 2013. Limited, MK15 8BA. Prices correct at time of going to press.

	PRICE			PERFORMANCE								COSTS				GADGETS					SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX / TG RATING
Mazda3 2.2D 150 Sport 5d	£20,095	£291	4cyl 2184cc	150	265	9.2	127	54.3	657	1149	139	E	23	35	✗	✓	–	✓	–	6	✓	✓	5/10
Mazda3 2.2D 185 Sport Nav 5d	£21,195	£304	4cyl 2184cc	185	295	8.2	132	52.3	633	1193	144	F	25	37	✗	✓	✓	✓	✓	6	✓	✓	5/10

TG CHOICE: The MPS for our bi-polar side.

MAZDA 6: MID-SIZE SALOON THAT TAKES ON THE MONDEO AND INSIGNIA. LOOKS DIFFERENT ENOUGH, GOES WELL, POSSIBLY A BIT MIDDLE-MANAGEMENT.

EURO NCAP: ●●●●● **L:** 476cm **W:** 180cm **H:** 144cm **BOOT:** 510/1,702 litres **FUEL TANK:** 64 litres **ALSO TRY:** Ford Mondeo, Honda Accord, Vauxhall Insignia



Mazda6 1.8 S 5d	£17,805	£292	4cyl 1798cc	120	121	11.7	121	43.5	612	1379	155	G	18	35	✗	✗	✗	✓	✗	6	✓	✓	5/10
Mazda6 1.8 TS 5d	£18,855	£318	4cyl 1798cc	120	121	11.7	121	43.5	612	1379	155	G	18	38	✗	✗	✗	✓	✗	6	✓	✓	5/10
Mazda6 2.0 TS 5d	£19,455	£288	4cyl 1999cc	155	142	10.3	134	40.9	576	1467	159	G	23	35	–	✗	✗	✓	✗	6	✓	✓	5/10
Mazda6 2.0 TS2 5d	£20,655	£300	4cyl 1999cc	155	142	10.3	134	40.9	576	1467	159	G	23	36	✗	✓	✗	✓	✓	6	✓	✓	5/10
Mazda6 2.5 Sport 5d	£22,515	£385	4cyl 2488cc	170	166	8.4	137	35.3	497	1700	186	J	26	46	✗	✓	✗	✓	✓	6	✓	✓	5/10
Mazda6 2.2D 129 Business Line 5d	£18,300	£204	4cyl 2183cc	129	250	10.9	121	54.3	764	1149	138	E	20	25	✗	✗	✓	✓	✗	6	✓	✓	5/10
Mazda6 2.2D 180 Sport 5d	£23,680	£386	4cyl 2183cc	180	295	8.7	135	52.3	736	1193	142	F	28	46	✗	✓	✗	✓	✓	6	✓	✓	6/10
Mazda6 2.2D 129 TS 5d	£20,000	£288	4cyl 2183cc	129	250	10.9	121	54.3	764	1149	138	E	25	35	✗	✗	✗	✓	✗	6	✓	✓	5/10
Mazda6 2.2D 163 TS2 5d	£21,830	£286	4cyl 2183cc	163	265	9.2	132	52.3	736	1193	142	F	25	34	✗	✓	✗	✓	✓	6	✓	✓	6/10

Estate + £650

TG CHOICE: As ever with these cars, the volume-selling mid-size diesels are the most optimised, so the 2.2D is the one to go for.

MX-5: ONE OF THE ORIGINALS AND STILL ONE OF THE BEST TWO-SEAT CONVERTIBLES ON THE MARKET. NOT HUGELY POWERFUL, NOT THAT IT MATTERS.

EURO NCAP: n/a **L:** 402cm **W:** 172cm **H:** 126cm **BOOT:** 150 litres **FUEL TANK:** 50 litres **ALSO TRY:** Mini Convertible, Lotus Elise, Audi TT Roadster



MX-5 1.8i SE 2d	£17,990	£221	4cyl 1798cc	126	123	9.9	120	40.3	443	1489	167	H	22	27	✗	✗	✗	–	✗	2	✗	✓	7/10
MX-5 2.0i PowerShift 2d	£21,725	£383	4cyl 1999cc	160	138	8.5	119	35.7	393	1681	188	J	27	46	✓	✓	✗	✓	✗	4	✓	✓	7/10
MX-5 2.0i SE 2d	£18,785	£238	4cyl 1999cc	160	138	7.6	131	38.1	419	1575	177	I	27	29	✗	✗	✗	–	✗	4	✓	✓	8/10
MX-5 2.0i Sport Tech 2d	£21,135	£309	4cyl 1999cc	160	138	7.6	132	37.1	408	1617	181	I	27	37	✗	✓	✗	✓	✗	4	✓	✓	8/10

Roadster Coupe + £2,000

TG CHOICE: Keep it simple and don't get the RC folding hardtop – it's just wrong on a minimalist roadster.

CX-5: MAZDA SAYS THE DESIGN IS RADICAL. IT ISN'T. BUT MUCH ELSE IS. CLEVER ENGINES, GOOD DYNAMICS AND LOTS OF SPACE INSIDE. A FAMILY SUV THAT WORKS.

EURO NCAP: ●●●●● **L:** 456cm **W:** 184cm **H:** 171cm **BOOT:** 503/1,620 litres **FUEL TANK:** 56 litres **ALSO TRY:** Land Rover Freelander, Ford Kuga, Honda CR-V



CX-5 2.0 SKYACTIV-G 2WD SE-L 5d	£21,395	£309	4cyl 1998cc	165	154	9.2	124	47.1	580	1274	139	E	17	37	✗	✓	–	✓	✓	6	✓	✓	6/10
CX-5 2.0 SKYACTIV-G 2WD Sport 5d	£23,595	£340	4cyl 1998cc	165	154	9.2	124	47.1	580	1274	139	E	18	41	✗	✓	–	✓	✓	6	✓	✓	6/10
CX-5 2.2 SKYACTIV-D 150 2WD SE-L 5d	£22,995	£307	4cyl 2191cc	150	280	9.2	126	61.4	756	1016	119	C	20	37	–	✓	–	✓	✓	6	✓	✓	8/10
CX-5 2.2 SKYACTIV-D 150 4WD SE-L 5d	£24,695	£342	4cyl 2191cc	150	280	9.4	122	54.3	693	1149	136	E	19	41	–	✓	–	✓	✓	6	✓	✓	8/10
CX-5 2.2 SKYACTIV-D 150 2WD Sport 5d	£25,195	£347	4cyl 2191cc	150	280	9.2	126	61.4	756	1016	119	C	21	42	–	✓	–	✓	✓	6	✓	✓	8/10
CX-5 2.2 SKYACTIV-D 175 4WD Sport 5d	£27,195	£377	4cyl 2191cc	175	309	8.8	129	54.3	693	1149	136	E	23	45	–	✓	–	✓	✓	6	✓	✓	7/10

TG CHOICE: Diesel. Yes, a petrol is offered but it has no turbo and therefore no point. Nor do you need 4wd. Or an auto. 150bhp Sport is the one to have.

MCLAREN

www.mclarenautomotive.com **COMPANY DESCRIPTION:** Building on decades of motorsport mastery and the mighty F1 supercar, McLaren is taking aim at Ferrari, Lambo et al.
CLARKSON ON MCLAREN: 'SUPERCAR COMPANIES SHOULD BE FOUNDED BY MEN WITH EXCITING NAMES LIKE ENZO NOT ACCOUNTANCY NAMES LIKE RON.'

12C: WORRIED THAT THE 12C WOULDN'T LIVE UP TO THE F1'S HERITAGE? DON'T BE – THE CAR IS AS FASTIDIOUSLY BRILLIANT AS YOU'D HAVE EVER HOPED IT COULD BE.

EURO NCAP: n/a **L:** 450cm **W:** 191cm **H:** 120cm **BOOT:** 145 litres **FUEL TANK:** 72 litres **ALSO TRY:** The most intense rivalry in motoring – the Ferrari 458



12C 3.8 V8 TT 625 Standard 2d	£176,000	n/a	8cyl 3799cc	625	442	3.1	207	24.2	383	2479	279	M	50	n/a	✓	✓	✓	✓	✗	6	✓	✗	9/10
12C Spider 3.8 V8 TT 625 2d	£195,500	n/a	8cyl 3799cc	625	442	3.1	204	24.2	383	2479	279	M	50	n/a	✓	✓	✓	✓	✗	6	✓	✗	10/10

TG CHOICE: The Spider every time. It's even better.

MERCEDES-BENZ

www.mercedes-benz.co.uk **COMPANY DESCRIPTION:** Back on top form after an uncharacteristic blip in quality a few years back.
CLARKSON ON MERCEDES-BENZ: 'SENSIBLE DIESELS AND MENTALIST AMGS, WITH SO MANY CARS IN BETWEEN THEY'RE GOING TO RUN OUT OF LETTERS.'

A-CLASS: ALL-NEW VERSION OF MERC'S SMALLEST CAR IS, FINALLY, NORMAL AND CONVENTIONAL. IT'S NOW A GENUINE ALTERNATIVE TO PREMIUM-BRAND RIVALS.

EURO NCAP: N/A **L:** 429cm **W:** 178cm **H:** 143cm **BOOT:** 341/1,157 litres **FUEL TANK:** 50 litres **ALSO TRY:** Audi A3, BMW 1-Series, Mini Countryman



A 180 BlueEfficiency Standard 5d	£18,945	£225	4cyl 1595cc	122	147	9.2	126	51.4	565	1167	129	D	18	27	–	✓	–	✓	✗	6	✓	✓	8/10
A 180 BlueEfficiency SE 5d	£20,125	£246	4cyl 1595cc	122	147	9.2	126	51.4	565	1167	128	D	18	30	–	✓	–	✓	–	6	✓	✓	8/10



Saloon range: urban: 20.5(13.8) – 65.7(4.3), extra urban: 37.7(7.5) – 67.3(4.2), combined: 28.8(9.8) – 65.7(4.3). CO_2 emissions: 230-111g/km. fee and fuel). *All payments subject to VAT: Finance based on a 36 month Contract Hire agreement with an advance payment of £1,914.00. 10,000 miles per annum. Excess mileage charges may apply. Rental includes Road Subject to availability, offers cannot be used in conjunction with any other offer. Some combinations of features/options may not be available. Credit provided subject to status by Mercedes-Benz Financial Services UK

◀ MERCEDES-BENZ CONTINUED

	PRICE		PERFORMANCE								COSTS			GADGETS						SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
A 180 BlueEfficiency Sport 5d	£21,240	£257	4cyl 1595cc	122	147	9.2	126	51.4	565	1167	133	E	18	31	-	✓	-	✓	-	6	✓	✓	8/10
A 200 BlueEfficiency Sport 5d	£22,765	£288	4cyl 1595cc	156	184	8.4	139	49.6	546	1210	134	E	23	35	-	✓	-	✓	-	6	✓	✓	8/10
A 200 BlueEfficiency AMG Sport 5d	£24,015	£300	4cyl 1595cc	156	184	8.4	139	49.6	546	1210	136	E	24	36	-	✓	-	✓	-	6	✓	✓	8/10
A 250 BlueEfficiency AMG Sport 5d	£26,855	£330	4cyl 1991cc	211	258	6.6	149	45.6	502	1316	145	F	33	40	✓	✓	-	✓	-	6	✓	✓	7/10
A 250 BlueEfficiency Engineered by AMG 5d	£28,775	£356	4cyl 1991cc	211	258	6.6	149	44.1	485	1361	148	F	34	43	✓	✓	-	✓	-	6	✓	✓	7/10
A 180 CDI BlueEfficiency SE 5d	£21,200	£237	4cyl 1461cc	109	191	11.3	118	74.3	817	840	98	A	15	28	-	✓	-	✓	-	6	✓	✓	8/10
A 180 CDI BlueEfficiency Sport 5d	£22,195	£249	4cyl 1461cc	109	191	11.3	118	74.3	817	840	102	B	16	30	-	✓	-	✓	-	6	✓	✓	8/10
A 180 CDI BlueEfficiency AMG Sport 5d	£23,445	£256	4cyl 1461cc	109	191	11.3	118	74.3	817	840	105	B	16	31	-	✓	-	✓	-	6	✓	✓	8/10
A 200 CDI BlueEfficiency Sport 5d	£23,270	£285	4cyl 1796cc	136	221	9.3	130	62.8	691	994	118	C	20	34	-	✓	-	✓	-	6	✓	✓	8/10
A 200 CDI BlueEfficiency AMG Sport 5d	£24,520	£288	4cyl 1796cc	136	221	9.3	130	62.8	691	994	121	D	21	35	-	✓	-	✓	-	6	✓	✓	8/10

TG CHOICE: The A 180 CDI SE has super-low emissions but the A 180 CDI AMG Sport looks the business, so we'd take that.

B-CLASS: ALL NEW, BUT STILL ODDLY-PROPORTIONED, RIVAL TO THE GOLF PLUS. HAS PLENTY OF CONVINCING TECH INSIDE. NOT TO MENTION SPACE.

EURO NCAP: n/a **L:** 436cm **W:** 179cm **H:** 156cm **BOOT:** 488 litres **FUEL TANK:** 50 litres **ALSO TRY:** VW Golf Plus, Ford C-Max, Citroen C4 Picasso.



B 180 SE 5d	£21,290	£333	4cyl 1595cc	122	147	10.4	118	47.9	527	1253	138	E	16	40	-	✓	-	✓	✓	7	✓	✓	7/10
B 180 Sport 5d	£22,605	£296	4cyl 1595cc	122	147	10.4	118	45.6	502	1316	144	F	17	36	-	✓	-	✓	✓	7	✓	✓	7/10
B 200 Sport 5d	£23,955	£352	4cyl 1595cc	156	184	8.6	136	45.6	502	1316	144	F	23	42	-	✓	-	✓	✓	7	✓	✓	7/10
B 180 CDI SE 5d	£22,060	£270	4cyl 1796cc	109	184	10.9	118	64.2	706	972	115	C	15	32	-	✓	-	✓	✓	7	✓	✓	7/10
B 180 CDI Sport 5d	£23,360	£281	4cyl 1796cc	109	184	10.9	118	61.4	675	1016	121	D	15	34	-	✓	-	✓	✓	7	✓	✓	7/10
B 200 CDI SE 5d	£23,410	£354	4cyl 1796cc	136	221	9.5	130	64.2	706	972	115	C	20	42	-	✓	-	✓	✓	7	✓	✓	7/10
B 200 CDI Sport 5d	£24,710	£300	4cyl 1796cc	136	221	9.5	130	61.4	675	1016	121	D	20	36	-	✓	-	✓	✓	7	✓	✓	7/10

TG CHOICE: It has to be a diesel and preferably the B 200 CDI with its 136bhp 1.8. Choose Sport trim to give the B a bit of visual pizzazz.

C-CLASS: HEAVILY FACELIFTED CAR GETS A MUCH POSHER INTERIOR AND SOME VERY ECONOMICAL DIESELS. TURNING INTO A MINI S-CLASS.

EURO NCAP: ●●●●● **L:** 459cm **W:** 177cm **H:** 145cm **BOOT:** 475 litres **FUEL TANK:** 59 litres **ALSO TRY:** BMW 3-Series, Audi A4, Infiniti G37, Saab 9-3



C 180 BlueEfficiency Executive SE 4d	£25,915	£449	4cyl 1595cc	154	184	8.5	140	47.9	622	1253	138	E	29	54	-	✓	-	✓	✓	7	✓	✓	6/10
C 180 BlueEfficiency AMG Sport 4d	£27,930	£281	4cyl 1595cc	154	184	8.5	140	47.9	622	1253	142	F	29	34	-	✓	-	✓	✓	7	✓	✓	6/10
C 180 BlueEfficiency AMG Sport Plus 4d	£28,930	£292	4cyl 1595cc	154	184	8.5	140	47.9	622	1253	149	F	29	35	-	✓	-	✓	✓	7	✓	✓	6/10
C 250 BlueEfficiency AMG Sport 4d	£31,925	£317	4cyl 1796cc	204	228	7.2	149	42.2	548	1422	156	G	34	38	✓	✓	-	✓	✓	7	✓	✓	6/10
C 250 BlueEfficiency AMG Sport Plus 4d	£32,925	£546	4cyl 1796cc	204	228	7.2	149	42.2	548	1422	161	G	34	66	✓	✓	-	✓	✓	7	✓	✓	6/10
C 200 CDI BlueEfficiency Executive SE 4d	£27,230	£310	4cyl 2143cc	136	265	9.2	135	57.7	749	1040	127	D	28	37	-	✓	-	✓	✓	7	✓	✓	7/10
C 200 CDI BlueEfficiency AMG Sport 4d	£29,350	£296	4cyl 2143cc	136	265	9.2	135	57.7	749	1040	131	E	28	36	-	✓	-	✓	✓	7	✓	✓	7/10
C 200 CDI BlueEfficiency AMG Sport Plus 4d	£30,350	£308	4cyl 2143cc	136	265	9.2	135	57.7	749	1040	139	E	28	37	-	✓	-	✓	✓	7	✓	✓	7/10
C 220 CDI BlueEfficiency Executive SE 4d	£28,305	£280	4cyl 2143cc	170	295	8.4	144	64.2	833	935	117	C	32	34	-	✓	-	✓	✓	7	✓	✓	7/10
C 220 CDI BlueEfficiency AMG Sport 4d	£30,305	£406	4cyl 2143cc	170	295	8.4	144	64.2	833	935	123	D	32	49	-	✓	-	✓	✓	7	✓	✓	7/10
C 220 CDI BlueEfficiency AMG Sport Plus 4d	£31,425	£431	4cyl 2143cc	170	295	8.4	144	64.2	833	935	133	E	32	52	-	✓	-	✓	✓	7	✓	✓	7/10
C 250 CDI BlueEfficiency AMG Sport 4d	£31,465	£328	4cyl 2143cc	204	368	7.0	149	56.5	733	1062	131	E	36	39	-	✓	-	✓	✓	7	✓	✓	7/10
C 250 CDI BlueEfficiency AMG Sport Plus 4d	£32,465	£546	4cyl 2143cc	204	368	7.0	149	56.5	733	1062	140	E	36	66	-	✓	-	✓	✓	7	✓	✓	7/10
C 350 CDI BlueEfficiency AMG Sport 4d	£33,375	£563	6cyl 2987cc	265	457	6.0	155	47.9	622	1253	154	G	41	68	✓	✓	-	✓	✓	7	✓	✓	7/10
C 350 CDI BlueEfficiency AMG Sport Plus 4d	£36,375	£577	6cyl 2987cc	265	457	6.0	155	47.9	622	1253	157	G	41	69	✓	✓	-	✓	✓	7	✓	✓	7/10
C 63 AMG 4d	£56,575	£661	8cyl 6208cc	457	442	4.5	155	23.5	341	2553	280	M	45	79	✓	✓	-	✓	✓	7	✓	✓	9/10
Estate: + £1,200																							

TG CHOICE: The 63 AMG for the Euromillions win, the C 220 CDI for everyone else.

E-CLASS: THIS IS THE GENERATION IN WHICH THE BIG SALOON/ESTATE E GOT ITS MOJO BACK. NO LONGER CHASING THE BMW 5-SERIES, NEW E-CLASS IS RELAXED AND REFINED.

EURO NCAP: ●●●●● **L:** 487cm **W:** 185cm **H:** 147cm **BOOT:** 540 litres **FUEL TANK:** 59 litres **ALSO TRY:** BMW 5-Series, Audi A6, Saab 9-5, Jaguar XF



E 200 BlueEfficiency SE 4d	£29,590	£479	4cyl 1796cc	184	199	8.5	144	39.8	517	1508	165	G	32	57	-	✓	-	✓	✓	7	✓	✓	6/10
E 200 BlueEfficiency Avantgarde 4d	£32,245	£521	4cyl 1796cc	184	199	8.5	144	39.8	517	1508	168	H	32	63	-	✓	-	✓	✓	7	✓	✓	6/10
E 200 BlueEfficiency Sport 4d	£33,775	£542	4cyl 1796cc	184	199	8.5	144	39.8	517	1508	172	H	32	65	-	✓	-	✓	✓	7	✓	✓	6/10
E 250 BlueEfficiency SE 4d	£32,240	£487	4cyl 1796cc	204	228	7.7	149	42.8	555	1402	154	G	33	59	✓	✓	-	✓	✓	7	✓	✓	6/10
E 250 BlueEfficiency Avantgarde 4d	£34,790	£524	4cyl 1796cc	204	228	7.7	149	42.8	555	1402	157	G	33	63	✓	✓	-	✓	✓	7	✓	✓	6/10
E 250 BlueEfficiency Sport 4d	£36,320	£565	4cyl 1796cc	204	228	7.7	149	42.8	555	1402	162	G	33	68	✓	✓	-	✓	✓	7	✓	✓	6/10
E 350 BlueEfficiency Avantgarde 4d	£39,445	£615	6cyl 3498cc	306	272	6.3	155	41.5	730	1446	161	G	40	74	✓	✓	-	✓	✓	7	✓	✓	6/10
E 350 BlueEfficiency Sport 4d	£40,975	£636	6cyl 3498cc	306	272	6.3	155	41.5	730	1446	164	G	40	76	✓	✓	-	✓	✓	7	✓	✓	6/10
E 63 AMG 4d	£74,920	£715	8cyl 5461cc	525	516	4.3	155	28.8	507	2083	230	L	47	86	✓	✓	✓	✓	✓	7	✓	✓	9/10
E 200 CDI BlueEfficiency SE 4d	£29,125	£402	4cyl 2143cc	136	265	10.2	130	55.4	719	1126	134	E	29	48	-	✓	-	✓	✓	7	✓	✓	7/10
E 200 CDI BlueEfficiency Avantgarde 4d	£31,675	£436	4cyl 2143cc	136	265	10.2	130	55.4	719	1126	136	E	29	52	-	✓	-	✓	✓	7	✓	✓	7/10

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Official fuel consumption figures for the Audi A6 Saloon 2.0 TDI 177PS S line manual in mpg (l/100km): Urban 47.1

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	PRICE			PERFORMANCE								COSTS				GADGETS					SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
E 200 CDI BlueEfficiency Sport 4d	£33,220	£455	4cyl 2143cc	136	265	10.2	130	55.4	719	1126	141	F	29	55	–	✓	–	✓	✓	7	✓	✓	7/10
E 220 CDI BlueEfficiency SE 4d	£30,095	£310	4cyl 2143cc	170	295	8.7	142	56.5	733	1104	130	D	32	37	–	✓	–	✓	✓	7	✓	✓	7/10
E 220 CDI BlueEfficiency Sport 4d	£34,295	£464	4cyl 2143cc	170	295	8.7	142	56.5	733	1104	139	E	32	56	–	✓	–	✓	✓	7	✓	✓	7/10
E 250 CDI BlueEfficiency Avantgarde 4d	£34,385	£470	4cyl 2143cc	204	368	7.7	149	56.5	733	1104	133	E	37	56	–	✓	–	✓	✓	7	✓	✓	7/10
E 250 CDI BlueEfficiency SE 4d	£31,715	£431	4cyl 2143cc	204	368	7.7	149	56.5	733	1104	130	D	37	52	–	✓	–	✓	✓	7	✓	✓	7/10
E 250 CDI BlueEfficiency Sport 4d	£35,915	£488	4cyl 2143cc	204	368	7.7	149	56.5	733	1104	139	E	37	59	–	✓	–	✓	✓	7	✓	✓	7/10
E 350 CDI BlueEfficiency Avantgarde 4d	£37,720	£393	6cyl 2967cc	265	457	6.2	155	47.1	829	1325	156	G	42	47	✓	✓	–	✓	✓	7	✓	✓	7/10
E 350 BlueTec Avantgarde 4d	£39,665	£486	6cyl 2967cc	211	398	7.8	149	40.4	711	1545	184	I	40	58	✓	✓	–	✓	✓	7	✓	✓	6/10
E 350 CDI BlueEfficiency Sport 4d	£39,250	£405	6cyl 2967cc	265	457	6.2	155	47.1	829	1325	159	G	42	49	✓	✓	–	✓	✓	7	✓	✓	7/10
E 350 BlueTec Sport 4d	£41,330	£745	6cyl 2967cc	211	398	7.8	149	40.4	711	1545	188	J	40	89	✓	✓	–	✓	✓	7	✓	✓	6/10

Estate: + £1,900. Convertible: + £3,400 over Coupe

TG CHOICE: The inevitable lust for the E 63 is mitigated by the brilliance of the diesels. E 250 CDI is arguably the best of the lot, it really is.



S-CLASS: MERC'S ICONIC ÜBER-LIMO JUST KEEPS ON TRUCKING. REFINED, RESERVED, AT EASE WITH TECHNOLOGY, IT'S STILL UP THERE WITH THE BEST.

EURO NCAP: n/a **L:** 510/523cm **W:** 187cm **H:** 148cm **BOOT:** 560 litres **FUEL TANK:** 90 litres **ALSO TRY:** Audi A8, BMW 7-Series, Jaguar XJ, Lexus LS, VW Phaeton

S 350 BlueEfficiency Standard 4d	£62,280	£922	6cyl 3498cc	306	272	6.9	155	37.2	679	1613	177	I	47	111	✓	✓	✓	✓	✓	9	✓	✓	7/10
S 500 L 4d	£82,540	£1,442	8cyl 4663cc	435	516	5.0	155	30.1	596	1993	219	K	50	173	✓	✓	✓	✓	✓	9	✓	✓	7/10
S 600 L 4d	£114,725	£2,224	12cyl 5513cc	517	612	4.6	155	20.0	396	3000	329	M	50	267	✓	✓	✓	✓	✓	9	✓	✓	7/10
S 63 AMG L 4d	£112,890	£2,437	8cyl 5461cc	544	590	4.5	155	26.9	533	2230	244	L	50	293	✓	✓	✓	✓	✓	9	✓	✓	6/10
S 65 AMG L 4d	£164,230	£3,528	12cyl 5980cc	630	737	4.4	155	19.8	392	3030	334	M	50	423	✓	✓	✓	✓	✓	9	✓	✓	7/10
S 350 BlueTEC Standard 4d	£60,605	£562	6cyl 2987cc	258	457	7.1	155	45.6	833	1368	164	G	48	68	✓	✓	✓	✓	✓	9	✓	✓	8/10

TG CHOICE: The S 350 BlueEfficiency if you pay yourself, the ridiculous S 65 biturbo V12 with 630bhp if not.



CLS-CLASS: ONE OF THE MOST COMPETENT CARS IN MERC'S RANGE. IT NO LONGER DEFINES COOL LIKE THE FIRST MODEL DID, BUT RIDE/ENGINES/QUALITY ARE ALL TOP DRAWER.

EURO NCAP: n/a **L:** 492cm **W:** 187cm **H:** 143cm **BOOT:** 520 litres **FUEL TANK:** 80 litres **ALSO TRY:** Audi A7, BMW 6-Series, Mercedes E-Class Coupe

CLS 350 BlueEfficiency Standard 4d	£54,210	£756	6cyl 3498cc	306	272	6.1	155	40.9	720	1467	161	G	45	91	✓	✓	✓	✓	✓	6	✓	✓	6/10
CLS 63 AMG 4d	£81,880	£1,044	8cyl 5461cc	525	516	4.4	155	28.5	502	2105	231	L	50	125	✓	✓	✓	✓	✓	6	✓	✓	7/10
CLS 250 CDI BlueEfficiency Standard 4d	£47,575	£512	4cyl 2143cc	204	368	7.5	150	54.3	705	1149	135	E	44	61	✓	✓	✓	✓	✓	6	✓	✓	5/10
CLS 350 CDI BlueEfficiency Standard 4d	£51,215	£558	6cyl 2987cc	265	457	6.2	155	46.3	815	1348	160	G	47	67	✓	✓	✓	✓	✓	6	✓	✓	7/10
CLS 63 AMG Shooting Brake 5d	£83,030	n/a	8cyl 5461c	557	590	4.3	146	28.0	493	n/a	235	L	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	N/A
CLS 250 CDI Shooting Brake Standard 5d	£49,360	n/a	4cyl 2143cc	204	368	7.8	155	53.3	938	n/a	139	E	43	n/a	✓	✓	✓	✓	✓	6	✓	✓	N/A
CLS 350 CDI Shooting Brake Standard 5d	£53,000	n/a	6cyl 2987c	265	457	6.6	155	47.1	829	n/a	161	G	47	n/a	✓	✓	✓	✓	✓	6	✓	✓	N/A

AMG Sport: + £2,995

TG CHOICE: If we're being extravagant (and when aren't we), it'll be the AMG.



CL-CLASS: THE CL IS BASICALLY A COUPE S-CLASS, SO THINK MASSIVE, IMPOSING TWO-DOOR BEHEMOTH WITH EXCEPTIONAL RIDE AND REFINEMENT.

EURO NCAP: n/a **L:** 510cm **W:** 187cm **H:** 142cm **BOOT:** 490 litres **FUEL TANK:** 90 litres **ALSO TRY:** Bentley Continental GT, Maserati GranTurismo

CL 500 BlueEfficiency Standard 2d	£92,320	£1,027	8cyl 4663cc	435	516	4.9	155	29.4	582	2041	227	L	50	123	✓	✓	✓	✓	✓	8	✓	✓	5/10
CL 63 AMG 2d	£115,660	£2,366	8cyl 5461cc	544	590	4.6	155	26.9	533	2230	244	L	50	284	✓	✓	✓	✓	✓	8	✓	✓	6/10
CL 65 AMG 2d	£161,595	£3,246	12cyl 5980cc	630	737	4.4	155	19.8	392	3030	334	M	50	390	✓	✓	✓	✓	✓	8	✓	✓	6/10

TG CHOICE: A raft of changes mean that the CL 63 is now a biturbo 5.5-litre V8 with less CO2 than some cars with half the power. And it's bloody good.



SLK: THIRD-GEN SLK MOVES THE GAME ON YET AGAIN. GADGETS GALORE, INCLUDING A ROOF WHICH CHANGES OPACITY, PLUS A CHASSIS THAT DRIVES BETTER.

EURO NCAP: n/a **L:** 413cm **W:** 181cm **H:** 130cm **BOOT:** 225/335 litres **FUEL TANK:** 66 litres **ALSO TRY:** BMW Z4, Porsche Boxster, Audi TT

SLK 200 BlueEfficiency Standard 2d	£29,980	£340	4cyl 1796cc	184	199	7.3	149	41.5	548	1446	158	G	41	41	–	✓	–	✓	–	4	✓	✗	6/10
SLK 250 BlueEfficiency Standard 2d	£34,300	£389	4cyl 1796cc	204	228	6.5	152	40.9	540	1467	169	H	43	47	–	✓	–	✓	–	4	✓	✗	7/10
SLK 350 BlueEfficiency Sport 2d	£44,225	£496	6cyl 3498cc	306	272	5.6	155	39.8	525	1508	167	H	46	60	✓	✓	–	✓	–	4	✓	✗	6/10
SLK 55 AMG 2d	£54,950	£1,009	8cyl 5461cc	421	398	4.6	155	33.6	517	1786	195	J	47	121	✓	✓	✓	✓	–	4	✓	✗	7/10
SLK 250 CDI Standard 2d	£32,250	£308	4cyl 2143cc	204	368	6.7	151	56.5	746	1104	132	E	42	37	✓	✓	–	✓	–	4	✓	✗	7/10

TG CHOICE: Sensible people will opt for the 250 petrol or diesel. We're not, so we'll go for the AMG.



(6.0), Extra Urban 64.2 (4.4), Combined 57.6 (4.9). CO_2 emissions: 129g/km. *Plus VAT and initial rental. Business users only. Based on a new A6 Saloon 2.0 TDI Finance offer excludes full LED headlights (£1,260.00 RRP inc VAT) and metallic paint (£655.00 RRP inc VAT) shown. Further charges may be payable when vehicle is returned. Indemnities may be required. Subject to status. Available to over 18s examples shown are correct at time of publication (November 2012) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Audi Finance, Freepost Audi Finance.

MERCEDES-BENZ CONTINUED

SL-CLASS: PERHAPS THE BEST ALL-ROUND, USABLE HARDTOP CONVERTIBLE ON SALE TODAY. PRACTICAL, FAST, EXCELLENT QUALITY AND DYNAMICS.

EURO NCAP: n/a **L:** 453cm **W:** 183cm **H:** 132cm **BOOT:** 235/339 litres **FUEL TANK:** 80 litres **ALSO TRY:** Maserati GranCabrio, Porsche 911, Jaguar XK



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
SL 350 2d	£72,495	£879	6cyl 3498cc	306	272	5.9	155	37.7	539	1592	176	I	48	106	✓	✓	✓	✓	✓	6	✓	–	8/10
SL 500 2d	£83,445	n/a	8cyl 4663cc	435	516	4.6	155	30.7	439	1954	214	K	50	n/a	✓	✓	✓	✓	✓	6	✓	–	8/10
SL 63 V8 AMG 2d	£110,735	n/a	8cyl 5461cc	537	590	4.3	155	28.5	470	2105	231	L	50	n/a	✓	✓	✓	✓	✓	6	✓	–	8/10
SL 65 V12 AMG 2d	£168,225	n/a	12cyl 5980cc	630	737	4.2	155	24.4	403	2459	270	M	50	n/a	✓	✓	✓	✓	✓	6	✓	–	8/10

TG CHOICE: Suitably unhinged though the SL 63 AMG is, it's not our favourite SL. We prefer the smooth refinement of the SL 500. More suitable.

SLS: AMG-BUILT TWO-DOOR SUPERCAR WITH BRILLIANT GULLWING DOORS. EQUAL PARTS SUPERCAR AND SUPER GT, THE SLS IS WHAT THE SLR ALWAYS SHOULD HAVE BEEN.

EURO NCAP: n/a **L:** 464cm **W:** 194cm **H:** 126cm **BOOT:** 175 litres **FUEL TANK:** 85 litres **ALSO TRY:** Also try: Ferrari 458 Italia, Lamborghini Aventador, Bentley Conti GT, Aston DBS



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
SLS 6.3 V8 AMG 2d	£168,395	£3,721	8cyl 6208cc	571	479	3.8	197	21.4	400	2804	308	M	50	447	✓	✓	✓	✓	✓	4	✓	✗	9/10
SLS 6.3 V8 AMG 2d Roadster	£176,895	n/a	8cyl 6208cc	571	479	3.8	196	21.4	400	2804	308	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✗	9/10

TG CHOICE: With carbon brakes, one-piece sports seats and B&O sound system, please. Yes, that's £16,025 of options right there, but needs must.

M-CLASS: LATEST M-CLASS DOES EXACTLY WHAT YOU'D EXPECT – EXCELLENT QUALITY, SUPERB REFINEMENT AND BRILLIANT DIESEL ENGINES.

EURO NCAP: ●●●●● **L:** 484cm **W:** 193cm **H:** 180cm **BOOT:** 690/2,010 litres **FUEL TANK:** 70 litres **ALSO TRY:** Range Rover Sport, BMW X5, Audi Q7, Porsche Cayenne



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
ML 250 BlueTEC Sport 5d	£44,565	£519	4cyl 2143cc	204	368	9.0	130	44.8	690	1393	165	G	38	62	✓	✓	✓	✓	✓	7	✓	✓	7/10
ML 350 BlueTEC Sport 5d	£47,385	£571	6cyl 2987cc	258	457	7.4	139	39.2	604	1592	189	J	42	69	✓	✓	✓	✓	✓	7	✓	✓	7/10

TG CHOICE: Can we say the forthcoming M 63 AMG? No, you're right, that is probably a tad excessive. Even for us.

GL-CLASS: THE GL IS BASICALLY THE BIGGER, SEVEN-SEAT VERSION OF THE ML. AS ABOVE, BUT LONGER.

EURO NCAP: n/a **L:** 510cm **W:** 192cm **H:** 184cm **BOOT:** 360/2,200 litres **FUEL TANK:** 100 litres **ALSO TRY:** Land Rover Discovery 4, Toyota Land Cruiser, Range Rover



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
GL 500 Standard 5d	£72,475	£1,477	8cyl 5461cc	387	390	6.5	149	20.8	458	2885	317	M	50	177	✓	✓	✓	✓	✓	6	✓	✓	4/10
GL 350 CDI BlueEfficiency Standard 5d	£58,270	£977	6cyl 2987cc	265	457	7.9	140	30.7	675	2033	242	L	48	117	✓	✓	✓	✓	✓	6	✓	✓	6/10

TG CHOICE: The CDI diesel. Or a Land Rover Discovery 4.

G-CLASS: REVAMP OF THE ICONIC G-WAGEN SEES NEW ENGINES AND A TARTED-UP INTERIOR. STILL QUITE A BOXY-COOL THING.

EURO NCAP: n/a **L:** 466cm **W:** 176cm **H:** 193cm **BOOT:** 480/2,250 litres **FUEL TANK:** 96 litres **ALSO TRY:** Range Rover, Land Rover Defender, Toyota Land Cruiser



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
G 63 AMG 5d	£123,115	n/a	8cyl 5461cc	544	560	5.4	130	20.5	433	2927	322	M	50	n/a	✓	✓	✓	✓	✓	4	✓	✓	4/10
G 350 BlueTec Standard 5d	£82,945	n/a	6cyl 2987cc	211	398	9.1	108	25.2	532	2476	295	M	50	n/a	✓	✓	✓	✓	✓	4	✓	✓	4/10

TG CHOICE: The G 63 AMG surely? Or is that just us?

MG

www.mgmotor.co.uk **COMPANY DESCRIPTION:** Now in the hands of China's Nanjing Automobile Group and boasting the new MG6 in GT hatchback and retro-nametag Magnette saloon guise.
CLARKSON ON MG: 'REBORN BRITISH SPORTS CAR MAKER, NOW ABOUT AS BRITISH AS CHIU-CHAO DUMPLINGS AND CRISPY DUCK.'

MG6: MG IS BACK WITH ITS FIRST ALL-NEW CAR SINCE NEW CHINESE OWNERS TOOK OVER. THE MG6 IS A VALUE MINI-SALOON THAT'S ACTUALLY DECENT TO DRIVE.

EURO NCAP: n/a **L:** 465cm **W:** 183cm **H:** 147cm **BOOT:** 498 litres **FUEL TANK:** 62 litres **ALSO TRY:** Ford Focus, VW Golf/Jetta, Citroen C4, Honda Civic, Peugeot 308



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
MG6 1.8T 160 S 5d	£15,455	£483	4cyl 1796cc	160	158	8.4	120	37.7	514	1592	174	H	13	58	✗	✗	✗	✓	✗	6	✓	✓	4/10
MG6 1.8T 160 SE 5d	£16,955	£521	4cyl 1796cc	160	158	8.4	120	37.7	514	1592	174	H	14	63	✗	✓	✓	✓	✓	6	✓	✓	4/10
MG6 1.8T 160 TSE 5d	£18,955	£566	4cyl 1796cc	160	158	8.4	120	37.7	514	1592	174	H	14	68	✗	✓	✓	✓	✓	6	✓	✓	4/10

TG CHOICE: There's only a 1.8-litre turbo petrol which ain't exactly cutting edge. A diesel will be along later in the year.

MINI

www.mini.co.uk **COMPANY DESCRIPTION:** BMW-owned, shares petrol and diesel engines with PSA and the cars are better for it. Made in Oxford, so we should be proud.
CLARKSON ON MINI: 'CUTE, COOL, FUN CARS MADE IN OXFORD. EXCEPT THE AWFUL COUNTRYMAN, WHICH IS NONE OF THOSE THINGS.'

HATCH/CONVERTIBLE: RELIABLY BRILLIANT SUPERMINI WITH EXCEPTIONAL DRIVING DYNAMICS AND A PREMIUM PRICE. CAN BE RUINED BY OPTIONS.

EURO NCAP: ●●●●● **L:** 373/396cm **W:** 168cm **H:** 137/140cm **BOOT:** 160/680 litres (280l Coupe) **FUEL TANK:** 50 litres **ALSO TRY:** Abarth 500, Citroen DS3, Ford Fiesta



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
MINI Hatch 1.6 75 First 3d	£11,810	£204	4cyl 1598cc	75	103	13.2	109	52.3	460	1147	127	D	8	25	✗	–	✗	–	✗	6	✓	✗	6/10
MINI Hatch 1.6 One 2010 3d	£13,400	£210	4cyl 1598cc	98	112	10.5	116	52.3	460	1147	127	D	13	25	–	–	–	✓	–	6	✓	✓	7/10
MINI Hatch 1.6 Cooper 2010 3d	£14,780	£218	4cyl 1598cc	122	118	9.1	126	52.3	460	1147	127	D	17	26	–	–	–	✓	–	6	✓	✓	7/10
MINI Hatch 1.6T 184 Cooper S 2010 3d	£18,015	£254	4cyl 1598cc	184	191	7.0	142	48.7	536	1232	136	E	30	31	–	–	–	✓	–	6	✓	✓	8/10
MINI Hatch 1.6T 211 John Cooper Works 2010	£22,320	£417	4cyl 1598cc	211	206	6.5	148	39.8	438	1508	165	G	36	50	✗	–	–	✓	–	6	✓	✓	7/10
MINI Hatch 1.6T 218 John Cooper Works GP 3d	£28,790	n/a	4cyl 1598cc	218	206	6.3	150	39.8	438	1508	165	G	n/a	n/a	✗	–	–	✓	–	6	✓	✓	N/A
MINI Hatch 1.6D 112 99g Cooper D 2010 3d	£16,060	£213	4cyl 1598cc	112	199	9.7	122	74.3	654	840	99	A	18	26	–	–	–	✓	–	6	✓	✓	7/10
MINI Hatch 1.6D 90 99g One 2010 3d	£14,480	£210	4cyl 1598cc	90	158	11.4	114	74.3	654	840	99	A	13	25	✗	–	–	✓	–	6	✓	✓	7/10
MINI Hatch 2.0D 143 Cooper SD 3d	£18,750	£253	4cyl 1995cc	143	225	8.1	134	65.7	578	950	114	C	22	30	–	–	–	✓	–	6	✓	✓	8/10
MINI Convertible 1.6 122 Cooper 2010 2d	£17,235	£262	4cyl 1598cc	122	118	9.8	123	49.6	436	1210	133	E	18	32	–	–	–	✓	✓	4	✓	✓	6/10
MINI Convertible 1.6T 184 Cooper S 2010 2d	£20,395	£302	4cyl 1598cc	184	191	7.3	140	47.1	518	1274	139	E	30	36	–	–	–	✓	✓	4	✓	✓	7/10
MINI Convertible 1.6T 211 John Cooper Works 2d	£24,765	£439	4cyl 1598cc	211	206	6.9	146	38.7	426	1550	169	H	36	53	✗	–	–	✓	✓	4	✓	✓	6/10
MINI Convertible 1.6 98 One 2010 2d	£15,805	£251	4cyl 1598cc	98	112	11.3	112	49.6	436	1210	133	E	14	30	–	–	–	✓	✓	4	✓	✓	6/10
MINI Convertible 1.6D 112 Cooper D 2010 2d	£18,310	£244	4cyl 1598cc	112	119	10.3	120	70.6	621	884	105	B	19	29	–	–	–	✓	✓	4	✓	✓	6/10
MINI Convertible 2.0D 143 Cooper SD 2d	£21,130	£291	4cyl 1995cc	143	224	8.7	130	62.8	553	994	118	C	23	35	–	–	–	✓	✓	4	✓	✓	6/10

TG CHOICE: JCW variants are powerful but barely controllable. The standard Cooper S has more to recommend it. And fit small wheels.

CLUBMAN: THE WILFULLY DIFFERENT MINI. STILL SMALL, STILL IMPRACTICAL, BUT NOW WITH SILLY DOORS BACK AND SIDES. NOT A COMPLETE GIMMICK THOUGH.

EURO NCAP: n/a **L:** 394cm **W:** 168cm **H:** 143cm **BOOT:** 260/930 litres **FUEL TANK:** 40/50 litres **ALSO TRY:** Ford B-Max, SEAT Ibiza ST, Renault Clio Sport Tourer



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
MINI Clubman 1.6 98 One 5d	£14,430	£244	4cyl 1598cc	98	112	11.1	115	51.4	452	1167	129	D	13	29	–	–	–	✓	–	6	✓	✓	6/10
MINI Clubman 1.6 122 Cooper 5d	£15,770	£236	4cyl 1598cc	122	118	9.8	125	51.4	452	1167	129	D	17	28	–	–	–	✓	–	6	✓	✓	6/10
MINI Clubman 1.6T 184 Cooper S 5d	£19,055	£305	4cyl 1598cc	184	177	7.5	141	47.9	527	1253	137	E	30	37	–	–	–	✓	–	6	✓	✓	6/10
MINI Clubman 1.6T 211 John Cooper Works 5d	£23,290	£468	4cyl 1598cc	211	206	6.8	148	39.2	431	1531	167	H	34	56	✗	–	–	✓	–	6	✓	✓	6/10
MINI Clubman 1.6D 90 One D 2010 5d	£15,470	£237	4cyl 1598cc	90	158	11.8	113	72.4	637	862	103	B	13	29	✗	–	–	✓	–	6	✓	✓	6/10
MINI Clubman 1.6D 112 Cooper D 2010 5d	£17,120	£236	4cyl 1598cc	112	199	10.2	122	72.4	637	862	103	B	18	28	–	–	–	✓	–	6	✓	✓	6/10
MINI Clubman 2.0D 143 Cooper SD 5d	£19,790	£276	4cyl 1995cc	143	224	8.6	134	64.2	565	972	115	C	22	33	–	–	–	✓	–	6	✓	✓	7/10

TG CHOICE: We're getting a bit tired of saying this, but the SD diesel really does take some beating.

COUPE/ROADSTER: YOU LIKE TO BE DIFFERENT, DON'T YOU? YOU'LL PAY MORE FOR AN INFERIOR PRODUCT? YOU LIKE UGLY? THEN STEP THIS WAY.

EURO NCAP: n/a **L:** 373cm **W:** 168cm **H:** 138cm **BOOT:** 240/280 litres (Coupe/R'ster) **FUEL TANK:** 50 litres **ALSO TRY:** Audi TT, Peugeot RCZ, VW Scirocco, Citroen DS3



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
MINI Coupe 1.6 Cooper 3d	£16,640	£258	4cyl 1598cc	122	118	9.0	127	52.3	460	1147	127	D	18	31	✗	–	–	✓	✓	6	✓	✗	5/10
MINI Coupe 1.6T Cooper S 3d	£19,775	£300	4cyl 1598cc	184	192	6.9	143	48.7	536	1232	136	E	31	36	✗	–	–	✓	✓	6	✓	✗	5/10
MINI Coupe 1.6T 211 John Cooper Works 3d	£23,795	£392	4cyl 1598cc	211	192	6.4	149	39.8	438	1508	165	G	36	47	✗	–	–	✓	✓	6	✓	✗	4/10
MINI Coupe 2.0D 143 Cooper SD 3d	£20,510	£288	4cyl 1995cc	143	225	7.9	134	65.7	578	950	114	C	22	35	✗	–	–	✓	✓	6	✓	✗	6/10
MINI Roadster 1.6 122 Cooper 2d	£18,015	£273	4cyl 1598cc	122	118	9.2	124	49.6	436	1210	133	E	19	33	✗	–	–	✓	✓	4	✓	✗	6/10
MINI Roadster 1.6T 184 Cooper S 2d	£20,900	£308	4cyl 1598cc	184	192	7.0	141	47.1	414	1274	139	E	32	37	✗	–	–	✓	✓	4	✓	✗	6/10
MINI Roadster 1.6T 211 John Cooper Works 2d	£24,850	£409	4cyl 1598cc	211	207	6.5	147	38.7	341	1550	169	H	37	49	✗	–	–	✓	✓	4	✓	✗	5/10
MINI Roadster 2.0D 143 Cooper SD 2d	£21,630	£390	4cyl 1995cc	143	225	8.1	132	62.8	553	994	118	C	24	47	✗	–	–	✓	✓	4	✓	✗	7/10

TG CHOICE: A hatchback. No, we're serious. OK, OK, proper advice: the SD is great, the Cooper S decent, the JCW way too harsh.

COUNTRYMAN: THE MINI BULKS UP TO BECOME A SORT OF MILD CROSSOVER WITH THE OPTION OF ALL-4 FOUR-WHEEL DRIVE. NO ONE IS SURE WHY.

EURO NCAP: ●●●●● **L:** 410cm **W:** 179cm **H:** 156cm **BOOT:** 350/1,170 litres **FUEL TANK:** 47 litres **ALSO TRY:** Skoda Yeti, Nissan Juke, Kia Soul, BMW X1



MINI Countryman 1.6 98 One 5d	£16,345	£262	4cyl 1598cc	98	112	11.9	107	47.0	486	1277	139	E	12	31	–	✓	–	✓	✓	6	✓	✓	4/10
MINI Countryman 1.6 122 Cooper 5d	£17,866	£268	4cyl 1598cc	122	118	10.5	118	47.0	486	1277	140	E	16	32	–	✓	–	✓	✓	6	✓	✓	4/10
MINI Countryman 1.6T 184 Cooper S 5d	£21,250	£309	4cyl 1598cc	184	191	7.6	133	46.3	479	1296	143	F	30	37	–	✓	–	✓	✓	6	✓	✓	4/10
MINI Countryman 1.6T 184 ALL4 Cooper S 5d	£22,505	£402	4cyl 1598cc	184	176	7.9	130	42.2	436	1422	157	G	28	48	–	✓	–	✓	✓	6	✓	✓	4/10
MINI Countryman 1.6T 218 JCW 5d	£28,595	£490	4cyl 1598cc	218	206	7.0	140	38.2	395	1571	172	H	n/a	59	✗	✓	–	✓	✓	6	✓	✓	6/10
MINI Countryman 1.6D 90 One D 5d	£17,360	£257	4cyl 1598cc	90	158	12.9	106	64.2	664	972	115	C	13	31	✗	✓	–	✓	✓	6	✓	✓	4/10
MINI Countryman 1.6D 112 Cooper D 5d	£19,210	£254	4cyl 1598cc	112	199	10.9	114	64.2	664	972	115	C	16	31	–	✓	–	✓	✓	6	✓	✓	4/10
MINI Countryman 1.6D 112 ALL4 Cooper D 5d	£20,300	£265	4cyl 1598cc	112	199	11.6	112	57.6	596	1083	129	D	16	32	–	✓	–	✓	✓	6	✓	✓	4/10
MINI Countryman 2.0D 143 Cooper SD 5d	£21,970	£310	4cyl 1995cc	143	224	9.3	123	61.4	635	1016	122	D	20	37	–	✓	–	✓	✓	6	✓	✓	5/10
MINI Countryman 2.0D 143 All4 Cooper SD 5d	£23,190	£328	4cyl 1995cc	143	224	9.4	121	57.6	596	1083	130	D	20	39	–	✓	–	✓	✓	6	✓	✓	5/10

TG CHOICE: Of course you want a Mini. Now go and buy the hatch, or at a push, the Clubman. Want a cool small SUV? Get a Skoda Yeti.

MITSUBISHI

www.mitsubishi-cars.co.uk **COMPANY DESCRIPTION:** Japanese industrial giant with a bunch of pointy-faced cars and the laudable inclination to go rallying.
CLARKSON ON MITSUBISHI: 'ONLY THE EVO STANDS OUT FROM A DISMAL RANGE OF NOTHINGNESS, AND YOU HAVE TO BE 14 TO UNDERSTAND ITS STUPID BUTTONS.'

I-MIEV: ALL-ELECTRIC, FOUR-DOOR, SLIMLINE CITY CAR BASED ON THE SAME PLATFORM AS THE PEUGEOT ION AND CITROEN C-ZERO. PRICEY, AND NOT AS GOOD AS A NISSAN LEAF.

EURO NCAP: n/a **L:** 348cm **W:** 148cm **H:** 161cm **BOOT:** 168 litres **FUEL TANK:** 0 litres **ALSO TRY:** Peugeot iOn, Citroen C-Zero, Nissan Leaf



i EV i-MiEV 5d	£29,045	£311	Electric	64	132	15.9	91	n/a	93	n/a	0	A	8	37	✓	–	–	✓	✗	6	✓	✓	6/10

TG CHOICE: There's only one. Just make sure you have a friendly energy supplier.

COLT: FUNNY LITTLE SUPERMINI WITH THE FACE OF A LANCER GRAFTED ON THE FRONT. PERFECTLY GOOD, BUT NOTHING SPECIAL.

EURO NCAP: n/a **L:** 381/387cm **W:** 170cm **H:** 152cm **BOOT:** 155/609 litres **FUEL TANK:** 47 litres **ALSO TRY:** VW Polo, Ford Fiesta, Nissan Micra, Renault Clio



Colt 1.1 CZ1 3d	£9,505	£149	3cyl 1124cc	74	74	12.9	103	51.4	531	1167	130	D	6	18	✗	✗	✗	–	✗	2	✗	✓	3/10
Colt 1.3 CZ2 3d	£10,980	£165	4cyl 1332cc	96	92	11.0	112	47.1	487	1274	143	F	10	20	–	✗	✗	✓	✗	2	✗	✓	3/10
Colt 1.5 T Ralliart 3d	£14,449	£222	4cyl 1499cc	147	155	7.6	131	49.6	513	1210	161	G	28	27	✗	✗	✗	✓	✗	6	✓	✓	5/10
Colt 1.1 CZ1 5d	£10,005	£154	3cyl 1124cc	74	74	13.3	103	51.4	531	1167	130	D	6	19	✗	✗	✗	–	✗	2	✗	✓	3/10
Colt 1.3 ClearTec CZ2 5d	£11,780	£170	4cyl 1332cc	96	92	10.4	111	56.5	584	1062	119	C	10	20	✗	✗	✗	✓	✗	2	✗	✓	3/10
5dr + £500																							

TG CHOICE: Go as fast as you can, live a tiny rally fantasy, with the 1.5 Ralliart 3-dr.

ASX: A SOFT-ROADER CROSSOVER SMALL SUV THAT COVERS A LOT OF BASES. IT LOOKS PRETTY GOOD AND DRIVES WELL, BUT A BIT OF A BEIGE CAR.

EURO NCAP: ●●●●● **L:** 430cm **W:** 177cm **H:** 163cm **BOOT:** 442/1,193 litres **FUEL TANK:** 63 litres **ALSO TRY:** Nissan Qashqai, Skoda Yeti, Peugeot 3008, Kia Sportage



ASX 1.6 2 5d	£16,669	£244	4cyl 1590cc	115	114	11.4	113	47.1	653	1274	135	E	13	29	✗	✗	✗	✓	✗	7	✓	✓	3/10
ASX 1.6 3 5d	£18,529	£264	4cyl 1590cc	115	114	11.4	113	47.1	653	1274	135	E	13	32	✗	✓	✗	✓	✗	7	✓	✓	3/10
ASX 1.6 4 5d	£20,675	£293	4cyl 1590cc	115	114	11.4	113	47.1	653	1274	135	E	14	35	✗	✓	✓	✓	✗	7	✓	✓	3/10
ASX 1.8 DiD 3 5d	£20,784	£291	4cyl 1798cc	148	221	9.7	124	51.4	712	1214	145	F	19	35	✗	✓	✗	✓	✗	7	✓	✓	3/10
ASX 1.8 DiD 4x4 3 5d	£22,934	£315	4cyl 1798cc	147	221	10.0	123	49.6	655	1258	150	F	19	38	✗	✓	✗	✓	✗	7	✓	✓	3/10
ASX 1.8 DiD 4 5d	£22,930	£309	4cyl 1798cc	148	221	9.7	124	51.4	712	1214	145	F	19	37	✗	✓	✓	✓	✗	7	✓	✓	3/10
ASX 1.8 DiD 4x4 4 5d	£25,080	£297	4cyl 1798cc	147	221	10.0	123	49.6	655	1258	150	F	20	36	✗	✓	✓	✓	✗	7	✓	✓	3/10

TG CHOICE: You'll never need the 4WD version, so best stick to FWD and the larger 1.8-litre four.

OUTLANDER: PART OF A THREE-CLONE DEAL WITH THE PEUGEOT 4007 AND THE CITROEN C-CROSSER FOR HUMDRUM SOFT-ROADERS. SEVEN-SEATS, BUT BLAND.

EURO NCAP: ●●●●○ **L:** 467cm **W:** 180cm **H:** 168cm **BOOT:** 220/1,691 litres **FUEL TANK:** 60 litres **ALSO TRY:** Citroen C-Crosser, Peugeot 4007, Nissan X-Trail



Outlander 2.2 DI-D 154 SST 4WD GX 4 5d	£31,529	£431	4cyl 2179cc	154	280	11.1	123	39.2	517	1592	189	J	26	52	✓	✓	✓	✓	✓	6	✓	✓	4/10
Outlander 2.2 DI-D 175 4WD GX 2 5d	£23,169	£323	4cyl 2268cc	174	280	9.8	124	44.8	591	1393	165	G	24	39	✗	✗	✗	✓	✗	6	✓	✓	4/10
Outlander 2.2 DI-D 175 4WD GX 3 5d	£26,079	£341	4cyl 2268cc	174	280	9.8	124	43.5	574	1434	169	H	25	41	–	✓	✗	✓	✗	6	✓	✓	4/10
Outlander 2.2 DI-D 175 4WD GX 4 5d	£29,919	£398	4cyl 2268cc	174	280	9.8	124	43.5	574	1434	169	H	26	48	–	✓	✓	✓	✓	6	✓	✓	4/10

TG CHOICE: The 2.2-litre diesel. But if you have a Citroen dealer closer, buy a C-Crosser instead. Ditto for the Peugeot dealers and the 4007.

SHOGUN: NEW FOR 2012. YES, REALLY. WELL, NO NOT REALLY. LET'S SAY UPDATED WITH A NEW GRILLE. ACTUALLY VERY OLD NOW.

EURO NCAP: n/a **L:** 439/490cm **W:** 188cm **H:** 187cm **BOOT:** 1,790 litres **FUEL TANK:** 88 litres **ALSO TRY:** Toyota Land Cruiser, Nissan Pathfinder, LR Discovery



Shogun 3.2 DI-DC SG2 3d SWB	£30,734	£479	4cyl 3200cc	197	239	9.7	111	36.2	549	1724	207	K	33	57	–	✗	✗	✓	✗	6	✓	✓	3/10
Shogun 3.2 DI-DC Warrior 3d SWB	£33,904	£520	4cyl 3200cc	197	239	9.7	111	36.2	549	1724	207	K	30	62	–	✓	✓	✓	✓	6	✓	✓	3/10
Shogun 3.2 DI-DC SG2 5d LWB	£33,414	£497	4cyl 3200cc	197	239	10.5	111	34.9	530	1788	213	K	33	60	–	✗	✗	✓	✗	6	✓	✓	3/10
Shogun 3.2 DI-DC SG3 5d LWB	£39,434	£562	4cyl 3200cc	197	239	11.1	111	33.2	504	1880	224	K	34	68	✓	✓	✓	✓	✓	6	✓	✓	3/10
Shogun 3.2 DI-DC SG4 5d LWB	£42,434	£610	4cyl 3200cc	197	239	11.1	111	33.2	504	1880	224	K	34	73	✓	✓	✓	✓	✓	6	✓	✓	3/10

TG CHOICE: Four trim levels, one diesel engine. You may buy anything but the limited edition white-with-black-wheels Shogun Black.

◀ MORGAN CONTINUED

MORGAN

www.morgan-motor.co.uk **COMPANY DESCRIPTION:** Offers cars that seem to come out of the past and a waiting list that stretches into the future.
CLARKSON ON MORGAN: 'HAMMOND HAS ONE, BUT DON'T LET THAT PUT YOU OFF. ACTUALLY, DO LET THAT PUT YOU OFF. WHO ON EARTH WANTS A CAR MADE OF WOOD?'



3 WHEELER: ECCENTRIC, IMPRACTICAL AND IT'LL ONLY EVER BE YOUR FOURTH OR FIFTH CAR. BUT FOR PUTTING A SMILE ON YOUR FACE, NOTHING THIS SIDE OF A TIGER MOTH COMPETES.

EURO NCAP: n/a **L:** n/a **W:** n/a **H:** n/a **BOOT:** n/a litres **FUEL TANK:** 40 litres **ALSO TRY:** There literally isn't anything else like it

	PRICE	PRICE (CH19)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
3 Wheeler 2.0 Sport 2d	£30,000	n/a		2cyl 1968cc	110	100	4.5	120	n/a	n/a	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	✗	8/10
3 Wheeler 2.0 Bespoke 2d	£30,000	n/a		2cyl 1968cc	110	100	4.5	120	n/a	n/a	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	✗	8/10

TG CHOICE: There is only one. And we love it in all its two-cylinder, three-wheel glory.



CLASSIC: THE ONLY CAR TO LOOK LIKE A RESTORATION WHEN ACTUALLY NEW.

EURO NCAP: n/a **L:** 389/401cm **W:** 150/172cm **H:** 122cm **BOOT:** n/a litres **FUEL TANK:** 50 litres **ALSO TRY:** Staying out of direct sun, or a Porsche Boxster

Classic 1.6 4/4 2d	£31,500	n/a		4cyl 1595cc	110	96	8.0	115	44.1	534	1361	143	F	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	4/10
Classic 2.0 Plus 4 2d	£35,400	n/a		4cyl 1999cc	145	140	7.5	118	40.4	489	1485	162	G	n/a	n/a	✗	✗	✗	–	✗	0	✗	✗	4/10
Classic 3.7 Roadster 2d	£45,900	n/a		6cyl 3700cc	280	282	5.5	140	28.8	348	2083	230	L	n/a	n/a	–	✗	✗	–	✗	0	✗	✗	5/10
Classic 3.7 Roadster 4 Seater 2d	£51,000	n/a		6cyl 3700cc	280	280	6.0	135	28.8	348	2083	230	L	n/a	n/a	✗	✗	✗	–	✗	0	✗	✗	5/10
Classic 4.8 Plus 8 2d	£85,200	n/a		8cyl 4799cc	367	370	4.5	155	23.0	278	2609	282	M	n/a	n/a	✗	✗	✗	✓	✗	2	✗	✗	4/10

TG CHOICE: The old Ford 3.7 V6 in the Roadster helps with the modern vibe, but we'd rather not, thanks.



AERO: STILL SOME ASH LURKING IN THE FRAME OF THIS PROPER MORGAN SPORTS CAR. CREAKS A BIT, BUT OTHERWISE NOT AS ANTIQUATED AS YOU MIGHT THINK.

EURO NCAP: n/a **L:** 412cm **W:** 177cm **H:** 120cm **BOOT:** 227 litres **FUEL TANK:** 57 litres **ALSO TRY:** Weismann roadster, Maserati GranCabrio, Porsche 911 Cabrio

Aero 4.8 V8 Coupe 2d	£99,950	n/a		8cyl 4799cc	367	370	4.5	170	26	315	2308	256	M	n/a	n/a	✓	✗	–	✓	✗	2	✗	✗	8/10
Aero 4.8 V8 Supersports 2d	£126,900	£4,544		8cyl 4799cc	367	370	4.5	170	26	315	2308	256	M	n/a	545	✓	✗	–	✓	✗	2	✗	✗	8/10

TG CHOICE: You'll find either model rather wonderful or utterly eccentric. No arguing that they drive well, because they just do, OK?

NISSAN

www.nissan.co.uk **COMPANY DESCRIPTION:** A big Japanese car maker with a factory in England. Swings between respectable and dull with every launch.
CLARKSON ON NISSAN: 'THE GT-R, WHICH IS QUITE EXCITING, TRIES ITS BEST TO OFFSET THE REST OF THE RANGE, WHICH ISN'T.'



PIXO: CHEAP SUPERMINI THAT SHARES A LOT OF PARTS WITH THE SUZUKI ALTO. DID WE MENTION THAT IT WAS CHEAP?

EURO NCAP: n/a **L:** 357cm **W:** 160cm **H:** 147cm **BOOT:** 129/367 litres **FUEL TANK:** 35 litres **ALSO TRY:** Kia Picanto, Toyota Aygo, Peugeot 107, Suzuki Splash

Pixo 1.0 Visia 5d	£7,250	£133		3cyl 996cc	68	66	14.0	96	64.2	494	935	103	B	2	16	✗	–	✗	✗	–	2	✗	✓	3/10
Pixo 1.0 n-tec 5d	£8,250	£139		3cyl 996cc	68	66	14.0	96	64.2	494	935	103	B	4	17	–	–	✗	✗	–	4	–	✓	3/10

TG CHOICE: Go for a manual with the little one-litre three-pot. Treat it badly.



MICRA: IF YOU DISTIL BLANDNESS INTO SUPERMINI FORM YOU GET THE LATEST GENERATION MICRA. IT DOES GREAT THREE-POINT TURNS. YAWN.

EURO NCAP: ●●●●○ **L:** 378cm **W:** 168cm **H:** 153cm **BOOT:** 265/511 litres **FUEL TANK:** 46 litres **ALSO TRY:** Skoda Fabia, Honda Jazz, Vauxhall Corsa, L-plates

Micra 1.2 12v Visia 5d	£7,995	£120		3cyl 1198cc	80	81	13.7	105	56.5	510	1062	115	C	7	14	–	✓	✗	–	–	6	✓	✓	3/10
Micra 1.2 12v Acenta 5d	£9,995	£143		3cyl 1198cc	80	81	13.7	105	56.5	510	1062	115	C	7	17	–	✓	–	✓	–	6	✓	✓	3/10
Micra 1.2 12v Tekna 5d	£11,545	£169		3cyl 1198cc	80	81	13.7	105	56.5	510	1062	115	C	7	20	✗	✓	✓	✓	✓	6	✓	✓	3/10
Micra 1.2 DIG-S Visia 5d	£11,250	£140		3cyl 1198cc	98	104	11.3	112	68.9	621	871	95	A	8	17	–	✓	✗	✗	✗	6	✓	✓	3/10
Micra 1.2 DIG-S Acenta 5d	£12,250	£155		3cyl 1198cc	98	104	11.3	112	65.7	593	913	99	A	6	19	–	✓	✗	✗	✗	6	✓	✓	3/10
Micra 1.2 DIG-S Tekna 5d	£13,750	£170		3cyl 1198cc	98	104	11.3	112	65.7	593	913	99	A	6	20	–	✓	✓	✗	✓	6	✓	✓	3/10

TG CHOICE: The 1.2 is all you'll need to get to the limit. The limit is pretty low.



NOTE: A JOINT VENTURE WITH RENAULT TO PRODUCE COMPACT FAMILY MOTORING. IT'S A SORT OF MINI-MINI MPV. A SUPERMINI-MPV TO RIVAL THE JAZZ.

EURO NCAP: ●●●●○ **L:** 410cm **W:** 169cm **H:** 155cm **BOOT:** 280/1,332 litres **FUEL TANK:** 46 litres **ALSO TRY:** Vauhall Meriva, Honda Jazz, Kia Soul

Note 1.4 Visia 5d	£11,300	£148		4cyl 1386cc	88	96	13.4	101	47.9	485	1253	139	E	6	18	✗	✗	✗	–	–	4	✗	✓	5/10
Note 1.4 Acenta 5d	£13,000	£165		4cyl 1386cc	88	96	13.4	101	47.9	485	1253	139	E	6	20	✗	✓	–	✓	–	6	✓	✓	5/10
Note 1.6 Acenta 5d	£13,800	£180		4cyl 1598cc	110	112	10.7	114	42.8	433	1402	149	F	12	22	–	✓	–	✓	–	6	✓	✓	5/10
Note 1.6 Visia 5d	£12,600	£161		4cyl 1598cc	110	112	10.7	114	42.8	433	1402	149	F	10	19	–	✗	✗	✓	–	4	✗	✓	5/10
Note 1.5 dCi 90 Visia 5d	£12,325	£145		4cyl 1461cc	90	147	12.8	104	67.3	681	927	110	B	13	17	✗	✗	✗	–	–	4	✗	✓	6/10
Note 1.5 dCi 90 Acenta 5d	£14,025	£166		4cyl 1461cc	90	147	12.8	104	67.3	681	927	110	B	13	20	✗	✓	✗	✓	–	6	✓	✓	6/10

TG CHOICE: They're all much of a muchness. Diesels are more economical, petrols are faster. Can you tell we find the Note a teeny bit dull?

ALL TURNS AND CONDITIONS APPLY

You're going to enjoy the All Wheel Drive Volvo XC60 with Instant Traction™, whether you're heading off into the muddy unknown, or simply popping out to buy a baguette.

Fuel consumption for the Volvo XC60 range in mpg (l/100km): Urban 18.6 (15.2) – 44.1 (6.4), Extra Urban 34.9 (8.1) – 61.4 (4.6), Combined

* Business users only. Rentals are based on vehicles with metallic paint. Examples exclude VAT and are based on non-maintained contract hire with an initial payment of 6 monthly rentals, between 1st October 2012 and 31st December 2012, or while stocks last. Not available with other promotions. Volvo Car Leasing Contract Hire is provided by Lex Autolease Ltd, trading as Volvo

LEAF: THE FIRST MASS-PRODUCED ELECTRIC CAR. IT'S IMPRESSIVE, BUT IT STILL NEEDS OUR INFRASTRUCTURE SORTING BEFORE IT REALLY MAKES SENSE AS A DAILY CAR.



EURO NCAP: ●●●●● **L:** 445cm **W:** 178cm **H:** 155cm **BOOT:** 330/680 litres **FUEL TANK:** 0 litres **ALSO TRY:** Right now, very little. Eco Golf or Focus? Oh, and the Prius

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
LEAF EV Standard 5d	£30,990	£295	Electric	109	206	11.9	90	n/a	100	n/a	0	A	22	35	✓	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: D'you know what? This is actually a car we'd like to own. There, said it. Now off to the Priory with us.

JUKE: CLEVER LITTLE SUV CROSSOVER THAT LOOKS LIKE... WELL, LOOKS LIKE NOTHING ELSE WE CAN THINK OF. VERY NICE, IF A LITTLE ODD.



EURO NCAP: ●●●●● **L:** 414cm **W:** 177cm **H:** 157cm **BOOT:** 251/830 litres **FUEL TANK:** 46 litres **ALSO TRY:** Mini Countryman, VW Golf, Kia Soul, Skoda Yeti

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Juke 1.6 117 2WD Visia 5d	£13,395	£158	4cyl 1598cc	117	116	11.0	111	47.1	477	1274	139	E	11	19	✗	✗	✗	✓	✗	6	✓	✓	5/10
Juke 1.6 117 2WD Acenta 5d	£14,495	£168	4cyl 1598cc	117	116	11.0	111	47.1	477	1274	139	E	12	20	–	✓	✗	✓	✗	6	✓	✓	5/10
Juke 1.6 117 2WD Tekna 5d	£16,495	£190	4cyl 1598cc	117	116	11.0	111	47.1	477	1274	139	E	12	23	–	✓	✓	✓	✓	6	✓	✓	5/10
Juke 1.5 dCi 110 2WD Visia 5d	£14,895	£180	4cyl 1461cc	110	177	11.2	109	57.6	583	1083	129	D	12	22	✗	✗	✗	✓	✗	6	✓	✓	5/10
Juke 1.5 dCi 110 2WD Acenta 5d	£15,995	£184	4cyl 1461cc	110	177	11.2	109	57.6	583	1083	129	D	13	22	✗	✓	✗	✓	✗	6	✓	✓	5/10
Juke 1.5 dCi 110 2WD Tekna 5d	£17,995	£205	4cyl 1461cc	110	177	11.2	109	57.6	583	1083	129	D	13	25	✗	✓	✓	✓	✓	6	✓	✓	5/10
Juke 1.6 DiG-T 2WD Tekna 5d	£18,095	£212	4cyl 1618cc	190	177	8.0	133	40.9	414	1467	159	G	20	26	✗	✓	✓	✓	✓	6	✓	✓	7/10
Juke 1.6 DiG-T 4WD CVT Tekna 5d	£20,295	£257	4cyl 1618cc	190	177	8.4	124	37.2	409	1613	175	H	19	31	✓	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: Go for the 1.6-litre 177bhp DiG-T with 4x4 if you can; torque vectoring makes this a poor man's BMW X6.

QASHQAI: YET ANOTHER CROSSOVER, BUT ONE OF THE FIRST AND ONE OF THE BEST. AVAILABLE WITH SEVEN SEATS, BIT SOFT TO DRIVE, BUT SURPRISINGLY CHARMING.



EURO NCAP: ●●●●● **L:** 433/454cm **W:** 178cm **H:** 162cm **BOOT:** 130/1,520 litres **FUEL TANK:** 65 litres **ALSO TRY:** Skoda Yeti, Ford Kuga, VW Tiguan, Hyundai ix35

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Qashqai 1.6 117 Visia 5d	£16,595	£196	4cyl 1598cc	117	116	11.9	113	45.6	652	1316	144	F	15	24	✗	✓	✗	✓	✗	6	✓	✓	5/10
Qashqai 1.6 117 n-tec 5d	£19,945	£292	4cyl 1598cc	117	116	11.9	113	45.6	652	1316	144	F	15	35	✗	✓	✓	✓	✗	6	✓	✓	5/10
Qashqai 1.6 117 Stop/Start n-tec 5d	£20,195	£282	4cyl 1598cc	117	116	11.9	113	47.9	685	1253	139	E	15	34	✗	✓	✓	✓	✗	6	✓	✓	5/10
Qashqai 1.6 117 Tekna 5d	£21,295	£252	4cyl 1598cc	117	116	11.9	113	45.6	652	1316	144	F	16	30	✗	✓	✓	✓	✓	6	✓	✓	5/10
Qashqai 1.6 117 Stop/Start Tekna 5d	£21,545	£251	4cyl 1598cc	117	116	11.9	113	47.9	685	1253	139	E	16	30	✗	✓	✓	✓	✓	6	✓	✓	5/10
Qashqai 2.0 140 n-tec 5d	£21,645	£327	4cyl 1997cc	140	144	10.1	121	36.2	518	1657	184	I	20	39	–	✓	✓	✓	✗	6	✓	✓	5/10
Qashqai 2.0 140 Tekna 5d	£22,995	£290	4cyl 1997cc	140	144	10.1	121	36.2	518	1657	184	I	21	35	–	✓	✓	✓	✓	6	✓	✓	5/10
Qashqai 1.5 dCi 110 Visia 5d	£18,295	£212	4cyl 1461cc	110	177	12.4	110	54.3	776	1149	137	E	16	25	✗	✓	✗	✓	✗	6	✓	✓	6/10
Qashqai 1.5 dCi 110 Acenta 5d	£19,795	£219	4cyl 1461cc	110	177	12.4	110	54.3	776	1149	137	E	16	26	✗	✓	–	✓	✗	6	✓	✓	6/10
Qashqai 1.5 dCi 110 n-tec 5d	£21,645	£291	4cyl 1461cc	110	177	12.4	110	54.3	776	1149	137	E	16	35	✗	✓	✓	✓	✗	6	✓	✓	6/10
Qashqai 1.5 dCi 110 Tekna 5d	£22,995	£267	4cyl 1461cc	110	177	12.4	110	54.3	776	1149	137	E	17	32	✗	✓	✓	✓	✓	6	✓	✓	6/10
Qashqai 1.6 dCi 130 S/S Visia 5d	£19,795	£224	4cyl 1598cc	130	236	10.3	118	62.8	898	994	119	C	8	27	✗	✓	✗	✓	✗	6	✓	✓	6/10
Qashqai 1.6 dCi 130 S/S Acenta 5d	£21,295	£234	4cyl 1598cc	130	236	10.3	118	62.8	898	994	119	C	8	28	✗	✓	–	✓	✗	6	✓	✓	6/10
Qashqai 1.6 dCi 130 S/S n-tec 5d	£23,145	£305	4cyl 1598cc	130	236	10.3	118	62.8	898	994	119	C	10	37	✗	✓	✓	✓	✗	6	✓	✓	6/10
Qashqai 1.6 dCi 130 S/S 4WD n-tec 5d	£24,695	£335	4cyl 1598cc	130	236	10.9	118	55.4	792	1126	135	E	22	40	✗	✓	✓	✓	✗	6	✓	✓	6/10
Qashqai 1.6 dCi 130 S/S 4WD Tekna 4d	£26,045	£310	4cyl 1598cc	130	236	10.9	118	55.4	792	1126	135	E	22	37	✗	✓	✓	✓	✓	6	✓	✓	6/10
Qashqai +2 + £1,400																							

TG CHOICE: Keep it simple and go for the FWD 2.0-litre diesel, easy on the options.

370Z: WATERED-DOWN SECOND-GEN Z STILL LOOKS GREAT, BUT WHERE'S THE FIRE-BREATHING MANLINESS OF THE OLD ONE, NISSAN?



EURO NCAP: n/a **L:** 425cm **W:** 185cm **H:** 132cm **BOOT:** 235 litres **FUEL TANK:** 72 litres **ALSO TRY:** BMW Z4, Audi TT, Porsche Cayman/Boxster, Mercedes SLK

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
370Z 3.7 V6 Standard 2d	£29,975	£416	6cyl 3696cc	326	269	5.3	155	26.9	426	2230	249	L	46	50	–	✓	✗	✓	–	6	✓	✓	8/10
370Z 3.7 V6 GT Pack 2d	£33,275	£508	6cyl 3696cc	326	269	5.3	155	26.9	426	2230	249	L	46	61	–	✓	–	✓	–	6	✓	✓	8/10
370Z 3.7 V6 Standard 2d Roadster	£32,080	£449	6cyl 3696cc	326	269	5.5	155	25.2	399	2381	262	M	47	54	–	✓	–	✓	–	4	✓	✓	7/10
370Z 3.7 V6 GT Pack 2d Roadster	£35,380	£534	6cyl 3696cc	326	269	5.5	155	25.2	399	2381	262	M	47	64	–	✓	✓	✓	–	4	✓	✓	7/10

TG CHOICE: Manual coupe, or auto convertible. Do not confuse the two...

GT-R: CHEAP AT TWICE THE PRICE, THE GT-R IS A SUPERCAR FOR THE PLAYSTATION PEOPLE. UBER-TECHY, VIOLENTLY CAPABLE, IT'S A RUTHLESS SPEED MACHINE.



EURO NCAP: n/a **L:** 467cm **W:** 190cm **H:** 137cm **BOOT:** 315 litres **FUEL TANK:** 73 litres **ALSO TRY:** Audi R8/RS5, Porsche 911, Aston Vantage, BMW M3, Lexus IS-F

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
GT-R 3.8 V6 550 2012 2d	£74,480	£1,612	6cyl 3799cc	550	466	2.8	195	24.0	391	2500	275	M	50	193	✓	✓	✓	✓	–	6	✓	✓	10/10
GT-R 3.8 V6 550 2012 Track Pack 2d	£84,480	£1,825	6cyl 3799cc	550	466	2.8	195	24.0	391	2500	275	M	50	219	✓	✓	✓	✓	–	6	✓	✓	10/10

TG CHOICE: Avoid the Track Pack. The standard car is punchy enough.



26.4 (10.7) – 53.3 (5.3). CO_2 Emissions 249 – 139g/km.

followed by 35 monthly rentals, with a mileage of 10,000 miles per annum – excess mileage charges will be applied. Subject to availability at participating dealers for vehicles registered Car Leasing, incorporated and registered in England with company number 1090741 & registered office at 25 Gresham Street, London EC2V 7HN. Image for illustration purposes only.

X-TRAIL: BOXY SUV THAT FACES OFF AGAINST THE LR FREELANDER 2 - NOT PARTICULARLY EXCITING BUT IT'S RUGGED, RELIABLE AND GOOD TO LIVE WITH.

EURO NCAP: ●●●●○ **L:** 464cm **W:** 179cm **H:** 170cm **BOOT:** 480/1,775 litres **FUEL TANK:** 65 litres **ALSO TRY:** LR Freelander, Mitsub Outlander, VW Tiguan, Honda CR-V

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
X-Trail 2.0 dCi 173 Acenta 2011 5d	£25,880	£319	4cyl 1995cc	173	265	10.0	124	44.1	631	1415	168	H	35	38	✗	✓	✗	✓	–	6	✓	✓	6/10
X-Trail 2.0 dCi 173 Tekna 2011 5d	£29,590	£378	4cyl 1995cc	173	265	10.0	124	44.1	631	1415	168	H	35	45	✗	✓	✓	✓	–	6	✓	✓	6/10
X-Trail 2.0 dCi 150 Tekna 2011 5d	£30,975	£401	4cyl 1995cc	150	236	11.2	116	39.8	569	1568	188	J	32	48	✓	✓	✓	✓	–	6	✓	✓	6/10
X-Trail 2.0 dCi 173 n-tec+ 5d	£27,790	n/a	4cyl 1995cc	173	265	10.0	124	44.1	631	1415	168	H	35	n/a	✗	✓	✓	✓	✓	6	✓	✓	6/10

TG CHOICE: Oh, looks like it'll have to be a 2.0-litre diesel. That's what you wanted anyway, wasn't it?

NOBLE

www.noblecars.com **COMPANY DESCRIPTION:** Noble gave us some great cars like the M12 and then sank. Now it's back and the M600 is good enough that we hope it sticks around.
CLARKSON ON NOBLE: 'DESIGNED IN LEICESTERSHIRE BY BLOKES I'VE NEVER HEARD OF, USING BITS OF THE INDUSTRIAL REVOLUTION. DESPITE THAT, FANTASTIC.'

M600: IT MAY BE POWERED BY A TWIN TURBO VOLVO XC90 ENGINE, BUT THE OLD SCHOOL M600 IS EPICALLY FAST AND AMAZINGLY SUPPLE. WANT.

EURO NCAP: n/a **L:** 436cm **W:** 191cm **H:** 112cm **BOOT:** n/a litres **FUEL TANK:** 68 litres **ALSO TRY:** Lotus Exige S, Porsche Cayman R, Caterham R400

M600 4.4 V8 T 650 Standard 2d	£200,000	n/a	8cyl 4439cc	650	604	3.0	225	n/a	n/a	n/a	n/a	n/a	n/a	n/a	✗	✗	✗	✗	✗	0	✗	✗	9/10

TG CHOICE: You can't have the one you actually need. The one with ABS brakes and a deployable parachute.

PAGANI

www.paganiautomobili.it **COMPANY DESCRIPTION:** A relatively new name in the supercar pantheon, Pagani produces some of the most outrageous supercars in the world.
CLARKSON ON PAGANI: 'PAGANIS ARE EVERYTHING A SUPERCAR SHOULD BE – FAST ENOUGH TO COMPRESS YOUR SKULL AND MADDER THAN A STABBED BADGER.'

ZONDA: INSANE ITALIAN HYPERCAR THAT LOOKS LIKE A LOW-FLYING COUTURE JET.

EURO NCAP: n/a **L:** 443cm **W:** 206cm **H:** 114cm **BOOT:** n/a litres **FUEL TANK:** n/a litres **ALSO TRY:** Lamborghini Murcielago, Ferrari 599 GTO

Zonda 7.3 V12 F 2d	£940,000	n/a	V12 7291cc	594	560	3.6	214	n/a	n/a	n/a	n/a	M	50	n/a	✗	✓	✓	✓	✗	2	✓	✓	10/10
Zonda 7.3 V12 Cinque 2d	£1.1m	n/a	V12 7291cc	678	575	3.4	217	n/a	n/a	n/a	n/a	M	50	n/a	✗	✓	✓	✓	✗	2	✓	✓	10/10

TG CHOICE: The 'R' holds the lap record at the infamous Nurburgring. The Cinque is the latest road-going version – yes please.

HUAYRA: IT'S WHAT YOU EXCLAIM WHEN YOU NAIL THE THROTTLE IN THIS TWIN TURBO V12'D, ACTIVE AERO'D HYPER CAR.

EURO NCAP: n/a **L:** 461cm **W:** 204cm **H:** 117cm **BOOT:** n/a litres **FUEL TANK:** 85 litres **ALSO TRY:** Aventador, Veyron SS, manned space flight, human cannonball

Huayra 6.0 V12 Standard 2d	£990,000	n/a	V12 5980cc	730	811	n/a	230	23.5	439	2677	300	M	n/a	n/a	✓	✗	✗	✗	✗	n/a	✗	✗	8/10

TG CHOICE: Now let's not be fussy, one is enough for anyone, isn't it?

PEUGEOT

www.peugeot.co.uk **COMPANY DESCRIPTION:** Together with Citroen, it makes up the French PSA group, so there's much crossover, not least in the problematic build quality.
CLARKSON ON PEUGEOT: 'CARS FOR PEOPLE WITH SO MUCH EAR HAIR IT HANGS DOWN THE SIDES OF THEIR HEADS LIKE IVY FROM AN OLD RECTORY.'

ION: ALL-ELECTRIC PEUGEOT CITYCAR IS THE SISTER MODEL TO THE CITROEN C-ZERO: BOTH ARE BASED ON THE MITSUBISHI I-MIEV. NONE ARE A PATCH ON THE NISSAN LEAF.

EURO NCAP: ●●●●○ **L:** 348cm **W:** 148cm **H:** 160cm **BOOT:** 166 litres **FUEL TANK:** 0 litres **ALSO TRY:** Citroen C-Zero, Mitubishi i-MiEV, Nissan Leaf

iOn 47kW EV Standard 5d	£26,216	£249	Electric	64	132	15.9	81	n/a	93	n/a	0	A	28	30	✗	✓	–	✓	✗	6	✓	✓	5/10

TG CHOICE: It couldn't be simpler: one model, one special leasing deal.

107: TINY CITY CAR THAT MARK'S PEUGEOT'S TAKE ON THE CITROEN C1 AND TOYOTA AYGO. NOT EXACTLY FUN-PACKED, BUT CHEAP AND CUTE.

EURO NCAP: ●●●●○ **L:** 343cm **W:** 163cm **H:** 147cm **BOOT:** 139/751 litres **FUEL TANK:** 35 litres **ALSO TRY:** Citroen C1, Toyota Aygo, Kia Picanto, Mitsubishi Colt, Ford Ka

107 1.0 68 Access 3d	£7,995	£118	3cyl 998cc	68	70	14.2	100	65.7	506	913	99	A	3	14	✗	–	✗	✗	✗	2	–	✗	6/10
107 1.0 68 Active 3d	£8,995	£127	3cyl 998cc	68	70	14.2	100	65.7	506	913	99	A	3	15	–	–	✗	✓	✗	4	–	✗	6/10
107 1.0 68 Allure 3d	£9,695	£133	3cyl 998cc	68	70	14.2	100	65.7	506	913	99	A	3	16	–	–	✗	✓	✗	4	–	✗	6/10

5dr + £350

TG CHOICE: Keep it ultra-basic for the city, so go for a five-door with 2-Tronic auto in 'Urban' trim.

208: CONGRATULATIONS PEUGEOT, IT'S ONLY TAKEN YOU 25 YEARS TO RECAPTURE THE 205 MAGIC. GOOD EFFORT THOUGH, THE 208 IS LIGHT, LIKEABLE AND FRENCH. IN A GOOD WAY.

EURO NCAP: ●●●●● **L:** 397cm **W:** 174cm **H:** 146cm **BOOT:** 285/1,152 litres **FUEL TANK:** 50 litres **ALSO TRY:** Renault Clio, Ford Fiesta, VW Polo, Vauxhall Corsa

208 1.0 VTi 68 Access 3d	£9,995	£190	3cyl 999cc	68	70	15.9	103	65.6	722	915	99	A	5	23	✗	–	✗	✗	✗	6	✓	✓	7/10
208 1.0 VTi 68 Access+ 3d	£10,845	£164	3cyl 999cc	68	70	15.9	103	65.6	722	915	99	A	6	20	✗	–	✗	✓	✗	6	✓	✓	7/10
208 1.0 VTi 68 Active 3d	£11,695	£218	3cyl 999cc	68	70	15.9	103	65.6	722	915	99	A	6	26	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.2 VTi 82 Access+ 3d	£11,345	£174	3cyl 1199cc	82	87	14.0	108	62.7	690	957	104	B	8	21	✗	–	✗	✓	✗	6	✓	✓	7/10
208 1.2 VTi 82 Active 3d	£12,195	£228	3cyl 1199cc	82	87	14.0	108	62.7	690	957	104	B	8	27	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.2 VTi 82 Allure 3d	£13,495	£246	3cyl 1199cc	82	87	14.0	108	62.7	690	957	104	B	8	30	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.4 VTi 95 Active 3d	£12,695	£230	4cyl 1397cc	95	100	11.7	117	50.4	554	1190	129	D	12	28	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.4 VTi 95 Allure 3d	£13,995	£238	4cyl 1397cc	95	100	11.7	117	50.4	554	1190	129	D	12	29	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.6 VTi 120 Allure 3d	£14,645	£280	4cyl 1598cc	120	118	10.9	118	48.7	536	1232	134	E	14	34	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.6 VTi 120 Feline 3d	£15,945	£272	4cyl 1598cc	120	118	10.9	118	48.7	536	1232	134	E	14	33	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.6 VTi 120 Ice Velvet 3d	£18,495	£321	4cyl 1598cc	120	118	10.9	118	48.7	536	1232	134	E	14	39	✗	✗	✗	✓	✗	6	✓	✓	7/10
208 1.6 THP 156 Feline 3d	£16,895	£268	4cyl 1598cc	156	191	8.1	134	48.7	536	1232	135	E	24	32	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.4 HDi 70 Active 3d	£13,495	£231	4cyl 1397cc	68	118	15.5	101	74.3	817	840	98	A	11	28	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.4 HDi 70 Access+ 3d	£12,645	£187	4cyl 1397cc	68	118	15.5	101	74.3	817	840	98	A	11	22	✗	–	✗	✓	✗	6	✓	✓	7/10
208 1.4 HDi 70 Allure 3d	£14,795	£266	4cyl 1397cc	68	118	15.5	101	74.3	817	840	98	A	11	32	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.4 e-HDi 70 EGC Access+ 3d	£13,345	£202	4cyl 1397cc	68	118	17.9	102	83.0	913	752	87	A	11	24	✓	–	✗	✓	✗	6	✓	✓	7/10
208 1.4 e-HDi 70 EGC Active 3d	£14,195	£264	4cyl 1397cc	68	118	17.9	102	83.0	913	752	87	A	11	32	✓	✓	–	✓	–	6	✓	✓	7/10
208 1.4 e-HDi 70 EGC Allure 3d	£15,495	£282	4cyl 1397cc	68	118	17.9	102	83.0	913	752	87	A	11	34	✓	✓	–	✓	–	6	✓	✓	7/10
208 1.6 e-HDi 92 Active 3d	£14,145	£234	4cyl 1560cc	92	169	12.2	115	74.3	817	840	98	A	17	28	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.6 e-HDi 92 Allure 3d	£15,445	£278	4cyl 1560cc	92	169	12.2	115	74.3	817	840	98	A	17	33	✗	✓	–	✓	–	6	✓	✓	7/10
208 1.6 e-HDi 92 EGC Feline 3d	£17,245	£278	4cyl 1560cc	92	169	12.9	114	74.3	817	840	98	A	17	33	✓	✓	–	✓	–	6	✓	✓	7/10
208 1.6 e-HDi 115 Feline 3d	£17,445	£279	4cyl 1560cc	115	199	10.8	118	74.3	817	840	99	A	20	34	✗	✓	–	✓	–	6	✓	✓	7/10

5dr + £600

TG CHOICE: Take the Frenchness to your heart. A small diesel 3dr in Allure trim would fit your life.

308: PEUGEOT'S BIG HATCH FEELS MUCH MORE FINELY FINISHED INSIDE THAN BEFORE, BUT STILL IS UNINSPIRING TO A) DRIVE AND B) LOOK AT. ESPECIALLY AS A CC.

EURO NCAP: ●●●●● **L:** 428/450cm **W:** 182cm **H:** 150cm **BOOT:** 348/1,200 litres **FUEL TANK:** 60 litres **ALSO TRY:** Ford Focus, Honda Civic, Renault Megane, Citroen C4

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
308 1.4 VTi 98 Access 5d	£15,245	£225	4cyl 1397cc	98	102	14.3	113	44.8	591	1339	144	F	10	27	✗	–	✗	✓	✗	6	✓	✓	4/10
308 1.4 VTi 98 Active 5d	£16,295	£237	4cyl 1397cc	98	102	14.3	113	44.8	591	1339	144	F	11	29	✗	✓	✗	✓	–	6	✓	✓	4/10
308 1.6 VTi 120 Access 5d	£15,895	£234	4cyl 1598cc	120	120	12.2	121	44.1	582	1361	147	F	13	28	–	–	✗	✓	✗	6	✓	✓	4/10
308 1.6 VTi 120 Active 5d	£16,795	£246	4cyl 1598cc	120	120	12.2	121	44.1	582	1361	147	F	14	30	✗	✓	✗	✓	–	6	✓	✓	4/10
308 1.6 THP 156 Active 5d	£17,645	£257	4cyl 1598cc	156	180	9.6	133	42.2	557	1422	155	G	19	31	–	✓	✗	✓	–	6	✓	✓	5/10
08 1.6 THP 200 GT 5d	£21,645	£320	4cyl 1598cc	200	180	7.7	140	40.9	540	1467	159	G	30	38	✗	✓	–	✓	✓	6	✓	✓	5/10
308 1.6 HDi 92 FAP Access 5d	£16,745	£220	4cyl 1560cc	92	161	14.0	113	67.3	888	927	110	B	12	26	✗	–	✗	✓	✗	6	✓	✓	5/10
308 1.6 HDi 92 Active 5d	£17,645	£232	4cyl 1560cc	92	161	14.0	113	67.3	888	927	110	B	12	28	✗	✓	✗	✓	–	6	✓	✓	4/10
308 1.6 HDi 92 SR 5d	£16,795	£180	4cyl 1560cc	92	161	14.0	113	67.3	888	927	110	B	12	22	✗	✓	✓	✓	✗	6	✓	✓	4/10
308 1.6 e-HDi 112 SS Access 5d	£17,665	£232	4cyl 1560cc	112	180	11.4	118	67.3	888	927	109	B	15	28	✗	–	✗	✓	✗	6	✓	✓	6/10
308 1.6 e-HDi 112 FAP EGC SS Access 5d	£18,165	£237	4cyl 1560cc	112	180	11.4	118	70.6	932	884	104	B	15	28	✓	–	✗	✓	✗	6	✓	✓	5/10
308 1.6 e-HDi 112 FAP SS Active 4d	£18,565	£243	4cyl 1560cc	112	180	11.4	118	62.8	829	994	118	C	15	29	✗	✓	✗	✓	–	6	✓	✓	5/10
308 1.6 e-HDi 112 FAP EGC SS Active 5d	£18,115	£248	4cyl 1560cc	112	180	11.4	118	70.6	932	884	104	B	15	30	✓	✓	✗	✓	–	6	✓	✓	5/10
308 1.6 e-HDi 112 FAP SS SR 5d	£17,665	£203	4cyl 1560cc	112	180	11.4	118	64.2	847	972	115	C	15	24	✗	✓	✓	✓	✗	6	✓	✓	5/10
308 1.6 e-HDi 112 FAP EGC SS SR 5d	£18,165	£203	4cyl 1560cc	112	180	11.4	118	67.3	888	927	109	B	15	24	✓	✓	✓	✓	✗	6	✓	✓	5/10
308 1.6 e-HDi 112 FAP EGC SS 98g SR 5d	£18,465	£218	4cyl 1560cc	112	180	11.4	118	70.6	932	884	98	A	15	26	✓	✓	✓	✓	✗	6	✓	✓	5/10
308 1.6 e-HDi 112 FAP SS Oxygo 5d	£18,865	£315	4cyl 1560cc	112	180	11.4	118	70.6	932	884	104	B	15	38	✗	✓	–	✓	✗	6	✓	✓	5/10
308 1.6 e-HDi 112 FAP EGC SS 98g Oxygo 5d	£19,515	£332	4cyl 1560cc	112	180	11.4	118	70.6	932	884	98	A	15	40	✓	✓	–	✓	✗	6	✓	✓	5/10
308 2.0 HDi 150 Active 5d	£19,295	£260	4cyl 1997cc	150	240	9.5	127	55.4	731	1126	134	E	20	31	–	✓	✗	✓	–	6	✓	✓	5/10
308 CC 1.6 VTi 120 Access 2d	£21,245	£306	4cyl 1598cc	120	120	12.0	121	42.2	557	1422	155	G	16	37	✗	✓	–	✓	✗	6	✓	✓	4/10
308 CC 1.6 VTi 120 Active 2d	£22,245	£303	4cyl 1598cc	120	120	12.0	121	42.2	557	1422	155	G	16	36	✗	✓	–	✓	✓	6	✓	✓	4/10
308 CC 1.6 THP 156 Active 2d	£23,095	£326	4cyl 1598cc	156	180	9.6	133	39.2	517	1531	167	H	21	39	–	✓	–	✓	✓	6	✓	✓	5/10
308 CC 1.6 THP 200 GT 2d	£25,795	£563	4cyl 1598cc	200	202	8.3	147	36.6	483	1639	162	G	30	68	✗	✓	–	✓	✓	6	✓	✓	5/10
308 CC 1.6 e-HDi FAP 112 SS Access 2d	£22,565	£460	4cyl 1560cc	112	210	12.2	119	60.1	793	1038	123	C	18	55	✗	✓	–	✓	✗	6	✓	✓	4/10
308 CC 1.6 e-HDi FAP 112 SS Active 2d	£23,515	£302	4cyl 1560cc	112	210	12.2	119	57.7	762	1081	128	D	18	36	✗	✓	–	✓	✓	6	✓	✓	4/10
308 CC 2.0 HDi 150 Active 2d	£24,395	£316	4cyl 1997cc	150	260	11.1	129	47.8	631	1305	149	F	23	38	–	✓	–	✓	✓	6	✓	✓	4/10

SW: + £1,400, Allure: £1,000/£2,250

TG CHOICE: The 2.0-litre HDi makes sense if you're a blind non-driver with a Peugeot dealership in the family.

508: PEUGEOT'S REPLACEMENT FOR THE 607 AND 407. IT'S ACTUALLY QUITE NICE, IN AN AVERAGE SORT OF WAY. HIGHLIGHT IS THE LOW-CO2 E-HDI ENGINE.

EURO NCAP: ●●●●● **L:** 479cm **W:** 185cm **H:** 146cm **BOOT:** 473 litres **FUEL TANK:** 72 litres **ALSO TRY:** Ford Mondeo, Vauxhall Insignia, VW Passat

508 1.6 VTi 120 EGC Access 4d	£18,150	£279	4cyl 1598cc	120	117	11.5	126	45.6	722	1316	144	F	20	34	✓	–	✗	✓	–	6	✓	✓	5/10
508 1.6 VTi 120 EGC SR 4d	£20,050	£259	4cyl 1598cc	120	117	11.5	126	45.6	722	1316	144	F	21	31	✓	✓	✓	✓	–	6	✓	✓	5/10
508 1.6 THP 156 SR 4d	£20,850	£327	4cyl 1598cc	156	180	8.6	126	44.1	698	1361	149	F	24	39	✗	✓	✓	✓	–	6	✓	✓	6/10
508 1.6 THP 156 Active 4d	£20,650	£346	4cyl 1598cc	156	180	8.6	126	44.1	698	1361	149	F	24	42	✗	–	–	✓	–	6	✓	✓	6/10
508 1.6 THP 156 Allure 4d	£22,995	£383	4cyl 1598cc	156	180	8.6	126	44.1	698	1361	149	F	24	46	✗	✓	–	✓	✓	6	✓	✓	6/10
508 1.6 HDi 112 SR 4d	£20,150	£326	4cyl 1560cc	112	180	11.3	113	60.1	952	1038	124	D	21	39	✗	✓	✓	✓	–	6	✓	✓	6/10
508 1.6 HDi 112 Active 4d	£19,950	£311	4cyl 1560cc	112	180	11.3	113	60.1	952	1038	124	D	21	37	✗	–	–	✓	–	6	✓	✓	6/10
508 1.6 e-HDi 112 EGC 109g Access 4d	£19,050	£279	4cyl 1560cc	112	202	11.9	122	64.2	1017	972	109	B	21	34	✓	–	✗	✓	–	6	✓	✓	6/10
508 1.6 e-HDi 112 EGC 109g Active 4d	£20,750	£355	4cyl 1560cc	112	202	11.9	122	64.2	1017	972	109	B	21	43	✓	–	–	✓	–	6	✓	✓	6/10
508 1.6 e-HDi 112 EGC 109g Allure 4d	£23,100	£389	4cyl 1560cc	112	202	11.9	122	64.2	1017	972	109	B	21	47	✓	✓	–	✓	✓	6	✓	✓	6/10
508 1.6 e-HDi 112 EGC 109g SR 4d	£20,950	£259	4cyl 1560cc	112	202	11.9	122	64.2	1017	972	109	B	21	31	✓	✓	✓	✓	–	6	✓	✓	6/10
508 2.0 HDi FAP 163 Active 4d	£21,095	£372	4cyl 1997cc	163	255	9.6	140	57.6	912	1083	129	D	26	45	✗	–	–	✓	–	6	✓	✓	6/10
508 2.0 HDi FAP 163 Allure 4d	£23,445	£333	4cyl 1997cc	163	255	9.6	140	57.6	912	1083	129	D	26	40	✗	✓	–	✓	✓	6	✓	✓	6/10
508 2.0 HDi FAP 163 SR 4d	£21,295	£359	4cyl 1997cc	163	255	9.6	140	57.6	912	1083	129	D	26	43	✗	✓	✓	✓	–	6	✓	✓	6/10
508 2.0 HDi 200 HYbrid4 4d	£31,450	£443	4cyl 1997cc	200	225	9.0	130	78.5	1243	764	95	A	33	53	✓	✓	✓	✓	✓	6	✓	✓	6/10
508 2.2 HDi 200 Automatic GT 4d	£28,750	£397	4cyl 2179cc	200	332	8.2	145	49.6	786	1258	150	F	33	48	✓	✓	✓	✓	✓	6	✓	✓	6/10
508 RXH 2.0 HYbrid4 200 Standard 5d	£33,695	£445	4cyl 1997cc	200	225	9.5	132	68.9	1061	906	107	B	33	53	✓	✓	✓	✓	✓	6	✓	✓	6/10
508 RXH 2.0 HYbrid4 200 Limited Edition 5d	£36,000	£611	4cyl 1997cc	200	225	9.5	132	68.9	1061	906	107	B	34	73	✓	✓	✓	✓	✓	6	✓	✓	6/10

SW: + £1,225

TG CHOICE: That e-HDi engine. The car is under £20k, and it only produces 109g/km. Impressive stuff.

RCZ: PEUGEOT'S STUNNING SMALL COUPE THAT MARKS A RENAISSANCE FOR THE BRAND. GOOD-LOOKING, FUN TO DRIVE, EXCELLENT VALUE FOR MONEY.

EURO NCAP: n/a **L:** 429cm **W:** 185cm **H:** 135cm **BOOT:** 309 litres **FUEL TANK:** 55 litres **ALSO TRY:** Audi TT, Honda CR-Z, VW Scirocco, BMW 1-Series Coupe

RCZ 1.6 THP 156 Sport 2d	£21,210	£276	4cyl 1598cc	156	180	9.0	132	44.1	534	1361	149	F	28	33	–	✓	–	✓	✓	4	✓	✓	7/10
RCZ 1.6 THP 156 GT 2d	£23,560	£264	4cyl 1598cc	156	180	9.0	132	44.1	534	1361	149	F	28	32	–	✓	✗	✓	✓	4	✓	✓	7/10
RCZ 1.6 THP 200 Sport 2d	£23,595	£293	4cyl 1598cc	200	206	7.6	146	42.1	509	1425	155	G	33	35	✗	✓	–	✓	✓	4	✓	✓	7/10
RCZ 1.6 THP 200 GT 2d	£25,945	£321	4cyl 1598cc	200	206	7.6	146	42.1	509	1425	155	G	34	39	✗	✓	✗	✓	✓	4	✓	✓	7/10
RCZ 2.0 HDi 163 Sport 2d	£23,045	£284	4cyl 1997cc	163	240	8.7	134	53.2	644	1173	139	E	30	34	✗	✓	–	✓	✓	4	✓	✓	7/10
RCZ 2.0 HDi 163 GT 2d	£25,395	£294	4cyl 1997cc	163	240	8.7	134	53.2	644	1173	139	E	30	35	✗	✓	–	✓	✓	4	✓	✓	7/10

TG CHOICE: The 200bhp 1.6 THP is the enthusiast's choice, but the 2.0 HDi is also fun, and capable of well over 50mpg.

3008: YET ANOTHER ODD CROSSOVER-TYPE, THIS TIME BASED ON THE 308 CHASSIS. AIMED AT FAMILIES, AND AVAILABLE IN CLEVER DIESEL HYBRID GUISE TOO.

EURO NCAP: ●●●●● **L:** 437cm **W:** 184cm **H:** 164cm **BOOT:** 512/1,604 litres **FUEL TANK:** 60 litres **ALSO TRY:** Nissan Qashqai, Hyundai ix35, Kia Sportage, Ford Kuga

3008 1.6 VTi 120 Access 5d	£17,195	£228	4cyl 1598cc	120	118	11.8	115	40.1	529	1496	159	G	15	27	✗	✗	–	✓	✗	6	✓	✓	4/10
3008 1.6 VTi 120 Active 5d	£18,745	£257	4cyl 1598cc	120	118	11.8	115	40.1	529	1496	159	G	15	31	✗	✓	–	✓	✓	6	✓	✓	4/10
3008 1.6 VTi 120 Allure 5d	£20,195	£273	4cyl 1598cc	120	118	11.8	115	40.1	529	1496	162	G	15	33	✗	✓	–	✓	✓	6	✓	✓	4/10
3008 1.6 VTi 120 Sportium 5d	£21,795	£529	4cyl 1598cc	120	118	11.8	115	40.1	529	1496	162	G	15	64	✗	✓	✓	✓	✓	6	✓	✓	4/10
3008 1.6 THP 156 Active 5d	£19,595	£282	4cyl 1598cc	156	177	8.9	125	39.7	524	1511	167	H	20	34	✗	✓	–	✓	✓	6	✓	✓	6/10
3008 1.6 THP 156 Allure 5d	£21,045	£296	4cyl 1598cc	156	177	8.9	125	38.7	511	1550	169	H	20	36	✗	✓	–	✓	✓	6	✓	✓	6/10
3008 1.6 HDi 112 FAP Access 5d	£18,995	£243	4cyl 1560cc	112	199	13.6	112	55.4	731	1126	130	D	17	29	✗	✗	–	✓	✗	6	✓	✓	5/10
3008 1.6 HDi 112 FAP Active 5d	£20,245	£252	4cyl 1560cc	112	199	13.6	112	55.4	731	1126	130	D	17	30	✗	✓	–	✓	✓	6	✓	✓	5/10
3008 1.6 HDi 112 FAP SR 5d	£21,245	£216	4cyl 1560cc	112	199	13.6	112	53.3	703	1171	135	E	17	26	✗	✓	✓	✓	✓	6	✓	✓	5/10
3008 1.6 HDi 112 FAP Allure 5d	£21,795	£268	4cyl 1560cc	112	199	13.6	112	53.3	703	1171	135	E	17	32	✗	✓	–	✓	✓	6	✓	✓	5/10
3008 1.6 HDi 112 FAP Sportium 5d	£23,395	£517	4cyl 1560cc	112	199	13.6	112	53.3	703	1171	135	E	17	62	✗	✓	✓	✓	✓	6	✓	✓	5/10
3008 1.6 e-HDi 112 FAP EGC Access 5d	£19,845	£253	4cyl 1560cc	112	199	14.0	110	60.1	793	1038	122	D	17	30	✓	✗	–	✓	✗	6	✓	✓	5/10
3008 1.6 e-HDi 112 FAP EGC Active 5d	£21,095	£262	4cyl 1560cc	112	199	14.0	110	60.1	793	1038	122	D	17	32	✗	✓	–	✓	✓	6	✓	✓	5/10
3008 1.6 e-HDi 112 FAP EGC SR 5d	£22,095	£218	4cyl 1560cc	112	199	14.0	110	57.6	760	1083	127	D	17	26	✓	✓	✓	✓	✓	6	✓	✓	5/10

◀ PEUGEOT CONTINUED

	PRICE			PERFORMANCE								COSTS			GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
3008 1.6 e-HDi 112 FAP EGC Allure 5d	£22,545	£274	4cyl 1560cc	112	199	14.0	110	57.6	760	1083	127	D	17	33	✓	✓	–	✓	✓	6	✓	✓	5/10
3008 2.0 HDi 150 FAP Active 5d	£21,345	£277	4cyl 1997cc	150	250	9.7	121	52.3	690	1193	142	F	20	33	–	✓	–	✓	✓	6	✓	✓	6/10
3008 2.0 HDi 150 FAP Allure 5d	£22,795	£283	4cyl 1997cc	150	250	9.7	121	50.4	665	1238	145	F	20	34	–	✓	–	✓	✓	6	✓	✓	6/10
3008 HYbrid4 99g 5d	£26,995	£350	4cyl 1997cc	200	221	9.1	118	74.3	981	840	99	A	26	42	✓	✓	✗	✓	✓	6	✓	✓	7/10
3008 HYbrid4 104g 5d	£28,495	£374	4cyl 1997cc	200	221	9.1	118	70.6	932	884	104	B	26	45	✓	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: Wait for the hybrid: the 3008 isn't exactly sparkling to drive in the first place.



5008: LARGE SEVEN-SEAT MPV THAT LOOKS PRETTY GOOD AND DOES EVERYTHING A FAMILY MIGHT WANT. NOT SO BRILLIANT TO DRIVE, BUT TODDLERS WON'T CARE.

EURO NCAP: ●●●●● **L:** 453cm **W:** 183cm **H:** 164cm **BOOT:** 679/2,506 litres **FUEL TANK:** 60 litres **ALSO TRY:** Renault Grand Scenic, VW Sharan, Seat Alhambra

5008 1.6 VTi 120 Access 5d	£18,145	£271	4cyl 1598cc	120	118	12.3	116	40.9	540	1467	159	G	12	33	✗	✗	–	✓	✗	6	✓	✓	4/10
5008 1.6 VTi 120 Active 5d	£19,795	£296	4cyl 1598cc	120	118	12.3	116	40.3	532	1489	162	G	13	36	✗	✓	–	✓	✓	6	✓	✓	4/10
5008 1.6 THP 156 Active 5d	£20,645	£308	4cyl 1598cc	156	177	9.7	121	38.7	511	1550	169	H	17	37	✗	✓	–	✓	✓	6	✓	✓	6/10
5008 1.6 THP 156 Allure 5d	£22,345	£327	4cyl 1598cc	156	177	9.7	121	38.7	511	1550	169	H	17	39	✗	✓	–	✓	✓	6	✓	✓	6/10
5008 1.6 HDi 112 FAP Access 5d	£19,945	£281	4cyl 1560cc	112	177	12.9	115	53.3	703	1171	135	E	16	34	✗	✗	–	✓	✗	6	✓	✓	5/10
5008 1.6 HDi 112 FAP SR 5d	£20,845	£245	4cyl 1560cc	112	177	12.9	115	53.3	703	1171	135	E	16	29	✗	✓	✓	✓	✗	6	✓	✓	5/10
5008 1.6 HDi 112 FAP Allure 5d	£23,095	£317	4cyl 1560cc	112	177	12.9	115	51.3	677	1216	140	E	16	38	✗	✓	–	✓	✓	6	✓	✓	5/10
5008 1.6 e-HDi 112 FAP EGC Access 5d	£20,695	£291	4cyl 1560cc	112	177	12.6	114	57.6	760	1083	125	D	16	35	✓	✗	–	✓	✗	6	✓	✓	5/10
5008 1.6 e-HDi 112 FAP EGC SR 5d	£21,595	£242	4cyl 1560cc	112	177	12.6	114	57.6	760	1083	125	D	16	29	✓	✓	✓	✓	✗	6	✓	✓	5/10
5008 1.6 e-HDi 112 FAP EGC Allure 5d	£23,845	£329	4cyl 1560cc	112	177	12.6	114	55.3	730	1128	132	E	16	40	✓	✓	–	✓	✓	6	✓	✓	5/10
5008 2.0 HDi 150 FAP Allure 5d	£24,095	£331	4cyl 1997cc	150	250	10.0	118	47.9	632	1303	154	G	19	40	–	✓	–	✓	✓	6	✓	✓	6/10

TG CHOICE: The 2.0 HDi is torquey and useful; go for the auto 'box for maximum ease of use.

PORSCHE

www.porsche.co.uk **COMPANY DESCRIPTION:** A big name in sports car manufacture and motorsport and deservedly so. It produces cars of immense capability and quality.
CLARKSON ON PORSCHE: 'HAMMOND HAS A PORSCHE. SO DOES MAY. UNDER THE RULES OF THE COOL WALL, THIS MAKES THEM AS COOL AS PLASTIC SHOES.'

BOXSTER: THE BEST SPORTS-ROADSTER ON SALE, BAR NONE. DON'T GO ANYWHERE ELSE IF YOU CAN AFFORD IT.

EURO NCAP: n/a **L:** 437cm **W:** 180cm **H:** 128cm **BOOT:** 130/280 litres **FUEL TANK:** 64 litres **ALSO TRY:** Audi TT Roadster, Nissan 370Z Roadster, BMW Z4



Boxster 2.7 265 Standard 2d	£37,589	n/a	6cyl 2706cc	265	206	5.8	164	34.4	484	1744	192	J	40	n/a	–	✗	✗	✗	✗	6	✓	✗	9/10
Boxster 3.4 315 S 2d	£45,384	n/a	6cyl 3436cc	315	265	5.1	173	32.1	452	1869	205	K	43	n/a	–	✗	✗	✗	✗	6	✓	✗	9/10

TG CHOICE: Base 2.7 is still an excellent car, but we'd probably plump for the S. Just.

CAYMAN: LOOKS LIKE A HARDTOP BOXSTER, FEELS LIKE A SMALL 911. POSSIBLY THE MOST USABLE FAST CAR ON THE PLANET IN THE REAL WORLD. APART FROM THE 911.

EURO NCAP: n/a **L:** 435cm **W:** 180cm **H:** 130cm **BOOT:** 150/260 litres **FUEL TANK:** 65 litres **ALSO TRY:** Lotus Exige, BMW M3, Audi TT, Nissan 370Z



Cayman 2.9 Standard 2d	£39,162	£618	6cyl 2893cc	265	221	5.8	164	30.1	424	1993	221	K	42	74	–	–	–	✓	–	6	✓	✓	8/10
Cayman 3.4 330 R 2d	£51,728	£928	6cyl 3436cc	330	272	5.0	175	29.1	346	2062	228	L	46	111	–	–	–	–	–	6	✓	✓	9/10
Cayman 3.4 S 2d	£47,604	£870	6cyl 3436cc	320	272	5.2	172	29.7	418	2020	223	K	44	104	–	–	–	✓	–	6	✓	✓	9/10

TG CHOICE: A Cayman R for weekend thrills, a straight 'S' with sports exhaust for every day.

911 - 991: STYLING MAY BE EVOLUTIONARY, AND THE INTERIOR LARGELY LIFTED FROM A PANAMERA, BUT THIS IS PORSCHE PROVING IT'S THE WORLD'S BEST SPORTS CAR MANUFACTURER.

EURO NCAP: n/a **L:** 449cm **W:** 181cm **H:** 130cm **BOOT:** 135 litres **FUEL TANK:** 64 litres **ALSO TRY:** Aston Martin Vantage, Jaguar XK, Audi R8, Nissan GT-R



911 3.4 350 Carrera 2d 991	£71,449	£1,379	6cyl 3436cc	350	287	4.8	179	31.4	442	1911	213	K	50	165	–	✓	✓	–	✓	6	✓	✓	9/10
911 3.8 400 Carrera S 2d 991	£81,242	£1,804	6cyl 3800cc	400	324	4.5	188	29.7	418	2020	224	K	47	216	–	✓	✓	–	✓	6	✓	✓	9/10
911 3.4 350 Carrera 4 2d 991	£77,924	n/a	6cyl 3436cc	350	287	4.9	177	30.4	455	1974	219	K	n/a	n/a	–	✓	✓	–	✓	6	✓	✓	N/A
911 3.8 400 Carrera 4S 2d 991	£87,959	n/a	6cyl 3800cc	400	324	4.5	185	28.5	426	2105	234	L	n/a	n/a	–	✓	✓	–	✓	6	✓	✓	N/A

Cabriolet: + £8,500

TG CHOICE: You'll feel compelled to buy the S because you don't want to look cheap, but the 3.4 might just be the sweeter engine.

911 - 997: 997 GEN IS RESTRICTED TO JUST THE TURBO NOW. ENGAGE LAUNCH CONTROL TO FIND OUT WHAT THE FUSS IS ALL ABOUT.

EURO NCAP: n/a **L:** 444cm **W:** 185cm **H:** 123cm **BOOT:** 135 litres **FUEL TANK:** 64 litres **ALSO TRY:** Aston Martin Vantage, Jaguar XK, Audi R8, Nissan GT-R



911 3.8 Turbo 2d	£110,342	£2,662	6cyl 3797cc	500	479	3.7	194	24.4	360	2459	272	M	50	320	–	–	✓	✓	✓	6	✓	✓	8/10
911 3.8 Turbo S 2d	£125,975	£3,214	6cyl 3800cc	530	516	3.3	195	24.7	364	2429	268	M	50	386	✓	–	✓	✓	✓	6	✓	✓	8/10

TG CHOICE: Turbo S. It's faster, innit?

PANAMERA: FOUR-DOOR, FOUR-SEAT FAMILY PORSCHE. VERY FAST, QUITE HARD TO FALL IN LOVE WITH.

EURO NCAP: n/a **L:** 497cm **W:** 193cm **H:** 142cm **BOOT:** 445/1,263 litres **FUEL TANK:** 80 litres **ALSO TRY:** Aston Martin Rapide, Audi A7, Maserati Quattroporte



Panamera 3.6 Standard 4d	£62,783	£1,254	6cyl 3605cc	300	295	6.8	162	25.0	440	2400	265	M	49	151	–	–	✓	✓	✓	8	✓	✓	5/10
Panamera 3.6 4 4d	£68,368	£1,524	6cyl 3605cc	300	295	6.1	160	29.4	517	2041	225	K	49	183	✓	–	✓	✓	✓	8	✓	✓	5/10
Panamera 3.0 V6 S Hybrid 4d	£86,476	£2,013	6cyl 2995cc	333	324	6.0	167	41.5	730	1446	159	G	50	242	✓	–	✓	✓	✓	8	✓	✓	6/10
Panamera 4.8 S 4d	£77,453	£1,942	8cyl 4806cc	400	368	5.6	177	22.6	398	2655	293	M	49	233	–	✓	✓	✓	✓	8	✓	✓	7/10
Panamera 4.8 4S 4d	£83,280	£2,042	8cyl 4806cc	400	368	5.0	175	25.4	559	2362	260	M	49	245	✓	✓	✓	✓	✓	8	✓	✓	6/10
Panamera 4.8T Turbo 4d	£103,807	£2,504	8cyl 4806cc	500	516	4.2	188	24.6	541	2439	270	M	50	300	✓	✓	✓	✓	✓	10	✓	✓	6/10
Panamera 4.8 V8 T 550 Turbo S 4d	£122,623	£2,925	8cyl 4806cc	550	553	3.8	190	24.6	541	2439	270	M	50	351	✓	✓	✓	✓	✓	10	✓	✓	6/10
Panamera 3.0 V6 Diesel 4d	£62,134	£1,279	6cyl 2967cc	250	405	6.8	150	43.5	766	1434	172	H	46	153	✓	–	✓	✓	✓	8	✓	✓	6/10

TG CHOICE: The base V6 is actually quite good, and so's the standard V8. Turbo is much, much faster, but not as good to drive. Weird.

CAYENNE: SPORTING SUV THAT'S EXTREMELY CAPABLE AND NOW SLIGHTLY BETTER TO LOOK AT AND NO LONGER HAS A RIDE THAT DOES BAD THINGS TO YOUR SPINE.

EURO NCAP: n/a **L:** 484cm **W:** 194cm **H:** 171cm **BOOT:** 670/1,780 litres **FUEL TANK:** 100 litres **ALSO TRY:** Range Rover/Sport, BMW X5/X6, Audi Q7, Infiniti FX



Cayenne 3.0 V6 Standard 5d	£44,397	£1,573	6cyl 3598cc	300	295	7.5	143	25.2	471	2381	263	M	n/a	189	–	–	–	✓	✓	6	✓	✓	6/10
Cayenne 4.8 V8 S 5d	£56,799	£922	8cyl 4806cc	400	369	5.9	160	26.9	503	2230	245	L	45	111	✓	–	✓	✓	✓	6	✓	✓	6/10
Cayenne 3.0 V6 Hybrid S 5d	£61,074	£1,192	6cyl 2995cc	380	427	6.5	150	34.4	643	1744	193	J	45	143	✓	–	✓	✓	✓	6	✓	✓	5/10
Cayenne 4.8 V8 420 GTS 5d	£67,147	n/a	8cyl 4806cc	420	379	5.7	162	26.4	494	2273	251	L	n/a	n/a	✓	–	✓	✓	✓	6	✓	✓	7/10
Cayenne 4.8 V8 Turbo 5d	£87,726	£2,129	8cyl 4806cc	500	516	4.7	172	24.6	541	2439	270	M	50	255	✓	–	✓	✓	✓	6	✓	✓	6/10
Cayenne 3.0 V6 Diesel 5d	£46,774	£670	6cyl 2967cc	245	405	7.6	137	39.2	733	1592	189	J	40	80	✓	–	–	✓	✓	6	✓	✓	7/10
Cayenne 4.2 V8 Diesel 382 S 5d	£58,243	n/a	8cyl 4134cc	382	626	5.7	156	34.0	636	1835	218	K	n/a	n/a	✓	–	✓	✓	✓	6	✓	✓	N/A

TG CHOICE: The Turbo because it bends physics into funny shapes. The environment is doomed anyway.

	PRICE			PERFORMANCE								COSTS				GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MLS)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING

RADICAL

www.radicalsportscars.com **COMPANY DESCRIPTION:** Specialist racing car manufacturer that now happens to make a road car. Still looks like a racing car mind you.
CLARKSON ON RADICAL: 'A RACING SKATEBOARD FOR PEOPLE WITH THE REACTIONS OF AN AMPHETAMINE-DOUSED MONGOOSE, AND A SPINE MADE OF CONCRETE.'



SR3 SL: FEW CARS ARE AS EXTREME. AND FEW COPE AS BADLY WITH BRITISH ROADS. A ROAD CAR FOR SMOOTH, DRY, CLEAR TARMAC. SUCH AS A RACETRACK.

EURO NCAP: n/a **L:** 410cm **W:** 179cm **H:** 113cm **BOOT:** n/a litres **FUEL TANK:** 50 litres **ALSO TRY:** Ariel Atom, Caterham, a bathtub down a very steep slope

SR3 SL 2.0 Standard 2d	£69,850	n/a	4cyl 1999cc	245	265	3.4	160	n/a	n/a	n/a	n/a	n/a	n/a	n/a	✓	✗	✗	✗	✗	0	✗	✗	8/10

TG CHOICE: There is only one. It can be had with a heater. You need it with a heater. Have the heater.

RENAULT

www.renault.co.uk **COMPANY DESCRIPTION:** Still state-owned French concern that has an almost suicidal design philosophy, but at least offers plenty of choice.
CLARKSON ON RENAULT: 'RENAULTS IN GENERAL ARE BLESSED WITH A SORT OF JAUNTY FRENCHNESS THAT HELPS YOU IGNORE ALL THE BITS THAT HAVE FALLEN OFF.'



TWIZY: GOD KNOWS WHAT'S GOT INTO US BUT WE BADLY WANT A TWIZY. MAINLY TO SNEAK UP ON OTHER CARS IN ELECTRICAL SILENCE. WE EVEN LIKE SAYING THE WORD.

EURO NCAP: n/a **L:** 234cm **W:** 124cm **H:** 146cm **BOOT:** 31 litres **FUEL TANK:** n/a litres **ALSO TRY:** Mitsubishi i-MiEV, Peugeot iOn, Citroen C-Zero

Twizy 13kW EV Urban	£6,690	£193	Electric	17	42	n/a	50	n/a	50	n/a	0	A	10	23	✓	✗	✗	✗	✗	1	✗	✗	7/10
Twizy 13kW EV Technic 2d	£7,400	£198	Electric	17	42	n/a	50	n/a	50	n/a	0	A	11	24	✓	✗	✗	✗	✗	1	✗	✗	7/10
Twizy 13kW Colour	£6,950	n/a	Electric	17	42	n/a	50	n/a	50	n/a	0	A	10	n/a	✓	✗	✗	✗	✗	1	✗	✗	7/10

TG CHOICE: The lighter you are, the faster you go, so get the one with least kit. And therefore cost. Handy.



TWINGO: REFRESHED TWINGO LOOKS DIFFERENT WITH A NEW 'CHEERY' FACE, BUT SCANT REVISION TO EARLY-90'S DASH MEANS THE FIAT 500 IS STILL THE CAR TO GET.

EURO NCAP: ●●●●● **L:** 361cm **W:** 165/169cm **H:** 147cm **BOOT:** 165/959 litres **FUEL TANK:** 40 litres **ALSO TRY:** Fiat 500 or Panda, Mini One, Suzuki Splash

Twingo 1.2 75 Dynamique 3d	£10,350	£168	4cyl 1149cc	75	78	12.3	105	55.4	487	1083	119	C	6	20	✗	✓	✗	✓	✗	4	–	✗	5/10
Twingo 1.6 133 Renaultsport 133 3d	£13,565	£324	4cyl 1598cc	133	118	8.7	125	43.5	383	1379	150	F	19	39	✗	✓	✗	✓	–	4	✓	✓	5/10

TG CHOICE: The RS version.



CLIO: FAMILY POTTERING WHEELS OR HARDCORE HOT HATCH, THE CLIO HAS ALL BASES COVERED. QUALITY IS GOOD, PRACTICALITY IS GOOD, PACE IS GOOD.

EURO NCAP: ●●●●● **L:** 402/423cm **W:** 171cm **H:** 149cm **BOOT:** 288/1,038 litres **FUEL TANK:** 55 litres **ALSO TRY:** Ford Fiesta, Mini Hatch, Suzuki Swift, Citroen C3

Clio 1.2 75 Expression 2011 3d	£10,405	£179	4cyl 1149cc	75	78	13.4	104	48.7	589	1232	135	E	8	21	✗	✗	–	–	✗	4	–	✓	5/10
Clio 1.2 75 Dynamique TomTom 2011 3d	£12,405	£170	4cyl 1149cc	75	78	13.4	104	48.7	589	1232	135	E	8	20	✗	✗	✓	✓	–	6	–	✓	5/10
Clio 1.2 TCe 100 Dynamique TomTom 2011 3d	£13,100	£199	4cyl 1149cc	100	114	11.0	114	52.3	633	1147	125	D	12	24	✗	✗	✓	✓	–	6	–	✓	6/10
Clio 1.2 TCe 100 GT Line TomTom 2011 3d	£14,000	£207	4cyl 1149cc	100	114	11.0	114	52.3	633	1147	125	D	13	25	✗	✗	✓	✓	✓	6	–	✓	6/10
Clio 1.6 111 auto Expression 2011 3d	£13,090	£268	4cyl 1598cc	111	111	12.2	116	36.2	438	1657	179	I	12	32	✓	✗	–	✓	✗	4	–	✓	5/10
Clio 1.6 111 auto Dynamique TomTom 2011 3d	£14,515	£239	4cyl 1598cc	111	111	12.2	116	36.2	438	1657	179	I	12	29	✓	✗	✓	✓	–	6	–	✓	5/10
Clio 2.0 Renaultsport 200 3d	£17,930	£293	4cyl 1998cc	200	158	6.9	141	34.5	417	1739	190	J	30	35	✗	✗	–	✓	–	6	✓	✓	9/10
Clio 2.0 Renaultsport 200 Cup 3d	£16,930	£274	4cyl 1998cc	200	158	6.9	141	34.5	417	1739	190	J	30	33	✗	✗	✗	–	✗	4	✓	✗	9/10
Clio 1.5 dCi 88 FAP Expression 2011 3d	£12,200	£219	4cyl 1461cc	88	147	12.7	108	70.6	854	884	106	B	13	26	✗	✗	–	–	✗	4	–	✓	7/10
Clio 1.5 dCi 88 FAP Dynamique TomTom 2011 3d	£14,200	£202	4cyl 1461cc	88	147	12.7	108	70.6	854	884	106	B	13	24	✗	✗	✓	✓	–	6	–	✓	7/10
Clio 1.5 dCi 88 FAP GT Line TomTom 2011 3d	£15,100	£205	4cyl 1461cc	88	147	12.7	108	70.6	854	884	106	B	13	25	✗	✗	✓	✓	✓	6	–	✓	7/10
Clio 1.5 dCi 88 FAP Eco Expression 3d	£12,200	£206	4cyl 1461cc	88	147	11.0	113	78.5	950	795	96	A	13	25	✗	✗	–	–	✗	4	–	✓	7/10

5dr: + £600. Sport Tourer: + £1,600

TG CHOICE: It's always, always the RS. Nothing else in the class comes close to it.



ZOE: THIS COULD BE THE POINT WHERE ELECTRIC CARS START TO PROVE THEMSELVES. THE ZOE IS A NEW-FROM-THE-GROUND-UP CAR THAT LOOKS GREAT, AND COSTS LITTLE.

EURO NCAP: n/a **L:** 409cm **W:** 173cm **H:** 156cm **BOOT:** 328/1,225 litres **FUEL TANK:** 0 litres **ALSO TRY:** Nissan Leaf, Peugeot Ion, golf kart

Zoe EV Expression 5d	£17,333	n/a	Electric	88	162	13.5	84	n/a	130	0	0	A	n/a	0	✓	✓	✓	✓	–	9	✓	✓	N/A
Zoe EV Dynamique Zen 5d	£18,800	n/a	Electric	88	162	13.5	84	n/a	130	0	0	A	n/a	0	✓	✓	✓	✓	✓	9	✓	✓	N/A
Zoe EV Dynamique Intens 5d	£18,800	n/a	Electric	88	162	13.5	84	n/a	130	0	0	A	n/a	0	✓	✓	✓	✓	✓	9	✓	✓	N/A

TG CHOICE: There's only one, and it's cheap, so feel free to top-up with some extras.



MEGANE: IT'S LOST THE FAT ARSE, WHICH IS A GOOD THING. BUILD QUALITY IS MUCH IMPROVED, PACE AND DRIVING ARE ABOVE AVERAGE, TOO.

EURO NCAP: ●●●●● **L:** 430cm **W:** 181cm **H:** 145cm **BOOT:** 372/1,162 litres **FUEL TANK:** 60 litres **ALSO TRY:** Ford Focus, Vauxhall Astra, Honda Civic, Kia Cee'd, VW Golf

Megane 1.2 TCe 115 Stop and Start Dynamique TT 5d	£18,325	£265	4cyl 1198cc	115	140	10.9	118	53.3	703	1126	119	C	13	32	✗	✓	✓	✓	–	6	✓	✓	6/10
Megane 1.2 TCe 115 Stop and Start GT Line TT 5d	£19,825	£281	4cyl 1198cc	115	140	10.9	118	53.3	703	1126	119	C	13	34	✗	✓	✓	✓	✓	6	✓	✓	6/10
Megane 1.6 110 Expression+ 5d	£16,725	£242	4cyl 1598cc	110	111	10.5	118	40.9	540	1467	159	G	16	29	✗	✓	–	✓	–	6	✓	✓	6/10
Megane 1.6 110 Dynamique TomTom 5d	£17,275	£258	4cyl 1598cc	110	111	10.5	118	40.9	540	1467	159	G	16	31	✗	✓	✓	✓	–	6	✓	✓	6/10
Megane 1.5 dCi 90 ECO Expression+ 5d	£17,525	£218	4cyl 1461cc	90	147	12.5	112	70.6	932	884	104	B	14	26	✗	✓	–	✓	–	6	✓	✓	6/10
Megane 1.5 dCi 110 ECO Expression+ 5d	£18,125	£235	4cyl 1461cc	110	177	12.3	118	68.9	909	906	106	B	17	28	–	✓	–	✓	–	6	✓	✓	6/10
Megane 1.5 dCi 110 Stop and Start Expression+ 5d	£18,800	£243	4cyl 1461cc	110	191	12.1	118	80.7	1065	773	90	A	17	29	✗	✓	–	✓	–	6	✓	✓	6/10
Megane 1.5 dCi 110 ECO Dynamique TomTom 5d	£19,125	£220	4cyl 1461cc	110	177	12.3	118	68.9	909	906	106	B	17	26	–	✓	✓	✓	–	6	✓	✓	6/10
Megane 1.5 dCi 110 Stop and Start Dynamique TT 5d	£19,800	£220	4cyl 1461cc	110	191	12.1	118	80.7	1065	773	90	A	18	26	✗	✓	✓	✓	–	6	✓	✓	6/10
Megane 1.5 dCi 110 Stop and Start GT Line TT 5d	£21,300	£268	4cyl 1461cc	110	191	12.1	118	80.7	1065	773	90	A	18	32	✗	✓	✓	✓	✓	6	✓	✓	6/10
Megane 1.6 dCi 130 Stop and Start Dynamique TT 5d	£20,300	£253	4cyl 1598cc	130	236	9.8	124	70.6	932	884	104	B	20	30	✗	✓	✓	✓	–	6	✓	✓	6/10
Megane 1.6 dCi 130 Stop and Start GT Line TT 5d	£21,800	£266	4cyl 1598cc	130	236	9.8	124	70.6	932	884	104	B	21	32	✗	✓	✓	✓	✓	6	✓	✓	6/10
Megane 2.0 dCi 160 GT Line TomTom 5d	£22,490	£297	4cyl 1995cc	160	280	8.5	134	49.6	655	1258	150	F	25	36	✗	✓	✓	✓	✓	6	✓	✓	6/10

Coupe: + £500. Sport Tourer: + £350

TG CHOICE: As ever, the RS please. In yellow with the black 18-inch wheels. With the optional RenaultSport monitor.



FLUENCE: NOT WHAT AN ELECTRIC CAR SHOULD BE. FLUENCE IS A LARGE SALOON, BUT A SMALL RANGE MEANS IT'S ONLY GOOD FOR TOWN, WHERE A SMALL HATCHBACK IS BETTER.

EURO NCAP: ●●●●○ **L:** 475cm **W:** 181cm **H:** 148cm **BOOT:** 317 litres **FUEL TANK:** 0 litres **ALSO TRY:** Nissan Leaf, Mitsubishi i-MiEV, Chevrolet Volt, Toyota Prius

Fluence 70kW EV Expression+ 4d	£17,495	£367	Electric	95	166	13.0	83	n/a	115	n/a	0	A	19	44	✓	–	✓	✓	–	6	✓	✓	4/10
Fluence 70kW EV Dynamique 4d	£18,395	£449	Electric	95	166	13.0	83	n/a	115	n/a	0	A	19	54	✓	✓	✓	✓	✓	6	✓	✓	4/10

TG CHOICE: The bus. We'd rather avoid the Fluence, if it's all the same to you.

SCENIC: FAMILY TRANSPORT THAT'S TRYING HARD NOT TO BE DULL, AND FAILING. BUT THE SEATS ARE CLEVER AT FOLDING, THERE ARE CUBBIES FOR SWEETS, AND THE ENGINES ARE GOOD.



EURO NCAP: ●●●●● L: 436/457cm W: 185cm H: 164/167cm BOOT: 208/2,063 litres FUEL TANK: 60 litres ALSO TRY: Vauxhall Zafira, Mazda5, Citroen C4 Picasso

	PRICE	PRICE (CH19)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Scenic 1.6 110 Dynamique 5d	£18,325	£276		4cyl 1598cc	110	111	11.7	115	38.2	504	1571	174	H	15	33	✗	✓	✓	✓	✓	6	✓	✓	5/10
Scenic 1.2 TCe 115 S&S Dynamique 5d	£19,425	£278		4cyl 1198cc	115	140	11.7	112	48.7	643	1232	135	E	15	33	✗	✓	✓	✓	✓	6	✓	✓	6/10
Scenic 1.5 dCi 110 Dynamique 5d	£19,825	£252		4cyl 1461cc	110	177	12.3	112	57.6	760	1083	128	D	16	30	–	✓	✓	✓	✓	6	✓	✓	6/10
Scenic 1.5 dCi 110 S&S Dynamique 5d	£20,225	£234		4cyl 1461cc	110	177	13.3	112	68.9	909	906	105	B	16	28	✗	✓	✓	✓	✓	6	✓	✓	6/10
Scenic 1.6 dCi 130 S&S Dynamique 5d	£21,325	£286		4cyl 1598cc	130	236	10.3	121	64.2	847	972	114	C	21	34	✗	✓	✓	✓	✓	6	✓	✓	6/10

Grand Scenic + £1,400

TG CHOICE: If you're not doing many miles, the 1.2 petrol is good. The new 1.6 dCi otherwise.

ROLLS-ROYCE

www.rolls-roycemotorcars.co.uk **COMPANY DESCRIPTION:** A century after Mr Royce built his first car, the world's most luxuriious car maker is still going strong.
CLARKSON ON ROLLS-ROYCE: 'BMW'S CLEARLY UNDERSTOOD THAT A ROLLS-ROYCE SHOULD BE MAGNIFICENT AND GRACIOUS, BUT ALSO SLIGHTLY VULGAR.'

GHOST: A CUT-PRICE ROLLS? NOT REALLY. LUXURY STILL HERE BY THE DECANTER-LOAD. AND DON'T THINK IT'S 'SMALL' - PARKING WILL STILL BE A SKILLED PROCESS.



EURO NCAP: n/a L: 540/557cm W: 195cm H: 155cm BOOT: 490 litres FUEL TANK: 82 litres ALSO TRY: Bentley Mulsanne, a nice yacht, holiday home on Skye

Ghost 6.6 V12 Standard 4d	£200,958	n/a		12cyl 6592cc	563	575	4.9	155	20.8	380	2885	317	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	8/10
Ghost 6.6 V12 Extended Wheelbase 4d	£229,980	n/a		12cyl 6592cc	563	575	4.8	155	20.6	376	2913	319	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10

TG CHOICE: It's a Rolls, even if it is the 'baby' one, so let's get the extended version with a Jeeves.

PHANTOM S2: LUXURY BRITISH LAND-YACHT WHICH MANAGES TO DRIVE AS WELL AS IT SOOTHES. OPULENCE DOESN'T COME MUCH BETTER THAN THIS.



EURO NCAP: n/a L: 583/609cm W: 199cm H: 164cm BOOT: 460 litres FUEL TANK: 100 litres ALSO TRY: Rolls-Royce Ghost EWB, row of terraced houses in Doncaster

Phantom 6.75 V12 Standard 4d	£305,350	n/a		12cyl 6749cc	453	531	5.9	150	19.1	420	3141	347	M	50	n/a	✓	✓	✓	✓	✓	5	✓	✓	9/10
Phantom 6.75 V12 Extended Wheelbase 4d	£357,850	n/a		12cyl 6749cc	453	531	6.1	150	18.9	416	3175	349	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	9/10
Phantom 6.75 V12 Coupe 2d	£333,130	n/a		12cyl 6749cc	453	531	5.8	155	19.1	420	3141	347	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	8/10
Phantom 6.75 V12 Drophead Coupe 2d	£352,720	n/a		12cyl 6749cc	453	531	5.8	150	19.1	336	3141	347	M	50	n/a	✓	✓	✓	✓	✓	6	✓	✓	8/10

TG CHOICE: Depends on your mood. We'd have the LWB to be driven in, the Drophead for posing and the Coupe for impressing a lady.

SEAT

www.seat.co.uk **COMPANY DESCRIPTION:** Despite being owned by VW, Seat still struggles. Needs a coherent brand identity.
CLARKSON ON SEAT: 'VOLKSWAGENS WITH HAIRY ARMPITS AND A LISP. REALLY. WHAT'S THE POINT OF THAT?'

MII: DON'T GO EXPECTING LOADS OF SPANISH FLAIR. VW DOESN'T PERMIT THAT. THIS IS A VERY SENSIBLE CITY CAR. OH YES.



EURO NCAP: n/a L: 356cm W: 164cm H: 148cm BOOT: 238/951 litres FUEL TANK: 35 litres ALSO TRY: Skoda Citigo, VW Up, Kia Picanto, Toyota iQ

Mii 1.0 60 S 3d	£7,845	£109		3cyl 999cc	60	70	14.4	99	62.8	484	955	105	B	1	13	✗	–	–	–	✗	6	–	✓	7/10
Mii 1.0 Ecomotive 3d	£9,180	£153		3cyl 999cc	60	67	14.4	100	68.9	530	871	96	A	1	18	✗	–	–	✓	–	6	✓	✓	7/10
Mii 1.0 60 SE 3d	£9,275	£119		3cyl 999cc	60	70	14.4	99	62.8	484	955	105	B	1	14	✗	–	–	✓	–	6	✓	✓	7/10
Mii 1.0 75 SE 3d	£10,390	£171		3cyl 999cc	75	70	14.0	106	62.8	484	955	105	B	2	21	✓	–	–	✓	–	6	✓	✓	7/10
Mii 1.0 75 Sport 3d	£9,980	£163		3cyl 999cc	75	70	13.2	106	60.1	463	998	108	B	2	20	✗	–	–	✓	–	6	✓	✓	7/10

TG CHOICE: Try to make it less sensible by choosing a suitably punchy colourscheme. A 75bhp Sport in sunflower yellow.

IBIZA: IBIZA BOCANEGRA LOOKS MAD, BUT YOU CAN GET SENSIBLE VERSIONS. THE PRICING IS GOOD, THE RIDE COULD BE MORE COMFY, BUT AT LEAST YOU'RE NOT ONE OF THE HERD.



EURO NCAP: ●●●●● L: 403cm W: 169cm H: 143cm BOOT: 284 litres FUEL TANK: 45 litres ALSO TRY: Ford Fiesta, VW Polo, Skoda Fabia, Mini Hatch

Ibiza 1.2 60 E 3d SC	£9,995	£175		3cyl 1198cc	60	80	15.9	96	52.3	518	1147	125	D	3	21	✗	✗	✗	✗	✗	4	–	✓	4/10
Ibiza 1.2 70 S a/c 3d SC	£10,930	£229		3cyl 1198cc	70	83	13.9	101	52.3	518	1147	125	D	5	28	✗	–	✗	✓	✗	4	–	✓	4/10
Ibiza 1.4 85 SE 3d SC	£11,995	£155		4cyl 1390cc	85	96	11.8	110	47.9	474	1253	139	E	8	19	✗	–	✗	✓	–	4	–	✓	4/10
Ibiza 1.2 TSI 105 DSG SE 3d SC	£13,605	£217		4cyl 1197cc	105	129	9.7	118	53.3	528	1126	124	D	8	26	✓	–	✗	✓	–	4	–	✓	6/10
Ibiza 1.2 TSI 105 FR 3d SC	£13,465	£165		4cyl 1197cc	105	129	9.7	118	55.4	548	1083	119	C	8	20	–	–	✗	✓	–	4	✓	✓	6/10
Ibiza 1.4 TSI 150 DSG FR 3d SC	£15,870	£239		4cyl 1390cc	150	162	7.6	132	47.9	474	1253	139	E	n/a	29	✓	–	✗	✓	–	4	✓	✓	6/10
Ibiza 1.2 TDI CR 75 S a/c 3d SC	£12,790	£155		3cyl 1199cc	75	133	13.9	104	72.4	717	862	102	B	8	19	✗	–	✗	✓	✗	4	–	✓	4/10
Ibiza 1.2 TDI CR 75 Ecomotive S a/c 3d SC	£13,305	£166		3cyl 1199cc	75	133	13.9	107	80.7	799	773	92	A	6	20	✗	–	✗	✓	✗	4	–	✓	4/10
Ibiza 1.2 TDI CR 75 Ecomotive SE 3d SC	£13,920	£164		3cyl 1199cc	75	133	13.9	107	80.7	799	773	92	A	6	20	✗	–	✗	✓	–	4	–	✓	4/10
Ibiza 1.6 TDI CR 105 SE 3d SC	£14,325	£213		4cyl 1598cc	105	184	10.5	117	65.7	650	950	112	C	6	26	✗	–	✗	✓	–	4	–	✓	6/10
Ibiza 1.6 TDI CR 105 FR 3d SC	£15,170	£166		4cyl 1598cc	105	184	10.5	117	65.7	650	950	112	C	6	20	✗	–	✗	✓	–	4	✓	✓	6/10
Ibiza 2.0 TDI CR 143 FR 3d SC	£16,340	£232		4cyl 1968cc	143	236	8.2	130	60.1	595	1038	123	D	19	28	✗	–	✗	✓	–	4	✓	✓	6/10

5dr + £500 ST + £1,210

TG CHOICE: Weirdly, not the hot one. The 1.2 TSI turbo engine is a peach.

LEON: SEAT SEEMS TO HAVE UPPED ITS GAME WITH THE ALL-NEW LEON. JUST AS WELL, VW DOESN'T LIKE A FAILURE. A GOLF, WITH POORER RESIDUALS AND A SHARPER RIDE.



EURO NCAP: ●●●●○ L: 426cm W: 178cm H: 146 cm BOOT: 380 litres FUEL TANK: 50 litres ALSO TRY: VW Golf, Ford Focus, Honda Civic, Mazda 3

Leon 1.2 TSI 105 S 5d	£15,670	n/a		4cyl 1197cc	105	129	10.0	119	57.6	634	1095	114	C	n/a	n/a	✗	✓	✗	✓	–	9	✓	✓	N/A
Leon 1.2 TSI 105 SE 5d	£16,970	n/a		4cyl 1197cc	105	129	10.0	119	57.6	634	1095	114	C	n/a	n/a	–	✓	–	✓	–	9	✓	✓	N/A
Leon 1.4 TSI 140 SE 5d	£17,840	n/a		4cyl 1395cc	140	184	8.2	131	54.3	597	1162	119	C	n/a	n/a	✗	✓	–	✓	–	9	✓	✓	N/A
Leon 1.4 TSI 140 FR 5d	£19,385	n/a		4cyl 1395cc	140	184	8.2	131	54.3	597	1162	119	C	n/a	n/a	✗	✓	–	✓	✓	9	✓	✓	N/A
Leon 1.6 TDI 105 S 5d	£17,370	n/a		4cyl 1598cc	105	184	10.7	119	74.3	817	849	99	A	n/a	n/a	✗	✓	✗	✓	–	9	✓	✓	N/A
Leon 1.6 TDI 105 SE 5d	£18,490	n/a		4cyl 1598cc	105	184	10.7	119	74.3	817	849	99	A	n/a	n/a	–	✓	–	✓	–	9	✓	✓	N/A
Leon 1.8 TSI 180 FR 5d	£20,585	n/a		4cyl 1798cc	180	184	7.5	140	47.1	518	1340	139	E	n/a	n/a	–	✓	–	✓	✓	9	✓	✓	N/A
Leon 2.0 TDI 150 SE 5d	£19,840	n/a		4cyl 1968cc	150	236	8.4	134	68.9	758	916	106	B	n/a	n/a	–	✓	–	✓	–	9	✓	✓	N/A
Leon 2.0 TDI 150 FR 5d	£21,385	n/a		4cyl 1968cc	150	236	8.4	134	68.9	758	916	106	B	n/a	n/a	–	✓	–	✓	✓	9	✓	✓	N/A
Leon 2.0 TDI 184 FR 5d	£22,375	n/a		4cyl 1968cc	184	280	7.5	142	65.7	723	960	112	C	n/a	n/a	✗	✓	–	✓	✓	9	✓	✓	N/A

TG CHOICE: Diesels don't feel right in Seats, unless it's the Alhambra. The punchy 1.4 TSI is the best bet.

EXEO: DON'T BE FOOLED BY THE LOOKS – THIS IS THE LAST-GEN AUDI A4 UNDERNEATH. WHICH MEANS IT'S ACTUALLY A GOOD CAR. GERMAN QUALITY FOR SPANISH MONEY.



EURO NCAP: ●●●●○ L: 466cm W: 177cm H: 143cm BOOT: 460 litres FUEL TANK: 70 litres ALSO TRY: Audi A4, Ford Mondeo, Vauxhall Insignia, Honda Accord

Exeo 2.0 TSI 211 Sport 4d	£23,695	£386		4cyl 1984cc	211	236	7.1	152	40.9	630	1467	159	G	28	46	✗	✓	–	✓	✓	6	✓	✓	6/10
Exeo 2.0 TDI CR 120 S 4d	£19,480	£332		4cyl 1968cc	120	214	10.5	127	58.9	907	1059	129	D	21	40	✗	✓	✗	✓	✗	6	✓	✓	5/10
Exeo 2.0 TDI CR 120 SE 4d	£20,430	£343		4cyl 1968cc	120	214	10.5	127	58.9	907	1059	129	D	21	41	✗	✓	–	✓	✓	6	✓	✓	5/10

	PRICE			PERFORMANCE								COSTS				GADGETS					SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Exeo 2.0 TDI CR 143 S 4d	£20,230	£342	4cyl 1968cc	143	236	9.2	134	58.9	907	1059	129	D	24	41	✗	✓	✗	✓	✗	6	✓	✓	5/10
Exeo 2.0 TDI CR 143 SE 4d	£21,180	£275	4cyl 1968cc	143	236	9.2	134	58.9	907	1059	129	D	24	33	✗	✓	–	✓	✓	6	✓	✓	5/10
Exeo 2.0 TDI CR 143 SE Tech 4d	£22,080	£249	4cyl 1968cc	143	236	9.2	134	58.9	907	1059	129	D	24	30	✗	✓	✓	✓	✓	6	✓	✓	5/10
Exeo 2.0 TDI CR 143 Sport 4d	£22,630	£379	4cyl 1968cc	143	236	9.2	134	58.9	907	1059	129	D	24	45	✗	✓	–	✓	✓	6	✓	✓	5/10
Exeo 2.0 TDI CR 143 Sport Tech 4d	£23,530	£359	4cyl 1968cc	143	236	9.2	134	58.9	907	1059	129	D	24	43	✗	✓	✓	✓	✓	6	✓	✓	5/10
Exeo 2.0 TDI CR 170 Sport 4d	£23,700	£328	4cyl 1968cc	170	258	8.4	142	52.3	805	1193	142	F	27	39	✗	✓	–	✓	✓	6	✓	✓	5/10
Exeo 2.0 TDI CR 170 Sport Tech 4d	£24,600	£285	4cyl 1968cc	170	258	8.4	142	52.3	805	1193	142	F	27	34	✗	✓	✓	✓	✓	6	✓	✓	5/10

ST: + £1,040

TG CHOICE: The cheapest one you can get your hands on. Take advantage of Seat's pricing.



ALTEA: GOLF PLUS RIVAL WHICH IS OK, BUT WE'RE NOT REALLY SURE WHY YOU WOULD BUY ONE. DECENT BOOT, DECENT ENGINES, BUT JUST GET A NORMAL HATCH, OK?

EURO NCAP: ●●●●● L: 428/447cm W: 177cm H: 158cm BOOT: 409/1,604 litres FUEL TANK: 55 litres ALSO TRY: VW Golf Plus, Ford C-Max

Altea 1.4 85 S 5d	£15,100	£254	4cyl 1390cc	85	96	14.8	105	38.7	468	1550	159	G	7	30	✗	–	✗	✓	✗	6	✓	✓	3/10
Altea 1.2 TSI 105 Ecomotive S 5d	£16,270	£289	4cyl 1197cc	105	129	11.3	114	49.6	600	1210	132	E	11	35	✗	–	✗	✓	✗	6	✓	✓	3/10
Altea 1.2 TSI 105 Ecomotive S Emocion 5d	£16,845	£297	4cyl 1197cc	105	129	11.3	114	49.6	600	1210	132	E	11	36	✗	–	✗	✓	✗	6	✓	✓	3/10
Altea 1.2 TSI 105 Ecomotive SE 5d	£17,710	£305	4cyl 1197cc	105	129	11.3	114	49.6	600	1210	132	E	11	37	✗	–	–	✓	–	6	✓	✓	3/10
Altea 1.4 TSI 125 SE 5d	£17,615	£291	4cyl 1390cc	125	147	10.3	120	44.1	534	1361	152	G	15	35	✗	–	–	✓	–	6	✓	✓	3/10
Altea 1.6 TDI CR E Ecomotive S 5d	£17,615	£256	4cyl 1598cc	105	184	12.2	114	62.8	760	994	119	C	13	31	✗	–	✗	✓	✗	6	✓	✓	4/10
Altea 1.6 TDI CR E Ecomotive S Emocion 5d	£18,190	£296	4cyl 1598cc	105	184	12.2	114	62.8	760	994	119	C	13	36	✗	–	✗	✓	✗	6	✓	✓	4/10
Altea 1.6 TDI CR E Ecomotive SE 5d	£18,960	£230	4cyl 1598cc	105	184	12.2	114	62.8	760	994	119	C	13	28	–	–	–	✓	–	6	✓	✓	4/10
Altea 2.0 TDI 140 CR SE 5d	£19,750	£316	4cyl 1968cc	140	236	9.7	125	57.6	697	1083	129	D	18	38	–	–	–	✓	–	6	✓	✓	4/10

Altea XL: + £700

TG CHOICE: A Leon, or a Golf, or a Focus. Or a Scenic if you really want an MPV.



ALHAMBRA: ALHAMBRA CONTINUES FROM THE LAST ONE. LOTS OF SPACE. LARGE CAR, LOTS OF SEATS. BUT THE PRICING IS GOOD, THE ENGINES ARE BETTER, THE SEATS ARE CLEVERER.

EURO NCAP: ●●●●● L: 485cm W: 190cm H: 172cm BOOT: 267/2,297 litres FUEL TANK: 70 litres ALSO TRY: VW Sharan, Ford Galaxy, Mercedes Viano

Alhambra 1.4 TSI 150 S 2011 5d	£23,535	£366	4cyl 1390cc	150	177	10.7	122	39.2	604	1531	167	H	16	44	✗	✓	✗	✓	✓	7	✓	✓	6/10
Alhambra 1.4 TSI 150 SE 2011 5d	£25,360	£436	4cyl 1390cc	150	177	10.7	122	39.2	604	1531	167	H	16	52	–	✓	–	✓	✓	7	✓	✓	6/10
Alhambra 2.0 TDI CR 115 Ecomotive S 5d	£24,020	£328	4cyl 1968cc	115	207	12.6	114	50.4	776	1238	146	F	13	39	✗	✓	✗	✓	✗	7	✓	✓	6/10
Alhambra 2.0 TDI CR 140 Ecomotive S 2011 5d	£24,785	£301	4cyl 1968cc	140	236	10.9	120	50.4	776	1238	146	F	18	36	–	✓	✗	✓	✓	7	✓	✓	7/10
Alhambra 2.0 TDI CR 140 Ecomotive SE 2011 5d	£26,610	£319	4cyl 1968cc	140	236	10.9	120	50.4	776	1238	146	F	18	38	–	✓	–	✓	✓	7	✓	✓	7/10
Alhambra 2.0 TDI CR 140 Ecomotive SE Lux 2011 5d	£30,050	£450	4cyl 1968cc	140	236	10.9	120	50.4	776	1238	146	F	18	54	–	✓	✓	✓	✓	7	✓	✓	7/10
Alhambra 2.0 TDI CR 170 SE 2011 5d	£27,880	£419	4cyl 1968cc	170	258	9.5	130	48.7	750	1281	152	G	21	50	–	✓	–	✓	✓	7	✓	✓	7/10
Alhambra 2.0 TDI CR 170 SE Lux 2011 5d	£31,320	£471	4cyl 1968cc	170	258	9.5	130	48.7	750	1281	152	G	21	57	–	✓	✓	✓	✓	7	✓	✓	7/10

TG CHOICE: The 140 diesel please. It hits the sweet spot of price and fuel economy.

SKODA

www.skoda.co.uk **COMPANY DESCRIPTION:** You won't find the Czech conpany flogging cars at knock-down prices any more. You'll find high-quality machinery instead.
CLARKSON ON SKODA: 'ALMOST WITHOUT ANYONE NOTICING, SKODA HAS COME UP WITH A WHOLE RANGE OF GOOD, HONEST EXCELLENTNESS. WELL DONE, THEM.'



CITIGO: OF COURSE YOU RECOGNISE IT – THE CITIGO IS A LIGHTLY ALTERED VW UP. WHICH MAKES IT A VERY FINE CITY CAR AND ONE WELL WORTH CONSIDERING.

EURO NCAP: n/a L: 356cm W: 164cm H: 148cm BOOT: 251/951 litres FUEL TANK: 35 litres ALSO TRY: VW Up, SEAT Mii, Kia Picanto, Ford Ka

Citigo 1.0 60 S 3d	£7,630	£104	3cyl 999cc	60	70	14.4	99	62.8	484	955	105	B	1	12	–	–	–	✗	✗	4	–	✓	7/10
Citigo 1.0 60 SE 3d	£8,530	£141	3cyl 999cc	60	70	14.4	99	62.8	484	955	105	B	1	17	–	–	–	✓	–	4	✓	✓	7/10
Citigo 1.0 60 GreenTech SE 3d	£8,890	£117	3cyl 999cc	60	70	14.4	100	68.9	530	871	96	A	1	14	✗	–	–	✓	–	4	✓	✓	7/10
Citigo 1.0 60 GreenTech Elegance 3d	£9,470	£123	3cyl 999cc	60	70	14.4	100	68.9	530	871	96	A	1	15	✗	✓	✓	✓	–	4	✓	✓	7/10
Citigo 1.0 75 GreenTech Elegance 3d	£9,860	£127	3cyl 999cc	75	70	13.2	107	67.3	518	892	98	A	2	15	–	✓	✓	✓	–	4	✓	✓	7/10

TG CHOICE: Go basic. Three door, manual, 60bhp, S trim. Embrace the simplicity.



FABIA: SKODA'S BABY HAS GOT ALL THE LATEST VW ENGINES, BUILD QUALITY IS GOOD AND IT'S PRICED WELL. IN OTHER WORDS, YOU'D HAVE ONE OVER A POLO.

EURO NCAP: ●●●●○ L: 400cm W: 164cm H: 150cm BOOT: 300/1,163 litres FUEL TANK: 45 litres ALSO TRY: Ford Fiesta, Vauxhall Corsa, VW Polo, SEAT Ibiza, Mazda2

Fabia 1.2 60 S 5d	£9,880	£162	3cyl 1198cc	60	79	16.5	96	49.6	491	1210	132	E	3	20	✗	✗	✗	–	✗	4	–	✓	5/10
Fabia 1.2 69 S 5d	£10,420	£142	3cyl 1198cc	69	82	14.9	101	51.4	509	1167	128	D	4	17	✗	✗	✗	–	✗	4	–	✓	5/10
Fabia 1.2 69 SE 5d	£11,355	£190	3cyl 1198cc	69	82	14.9	101	51.4	509	1167	128	D	5	23	✗	–	–	✓	–	4	–	✓	5/10
Fabia 1.2 69 Elegance 5d	£12,440	£206	3cyl 1198cc	69	82	14.9	101	51.4	509	1167	128	D	5	25	✗	–	–	✓	✓	6	–	✓	5/10
Fabia 1.2 TSI 86 SE 5d	£11,970	£201	4cyl 1197cc	86	118	11.7	110	54.3	538	1105	121	D	6	24	✗	–	–	✓	–	4	–	✓	6/10
Fabia 1.2 TSI 86 Elegance 5d	£13,055	£217	4cyl 1197cc	86	118	11.7	110	54.3	538	1105	121	D	6	26	✗	–	–	✓	✓	6	–	✓	6/10
Fabia 1.2 TSI 105 Elegance 5d	£13,715	£224	4cyl 1197cc	105	129	10.1	119	53.3	528	1126	124	D	13	27	–	–	–	✓	✓	6	–	✓	7/10
Fabia 1.2 TSI 105 DSG S 5d	£12,410	£211	4cyl 1197cc	105	129	10.2	117	53.3	528	1126	124	D	12	25	✓	✗	✗	–	✗	4	–	✓	7/10
Fabia 1.2 TSI 105 SE 5d	£12,630	£209	4cyl 1197cc	105	129	10.1	119	53.3	528	1126	124	D	13	25	–	–	–	✓	–	4	–	✓	7/10
Fabia 1.4 TSI 180 vRS 5d	£16,415	£251	4cyl 1390cc	180	184	7.3	139	45.6	451	1316	148	F	27	30	✓	–	–	✓	–	6	✓	✓	6/10
Fabia 1.6 TDI CR 75 S 5d	£11,850	£163	4cyl 1598cc	75	143	14.1	103	67.3	666	927	109	B	7	20	✗	✗	✗	–	✗	4	–	✓	6/10
Fabia 1.6 TDI CR 75 SE 5d	£12,785	£196	4cyl 1598cc	75	143	14.1	103	67.3	666	927	109	B	8	24	✗	–	–	✓	–	4	–	✓	6/10
Fabia 1.2 TDI 75 Greenline II 5d	£13,750	£173	3cyl 1199cc	75	132	14.2	107	68.9	682	906	89	A	8	21	✗	–	✗	✓	–	4	✓	✓	6/10
Fabia 1.6 TDI CR 75 Scout 5d Est	£14,815	£225	4cyl 1598cc	75	143	14.2	104	67.3	666	927	109	B	8	27	✗	–	–	✗	–	4	✓	✓	6/10
Fabia 1.6 TDI CR 75 Elegance 5d	£13,870	£211	4cyl 1598cc	75	143	14.1	103	67.3	666	927	109	B	8	25	✗	–	–	✓	✓	6	–	✓	6/10
Fabia 1.6 TDI CR 90 Elegance 5d	£14,460	£212	4cyl 1598cc	90	169	12.6	109	67.3	666	927	109	B	12	26	✗	–	–	✓	✓	6	–	✓	6/10
Fabia 1.6 TDI CR 90 S 5d	£12,440	£192	4cyl 1598cc	90	169	12.6	109	67.3	666	927	109	B	11	23	✗	✗	✗	–	✗	4	–	✓	6/10
Fabia 1.6 TDI CR 90 SE 5d	£13,375	£190	4cyl 1598cc	90	169	12.6	109	67.3	666	927	109	B	11	23	✗	–	–	✓	–	4	–	✓	6/10
Fabia 1.6 TDI CR 105 SE 5d	£13,600	£204	4cyl 1598cc	105	184	10.9	117	67.3	666	927	109	B	13	24	✗	–	–	✓	–	4	–	✓	6/10
Fabia 1.6 TDI CR 105 Elegance 5d	£14,685	£215	4cyl 1598cc	105	184	10.9	117	67.3	666	927	109	B	14	26	✗	–	–	✓	✓	6	–	✓	6/10

Estate: + £850, Monte Carlo: + £435 over Elegance

TG CHOICE: Just a normal 1.2 TSI please. The vRS is no longer a diesel – boo.



OCTAVIA: THE OCTAVIA IS ONE OF THOSE CARS WHICH PEOPLE SHOULD CONSIDER MORE WHEN THINKING OF GETTING A GOLF. BOOT IS HUGE, ENGINES ARE GOOD, PRICES ARE CHEAP.

EURO NCAP: ●●●●○ L: 457cm W: 177cm H: 146cm BOOT: 560/1,620 litres FUEL TANK: 55 litres ALSO TRY: Vauxhall Insignia, Ford Mondeo, Mazda6, VW Golf

Octavia 1.4 80 S 5d	£13,280	£255	4cyl 1390cc	80	96	14.2	107	40.4	444	1485	167	H	8	31	✗	✗	✗	✓	–	6	–	✓	5/10
Octavia 1.2 TSI 105 S 5d	£14,030	£300	4cyl 1197cc	105	129	10.9	119	49.6	546	1210	134	E	13	36	–	✗	✗	✓	–	6	–	✓	6/10
Octavia 1.2 TSI 105 SE 5d	£15,040	£318	4cyl 1197cc	105	129	10.9	119	49.6	546	1210	134	E	13	38	–	–	–	✓	–	6	–	✓	6/10

◀ SKODA CONTINUED

	PRICE			PERFORMANCE								COSTS			GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Octavia 1.4 TSI 122 Elegance 5d	£16,675	£311	4cyl 1390cc	122	147	9.7	126	42.8	471	1402	154	G	16	37	–	–	–	✓	✓	6	–	✓	7/10
Octavia 1.4 TSI 122 S 5d	£14,565	£268	4cyl 1390cc	122	147	9.7	126	42.8	471	1402	154	G	16	32	–	✗	✗	✓	–	6	–	✓	7/10
Octavia 1.4 TSI 122 SE 5d	£15,575	£298	4cyl 1390cc	122	147	9.7	126	42.8	471	1402	154	G	16	36	–	–	–	✓	–	6	–	✓	7/10
Octavia 1.8 TSI 4X4 5d Est	£20,000	£423	4cyl 1798cc	160	184	8.1	135	36.7	444	1635	180	I	24	51	✗	–	–	✓	–	6	✓	✓	7/10
Octavia 1.8 TSI Elegance 5d	£18,200	£377	4cyl 1798cc	160	184	7.8	138	40.4	444	1485	163	G	24	45	–	–	–	✓	✓	6	–	✓	7/10
Octavia 1.8 TSI L&K 5d	£21,170	£415	4cyl 1798cc	160	184	7.8	138	40.4	444	1485	163	G	24	50	–	–	–	✓	✓	6	✓	✓	7/10
Octavia 1.8 TSI Scout 5d	£21,150	£444	4cyl 1798cc	160	184	8.4	131	36.2	478	1657	182	I	24	53	✗	–	–	✓	✓	6	✓	✓	7/10
Octavia 2.0 TFSI vRS 5d	£20,330	£384	4cyl 1984cc	200	206	7.2	150	37.7	456	1592	175	H	30	46	–	–	–	✓	–	6	✓	✓	8/10
Octavia 1.6 TDI 105 DPF 99g Greenline 5d	£17,875	£227	4cyl 1598cc	105	184	11.4	119	74.3	899	840	99	A	15	27	✗	✗	✗	✓	✗	6	✓	✓	7/10
Octavia 1.6 TDI 105 Elegance 5d	£18,510	£218	4cyl 1598cc	105	184	11.8	118	62.8	760	994	119	C	12	26	–	–	–	✓	✓	6	–	✓	6/10
Octavia 1.6 TDI 105 S 5d	£16,400	£230	4cyl 1598cc	105	184	11.8	118	62.8	760	994	119	C	12	28	–	✗	✗	✓	–	6	–	✓	6/10
Octavia 1.6 TDI 105 SE 5d	£17,410	£238	4cyl 1598cc	105	184	11.8	118	62.8	760	994	119	C	12	29	–	–	–	✓	–	6	–	✓	6/10
Octavia 2.0 TDI 140 4X4 5d Est	£21,535	£404	4cyl 1968cc	140	258	9.9	123	44.8	542	1393	165	G	20	48	–	–	–	✓	–	6	✓	✓	7/10
Octavia 2.0 TDI 140 Elegance 5d	£19,750	£272	4cyl 1968cc	140	236	9.6	129	51.4	565	1214	145	F	20	33	–	–	–	✓	✓	6	–	✓	7/10
Octavia 2.0 TDI 140 L&K 5d	£22,720	£346	4cyl 1968cc	140	236	9.6	129	51.4	565	1214	145	F	20	42	–	–	–	✓	✓	6	✓	✓	7/10
Octavia 2.0 TDI 140 Scout 5d	£22,720	£376	4cyl 1968cc	140	236	10.2	122	44.1	582	1415	173	H	20	45	–	–	–	✓	✓	6	✓	✓	7/10
Octavia 2.0 TDI 140 SE 5d	£18,650	£309	4cyl 1968cc	140	236	9.6	129	51.4	565	1214	145	F	20	37	✗	–	–	✓	–	6	–	✓	7/10
Octavia 2.0 TDI 170 vRS 5d	£21,155	£289	4cyl 1968cc	170	258	8.4	140	49.6	600	1258	150	F	28	35	–	–	–	✓	–	6	✓	✓	7/10

Estate: + £1,040

TG CHOICE: Everyone will buy a 2.0 TDI. So we'll have the vRS please. The petrol vRS, that is.



SUPERB: THE FACT THE NAME DOESN'T SOUND TOO IRONIC ON A SKODA TELLS YOU WHAT YOU NEED TO KNOW. HUGE REAR LEGROOM, GOOD QUALITY, BARGAIN PRICING.

EURO NCAP: ●●●●● L: 484cm W: 182cm H: 146cm BOOT: 565/1,670 litres FUEL TANK: 60 litres ALSO TRY: Ford Mondeo, Vauxhall Insignia, Mazda 6

Superb 1.4 TSI S 5d	£17,810	£284	4cyl 1390cc	125	147	10.5	125	41.5	548	1520	157	G	15	34	✗	–	✗	✓	–	7	✓	✓	7/10
Superb 1.8 TSI S 5d	£19,005	£309	4cyl 1798cc	160	184	8.6	136	37.2	491	1696	180	I	20	37	–	–	✗	✓	–	7	✓	✓	7/10
Superb 1.8 TSI SE 5d	£21,040	£339	4cyl 1798cc	160	184	8.6	136	37.2	491	1696	180	I	20	41	–	–	–	✓	✓	7	✓	✓	7/10
Superb 1.8 TSI Elegance 5d	£23,570	£372	4cyl 1798cc	160	184	8.6	136	37.2	491	1696	180	I	21	45	–	✓	✓	✓	✓	7	✓	✓	7/10
Superb 1.8 TSI 4x4 SE 5d	£22,685	£372	4cyl 1798cc	160	184	8.7	135	34.9	461	1808	189	J	21	45	✗	–	–	✓	✓	7	✓	✓	7/10
Superb 1.8 TSI 4x4 Elegance 5d	£25,215	£400	4cyl 1798cc	160	184	8.7	135	34.9	461	1808	189	J	21	48	✗	✓	✓	✓	✓	7	✓	✓	7/10
Superb 2.0 TFSI 200 DSG Elegance 4d	£26,200	£405	4cyl 1984cc	200	207	7.8	147	35.8	473	1763	178	I	21	49	✓	✓	✓	✓	✓	7	✓	✓	7/10
Superb 3.6 V6 4x4 Elegance 5d	£29,650	£487	6cyl 3580cc	260	259	6.6	155	28.2	372	2238	235	L	30	58	✓	✓	✓	✓	✓	7	✓	✓	6/10
Superb 1.6 TDI CR 105 Greenline II S 5d	£19,035	£236	4cyl 1596cc	105	184	12.5	119	64.2	847	1017	114	C	14	28	✗	–	✗	✓	–	7	✓	✓	7/10
Superb 1.6 TDI CR 105 Greenline II SE 5d	£20,875	£255	4cyl 1596cc	105	184	12.5	119	64.2	847	1017	114	C	15	31	✗	–	–	✓	✓	7	✓	✓	7/10
Superb 1.6 TDI CR 105 Greenline II Elegance 5d	£23,130	£286	4cyl 1596cc	105	184	12.5	119	64.2	847	1017	114	C	15	34	✗	✓	✓	✓	✓	7	✓	✓	7/10
Superb 1.6 TDI CR 105 S 5d	£18,625	£269	4cyl 1598cc	105	184	12.5	117	56.5	746	1156	130	D	13	32	✗	–	✗	✓	–	7	✓	✓	7/10
Superb 1.6 TDI CR 105 SE 5d	£20,660	£294	4cyl 1598cc	105	184	12.5	117	56.5	746	1156	130	D	13	35	✗	–	–	✓	✓	7	✓	✓	7/10
Superb 2.0 TDI CR 140 S 5d	£19,375	£277	4cyl 1968cc	140	236	10.1	129	52.3	690	1249	143	F	18	33	–	–	✗	✓	–	7	✓	✓	7/10
Superb 2.0 TDI CR 140 SE 5d	£21,410	£307	4cyl 1968cc	140	236	10.1	129	52.3	690	1249	143	F	18	37	–	–	–	✓	✓	7	✓	✓	7/10
Superb 2.0 TDI CR 140 Elegance 5d	£23,940	£330	4cyl 1968cc	140	236	10.1	129	52.3	690	1249	143	F	19	40	–	✓	✓	✓	✓	7	✓	✓	7/10
Superb 2.0 TDI CR 170 SE 5d	£22,325	£260	4cyl 1968cc	170	258	8.8	137	48.7	643	1341	153	G	22	31	–	–	–	✓	✓	7	✓	✓	8/10
Superb 2.0 TDI CR 170 Elegance 5d	£24,855	£349	4cyl 1968cc	170	258	8.8	137	48.7	643	1341	153	G	22	42	–	✓	✓	✓	✓	7	✓	✓	8/10
Superb 2.0 TDI CR 140 4x4 SE 5d	£24,215	£356	4cyl 1968cc	140	236	10.7	127	45.6	602	1432	162	G	19	43	✓	–	–	✓	✓	7	✓	✓	7/10
Superb 2.0 TDI CR 140 4x4 Elegance 5d	£26,745	£383	4cyl 1968cc	140	236	10.7	127	45.6	602	1432	162	G	20	46	✓	✓	✓	✓	✓	7	✓	✓	7/10
Superb 2.0 TDI CR 170 4x4 SE 5d	£23,820	£333	4cyl 1968cc	170	258	9.0	136	44.1	582	1481	168	H	22	40	✗	–	–	✓	✓	7	✓	✓	8/10
Superb 2.0 TDI CR 170 4x4 Elegance 5d	£26,350	£381	4cyl 1968cc	170	258	9.0	136	44.1	582	1481	168	H	22	46	✗	✓	✓	✓	✓	7	✓	✓	8/10

Estate: + £1,100 £1,300

TG CHOICE: The estate. You could lose entire tribes in the enormous boot for weeks.



ROOMSTER: ODD-BALL FAMILY TRANSPORT THAT HAS BEEN ECLIPSED BY THE YETI. HIGH ROOFLINE APPEALS, QUIRKY LOOKS DON'T, AND IT'S NOT AS CLEVER INSIDE AS IT SHOULD BE.

EURO NCAP: ●●●●● L: 421cm W: 168cm H: 160cm BOOT: 450/1,555 litres FUEL TANK: 55 litres ALSO TRY: Citroen C3 Picasso, Renault Scenic, Peugeot Partner

Roomster 1.2 69 S 5d	£11,775	£221	3cyl 1198cc	70	82	15.9	99	45.6	552	1316	143	F	5	27	✗	✗	✗	–	–	6	–	✓	4/10
Roomster 1.2 TSI 86 S 5d	£12,420	£300	4cyl 1197cc	85	118	12.6	107	49.6	600	1210	134	E	6	36	✗	✗	✗	–	–	6	–	✓	4/10
Roomster 1.2 TSI 86 SE 5d	£13,805	£312	4cyl 1197cc	85	118	12.6	107	49.6	600	1210	134	E	6	38	✗	–	✗	✓	✓	6	–	✓	4/10
Roomster 1.2 TSI 86 Scout 5d	£14,465	£338	4cyl 1197cc	85	118	12.6	107	49.6	600	1210	134	E	6	41	✗	–	✗	✓	–	6	✓	✓	4/10
Roomster 1.2 TSI 105 S 5d	£13,810	£331	4cyl 1197cc	105	129	11.0	114	49.6	600	1210	134	E	12	40	✓	✗	✗	–	–	6	–	✓	5/10
Roomster 1.2 TSI 105 Scout 5d	£15,130	£351	4cyl 1197cc	105	129	10.9	114	49.6	600	1210	134	E	12	42	–	–	✗	✓	–	6	✓	✓	5/10
Roomster 1.2 TSI 105 SE 5d	£14,470	£325	4cyl 1197cc	105	129	10.9	114	49.6	600	1210	134	E	12	39	–	–	✗	✓	✓	6	–	✓	5/10
Roomster 1.2 TDI CR Greenline II 5d	£16,120	£219	3cyl 1199cc	75	132	15.4	103	67.3	814	927	109	B	6	26	✗	–	–	✓	✗	6	✓	✓	4/10
Roomster 1.6 TDI CR 90 SE 5d	£15,100	£243	4cyl 1598cc	90	169	13.3	106	60.1	727	1038	124	D	11	29	✗	–	✗	✓	✓	6	–	✓	5/10
Roomster 1.6 TDI CR 90 Scout 5d	£15,760	£345	4cyl 1598cc	90	169	13.3	106	60.1	727	1038	124	D	11	41	✗	–	✗	✓	–	6	✓	✓	5/10
Roomster 1.6 TDI CR 105 SE 5d	£15,325	£324	4cyl 1598cc	105	184	11.5	112	60.1	727	1038	124	D	13	39	✗	–	✗	✓	✓	6	–	✓	5/10
Roomster 1.6 TDI CR 105 Scout 5d	£15,985	£349	4cyl 1598cc	105	184	11.5	112	60.1	727	1038	124	D	13	42	✗	–	✗	✓	–	6	✓	✓	5/10

TG CHOICE: The diesel is sensible. Avoid the Scout – it's not four-wheel drive.



YETI: A CROSSOVER/SUV HATCH WHICH IS A FAVOURITE HERE AT TOPGEAR. IT LOOKS CHUNKY AND THE OPTION OF EITHER TWO- OR FOUR-WHEEL DRIVE GIVES PLENTY OF CHOICE.

EURO NCAP: ●●●●● L: 422cm W: 179cm H: 169cm BOOT: 322/1,760 litres FUEL TANK: 55 litres ALSO TRY: Nissan Qashqai, VW Tiguan, Kia Sportage

Yeti 1.2 TSI 105 2WD E 5d	£14,830	£220	4cyl 1197cc	105	129	11.8	109	44.1	534	1361	149	F	6	26	✗	✗	✗	✓	✗	6	–	✓	7/10
Yeti 1.2 TSI 105 2WD S 5d	£15,430	£222	4cyl 1197cc	105	129	11.8	109	44.1	534	1361	149	F	6	27	–	✗	✗	✓	–	7	–	✓	7/10
Yeti 1.2 TSI 105 2WD SE 5d	£16,890	£279	4cyl 1197cc	105	129	11.8	109	44.1	534	1361	149	F	8	34	–	–	–	✓	✓	7	–	✓	7/10
Yeti 1.2 TSI 105 2WD Elegance 5d	£18,925	£306	4cyl 1197cc	105	129	11.8	109	44.1	534	1361	149	F	8	37	–	✓	–	✓	✓	7	–	✓	7/10
Yeti 1.4 TSI 122 S 5d	£16,230	£273	4cyl 1390cc	122	147	10.5	115	41.5	502	1446	159	G	12	33	✗	✗	✗	✓	–	7	–	✓	7/10
Yeti 1.4 TSI 122 SE 5d	£17,690	£295	4cyl 1390cc	122	147	10.5	115	41.5	502	1446	159	G	13	35	✗	–	–	✓	✓	7	–	✓	7/10
Yeti 1.4 TSI 122 Elegance 5d	£19,725	£322	4cyl 1390cc	122	147	10.5	115	41.5	502	1446	159	G	13	39	✗	✓	–	✓	✓	7	✓	✓	7/10
Yeti 1.8 TSI 160 4WD Elegance 5d	£22,520	£378	4cyl 1798cc	160	184	8.4	124	35.3	466	1700	189	J	18	45	✗	✓	–	✓	✓	7	✓	✓	8/10
Yeti 1.8 TSI 160 4WD SE 5d	£20,485	£353	4cyl 1798cc	160	184	8.4	124	35.3	466	1700	189	J	16	42	✗	–	–	✓	✓	7	✓	✓	8/10
Yeti 1.6 TDI CR 105 Greenline II S 5d	£17,045	£208	4cyl 1596cc	105	184	12.1	109	61.4	743	1016	119	C	12	25	✗	✗	✗	✓	–	7	–	✓	7/10
Yeti 1.6 TDI CR 105 Greenline II SE 5d	£18,505	£217	4cyl 1596cc	105	184	12.1	109	61.4	743	1016	119	C	12	26	✗	–	–	✓	✓	7	–	✓	7/10
Yeti 1.6 TDI CR 105 Greenline II Elegance 5d	£20,365	£237	4cyl 1596cc	105	184	12.1	109	61.4	743	1016	119	C	12	29	✗	✓	–	✓	✓	7	✓	✓	7/10
Yeti 2.0 TDI 110 2WD E 5d	£16,170	£248	4cyl 1968cc	110	184	11.6	110	52.3	633	1193	140	E	8	30	✗	✗	✗	✓	✗	6	–	✓	7/10
Yeti 2.0 TDI 110 2WD S 5d	£16,770	£253	4cyl 1968cc	110	184	11.6	110	52.3	633	1193	140	E	8	30	✗	✗	✗	✓	–	7	–	✓	7/10
Yeti 2.0 TDI 110 2WD SE 5d	£18,230	£201	4cyl 1968cc	110	184	11.6	110	52.3	633	1193	140	E	8	24	✗	–	–	✓	✓	7	–	✓	7/10

	PRICE			PERFORMANCE								COSTS				GADGETS						SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Yeti 2.0 TDI 110 2WD Elegance 5d	£20,265	£310	4cyl 1968cc	110	184	11.6	110	52.3	633	1193	140	E	8	37	✗	✓	–	✓	✓	7	–	✓	7/10
Yeti 2.0 TDI 110 4WD S 5d	£18,520	£280	4cyl 1968cc	110	184	12.2	108	46.3	611	1348	157	G	8	34	✗	✗	✗	✓	–	7	–	✓	7/10
Yeti 2.0 TDI 110 4WD SE 5d	£19,980	£313	4cyl 1968cc	110	184	12.2	108	46.3	611	1348	157	G	8	38	✗	–	–	✓	✓	7	✓	✓	7/10
Yeti 2.0 TDI 110 4WD Elegance 5d	£22,015	£338	4cyl 1968cc	110	184	12.2	108	46.3	611	1348	157	G	8	41	✗	✓	–	✓	✓	7	✓	✓	7/10
Yeti 2.0 TDI 140 4WD SE 5d	£20,805	£322	4cyl 1968cc	140	236	9.9	118	47.1	622	1325	159	G	12	39	–	–	–	✓	✓	7	✓	✓	7/10
Yeti 2.0 TDI 140 4WD Elegance 5d	£22,840	£315	4cyl 1968cc	140	236	9.9	118	47.1	622	1325	159	G	12	38	–	✓	–	✓	✓	7	✓	✓	8/10
Yeti 2.0 TDI 170 4WD Elegance 5d	£23,675	£359	4cyl 1968cc	170	258	8.4	125	46.3	611	1348	159	G	18	43	✗	✓	–	✓	✓	7	✓	✓	8/10

TG CHOICE: Careful how you spec it, as it can get pricey. The two-wheel drive is the sensible choice, but there's something about the 4wd TSI 160.

SMART

www.smart.com **COMPANY DESCRIPTION:** Merc-owned Smart has won the hearts of hip city-folk. Good job, because it only makes the city-focused ForTwo now.
CLARKSON ON SMART: 'SMARTS ARE RATHER LIKE HILLARY CLINTON – CLEVER, BUT YOU WOULDN'T WANT TO.'



FORTWO: TINY CITY CAR THAT YOU CAN PARK HORIZONTALLY TO THE KERB. ABOUT AS DYNAMIC TO DRIVE AS A PAIR OF WORN-OUT SLIPPERS.

EURO NCAP: ●●●●○ **L:** 270cm **W:** 156cm **H:** 154cm **BOOT:** 220/340 litres **FUEL TANK:** 33 litres **ALSO TRY:** Toyota iQ, Fiat 500 and Panda, Renault Twingo

ForTwo 1.0 71 mhd Pulse 2d	£9,450	£123	3cyl 999cc	71	67	13.7	90	67.3	489	892	96	A	4	15	✓	✗	–	✓	✗	2	✓	–	6/10
ForTwo 1.0 84 Pulse 2d	£9,950	£152	3cyl 999cc	84	88	10.7	90	57.6	418	1042	115	C	7	18	✓	✗	–	✓	✗	2	✓	–	6/10
ForTwo 1.0 71 mhd Passion 2d	£10,250	£153	3cyl 999cc	71	67	13.7	90	65.7	477	913	98	A	4	18	✓	✓	✓	✓	✗	2	✓	–	6/10
ForTwo 1.0 84 Passion 2d	£10,750	£175	3cyl 999cc	84	88	10.7	90	57.6	418	1042	115	C	7	21	✓	✓	✓	✓	✗	2	✓	–	6/10
ForTwo 1.0T 102 Brabus Xclusive 2d	£15,250	£306	3cyl 999cc	102	108	8.9	6	54.3	394	1105	119	C	13	37	✓	✓	✓	✓	✗	4	✓	–	6/10
ForTwo 0.8 cdi 54 Pulse 2d	£10,650	£137	3cyl 799cc	54	95	16.8	84	85.6	621	729	86	A	8	17	✓	✗	–	✓	✗	2	✓	–	6/10
ForTwo 0.8 cdi 54 Passion 2d	£11,450	£171	3cyl 799cc	54	95	16.8	84	85.6	621	729	87	A	8	21	✓	✓	✓	✓	✗	2	✓	–	6/10
Convertible + £2,035																							

TG CHOICE: The Brabus. Or if you're really into hair-shirts, try the diesel.

SSANGYONG

www.ssangyonggb.co.uk **COMPANY DESCRIPTION:** Beleaguered Korean company that's out from under Daewoo control, but still with a tenuous foothold in the market.
CLARKSON ON SSANGYONG: 'SSANGYONGS ARE DESIGNED BY A BRIT WHO, JUDGING FROM THE STATE OF THE CARS, LOST HIS GLASSES WHEN HE ARRIVED IN KOREA.'



KORANDO: LAUNCHED AT THE SAME TIME AS THE RANGE ROVER EVOQUE, BUT UNLIKELY TO PROVE AS POPULAR. KORANDO OFFERS OK OFF-ROAD PERFORMANCE, AND LITTLE ELSE.

EURO NCAP: n/a **L:** 441cm **W:** 183cm **H:** 168cm **BOOT:** 486 litres **FUEL TANK:** 57 litres **ALSO TRY:** Hyundai ix35, Kia Sportage, Vauxhall Antara

Korando 2.0D 175 2WD S 5d	£16,995	£497	4cyl 1998cc	175	265	10.0	111	47.0	589	1328	157	G	19	60	✗	✓	–	✓	✓	6	✓	✓	4/10
Korando 2.0D 175 2WD ES 5d	£19,495	£554	4cyl 1998cc	175	265	10.0	111	46.3	581	1348	159	G	19	66	–	✓	–	✓	✓	6	✓	✓	4/10
Korando 2.0D 175 4WD EX 5d	£21,445	£601	4cyl 1998cc	175	265	10.0	111	44.1	553	1415	169	H	19	72	–	✓	–	✓	✓	6	✓	✓	4/10

TG CHOICE: Really? We must? OK, we'll have the diesel manual.



RODIUS: IT'S BIG, WILL SEAT YOUR SIX PROGENY BUT YOU WON'T LOOK COOL. IF YOU BUY ONE OF THESE, YOU'LL NEVER HAVE ANY MORE CHILDREN ANYWAY.

EURO NCAP: n/a **L:** 513cm **W:** 192cm **H:** 185cm **BOOT:** 875/3,043 litres **FUEL TANK:** 80 litres **ALSO TRY:** Driving this off a cliff, preferably a very high cliff, with rocks

Rodius 2.7 xdi ES 5d	£16,995	£524	5cyl 2696cc	165	250	14.1	105	32.1	565	1944	223	K	27	63	–	–	✗	✓	–	2	✓	✓	1/10
Rodius 2.7 xdi S 5d	£14,995	£472	5cyl 2696cc	165	250	14.1	105	32.1	565	1944	223	K	27	57	✗	–	✗	✓	–	2	✗	✓	1/10

TG CHOICE: If you must, you might as well go basic. Save your pennies for something more worthwhile, like a frontal lobotomy.



REXTON: BIG SUV FROM SSANGYONG WHICH GOES OFF-ROAD PRETTY WELL. AND DOESN'T DO ANYTHING ELSE WELL. THE OLD MERC ENGINE IS REALLY VERY RATTLY.

EURO NCAP: n/a **L:** 472cm **W:** 187cm **H:** 176cm **BOOT:** 250/1,338 litres **FUEL TANK:** 80 litres **ALSO TRY:** Anything but this

Rexton 2.7 xdi EX 5d	£22,995	£614	5cyl 2696cc	165	250	13.4	112	30.1	530	2073	250	L	26	74	✓	–	–	✓	–	4	✓	✗	3/10
Rexton 2.7 xdi 270 S 5d	£18,995	£619	5cyl 2696cc	165	250	12.9	112	32.8	577	1902	229	L	27	74	✗	–	–	✓	–	4	✓	✓	3/10

TG CHOICE: There is only the one. In which case we'll have a Hyundai Santa Fe, thanks.

SUBARU

www.subaru.co.uk **COMPANY DESCRIPTION:** They were nowhere 20 years ago, but Colin McRae changed all that, with a bit of help from Playstation and GranTurismo too.
CLARKSON ON SUBARU: 'THE IMPREZAS ARE A SHADOW OF THEIR FORMER SELVES BUT THE OUTBACK REMAINS AS PLEASANT AS WALKING A LABRADOR THROUGH A WOOD.'



WRX: SUBARU HAS DITCHED THE MAINSTREAM FAILURE THAT WAS THE REGULAR IMPREZA. NOW, IT'S THE WRX ONLY. FINE WITH US: WE LIKE RALLY REPLICAS.

EURO NCAP: ●●●●○ **L:** 442cm **W:** 174/182cm **H:** 147cm **BOOT:** 301/1,216 litres **FUEL TANK:** 60 litres **ALSO TRY:** VW Golf R, Alfa Romeo Giulietta Cloverleaf, Audi S3, Vauxhall Astra VXR

WRX STI 2.5T Type UK 4d	£32,995	£599	4cyl 2457cc	299	300	5.2	158	26.9	355	2230	243	L	40	72	✗	✓	✗	✓	✗	6	✓	✓	6/10
WRX STI 2.5T Type UK 5d	£32,995	£617	4cyl 2457cc	299	300	5.2	155	26.9	355	2230	243	L	40	74	✗	✓	✗	✓	✗	6	✓	✓	7/10

TG CHOICE: Saloon or hatch? Depends on how you like your rally replicas - modern or old-school.



LEGACY/OUTBACK: LEGACY DOES EVERYTHING YOU COULD EVER WANT OF A CAR, BUT WHERE'S THE EXCITEMENT? AND THE STYLING FOR THAT MATTER?

EURO NCAP: ●●●●● **L:** 478cm **W:** 178cm **H:** 154cm **BOOT:** 526/1,677 litres **FUEL TANK:** 65 litres **ALSO TRY:** Vauxhall Insignia, Skoda Octavia Scout, Audi A4 Allroad

Legacy 2.5 SE 5d	£30,075	£530	4cyl 2457cc	167	169	10.0	120	33.6	480	1786	196	J	19	64	✓	✓	–	✓	✗	6	✓	✓	5/10
Legacy 2.0D S 5d	£26,865	£413	4cyl 1998cc	147	258	9.6	120	49.6	709	1258	149	F	20	50	✗	✓	✗	✓	✗	6	✓	✓	5/10
Legacy 2.0D SE 5d	£29,070	£500	4cyl 1998cc	147	258	9.6	120	47.9	685	1303	156	G	21	60	✗	✓	–	✓	✗	6	✓	✓	5/10
Outback 2.5i Lineartronic S 5d	£28,875	£527	6cyl 2457cc	167	168	10.4	120	33.6	480	1786	194	J	20	63	✓	✗	✗	✓	✗	6	✓	✓	4/10
Outback 2.5i SE 5d	£30,075	£568	4cyl 2457cc	167	168	10.4	120	33.6	480	1786	194	J	20	68	✓	✗	–	✓	✗	6	✓	✓	5/10
Outback 2.0D S 5d	£28,870	£469	4cyl 1998cc	150	258	9.7	120	44.1	631	1415	167	H	21	56	✗	✗	✗	✓	✗	6	✓	✓	6/10
Outback 2.0D SE 5d	£30,070	£495	4cyl 1998cc	150	258	9.7	120	44.1	631	1415	167	H	21	59	✗	✗	–	✓	✗	6	✓	✓	6/10

TG CHOICE: A diesel Outback. Mainly because the petrol is so thirsty and so gutless.



BRZ: AN ALMOST ENTIRELY EXCELLENT COUPE FROM SUBARU. SMALL, SHARP AND NOT AT ALL LIKE AN IMPREZA. IN A GOOD WAY.

EURO NCAP: n/a **L:** 424cm **W:** 178cm **H:** 143cm **BOOT:** 245 litres **FUEL TANK:** 55 litres **ALSO TRY:** Toyota GT 86, VW Scirocco, Nissan 370Z, Renaultsport Megane

BRZ 2.0 SE 2d	£24,995	£415	4cyl 1998cc	200	151	7.6	140	36.2	398	1657	181	G	30	50	–	✗	–	✓	✗	6	✓	✓	9/10
BRZ 2.0 SE Lux 2d	£26,495	£415	4cyl 1998cc	200	151	7.6	140	36.2	398	1657	181	G	31	50	–	✗	–	✓	✗	6	✓	✓	9/10

TG CHOICE: It must be WRX Blue. We're not fussed about spec because this car is about driving, not fripperies.

◀ SUBARU CONTINUED

FORESTER: SOFT-ROADER HAS GONE SQUIDGY WITH AGE, SO IT'S NO LONGER A FARMER'S SECRET WEAPON. BASED ON AN IMPREZA, BUT DOESN'T GO LIKE ONE.



EURO NCAP: n/a L: 456cm W: 178cm H: 170cm BOOT: 450/1,610 litres FUEL TANK: 64 litres ALSO TRY: Land Rover Freelander, Nissan X-Trail, Toyota RAV4

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Forester 2.0 X 5d	£23,120	£435	4cyl 1994cc	150	144	11.0	114	32.8	433	1829	198	J	19	52	–	✗	✓	✓	✗	6	✓	✓	4/10
Forester 2.0 XS 5d	£27,120	£530	4cyl 1994cc	150	144	11.0	114	32.8	433	1829	198	J	19	64	–	✗	✗	✓	✗	6	✓	✓	4/10
Forester 2.0D X 5d	£24,820	£412	4cyl 1998cc	147	258	10.0	115	44.8	631	1393	167	H	21	49	✗	✗	✗	✓	✗	6	✓	✓	5/10
Forester 2.0D XC 5d	£26,820	£503	4cyl 1998cc	147	258	10.0	115	44.1	621	1415	170	H	22	60	✗	✗	✗	✓	✗	6	✓	✓	5/10
Forester 2.0D XS 5d	£29,120	£501	4cyl 1998cc	147	258	10.0	115	44.1	621	1415	170	H	23	60	✗	✗	–	✓	✗	6	✓	✓	5/10

TG CHOICE: It's a 2.0-litre boxer diesel or nothing. The latter sounds more tempting.

XV: A SUBARU TO TAKE ON THE QASHQAI OR, AS SUBARU WOULD LIKE YOU TO BELIEVE, THE BMW X1. NICE TO DRIVE, BUT STILL DOESN'T HAVE THE CABIN TO MATCH THE BEST RIVALS.



EURO NCAP: ●●●●● L: 445cm W: 178cm H: 157cm BOOT: 380/1,270 litres FUEL TANK: 60 litres ALSO TRY: Audi Q3, BMW X1, Nissan Qashqai

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
XV 1.6 S 5d	£21,295	£384	4cyl 1600cc	114	111	13.1	111	43.5	574	1379	151	G	17	46	–	✗	✗	✓	✗	6	✓	✓	4/10
XV 1.6 SE 5d	£23,295	£498	4cyl 1600cc	114	111	13.1	111	43.5	574	1379	151	G	18	60	–	✓	✗	✓	✗	6	✓	✓	4/10
XV 2.0 SE 5d	£24,295	£535	4cyl 1955cc	150	145	10.5	116	40.9	540	1467	160	G	21	64	–	✓	✗	✓	✗	6	✓	✓	5/10
XV 2.0 SE Lux Premium 5d	£28,095	£558	4cyl 1955cc	150	145	10.5	116	40.9	540	1467	160	G	22	67	–	✓	✓	✓	✗	6	✓	✓	5/10
XV 2.0D S 5d	£24,295	£431	4cyl 1998cc	147	258	9.3	120	50.4	665	1238	146	F	26	52	✗	✗	✗	✓	✗	6	✓	✓	5/10
XV 2.0D SE 5d	£26,295	£518	4cyl 1998cc	147	258	9.3	120	50.4	665	1238	146	F	26	62	✗	✓	✗	✓	✗	6	✓	✓	5/10
XV 2.0D SE Lux Premium 5d	£29,995	£581	4cyl 1998cc	147	258	9.3	120	50.4	665	1238	146	F	26	70	✗	✓	✓	✓	✗	6	✓	✓	5/10

TG CHOICE: We'll have the diesel please. The petrols are useless.

SUZUKI

www.suzuki4.co.uk COMPANY DESCRIPTION: Made world-famous by the Liana being driven by celebs galore on TopGear TV. Sadly, you can't buy that car anymore.
CLARKSON ON SUZUKI: 'GOD KNOWS WHERE THEIR DEALERS ARE, BUT IF YOU CAN FIND ONE YOU SHOULD TEST DRIVE A SWIFT. IT'S A GOOD LITTLE CAR.'

ALTO: OFTEN MISTAKEN FOR A SMALL SAXOPHONE, WHICH IS A RIDICULOUS OBSERVATION. IT'S MORE OF A TRUMPET. OR AN AVERAGE ALTERNATIVE TO THE TOYOTA AYGO.



EURO NCAP: ●●●○○ L: 350cm W: 160cm H: 147cm BOOT: 129/774 litres FUEL TANK: 35 litres ALSO TRY: Nissan Pixo, Toyota Aygo etc, Ford Ka, Fiat Panda

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Alto 1.0 SZ 5d	£7,195	£113	3cyl 996cc	68	66	13.5	96	65.7	506	913	99	A	4	14	✗	✗	✗	✗	✗	9	✗	✓	5/10
Alto 1.0 12v SZ3 5d	£8,545	£134	3cyl 996cc	68	66	13.5	96	65.7	506	913	99	A	4	16	✗	✗	✗	✓	✗	9	✗	✓	5/10
Alto 1.0 12v SZ4 5d	£9,345	£145	3cyl 996cc	68	66	13.5	96	65.7	506	913	99	A	4	17	–	✗	✗	✓	✗	6	✓	✓	5/10

TG CHOICE: If there's no stopping you, don't say we didn't warn you. Just don't over-spec.

SPLASH: CHEEKY-ISH CITY CAR WILL GIVE GRANNY SOMETHING TO TALK ABOUT WITH THE LADIES AT LUNCH. BLINK AND YOU'LL MISS THE RESTYLE FOR 2012.



EURO NCAP: ●●●●○ L: 372cm W: 168cm H: 159cm BOOT: 178/573 litres FUEL TANK: 45 litres ALSO TRY: Ford Fiesta, Honda Jazz, Nissan Micra

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Splash 1.0 SZ2 5d	£9,325	n/a	3cyl 996cc	68	66	14.7	99	60.1	595	998	109	B	7	n/a	✗	✗	✗	✗	✗	6	✗	✓	5/10
Splash 1.0 SZ3 5d	£10,065	n/a	3cyl 996cc	68	66	14.7	99	60.1	595	998	109	B	7	n/a	✗	✗	✗	✓	✗	6	✗	✓	5/10
Splash 1.2 SZ3 5d	£10,565	n/a	4cyl 1242cc	96	87	12.0	109	55.4	548	1083	118	C	11	n/a	✗	✗	✗	✓	✗	6	✗	✓	5/10
Splash 1.2 SZ4 5d	£11,105	n/a	4cyl 1242cc	96	87	12.0	109	55.4	548	1083	118	C	11	n/a	–	✗	✗	✓	✗	6	✗	✓	5/10

TG CHOICE: Even if you choose the bigger petrol, you'll still do over 50mpg. What are you waiting for?

SWIFT: BY NOT TRYING TOO HARD, THIS NO-NONSENSE SUPERMINI SUCCEEDS IN BEING REALLY RATHER GOOD. THE SPORT HAS REJOINED THE RANGE TOO, BETTER THAN EVER.



EURO NCAP: ●●●●○ L: 385cm W: 170cm H: 151cm BOOT: 213/562 litres FUEL TANK: 45 litres ALSO TRY: Ford Fiesta, Renault Twingo, Mazda 2, Mini Hatch

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Swift 1.2 SZ2 3d	£10,660	£157	4cyl 1242cc	96	87	12.3	103	56.5	522	1062	116	C	8	19	✗	✗	✗	✗	✗	7	✓	✓	6/10
Swift 1.2 SZ3 3d	£11,685	£165	4cyl 1242cc	96	87	12.3	103	56.5	522	1062	116	C	6	20	✗	✗	✗	✓	✗	7	✓	✓	6/10
Swift 1.2 SZ4 3d	£12,515	£237	4cyl 1242cc	96	87	12.3	103	56.5	522	1062	116	C	6	28	✗	✓	✗	✓	✗	7	✓	✓	6/10
Swift 1.6 136 Sport 3d	£13,499	£227	4cyl 1586cc	136	118	8.7	121	44.1	407	1361	147	F	18	27	✗	✓	✗	✓	✗	7	✓	✓	7/10
Swift 1.2 SZ2 5d	£11,130	£151	4cyl 1242cc	96	87	12.3	103	56.5	522	1062	116	C	8	18	✗	✗	✗	✗	✗	7	✓	✓	6/10
Swift 1.2 SZ3 5d	£12,155	£169	4cyl 1242cc	96	87	12.3	103	56.5	522	1062	116	C	6	20	–	✗	✗	✓	✗	7	✓	✓	6/10
Swift 1.2 SZ4 5d	£12,985	£246	4cyl 1242cc	96	87	12.3	103	56.5	522	1062	116	C	6	30	–	✓	✗	✓	✗	7	✓	✓	6/10
Swift 1.3 DDiS SZ3 5d	£13,355	£177	4cyl 1248cc	75	140	12.7	103	67.3	622	927	109	B	6	21	✗	✗	✗	✓	✗	7	✓	✓	5/10

TG CHOICE: The 1.2 is fine but the one you really want is the Sport - now boasting a six-speed gearbox.

KIZASHI: SUZUKI BUILDS A MONDEO. NO, WE'RE NOT SURE WHY EITHER. BUT IT DRIVES ALRIGHT, SO WE'RE KINDA GLAD IT'S HERE.



EURO NCAP: n/a L: 465cm W: 182cm H: 147cm BOOT: 461 litres FUEL TANK: 63 litres ALSO TRY: Ford Mondeo, Peugeot 508, Subaru Legacy

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Kizashi 2.4 4WD Sport 4d	£21,995	£401	4cyl 2393cc	178	169	8.8	127	34.0	471	1765	191	J	26	48	✓	✓	–	✓	✗	6	✓	✓	5/10

TG CHOICE: There is only one and it's a proper curiosity, a 2.4-litre petrol CVT. It's not the car we'd have brought to the UK, Suzuki.

SX4: A JACKED-UP SUPERMINI FOR PEOPLE WHOSE ONLY OFF-ROADING INVOLVES MOUNTING KERBS AND PARKING IN THE SUPERMARKET.



EURO NCAP: ●●●●○ L: 415cm W: 176cm H: 162cm BOOT: 1045 litres FUEL TANK: 50 litres ALSO TRY: Nissan Juke, Kia Soul, Ford B-Max

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Sx4 1.6 SZ3 5d	£12,595	£200	4cyl 1586cc	120	115	10.7	115	45.6	502	1316	143	F	18	24	✗	✗	✗	✓	✗	6	✗	✓	4/10
Sx4 1.6 SZ4 5d	£13,390	£208	4cyl 1586cc	120	115	10.7	115	45.6	502	1316	143	F	18	25	–	✗	✗	✓	✗	6	✓	✓	4/10
Sx4 1.6 4WD SZ5 5d	£15,600	£217	4cyl 1586cc	120	115	11.5	109	43.5	478	1379	149	F	16	26	✗	✗	✗	✓	✗	6	✓	✓	4/10
Sx4 2.0 4WD DDiS SZ5 5d	£17,400	£262	4cyl 1956cc	135	236	11.1	112	53.3	586	1171	139	E	20	32	✗	✗	✗	✓	✗	6	✓	✓	4/10

TG CHOICE: Stick with the cheap 1.6 petrol. This is an ageing car and you'll regret investing in the others.

JIMNY: OH GOD, THEY STILL MAKE THIS? MINI 'JEEP' IS A THROWBACK TO THE 90S AND RAZZY LITTLE HOLIDAY RENTALS. NOT SO MUCH FUN IN BOREHAMWOOD.



EURO NCAP: n/a L: 367cm W: 165cm H: 171cm BOOT: 113/286 litres FUEL TANK: 40 litres ALSO TRY: Honda Fourtrax 250 ES (it's a quad bike)

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Jimny 1.3 SZ3 3d	£11,995	£203	4cyl 1328cc	84	81	14.1	87	39.2	345	1531	171	H	14	24	✗	✗	✗	✓	✗	9	✗	✓	2/10
Jimny 1.3 SZ4 3d	£12,900	£216	4cyl 1328cc	84	81	14.1	87	39.2	345	1531	171	H	15	26	–	✗	✗	✓	✗	9	✗	✓	2/10

TG CHOICE: A quad bike does a similar job, and is probably safer.

GRAND VITARA: LOOKS LIKE AN OFF-ROADER BUT DOESN'T GO LIKE ONE, OR FEEL AS WELL-BUILT AS IT SHOULD. AND IT FEELS CHEAP, WHICH IT IS.



EURO NCAP: ●●●●○ L: 406/450cm W: 188cm H: 170cm BOOT: 398/758 litres FUEL TANK: 66 litres ALSO TRY: Skoda Yeti, Nissan X-Trail, Honda CR-V

	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Grand Vitara 1.6 SZ3 3d	£15,995	£266	4cyl 1586cc	105	107	14.4	99	34.5	417	1739	195	J	17	32	✗	✗	✗	✓	✗	6	✓	✓	4/10
Grand Vitara 1.6 SZ4 3d	£16,685	£273	4cyl 1586cc	105	107	14.4	99	34.5	417	1739	195	J	17	33	✗	✗	✗	✓	✗	6	✓	✓	4/10
Grand Vitara 2.4 SZ3 3d	£16,705	£272	4cyl 2393cc	164	166	11.2	112	32.1	388	1869	205	K	22	33	✗	✗	✗	✓	✗	6	✓	✓	3/10

	PRICE			PERFORMANCE								COSTS			GADGETS						SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Grand Vitara 2.4 SZ4 3d	£17,330	£277	4cyl 2393cc	164	166	11.2	112	32.1	388	1869	205	K	23	33	–	✗	✗	✓	✗	6	✓	✓	3/10
Grand Vitara 2.4 SZ4 5d	£19,290	£307	4cyl 2393cc	164	166	11.7	115	31.4	380	1911	208	K	23	37	✗	✗	✗	✓	✗	6	✓	✓	3/10
Grand Vitara 2.4 SZ5 5d	£20,970	£299	4cyl 2393cc	164	166	11.7	115	31.4	380	1911	208	K	23	36	–	✗	✗	✓	✗	6	✓	✓	3/10
Grand Vitara 1.9 DDiS SZ5 5d	£23,275	£330	4cyl 1870cc	127	221	12.8	106	41.5	502	1504	179	I	23	40	✗	✗	✗	✓	✗	6	✓	✓	4/10

TG CHOICE: The 3-door is probably funkier, but then so is James Brown, and he's dead.

TOYOTA

www.toyota.co.uk **COMPANY DESCRIPTION:** Massive world-player that can do innovative and interesting, but also churns out the reliably unexceptional in frightening numbers.
CLARKSON ON TOYOTA: 'SINCE THE CELICA AND MR2 DISAPPEARED, EVEN THE RECENT THREAT OF BRAKE FAILURE COULDN'T MAKE TOYOTA'S RANGE INTERESTING.'



AYGO: CHEAP AND CHEERFUL RUNABOUT THAT SHARES DNA WITH THE CITROEN C1 AND PEUGEOT 107, THOUGH THIS ONE GOT THE GOOD GENES SO IT'S THE BEST OF THE THREE.

EURO NCAP: ●●●●○ **L:** 342cm **W:** 162cm **H:** 147cm **BOOT:** 139/780 litres **FUEL TANK:** 35 litres **ALSO TRY:** Citroen C1, Peugeot 107, VW Up

Aygo 1.0 68 Standard 3d	£8,495	£142	3cyl 998cc	68	68	14.2	96	65.7	506	913	99	A	3	17	✗	✗	✗	✗	✗	4	✗	✗	7/10
Aygo 1.0 68 + 3d	£9,095	£157	3cyl 998cc	68	68	14.2	96	65.7	506	913	99	A	3	19	–	✗	✗	–	✗	4	✗	✗	7/10
Aygo 1.0 68 Ice 3d	£9,895	£174	3cyl 998cc	68	68	14.2	96	65.7	506	913	99	A	3	21	–	✗	✗	✓	✗	4	✗	✗	7/10
Aygo 1.0 68 Fire 3d	£9,595	£147	3cyl 998cc	68	68	14.2	96	65.7	506	913	99	A	3	18	–	✓	✗	–	✗	4	✗	✗	7/10
5dr: + £355																							

TG CHOICE: Toyota never made the 200bhp mid-engine Aygo Crazy concept. So it's the 68bhp 1.0 three cylinder for us. Balls.



IQ: DINKY THREE-AND-A-HALF-PERSON CITY CAR DESIGNED TO TAKE ON THE SMART FORTWO. IT WINS, SO LONG AS YOU CAN FIND HALF A MATE TO SIT IN THE BACK.

EURO NCAP: ●●●●● **L:** 299cm **W:** 168cm **H:** 150cm **BOOT:** 32/242 litres **FUEL TANK:** n/a litres **ALSO TRY:** Smart ForTwo

IQ 1.0 IQ 3d	£10,445	£166	3cyl 996cc	67	67	14.7	93	65.7	462	913	99	A	4	20	–	–	✗	✓	–	7	✓	✓	8/10
IQ 1.0 IQ2 3d	£11,475	£183	3cyl 996cc	67	67	14.7	93	65.7	462	913	99	A	4	22	–	–	–	✓	–	7	✓	✓	8/10
IQ 1.33 IQ3 3d	£12,515	£205	4cyl 1329cc	98	92	11.8	106	57.6	405	1042	113	C	6	25	–	–	–	✓	–	7	✓	✓	8/10

TG CHOICE: Now rebadged and taken upmarket as the Aston Martin Cygnet. But for now, a 1.0-litre auto.



YARIS: A KEY CAR FOR TOYOTA IN EUROPE. THE ENGINE CHOICE IS STILL REASONABLE, BUT THERE'S NOW SOME CHEAPER TRIM ON DISPLAY.

EURO NCAP: n/a **L:** 389cm **W:** 170cm **H:** 151cm **BOOT:** 347/768 litres **FUEL TANK:** 42 litres **ALSO TRY:** Ford Fiesta, Honda Jazz, VW Polo

Yaris 1.0 T2 3d	£11,170	£173	3cyl 998cc	68	68	15.3	96	58.9	544	1019	111	B	4	21	✗	✗	✗	✗	✗	7	✗	✓	6/10
Yaris 1.0 TR 3d	£12,260	£218	3cyl 998cc	68	68	15.3	96	58.9	544	1019	111	B	4	26	✗	✓	✗	✓	✓	7	✓	✓	6/10
Yaris 1.33 TR 3d	£12,760	£232	4cyl 1329cc	98	92	11.7	109	52.3	483	1147	123	D	8	28	✗	✓	✗	✓	✓	7	✓	✓	6/10
Yaris 1.33 SR 3d	£13,335	£241	4cyl 1329cc	98	92	11.7	109	52.3	483	1147	123	D	8	29	✗	✓	✗	✓	✓	7	✓	✓	6/10
Yaris 1.4 D-4D TR 3d	£14,260	£207	4cyl 1364cc	89	151	10.8	109	72.4	669	862	104	B	11	25	✗	✓	✗	✓	✓	7	✓	✓	6/10
Yaris Hybrid 1.5 T3 5d	£14,995	£208	4cyl 1497cc	98	81	11.8	103	80.7	639	743	79	A	8	25	✓	✗	✗	✓	✗	7	✓	✓	5/10
Yaris Hybrid 1.5 T4 5d	£15,895	£217	4cyl 1497cc	98	81	11.8	103	80.7	639	743	79	A	8	26	✓	✓	–	✓	–	7	✓	✓	5/10
Yaris Hybrid 1.5 T Spirit 5d	£16,995	£233	4cyl 1497cc	98	81	11.8	103	76.3	604	786	85	A	6	28	✓	✓	–	✓	–	7	✓	✓	5/10
5dr: + £500																							

TG CHOICE: The 1.33 petrol please.



AURIS: IN A PREVIOUS LIFE THIS WAS KNOWN AS THE COROLLA, BUT REINCARNATION HASN'T MADE IT ANY MORE INTERESTING. IT SHOULD'VE COME BACK AS A COW.

EURO NCAP: ●●●●● **L:** 425cm **W:** 176cm **H:** 151cm **BOOT:** 354/761 litres **FUEL TANK:** 55 litres **ALSO TRY:** Ford Focus, Honda Civic, Vauxhall Astra

Auris 1.33 Edition 5d	£15,730	£240	4cyl 1329cc	100	96	13.1	109	48.7	589	1232	136	E	10	29	✗	✗	✗	✓	✗	7	–	✓	4/10
Auris 1.33 TR 2010 5d	£16,560	£195	4cyl 1329cc	100	96	13.1	109	48.7	589	1232	136	E	10	23	✗	✓	✗	✓	✓	7	–	✓	4/10
Auris 1.6 V-Matic SR 2010 5d	£17,435	£205	4cyl 1598cc	130	118	10.0	121	42.8	518	1402	154	G	16	25	✗	✓	✗	✓	–	7	–	✓	4/10
Auris 1.6 V-Matic TR 2010 5d	£16,935	£209	4cyl 1598cc	130	118	10.0	121	42.8	518	1402	153	G	15	25	–	✓	✗	✓	✓	7	–	✓	4/10
Auris 1.4 D-4D 90 TR 2010 5d	£18,025	£215	4cyl 1364cc	89	151	11.9	109	60.1	727	1038	125	D	11	26	–	✓	✗	✓	✓	7	–	✓	4/10
Auris Hybrid 1.8 HSD 89g T4 5d	£19,895	£220	4cyl 1798cc	134	104	11.4	112	74.3	899	808	89	A	13	26	✓	–	✗	✓	–	7	✓	✓	5/10
Auris Hybrid 1.8 HSD T Spirit 5d	£21,675	£230	4cyl 1798cc	134	104	11.4	112	70.6	854	850	93	A	13	28	✓	✓	–	✓	–	7	✓	✓	5/10
Auris Hybrid 1.8 HSD T4 5d	£20,145	£223	4cyl 1798cc	134	104	11.4	112	70.6	854	850	93	A	13	27	✓	–	✗	✓	–	7	✓	✓	5/10

TG CHOICE: There's a hybrid, which we'd probably choose if it was that or walking.



PRIUS: THE ICONIC HYBRID IS NOW MORE GADGETY THAN EVER. CLEVER, CLEAN AND ECONOMICAL, ESPECIALLY WHEN IT COMES TO TAXING IT.

EURO NCAP: ●●●●● **L:** 446cm **W:** 175cm **H:** 149cm **BOOT:** 445/658 litres **FUEL TANK:** 45 litres **ALSO TRY:** Honda Insight, Honda CR-Z, Nissan Leaf

Prius 1.8 Hybrid T3 5d	£20,845	£272	4cyl 1798cc	98	104	10.4	112	72.4	717	829	89	A	12	33	✓	✗	✗	✓	–	7	✓	✓	5/10
Prius 1.8 Hybrid T4 5d	£22,545	£299	4cyl 1798cc	98	104	10.4	112	70.6	699	850	92	A	12	36	✓	✓	✗	✓	–	7	✓	✓	5/10
Prius 1.8 Hybrid T Spirit 5d	£24,045	£316	4cyl 1798cc	98	104	10.4	112	70.6	699	850	92	A	14	38	✓	✓	✓	✓	–	7	✓	✓	5/10
Prius 1.8 Hybrid Plug-in 5d	£32,895	£402	4cyl 1798cc	98	104	13.1	111	134.5	1331	446	49	A	14	48	✓	✓	✓	✓	✓	7	✓	✓	6/10

TG CHOICE: For alternative enviro-friendliness, look no further than the Hammerhead Eagle i-Thrust, as built by TopGear telly.



AVENSIS: NOT MUCH WRONG WITH THE AVENSIS, IN THE SAME WAY THERE'S NOT MUCH WRONG WITH YOUR DAD'S M&S JUMPER.

EURO NCAP: ●●●●● **L:** 470cm **W:** 181cm **H:** 148cm **BOOT:** 510/1,609 litres **FUEL TANK:** 60 litres **ALSO TRY:** Ford Mondeo, VW Passat, Honda Accord, Vauxhall Insignia

Avensis 1.8 V-matic T2 4d	£18,450	£300	4cyl 1798cc	145	132	9.4	124	43.5	574	1379	152	G	18	36	–	✓	✗	✓	–	7	✓	✓	4/10
Avensis 1.8 V-matic TR 4d	£20,545	£343	4cyl 1798cc	145	132	9.4	124	43.5	574	1379	152	G	18	41	–	✓	✓	✓	–	7	✓	✓	4/10
Avensis 1.8 V-matic T4 4d	£22,320	£371	4cyl 1798cc	145	132	9.4	124	43.5	574	1379	152	G	18	45	–	✓	✓	✓	–	7	✓	✓	4/10
Avensis 2.0 D-4D 130 T2 4d	£19,445	£252	4cyl 1998cc	126	228	9.7	124	62.8	829	994	119	C	18	30	✗	✓	✗	✓	–	7	✓	✓	5/10
Avensis 2.0 D-4D 130 TR 4d	£21,525	£260	4cyl 1998cc	126	228	9.7	124	62.8	829	994	119	C	18	31	✗	✓	✓	✓	–	7	✓	✓	5/10
Avensis 2.0 D-4D 130 T4 4d	£23,300	£285	4cyl 1998cc	126	228	9.7	124	62.8	829	994	119	C	18	34	✗	✓	✓	✓	–	7	✓	✓	5/10
Avensis 2.0 D-4D 130 T Spirit 4d	£25,145	£388	4cyl 1998cc	126	228	9.7	124	62.8	829	994	119	C	18	47	✗	✓	✓	✓	✓	7	✓	✓	5/10
Avensis 2.2 D-4D 150 TR 4d	£22,485	£260	4cyl 2231cc	150	250	8.9	130	52.3	690	1193	143	F	18	31	✗	✓	✓	✓	–	7	✓	✓	5/10
Avensis 2.2 D-CAT 150 TR 4d	£23,875	£334	4cyl 2231cc	150	250	9.5	127	45.6	602	1368	165	G	18	40	✓	✓	✓	✓	–	7	✓	✓	5/10
Avensis 2.2 D-4D 150 T4 4d	£24,260	£417	4cyl 2231cc	150	250	8.9	130	52.3	690	1193	143	F	18	50	✗	✓	✓	✓	–	7	✓	✓	5/10
Avensis 2.2 D-CAT 150 T4 4d	£25,365	£285	4cyl 2231cc	150	250	9.5	127	45.6	602	1368	165	G	21	34	✓	✓	✓	✓	–	7	✓	✓	5/10
Avensis 2.2 D-4D 150 T Spirit 4d	£26,105	£415	4cyl 2231cc	150	250	8.9	130	51.4	678	1214	145	F	18	50	✗	✓	✓	✓	✓	7	✓	✓	5/10
Avensis 2.2 D-CAT 150 T Spirit 4d	£27,210	£450	4cyl 2231cc	150	250	9.5	127	44.8	591	1393	167	H	21	54	✓	✓	✓	✓	✓	7	✓	✓	5/10
Tourer: + £1,035																							

TG CHOICE: The estate is better looking than the saloon, and the 2.0-litre diesel is the pick of the engines.

◀ TOYOTA CONTINUED

GT86: THE BEST TOYOTA IN DONKEYS (WITH A NOD OF THANKS TO SUBARU). LIGHT N' LITHE COUPE PROVES THAT 200BHP IS ENOUGH TO HAVE MUCH FUN.

EURO NCAP: n/a L: 424cm W: 178cm H: 143cm BOOT: 245 litres FUEL TANK: 50 litres ALSO TRY: Subaru BRZ, VW Scirocco, Mini Coupe



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
GT 86 2.0 Standard 2d	£24,995	£369	4cyl 1998cc	200	151	7.7	140	36.2	398	1657	181	I	29	44	–	✗	✗	✓	✗	6	✓	✓	9/10

TG CHOICE: From a choice of one, we'll have one please. We're not even fussy about the colour.

VERSO-S: MINI MPV THAT PROVIDES MUCH SPACE IN A TINY BUT FAMILY-FRIENDLY PACKAGE. THE ENGINE IS ANYTHING BUT DRIVER-FRIENDLY THOUGH.

EURO NCAP: n/a L: 399cm W: 170cm H: 160cm BOOT: 336/1,388 litres FUEL TANK: 42 litres ALSO TRY: Citroen C3 Picasso, Nissan Note, Honda Jazz



Verso-S 1.33 Optimal Drive TR 5d	£14,645	£255	4cyl 1329cc	98	92	13.3	105	51.4	475	1167	127	D	8	31	–	✓	✗	✓	–	7	✓	✓	3/10
Verso-S 1.33 Optimal Drive T Spirit 5d	£15,745	£270	4cyl 1329cc	98	92	13.3	105	51.4	475	1167	127	D	8	32	–	✓	✗	✓	–	7	✓	✓	3/10

TG CHOICE: The manual. The CVT whines too much and should be put out of its misery. It's the kindest thing to do.

VERSO: DOES AN ACCEPTABLY GOOD JOB OF MOVING OFFSPRING AND THEIR SNOTTY GUBBINS, BUT OUTCLASSED BY THE MORE EXCITING FORD S-MAX.

EURO NCAP: ●●●●● L: 444cm W: 179cm H: 162cm BOOT: 178/1,693 litres FUEL TANK: 60 litres ALSO TRY: Renault Scenic, Ford C-Max, Citroen C4 Picasso



Verso 1.6 T2 7st 5d	£18,050	£284	4cyl 1598cc	130	118	11.7	115	42.2	557	1422	158	G	12	34	✗	✗	✗	✓	✗	7	✓	✓	6/10
Verso 1.6 TR 7st 5d	£19,610	£293	4cyl 1598cc	130	118	11.7	115	42.2	557	1422	158	G	12	35	✗	✓	–	✓	–	7	✓	✓	6/10
Verso 1.8 M-Drive S TR 5d	£21,150	£393	4cyl 1798cc	145	132	11.1	115	40.4	533	1485	164	G	14	47	✓	✓	–	✓	–	7	✓	✓	5/10
Verso 2.0 D-4D T Spirit 5d	£24,200	£342	4cyl 1998cc	124	228	11.3	115	51.4	678	1214	143	F	14	41	✗	✓	✓	✓	–	7	✓	✓	6/10
Verso 2.0 D-4D T2 5d	£19,790	£299	4cyl 1998cc	124	228	11.3	115	51.4	678	1214	143	F	12	36	✗	✗	✗	✓	✗	7	✓	✓	6/10
Verso 2.0 D-4D TR 5d	£21,350	£301	4cyl 1998cc	124	228	11.3	115	51.4	678	1214	143	F	14	36	✗	✓	–	✓	–	7	✓	✓	6/10
Verso 2.2 D-CAT 150 T Spirit 5d	£25,945	£312	4cyl 2231cc	148	250	10.1	121	41.5	548	1504	178	I	14	37	✓	✗	✓	✓	–	7	✓	✓	6/10
Verso 2.2 D-CAT 150 TR 5d	£23,430	£321	4cyl 2231cc	148	250	10.1	121	41.5	548	1504	178	I	14	39	✓	✓	–	✓	–	7	✓	✓	6/10

TG CHOICE: Can't we just retire and let the kids move out? No? OK, a 2.0-litre diesel then please.

PRIUS PLUS: THE PRIUS GAINS TWO EXTRA REAR SEATS. THAT'S ABOUT ALL THERE IS TO IT. SO WE'LL STOP.

EURO NCAP: n/a L: 462cm W: 178cm H: 160cm BOOT: 232/1,750 litres FUEL TANK: 45 litres ALSO TRY: Umm, a standard Prius



Prius Plus 1.8 Hybrid T4 5d	£26,195	£351	4cyl 1798cc	136	105	11.3	103	68.9	682	871	96	A	11	42	✓	✓	✗	✓	✓	7	✓	✓	6/10
Prius Plus 1.8 Hybrid T Spirit 5d	£29,495	£397	4cyl 1798cc	136	105	11.3	103	64.2	636	935	101	B	12	48	✓	✓	✓	✓	✓	7	✓	✓	6/10

TG CHOICE: This is down to spec preference. Hang on, one costs nearly £30k? Have the cheap one.

URBAN CRUISER: 'CITY CROSSOVER' AIN'T AS STREET AS TOYOTA SAYS. LOOKS FUNKY BUT IT'S DULL INSIDE, AND FAILS TO DELIVER MUCH FUN. FAIL.

EURO NCAP: ●●●○○ L: 393cm W: 173cm H: 153cm BOOT: 314/749 litres FUEL TANK: 42 litres ALSO TRY: Citroen C3 Picasso, Kia Soul, Skoda Yeti



Urban Cruiser 1.3 Dual VVT-i 2WD Standard 5d	£15,845	£277	4cyl 1329cc	100	96	12.5	109	51.4	475	1167	129	D	8	33	✗	✓	–	✓	–	7	✓	✓	4/10
Urban Cruiser 1.4 D-4D 90 AWD Standard 5d	£17,855	£283	4cyl 1364cc	89	151	12.5	109	57.6	532	1083	130	D	8	34	✗	✓	–	✓	–	7	✓	✓	4/10

TG CHOICE: The 1.33 two-wheel drive. Or a skateboard and some knee pads.

RAV4: THE RAV4 HAS GROWN UP AND PUT SOME SLIPPERS ON. IT'S COMFORTABLE AND COMPETENT, BUT NOWHERE NEAR AS FUNKY AS IT USED TO BE.

EURO NCAP: n/a L: 434cm W: 182cm H: 169cm BOOT: 586/1,469 litres FUEL TANK: 57 litres ALSO TRY: Land Rover Freelander, Subaru Forester, Honda CR-V, Ford Kuga



RAV4 2.0 Valvematic 4WD XT-R 5d	£24,545	£334	4cyl 1986cc	156	146	11.0	115	37.2	491	1613	177	I	22	40	✓	✓	–	✓	–	7	✓	✓	4/10
RAV4 2.2 D-CAT 4WD SR 5d	£28,340	£375	4cyl 2231cc	148	250	10.8	115	39.2	517	1592	189	J	25	45	✓	✓	✓	✓	–	7	✓	✓	5/10
RAV4 2.2 D-4D 2WD XT-R 5d	£23,590	£342	4cyl 2231cc	148	250	10.2	118	47.1	622	1325	156	G	12	41	✗	✓	✗	✓	–	7	✓	✓	5/10
RAV4 2.2 D-4D 4WD XT-R 5d	£25,255	£315	4cyl 2231cc	148	250	10.2	118	47.1	622	1325	159	G	25	38	✗	✓	–	✓	–	7	✓	✓	5/10
RAV4 2.2 D-CAT 4WD XT-R 5d	£26,570	£332	4cyl 2231cc	148	250	10.8	115	39.8	525	1568	186	J	12	40	✓	✓	–	✓	–	7	✓	✓	5/10

TG CHOICE: Melinda Messenger drives one, so we'll have what she's having. Failing that, a 2.2 diesel will do.

LAND CRUISER: HAPPY IN THE HANDS OF BOTH ARMED MILITIA AND JOLLY FARMERS FROM LINCOLNSHIRE. ONE OF THE MOST ROBUST OFF-ROADERS IN THE WORLD.

EURO NCAP: n/a L: 476/495cm W: 186/197cm H: 189cm BOOT: 403/1,695 litres FUEL TANK: 87 litres ALSO TRY: Mitsubishi Shogun, LR Disco 4, Volvo XC90



Land Cruiser 3.0 D-4D LC3 5d	£35,350	£559	4cyl 2982cc	171	302	11.7	109	34.9	668	1788	213	K	26	67	✓	✓	✗	✓	✗	6	✓	✓	5/10
Land Cruiser 3.0 D-4D LC4 5d	£45,575	£735	4cyl 2982cc	171	302	11.7	109	34.9	668	1788	213	K	30	88	✓	✓	✓	✓	✓	6	✓	✓	5/10
Land Cruiser 4.5 V8 5d	£62,285	£978	8cyl 4461cc	286	479	8.9	130	29.7	608	2101	250	M	48	117	✓	✓	✓	✓	✓	8	✓	✓	5/10

TG CHOICE: The V8 with optional Uzi attachments.

VAUXHALL

www.vauxhall.co.uk COMPANY DESCRIPTION: Has started turning out some OK products recently, but somehow still suffers from a bit of an image problem.
CLARKSON ON VAUXHALL: 'I DON'T KNOW HOW THIS HAPPENED, BUT VAUXHALLS HAVE SUDDENLY BECOME RATHER NICE-LOOKING, IF NOT ENTIRELY NICE TO DRIVE.'

ADAM: THEY CALLED IT THE ADAM. THEY SHOULD HAVE CALLED IT THE CHERYL, BECAUSE IT'S CUTE, BUT A LITTLE SHORT OF PANACHE. BLAME ITS UPBRINGING.

EURO NCAP: n/a L: 374cm W: 168cm H: 159cm BOOT: 170/663 litres FUEL TANK: 45 litres ALSO TRY: Fiat 500, Mini, Citroen DS3



Adam 1.2 Jam 3d	£11,255	n/a	4cyl 1229cc	70	85	14.9	102	53.3	446	1184	124	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.2 ecoFLEX Jam 3d	£11,550	n/a	4cyl 1229cc	70	85	14.9	102	56.5	472	1117	118	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.2 Glam 3d	£12,650	n/a	4cyl 1229cc	70	85	14.9	102	53.3	446	1184	124	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.2 ecoFLEX S/S Glam 3d	£12,945	n/a	4cyl 1229cc	70	85	14.9	102	56.5	472	1117	118	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.2 Slam 3d	£13,150	n/a	4cyl 1229cc	70	85	14.9	102	53.3	446	1184	124	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.2 ecoFLEX S/S Slam 3d	£13,445	n/a	4cyl 1229cc	70	85	14.9	102	56.5	472	1117	118	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 87 Jam 3d	£11,580	n/a	4cyl 1398cc	87	96	12.5	110	51.4	430	1228	129	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 87 ecoFLEX S/S Jam 3d	£11,875	n/a	4cyl 1398cc	87	96	12.5	110	55.4	463	1139	119	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 100 Jam 3d	£12,105	n/a	4cyl 1398cc	100	96	11.5	115	51.4	430	1228	129	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 100 ecoFLEX S/S Jam 3d	£12,400	n/a	4cyl 1398cc	100	96	11.5	115	55.4	463	1139	119	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 87 Glam 3d	£12,975	n/a	4cyl 1398cc	87	96	12.5	110	51.4	430	1228	129	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 87 ecoFLEX S/S Glam 3d	£13,270	n/a	4cyl 1398cc	87	96	12.5	110	55.4	463	1139	119	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 100 Glam 3d	£13,500	n/a	4cyl 1398cc	100	96	11.5	115	51.4	430	1228	129	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 100 ecoFLEX S/S Glam 3d	£13,795	n/a	4cyl 1398cc	100	96	11.5	115	55.4	463	1139	119	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 87 Slam 3d	£13,475	n/a	4cyl 1398cc	87	96	12.5	110	51.4	430	1228	129	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 87 ecoFLEX Slam 3d	£13,770	n/a	4cyl 1398cc	87	96	12.5	110	55.4	463	1139	119	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 100 Slam 3d	£14,000	n/a	4cyl 1398cc	100	96	11.5	115	51.4	430	1228	129	D	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A
Adam 1.4 100 ecoFLEX S/S Slam 3d	£14,295	n/a	4cyl 1398cc	100	96	11.5	115	55.4	463	1139	119	C	n/a	n/a	✗	✓	–	✓	–	6	✓	✓	N/A

TG CHOICE: Trim levels called Jam, Glam or Slam? Give me strength. Have a small petrol engine and spec carefully. Carefully.

AGILA: CUTESY CITY CAR THAT SHARES A PLATFORM WITH THE SUZUKI SPLASH, BUT IS TOO TALL AND GAWKY TO EVER BE CONSIDERED COOL. EVER.

EURO NCAP: n/a **L:** 374cm **W:** 168cm **H:** 159cm **BOOT:** 225/1,050 litres **FUEL TANK:** 41 litres **ALSO TRY:** Ford Ka, Suzuki Splash, Fiat Panda/500



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Agila 1.0 ecoFLEX S 5d	£10,435	£198	3cyl 996cc	65	66	14.7	99	55.4	548	1083	119	C	6	24	✗	✗	✗	–	✗	4	–	✓	4/10
Agila 1.0 ecoFLEX Expression 5d	£8,495	£166	3cyl 996cc	65	66	14.7	99	55.4	548	1083	119	C	5	20	✗	✗	✗	✗	✗	4	–	✓	4/10
Agila 1.2 VVT ecoFLEX S 5d	£11,105	£198	4cyl 1242cc	96	87	12.0	109	55.4	548	1083	119	C	6	24	–	✗	✗	–	✗	4	–	✓	5/10
Agila 1.2 VVT ecoFLEX SE 5d	£12,125	£239	4cyl 1242cc	96	87	12.0	109	55.4	548	1083	119	C	10	29	–	✗	✗	✓	✗	4	–	✓	5/10

TG CHOICE: The bigger petrol engine will zap you through traffic quicker than the dinky 3-cylinder.

CORSA: IT USED TO BE A GOOD CHOICE, BUT THE CORSA HAS FALLEN OFF THE RADAR A BIT. THE FACELIFT ALTERS THIS, BUT THE COMPETITORS ARE STILL WELL...COMPETITIVE.

EURO NCAP: ●●●●● **L:** 400cm **W:** 174cm **H:** 149cm **BOOT:** 285/1,100 litres **FUEL TANK:** 45 litres **ALSO TRY:** Renault Clio, Citroen C3, Ford Fiesta



Corsa 1.0 ecoFlex Expression 3d	£9,495	£188	3cyl 998cc	65	66	17.0	96	55.4	548	1083	120	C	1	23	✗	✗	✗	✗	✗	2	–	✓	5/10
Corsa 1.0 ecoFlex S 3d	£11,625	£165	3cyl 998cc	65	66	17.0	96	55.4	548	1083	120	C	2	20	✗	✗	✗	–	✗	2	–	✓	5/10
Corsa 1.2 S 3d	£11,970	£169	4cyl 1229cc	85	85	12.7	107	51.4	509	1167	129	D	5	20	–	✗	✗	–	✗	2	–	✓	5/10
Corsa 1.2 Exclusiv 3d	£12,530	£172	4cyl 1229cc	85	85	12.7	107	51.4	509	1167	129	D	6	21	–	–	–	–	–	6	–	✓	5/10
Corsa 1.2 SE 3d	£14,435	£214	4cyl 1229cc	85	85	12.7	107	51.4	509	1167	129	D	6	26	✗	–	–	✓	–	6	–	✓	5/10
Corsa 1.2 ecoFlex S/S S 5d	£13,175	£173	4cyl 1229cc	85	85	13.6	107	55.4	548	1083	119	C	6	21	✗	✗	✗	✓	✗	2	–	✓	5/10
Corsa 1.2 ecoFlex S/S Exclusiv 5d	£13,735	£177	4cyl 1229cc	85	85	13.6	107	55.4	548	1083	119	C	6	21	✗	–	–	✓	–	6	–	✓	5/10
Corsa 1.2 ecoFlex S/S SXi 3d	£14,295	£185	4cyl 1229cc	85	85	13.6	107	55.4	548	1083	119	C	6	22	✗	–	–	✓	–	2	–	✓	5/10
Corsa 1.4 Exclusiv 3d	£13,580	£178	4cyl 1398cc	100	96	11.3	112	51.4	509	1167	129	D	8	21	–	–	–	✓	–	6	–	✓	5/10
Corsa 1.4 SE 3d	£14,975	£220	4cyl 1398cc	100	96	11.3	112	51.4	509	1167	129	D	8	26	–	–	–	✓	–	6	–	✓	5/10
Corsa 1.4 SXi 3d	£14,055	£189	4cyl 1398cc	100	96	11.3	112	51.4	509	1167	129	D	8	23	–	–	–	–	–	6	–	✓	5/10
Corsa 1.4 SRi 3d	£15,600	£227	4cyl 1398cc	100	96	11.3	112	51.4	509	1167	129	D	8	27	✗	–	–	✓	–	6	–	✓	6/10
Corsa 1.6T 205 VXR Nurburgring Edition 3d	£22,305	£459	4cyl 1598cc	205	205	6.5	143	37.2	368	1613	178	I	32	55	✗	–	–	✓	–	6	✓	✓	9/10
Corsa 1.6 T VXR 3d	£18,910	£208	4cyl 1598cc	189	169	6.8	140	35.8	354	1676	172	H	32	25	✗	–	–	✓	–	6	✓	✓	7/10
Corsa 1.3 CDTi 75 ecoFlex S 3d	£13,570	£178	4cyl 1248cc	75	140	13.9	101	67.3	666	927	110	B	8	21	✗	✗	✗	–	✗	2	–	✓	5/10
Corsa 1.3 CDTi 95 ecoFlex S/S S 3d	£14,340	£207	4cyl 1248cc	95	140	11.5	110	85.6	753	729	88	A	8	25	✗	✗	✗	–	✗	2	–	✓	6/10
Corsa 1.3 CDTi 75 ecoFlex Exclusiv 3d	£14,130	£205	4cyl 1248cc	75	140	13.9	101	67.3	666	927	110	B	8	25	✗	–	–	–	–	6	–	✓	5/10
Corsa 1.3 CDTi 75 ecoFlex S/S Exclusiv 3d	£14,905	£185	4cyl 1248cc	75	140	13.9	101	72.4	717	862	103	B	8	22	✗	–	–	✓	–	6	–	✓	5/10
Corsa 1.3 CDTi 95 ecoFlex S/S Exclusiv 3d	£14,900	£212	4cyl 1248cc	95	140	11.5	110	85.6	753	729	88	A	8	25	✗	–	–	–	–	6	–	✓	6/10
Corsa 1.3 CDTi 75 ecoFlex SE 3d	£16,135	£211	4cyl 1248cc	75	140	13.9	101	67.3	666	927	110	B	8	25	✗	–	–	✓	–	6	–	✓	5/10
Corsa 1.3 CDTi 75 ecoFlex S/S SE 3d	£16,405	£194	4cyl 1248cc	75	140	13.9	101	72.4	717	862	103	B	8	23	✗	–	–	✓	–	6	–	✓	5/10
Corsa 1.3 CDTi 95 ecoFlex SE 3d	£16,365	£200	4cyl 1248cc	95	155	11.5	107	64.2	636	972	115	C	6	24	✗	–	–	✓	–	6	–	✓	6/10
Corsa 1.3 CDTi 75 ecoFlex SXi 3d	£15,220	£199	4cyl 1248cc	75	140	13.9	101	67.3	666	927	110	B	8	24	✗	–	–	–	–	6	–	✓	5/10
Corsa 1.3 CDTi 75 ecoFlex S/S SXi 3d	£15,995	£182	4cyl 1248cc	75	140	13.9	101	72.4	717	862	103	B	8	22	✗	–	–	✓	–	6	–	✓	5/10
Corsa 1.3 CDTi 95 ecoFlex SXi 3d	£15,450	£210	4cyl 1248cc	95	155	11.7	107	64.2	636	972	115	C	6	25	✗	–	–	–	–	6	–	✓	6/10
Corsa 1.7 CDTi 130 ecoFlex SE 3d	£17,020	£208	4cyl 1686cc	130	221	8.9	124	62.8	622	994	118	C	16	25	✗	–	–	✓	–	6	–	✓	6/10
Corsa 1.7 CDTi 130 ecoFlex SRi 3d	£17,650	£215	4cyl 1686cc	130	221	8.9	124	62.8	622	994	118	C	16	26	✗	–	–	✓	–	6	–	✓	6/10

5dr: + £425

TG CHOICE: The 1.7 CDTi is the best engine, and avoid the rattly 3-cylinder petrol.

ASTRA: AVOID GIMMICKS SUCH AS FLEXRIDE AND KEEP IT SIMPLE WITH A 1.4 TURBO PETROL. WATCH THE COSTS, THOUGH: LIKE THE FOCUS, THIS IS NO LONGER A CHEAP CAR.

EURO NCAP: ●●●●● **L:** 442cm **W:** 181cm **H:** 151cm **BOOT:** 351/1,216 litres **FUEL TANK:** 56 litres **ALSO TRY:** Ford Focus, Toyota Auris, Renault Megane, Honda Civic, VW Golf



Astra 1.4T 120 S/S Sport 3d GTC	£18,495	£317	4cyl 1364cc	120	147	10.2	119	47.9	590	1253	139	E	13	38	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.4T 140 S/S Sport 3d GTC	£19,080	£209	4cyl 1364cc	140	147	9.0	125	47.9	590	1253	139	E	16	25	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.4T 120 S/S SRi 3d GTC	£19,945	£346	4cyl 1364cc	120	147	10.2	119	47.9	590	1253	139	E	14	41	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.4T 140 S/S SRi 3d GTC	£20,345	£281	4cyl 1364cc	140	147	9.0	125	47.9	590	1253	139	E	16	34	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.6 Turbo Sport 3d GTC	£20,115	£297	4cyl 1598cc	180	169	7.8	137	40.4	498	1485	164	G	25	36	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.6 Turbo SRi 3d GTC	£21,380	£222	4cyl 1598cc	180	169	7.8	137	40.4	498	1485	164	G	25	27	✗	–	–	✓	–	6	✓	✓	7/10
Astra 2.0T 280 VXR 3d GTC	£26,995	£398	4cyl 1998cc	280	295	5.9	155	34.9	430	1719	189	J	35	48	✗	✓	–	✓	–	6	✓	✓	8/10
Astra 2.0 CDTi S/S Sport 3d GTC	£21,165	£213	4cyl 1956cc	165	258	8.4	131	57.6	710	1083	129	D	20	26	✗	–	–	✓	–	6	✓	✓	8/10
Astra 2.0 CDTi S/S SRi 3d GTC	£22,430	£231	4cyl 1956cc	165	258	8.4	131	57.6	710	1083	129	D	20	28	✗	–	–	✓	–	6	✓	✓	8/10
Astra 1.3 CDTi 95 ecoFlex ES 5d	£17,980	£247	4cyl 1248cc	95	140	13.8	109	68.9	849	871	109	B	6	30	✗	–	✗	✓	✗	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex S/S ES 5d	£18,325	£253	4cyl 1248cc	95	140	13.8	109	70.6	714	850	106	B	6	30	✗	–	✗	✓	✗	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex Exclusiv 5d	£18,700	£207	4cyl 1248cc	95	140	13.8	109	68.9	849	871	109	B	6	25	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex S/S Exclusiv 5d	£19,045	£250	4cyl 1248cc	95	140	13.8	109	70.6	714	850	106	B	6	30	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 130 ecoFlex S/S Exclusiv 5d	£20,025	n/a	4cyl 1248cc	130	221	11.6	116	65.7	665	913	114	C	15	n/a	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 130 ecoFlex S/S 99g Exclusiv 5d	£20,725	£185	4cyl 1248cc	130	221	11.8	118	76.3	772	786	99	A	15	22	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex Tech Line 5d	£17,915	£237	4cyl 1248cc	95	140	13.8	109	68.9	849	871	109	B	6	28	✗	✓	✓	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex S/S Tech Line 5d	£18,260	£249	4cyl 1248cc	95	140	13.8	109	70.6	714	850	106	B	6	30	✗	✓	✓	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex SE 5d	£21,150	£250	4cyl 1248cc	95	140	13.8	109	68.9	849	871	109	B	6	30	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex S/S SE 5d	£21,495	£255	4cyl 1248cc	95	140	13.8	109	70.6	714	850	106	B	6	31	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex SRi 5d	£20,740	£247	4cyl 1248cc	95	140	13.8	109	68.9	849	871	109	B	6	30	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.3 CDTi 95 ecoFlex S/S SRi 5d	£21,085	£252	4cyl 1248cc	95	140	13.8	109	70.6	714	850	106	B	6	30	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.4 Turbo SE 5d	£20,765	£273	4cyl 1364cc	140	147	9.0	126	47.9	590	1253	138	E	17	33	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.4 Turbo SRi 5d	£20,095	£307	4cyl 1364cc	140	147	9.0	126	47.9	590	1253	138	E	17	37	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.4 87 Expression 5d	£12,995	£237	4cyl 1398cc	87	96	14.0	105	51.4	633	1167	129	D	6	28	✗	✗	✗	✓	✗	6	✓	✓	6/10
Astra 1.4 100 ES 5d	£16,135	£231	4cyl 1398cc	100	96	12.9	111	51.4	633	1167	129	D	6	28	✗	–	✗	✓	✗	6	✓	✓	6/10
Astra 1.4 87 Exclusiv 5d	£16,670	£224	4cyl 1398cc	87	96	14.0	105	51.4	633	1167	129	D	6	27	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.4 100 Exclusiv 5d	£17,015	£230	4cyl 1398cc	100	96	12.9	111	51.4	633	1167	129	D	6	28	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.4 100 Tech Line 5d	£16,540	£245	4cyl 1398cc	100	96	12.9	111	51.4	633	1167	129	D	6	29	✗	✓	✓	✓	–	6	✓	✓	6/10
Astra 1.4 100 SRi 5d	£18,635	£233	4cyl 1398cc	100	96	12.9	111	51.4	633	1167	129	D	6	28	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.6 Exclusiv 5d	£17,815	£244	4cyl 1598cc	115	114	10.9	118	44.8	552	1339	147	F	12	29	–	–	–	✓	–	6	✓	✓	6/10
Astra 1.6 Tech Line 5d	£17,340	£262	4cyl 1598cc	115	114	10.9	118	44.8	552	1339	147	F	12	31	–	✓	✓	✓	–	6	✓	✓	6/10
Astra 1.6 SE 5d	£20,105	£255	4cyl 1598cc	115	114	10.9	118	44.8	552	1339	147	F	12	31	–	–	–	✓	–	6	✓	✓	6/10
Astra 1.6 SRi 5d	£19,435	£232	4cyl 1598cc	115	114	10.9	118	44.8	552	1339	147	F	12	28	–	–	–	✓	–	6	✓	✓	6/10
Astra 1.6 Turbo SRi 5d	£20,700	£261	4cyl 1598cc	180	169	7.9	138	41.5	511	1446	159	G	24	31	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.6 Elite 5d	£21,130	£258	4cyl 1598cc	115	114	10.9	118	44.8	552	1339	147	F	12	31	–	–	–	✓	–	6	✓	✓	6/10
Astra 1.6 Turbo Elite 5d	£22,395	£290	4cyl 1598cc	180	169	7.9	138	41.5	511	1446	159	G	24	35	✗	–	–	✓	–	6	✓	✓	6/10
Astra 1.7 CDTi 110 ecoFlex S/S ES 5d	£18,680	£267	4cyl 1686cc	110	206	11.6	116	65.7	809	913	114	C	13	32	✗	–	✗	✓	✗	6	✓	✓	7/10
Astra 1.7 CDTi 110 ecoFlex S/S 99g ES 5d	£19,380	£270	4cyl 1686cc	110	206	11.8	118	76.3	940	786	99	A	13	32	✗	–	✗	✓	✗	6	✓	✓	7/10
Astra 1.7 CDTi 130 ecoFlex S/S 99g ES 5d	£20,005	£234	4cyl 1686cc	130	221	10.4	126	76.3	940	786	99	A	15	28	✗	–	✗	✓	✗	6	✓	✓	7/10

◀ VAUXHALL CONTINUED

	PRICE		PERFORMANCE									COSTS			GADGETS					SAFETY	
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Astra 1.7 CDTi 110 ecoFlex S/S Exclusiv 5d	£19,400	n/a	4cyl 1686cc	110	206	11.6	116	65.7	809	913	114	C	13	n/a	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 110 ecoFlex S/S 99g Exclusiv 5d	£20,100	£185	4cyl 1686cc	110	206	11.8	118	76.3	940	786	99	A	13	22	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 110 ecoFlex S/S Tech Line 5d	£18,610	£263	4cyl 1686cc	110	206	11.6	116	65.7	809	913	114	C	15	32	✗	✓	✓	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 110 ecoFlex S/S 99g Tech Line 5d	£19,310	£266	4cyl 1686cc	110	206	11.8	118	76.3	940	786	99	A	15	32	✗	✓	✓	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 130 ecoFlex 130 S/S Tech Line 5d	£19,235	n/a	4cyl 1686cc	130	221	9.9	124	65.7	809	913	114	C	15	n/a	✗	✓	✓	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 130 ecoFlex S/S 99g Tech Line 5d	£19,935	£272	4cyl 1686cc	130	221	10.4	126	76.3	940	786	99	A	15	33	✗	✓	✓	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 110 ecoFlex S/S SE 5d	£21,850	£278	4cyl 1686cc	110	206	11.6	116	65.7	809	913	114	C	15	33	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 110 ecoFlex S/S 99g SE 5d	£22,550	£267	4cyl 1686cc	110	206	11.8	118	76.3	940	786	99	A	15	32	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 130 ecoFlex S/S SE 5d	£22,475	n/a	4cyl 1686cc	130	221	9.9	124	65.7	809	913	114	C	15	n/a	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 130 ecoFlex S/S 99g SE 5d	£23,175	£205	4cyl 1686cc	130	221	10.4	126	76.3	940	786	99	A	15	25	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 110 SRi 5d	£21,145	n/a	4cyl 1686cc	110	206	9.9	124	61.4	756	977	122	D	15	n/a	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 110 ecoFlex S/S SRi 5d	£21,440	£258	4cyl 1686cc	110	206	11.6	116	65.7	809	913	114	C	15	31	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 110 ecoFlex S/S 99g SRi 5d	£22,140	£264	4cyl 1686cc	110	206	11.8	118	76.3	940	786	99	A	15	32	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 130 SRi 5d	£21,770	n/a	4cyl 1686cc	130	221	9.9	124	61.4	756	977	122	D	15	n/a	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 130 ecoFlex S/S SRi 5d	£22,065	£273	4cyl 1686cc	130	221	9.9	124	65.7	809	913	114	C	15	33	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 130 ecoFlex S/S 99g SRi 5d	£22,765	£278	4cyl 1686cc	130	221	10.4	126	76.3	940	786	99	A	15	33	✗	–	–	✓	–	6	✓	✓	7/10
Astra 1.7 CDTi 130 ecoFlex S/S Elite 5d	£23,500	n/a	4cyl 1686cc	130	221	9.9	124	65.7	809	913	114	C	15	n/a	✗	–	–	✓	–	6	✓	✓	7/10
Astra 2.0 CDTi 165 ecoFlex S/S Tech Line 4S	£19,895	£285	4cyl 1956cc	165	258	8.5	134	62.8	774	955	119	C	20	34	–	✓	✓	✓	–	6	✓	✓	7/10
Astra 2.0 CDTi 165 ecoFlex S/S SE 5d	£23,135	£277	4cyl 1956cc	165	258	8.5	134	62.8	774	955	119	C	20	33	–	–	–	✓	–	6	✓	✓	7/10
Astra 2.0 CDTi 165 ecoFlex S/S SRi 5d	£22,725	£274	4cyl 1956cc	165	258	8.5	134	62.8	774	955	119	C	20	33	–	–	–	✓	–	6	✓	✓	7/10
Astra 2.0 CDTi 195 S/S BiTurbo 5d	£24,095	n/a	4cyl 1956cc	195	295	8.0	141	55.4	682	1083	134	E	20	n/a	✗	–	–	✓	✗	6	✓	✓	7/10
Astra 2.0 CDTi 165 ecoFlex S/S Elite 5d	£24,160	£280	4cyl 1956cc	165	258	8.5	134	62.8	774	955	119	C	20	34	–	–	–	✓	–	6	✓	✓	7/10
Sport Tourer: + £1,015																							

TG CHOICE: Avoid gimmicks like FlexRide and keep it simple with a 2.0-litre diesel. Better still, have it as a GTC coupe.



AMPERA: AN ELECTRIC CAR THAT'S EASY TO LIVE WITH AND DOESN'T GIVE YOU RANGE ANXIETY (THERE'S A 1.4 PETROL HIDDEN UNDERNEATH, TOO).

EURO NCAP: ●●●●● **L:** 450cm **W:** 179cm **H:** 144cm **BOOT:** 310/1,005 litres **FUEL TANK:** 35 litres **ALSO TRY:** Chevy Volt, Toyota Prius, Lexus CT200h

Ampera 1.4 EREV Standard 5d	£34,995	n/a	4cyl 1400cc	150	273	8.7	100	235.4	1823	255	27	A	20	n/a	✓	✗	✗	✓	✗	6	✓	✓	8/10
Ampera 1.4 EREV Positiv 5d	£37,250	£468	4cyl 1400cc	150	273	8.7	100	235.4	1823	255	27	A	20	56	✓	✓	✗	✓	✓	6	✓	✓	8/10
Ampera 1.4 EREV Electron 5d	£38,995	£514	4cyl 1400cc	150	273	8.7	100	235.4	1823	255	27	A	21	62	✓	✓	✗	✓	✓	6	✓	✓	8/10

TG CHOICE: Three options, all distinctly pricey, even with the £5,000 rebate. But futuristic cars need futuristic tech, so top spec it is.



INSIGNIA: THE VECTRA REPLACEMENT THAT CHANGED ITS NAME TO AVOID INCRIMINATION IN PAST CRIMES. GOOD TO DRIVE, SMART INTERIOR, SHARP DESIGN.

EURO NCAP: ●●●●● **L:** 483cm **W:** 186cm **H:** 153cm **BOOT:** 530/1,470 litres **FUEL TANK:** 70 litres **ALSO TRY:** Ford Mondeo, Mazda 6, Honda Accord

Insignia 1.8 ES 5d	£17,970	£244	4cyl 1796cc	140	129	10.8	129	37.2	573	1613	178	I	16	29	✗	–	✗	✓	–	6	✓	✓	5/10
Insignia 1.8 Elite 5dr	£25,315	£430	4cyl 1796cc	140	129	10.8	129	37.2	573	1613	178	I	17	52	✗	–	–	✓	✓	6	✓	✓	5/10
Insignia 1.8 Exclusiv 5dr	£19,815	£302	4cyl 1796cc	140	129	10.8	129	37.2	573	1613	178	I	16	36	✗	–	–	✓	–	6	✓	✓	5/10
Insignia 1.8 SE 5dr	£22,995	£395	4cyl 1796cc	140	129	10.8	129	37.2	573	1613	178	I	16	47	✗	–	–	✓	–	6	✓	✓	5/10
Insignia 1.8 SRi 5dr	£22,305	£333	4cyl 1796cc	140	129	10.8	129	37.2	573	1613	178	I	16	40	✗	–	–	✓	–	6	✓	✓	5/10
Insignia 1.4 Turbo S/S ES 5d	£18,680	£297	4cyl 1364cc	140	147	10.1	127	49.6	764	1210	134	E	15	36	✗	–	✗	✓	–	6	✓	✓	6/10
Insignia 1.4 Turbo S/S Exclusiv 5d	£20,525	£277	4cyl 1364cc	140	147	10.1	127	49.6	764	1210	134	E	15	33	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 1.4 Turbo S/S SRi 5d	£23,015	£302	4cyl 1364cc	140	147	10.1	127	49.6	764	1210	134	E	16	36	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 1.4 Turbo S/S SE 5d	£23,705	£315	4cyl 1364cc	140	147	10.1	127	49.6	764	1210	134	E	16	38	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 1.4 Turbo S/S Elite 5d	£26,025	£366	4cyl 1364cc	140	147	10.1	127	49.6	764	1210	134	E	16	44	✗	–	–	✓	✓	6	✓	✓	6/10
Insignia 1.4 Turbo S/S ES 5d Sports Tourer	£20,175	£297	4cyl 1364cc	140	147	11.1	124	47.9	738	1253	139	E	15	36	✗	–	✗	✓	–	6	✓	✓	6/10
Insignia 1.6 Turbo SRi 5d	£23,350	£387	4cyl 1598cc	180	170	8.4	140	40.4	622	1485	164	G	22	46	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 Turbo S/S SRi 5d	£25,195	£430	4cyl 1998cc	220	258	7.2	150	37.2	573	1613	179	I	26	52	–	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 Turbo S/S Elite 5d	£29,055	£424	4cyl 1998cc	220	258	7.2	150	37.2	573	1613	179	I	27	51	–	–	✓	✓	✓	6	✓	✓	6/10
Insignia 2.8 V6 T 4x4 Elite 5dr	£34,350	£591	6cyl 2792cc	260	258	6.7	155	25.7	396	2335	258	M	32	71	✓	–	✓	✓	✓	6	✓	✓	5/10
Insignia 2.8 T 4x4 VXR 5d	£32,990	£523	6cyl 2792cc	325	320	5.6	155	25.7	396	2335	249	L	36	63	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 130 ES 5d	£19,510	£262	4cyl 1956cc	130	221	10.4	127	60.1	925	1038	124	D	18	31	✗	–	✗	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 130 Exclusiv 5d	£21,355	£295	4cyl 1956cc	130	221	10.4	127	60.1	925	1038	124	D	18	35	–	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 130 SE 5d	£24,535	£306	4cyl 1956cc	130	221	10.4	127	60.1	925	1038	124	D	19	37	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 130 SRi 5d	£23,845	£257	4cyl 1956cc	130	221	10.4	127	60.1	925	1038	124	D	19	31	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 130 ecoFlex S/S ES 5d	£20,345	£262	4cyl 1956cc	130	221	10.4	129	64.2	989	972	116	C	18	31	✗	–	✗	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 130 ecoFlex S/S Exclusiv 5d	£22,190	£260	4cyl 1956cc	130	221	10.4	129	64.2	989	972	116	C	19	31	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 130 ecoFlex S/S SRi 5d	£24,680	£257	4cyl 1956cc	130	221	10.4	129	64.2	989	972	116	C	19	31	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 130 ecoFlex S/S SE 5d	£25,370	£306	4cyl 1956cc	130	221	10.4	129	64.2	989	972	116	C	19	37	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 Exclusiv 5d	£21,990	£260	4cyl 1956cc	160	258	8.9	135	55.4	853	1126	134	E	21	31	–	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 SE 5d	£25,170	£310	4cyl 1956cc	160	258	8.9	135	55.4	853	1126	134	E	22	37	–	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 SRi 5d	£24,480	£297	4cyl 1956cc	160	258	8.9	135	55.4	853	1126	134	E	22	36	–	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 Elite 5d	£27,490	£330	4cyl 1956cc	160	258	8.9	135	55.4	853	1126	134	E	22	40	–	–	–	✓	✓	6	✓	✓	6/10
Insignia 2.0 CDTi 160 ecoFlex S/S Exclusiv 5d	£22,800	£291	4cyl 1956cc	160	258	8.9	137	65.7	1012	950	115	C	22	35	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 ecoFlex S/S SRi 5d	£25,295	£297	4cyl 1956cc	160	258	8.9	137	65.7	1012	950	115	C	23	36	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 ecoFlex S/S SE 5d	£25,985	£310	4cyl 1956cc	160	258	8.9	137	65.7	1012	950	115	C	23	37	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 ecoFlex S/S Elite 5d	£28,300	£330	4cyl 1956cc	160	258	8.9	137	65.7	1012	950	115	C	23	40	✗	–	–	✓	✓	6	✓	✓	6/10
Insignia 2.0 CDTi 160 4x4 S/S Exclusiv 5d	£24,630	£386	4cyl 1956cc	160	258	9.6	134	50.4	776	1238	149	F	22	46	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 4x4 S/S SRi 5d	£27,125	£375	4cyl 1956cc	160	258	9.6	134	50.4	776	1238	149	F	23	45	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 4x4 S/S SE 5d	£27,815	£464	4cyl 1956cc	160	258	9.6	134	50.4	776	1238	149	F	23	56	–	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 160 4x4 Elite 5d	£31,585	£506	4cyl 1956cc	160	258	9.6	134	50.4	776	1238	149	F	23	61	✓	–	–	✓	✓	6	✓	✓	6/10
Insignia 2.0 CDTi 195 BiTurbo SRi 5d	£27,180	£297	4cyl 1998cc	195	295	8.2	143	57.6	887	1083	129	D	n/a	36	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 195 BiTurbo 4x4 SRi 5d	£29,790	£374	4cyl 1998cc	195	295	8.4	142	51.4	791	1214	146	F	n/a	45	✗	–	–	✓	–	6	✓	✓	6/10
Insignia 2.0 CDTi 195 BiTurbo Elite 5d	£31,930	£392	4cyl 1998cc	195	295	8.2	143	57.6	887	1083	129	D	n/a	47	✗	–	–	✓	–	6	✓	✓	6/10
Sport Tourer: + £1,400																							

TG CHOICE: The dealer will point you in the direction of a VXR. Punch him, then buy a diesel.



VXR8: NO-NONSENSE AUSSIE SALOON IS BACK FOR MORE. TOPGEAR OFFICE CHEERS LOUDLY.

EURO NCAP: n/a **L:** 494cm **W:** 190cm **H:** 147cm **BOOT:** 495 litres **FUEL TANK:** 73 litres **ALSO TRY:** BMW M3, Audi RS5, imported Ford Mustang GT500

VXR8 6.2 V8 Clubsport 4d	£45,000	£1,194	8cyl 6162cc	431	405	4.9	155	21.0	337	2857	320	M	50	143	–	✓	✗	✓	✓	6	✓	✓	7/10
VXR8 6.2 V8 GTS 4d	£49,550	£1,316	8cyl 6162cc	431	405	4.9	155	21.0	337	2857	320	M	50	158	–	✓	✗	✓	✓	6	✓	✓	7/10

TG CHOICE: Clubsport - all the Aussie goodness for £5k less than the GTS.

MERIVA: MINI-MPV HAS SUICIDE DOORS TO MAKE IT EASIER TO INSTALL CHILDREN AND PENSIONERS AND EJECT DRUNKS FROM THE BACK. LIKE A LONDON CAB, MINUS VOMIT.

EURO NCAP: ●●●●● **L:** 429cm **W:** 181cm **H:** 162cm **BOOT:** 400/1,500 litres **FUEL TANK:** 54 litres **ALSO TRY:** Honda Jazz, Citroen C3 Picasso



	PRICE	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Meriva 1.4 100 Expression 2010 5d	£12,495	£252	4cyl 1398cc	100	95	13.9	110	46.3	550	1296	144	F	14	30	✗	✗	✗	✗	✗	2	✓	✓	6/10
Meriva 1.4 100 Exclusiv 2010 5d	£16,875	£226	4cyl 1398cc	100	95	13.9	110	46.3	550	1296	144	F	14	27	✗	–	–	–	–	6	✓	✓	6/10
Meriva 1.4 100 S 2010 5d	£16,205	£239	4cyl 1398cc	100	95	13.9	110	46.3	550	1296	144	F	14	29	✗	–	–	–	–	2	✓	✓	6/10
Meriva 1.4 100 SE 2010 5d	£18,180	£272	4cyl 1398cc	100	95	13.9	110	46.3	550	1296	144	F	14	33	✗	–	–	✓	–	4	✓	✓	6/10
Meriva 1.4 T 120 S 2010 5d	£16,940	£244	4cyl 1364cc	120	129	11.5	117	46.3	550	1296	143	F	14	29	✗	–	–	–	–	2	✓	✓	7/10
Meriva 1.4 T 120 SE 2010 5d	£18,910	£279	4cyl 1364cc	120	129	11.5	117	46.3	550	1296	143	F	14	34	✗	–	–	✓	–	4	✓	✓	7/10
Meriva 1.4 T 120 Exclusiv 2010 5d	£18,115	£248	4cyl 1364cc	120	129	11.5	117	46.3	550	1296	143	F	14	30	✗	–	–	✓	–	6	✓	✓	7/10
Meriva 1.4 T 140 Exclusiv 2010 5d	£18,945	£260	4cyl 1364cc	140	147	10.3	122	42.2	501	1422	156	G	14	31	✗	–	–	✓	–	6	✓	✓	7/10
Meriva 1.4 T 140 SE 2010 5d	£19,740	£292	4cyl 1364cc	140	147	10.3	122	42.2	501	1422	156	G	14	35	✗	–	–	✓	–	4	✓	✓	7/10
Meriva 1.3 CDTi 75 S 2010 5d	£17,610	£251	4cyl 1248cc	75	132	16.9	99	57.6	684	1083	129	D	6	30	✗	–	–	–	–	2	✓	✓	6/10
Meriva 1.3 CDTi 75 Exclusiv 2010 5d	£18,785	£269	4cyl 1248cc	75	132	16.9	99	57.6	684	1083	129	D	6	32	✗	–	–	✓	–	6	✓	✓	6/10
Meriva 1.3 CDTi 95 ecoFLEX Exclusiv 2010 5d	£19,495	£234	4cyl 1248cc	95	133	13.8	104	62.8	746	994	119	C	7	28	✗	–	–	✓	–	6	✓	✓	6/10
Meriva 1.3 CDTi 95 ecoFLEX S 2010 5d	£18,320	£271	4cyl 1248cc	95	133	13.8	104	62.8	746	994	119	C	7	33	✗	✗	✗	–	–	2	✓	✓	6/10
Meriva 1.7 CDTi 100 Exclusiv 2010 5d	£21,300	£354	4cyl 1686cc	100	191	13.9	106	44.1	524	1415	168	H	12	43	✓	–	–	✓	–	6	✓	✓	7/10
Meriva 1.7 CDTi 100 S 2010 5d	£20,125	£350	4cyl 1686cc	100	191	13.9	106	44.1	524	1415	168	H	12	42	✓	–	–	–	–	2	✓	✓	7/10
Meriva 1.7 CDTi 100 SE 2010 5d	£22,095	£388	4cyl 1686cc	100	191	13.9	106	44.1	524	1415	168	H	12	47	✓	–	–	✓	–	4	✓	✓	6/10
Meriva 1.7 CDTi 130 Exclusiv 2010 5d	£20,155	£260	4cyl 1686cc	130	221	9.9	122	54.3	645	1149	138	E	16	31	✗	–	–	✓	–	6	✓	✓	7/10
Meriva 1.7 CDTi 130 S 2010 5d	£18,980	£263	4cyl 1686cc	130	221	9.9	122	54.3	645	1149	138	E	16	32	✗	✗	✗	–	–	2	✓	✓	7/10
Meriva 1.7 CDTi 130 SE 2010 5d	£20,960	£297	4cyl 1686cc	130	221	9.9	122	54.3	645	1149	138	E	16	36	✗	–	–	–	–	4	✓	✓	7/10

TG CHOICE: If you want petrol, avoid the naturally aspirated 1.4, but we're going to recommend a diesel anyway – the 130bhp 1.7 CDTi.

ZAFIRA: SEVEN-SEAT MPV HAS A CLEVER SEATING SYSTEM, AND IS MORE AFFORDABLE THAN KETCHUP, MAKING THIS DEFAULT TRANSPORT FOR FAMILIES.

EURO NCAP: ●●●●● **L:** 447cm **W:** 178cm **H:** 165cm **BOOT:** 140/1,820 litres **FUEL TANK:** 58 litres **ALSO TRY:** Ford C-Max, Renault Scenic, VW Touran



Zafira 1.6 Exclusiv ESP 5d	£18,560	£235	4cyl 1598cc	115	114	12.5	115	42.2	538	1422	157	G	13	28	✗	–	–	✓	–	6	✓	✓	4/10
Zafira 1.8 Exclusiv ESP 5d	£19,400	£234	4cyl 1796cc	140	129	10.8	122	39.2	500	1531	168	H	15	28	–	–	–	✓	–	6	✓	✓	4/10
Zafira 1.7 CDTi 110 ecoFLEX Exclusiv ESP 5d	£20,760	£254	4cyl 1686cc	110	192	12.5	111	55.4	707	1126	134	E	14	30	✗	–	–	✓	–	6	✓	✓	5/10
Zafira 1.7 CDTi 125 ecoFLEX Exclusiv ESP 5d	£21,010	£274	4cyl 1686cc	125	206	12.3	117	55.4	707	1126	134	E	18	33	✗	–	–	✓	–	6	✓	✓	5/10

TG CHOICE: The 1.7 CDTI has the best fuel economy, so unless you enjoy hanging out at Esso, buy that one.

ZAFIRA TOURER: WHO'D OF THUNK IT? THE WORDS 'ZAFIRA' AND 'DESIRABLE' APPEARING IN THE SAME SENTENCE. THE BOOMERANG EYES ARE LOCKED FIRMLY ON FORD'S S-MAX...

EURO NCAP: n/a **L:** 460cm **W:** 185cm **H:** 176cm **BOOT:** 420/1420 litres **FUEL TANK:** 65 litres **ALSO TRY:** Ford S-Max, Mazda 5, Renault Grand Scenic



Zafira Tourer 1.8 ES 5d	£21,000	£298	4cyl 1796cc	140	129	10.9	121	39.2	500	1531	169	H	14	36	✗	✗	✗	✓	✗	6	✓	✓	6/10
Zafira Tourer 1.8 Exclusiv 5d	£22,000	£319	4cyl 1796cc	140	129	10.9	121	39.2	500	1531	169	H	14	38	✗	✗	–	✓	✓	6	✓	✓	6/10
Zafira Tourer 1.4T 140 Exclusiv 5d	£22,315	£275	4cyl 1364cc	140	162	9.9	124	42.2	538	1422	158	G	16	33	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 1.4T 140 S/S Exclusiv 5d	£22,655	£310	4cyl 1364cc	140	162	9.9	126	44.8	572	1339	148	F	16	37	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 1.4T 140 SE 5d	£23,665	£310	4cyl 1364cc	140	162	9.9	124	42.2	538	1422	158	G	15	37	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 1.4T 140 S/S SE 5d	£24,005	£313	4cyl 1364cc	140	162	9.9	126	44.8	572	1339	148	F	15	38	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 1.4T 140 SRi 5d	£23,665	£308	4cyl 1364cc	140	162	9.9	124	42.2	538	1422	158	G	15	37	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 1.4T 140 S/S SRi 5d	£24,005	£311	4cyl 1364cc	140	162	9.9	126	44.8	572	1339	148	F	15	37	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 1.4T 140 Elite 5d	£25,165	£326	4cyl 1364cc	140	162	9.9	124	42.2	538	1422	158	G	16	39	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 1.4T 140 S/S Elite 5d	£25,505	£329	4cyl 1364cc	140	162	9.9	126	44.8	572	1339	148	F	16	39	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 110 ES 5d	£22,265	£276	4cyl 1956cc	110	191	11.5	114	54.3	693	1149	137	E	11	33	✗	✗	✗	✓	✗	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 130 ES 5d	£22,715	£305	4cyl 1956cc	130	221	10.6	119	54.3	693	1149	137	E	15	37	✗	✗	✗	✓	✗	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 130 Exclusiv 5d	£23,715	£327	4cyl 1956cc	130	221	10.6	119	54.3	693	1149	137	E	15	39	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 130 SE 5d	£25,065	£327	4cyl 1956cc	130	221	10.6	119	54.3	693	1149	137	E	15	39	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 130 SRi 5d	£25,065	£328	4cyl 1956cc	130	221	10.6	119	54.3	693	1149	137	E	15	39	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 130 Elite 5d	£26,565	£344	4cyl 1956cc	130	221	10.6	119	54.3	693	1149	137	E	15	41	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 130 ecoFlex S/S ES 5d	£22,950	£302	4cyl 1956cc	130	221	10.6	120	62.8	801	994	119	C	15	36	✗	✗	✗	✓	✗	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 130 ecoFlex S/S Exclusiv 5d	£23,950	£324	4cyl 1956cc	130	221	10.6	120	62.8	801	994	119	C	15	39	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 165 S/S Exclusiv 5d	£24,565	£324	4cyl 1956cc	165	280	9.1	129	54.3	693	1149	137	E	19	39	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 165 S/S SE 5d	£25,915	£339	4cyl 1956cc	165	280	9.1	129	54.3	693	1149	137	E	19	41	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 165 S/S SRi 5d	£25,915	£337	4cyl 1956cc	165	280	9.1	129	54.3	693	1149	137	E	19	40	✗	✗	–	✓	✓	6	✓	✓	7/10
Zafira Tourer 2.0 CDTi 165 S/S Elite 5d	£27,415	£356	4cyl 1956cc	165	280	9.1	129	54.3	693	1149	137	E	19	43	✗	✗	–	✓	✓	6	✓	✓	7/10

TG CHOICE: The 163bhp 2.0-litre diesel for its promise of 50mpg and spirited enough performance to leave memories of the old Zafira well behind.

MOKKA: CLEARLY PITCHED AT THE CAFE SOCIETY BUT... OH DEAR. VAUXHALL HAS BUILT SOME GREAT CARS RECENTLY. THIS ISN'T ONE OF THEM.

EURO NCAP: n/a **L:** 428cm **W:** 178cm **H:** 165cm **BOOT:** 535/1,370 litres **FUEL TANK:** 52 litres **ALSO TRY:** Ford B-Max, Nissan Juke, Mini Countryman



Mokka 1.6 115 S/S S 5d	£16,995	n/a	4cyl 1598cc	115	114	12.2	106	43.5	517	1379	153	G	n/a	n/a	✗	✗	✗	✓	✗	6	✓	✓	4/10
Mokka 1.6 115 S/S Exclusiv 5d	£17,995	n/a	4cyl 1598cc	115	114	12.2	106	43.5	517	1379	153	G	n/a	n/a	✗	✓	✗	✓	✓	6	✓	✓	4/10
Mokka 1.6 115 S/S SE 5d	£20,495	n/a	4cyl 1598cc	115	114	12.2	106	43.5	517	1379	153	G	n/a	n/a	✗	✓	✗	✓	✓	6	✓	✓	4/10
Mokka 1.4T 140 S/S 4x4 Exclusiv 5d	£20,200	n/a	4cyl 1364cc	140	147	9.6	116	44.8	532	1339	149	F	n/a	n/a	✗	✓	✗	✓	✓	6	✓	✓	4/10
Mokka 1.4T 140 S/S 4x4 SE 5d	£22,700	n/a	4cyl 1364cc	140	147	9.6	116	44.8	532	1339	149	F	n/a	n/a	✗	✓	✗	✓	✓	6	✓	✓	4/10
Mokka 1.7 CDTi 130 S/S Exclusiv 5d	£19,445	£211	4cyl 1686cc	130	221	9.6	116	60.1	714	998	124	D	n/a	25	–	✓	✗	✓	✓	6	✓	✓	4/10
Mokka 1.7 CDTi 130 S/S SE 5d	£21,945	£230	4cyl 1686cc	130	221	9.6	116	60.1	714	998	124	D	n/a	28	–	✓	✗	✓	✓	6	✓	✓	4/10
Mokka 1.7 CDTi 130 S/S 4x4 Exclusiv 5d	£20,990	n/a	4cyl 1686cc	130	221	10.2	114	55.4	658	1083	134	E	n/a	n/a	✗	✓	✗	✓	✓	6	✓	✓	4/10
Mokka 1.7 CDTi 130 S/S 4x4 SE 5d	£23,490	n/a	4cyl 1686cc	130	221	10.2	114	55.4	658	1083	134	E	n/a	n/a	✗	✓	✗	✓	✓	6	✓	✓	4/10

TG CHOICE: Too early to say.

ANTARA: VAUXHALL'S SUV CONTENDER AND SUCCESSOR TO THE UN-LOVED FRONTERA. LUTON OBVIOUSLY DIDN'T LEARN FROM PAST MISTAKES – THE ANTARA IS STILL UN-LOVED.

EURO NCAP: n/a **L:** 460cm **W:** 185cm **H:** 176cm **BOOT:** 420/1420 litres **FUEL TANK:** 65 litres **ALSO TRY:** VW Tiguan, Land Rover Freelander, Chevrolet Captiva



Antara 2.2 CDTi 163 2WD Exclusiv 5d	£19,995	£260	4cyl 2231cc	163	258	9.9	117	44.8	641	1393	167	H	25	31	✗	–	–	✓	✗	6	✓	✓	4/10
Antara 2.2 CDTi 163 4WD Exclusiv 5d	£22,360	£228	4cyl 2231cc	163	258	9.9	117	42.8	612	1458	175	H	25	27	–	–	–	✓	✓	6	✓	✓	4/10
Antara 2.2 CDTi 163 4WD SE 5d	£24,410	£235	4cyl 2231cc	163	258	9.9	117	42.8	612	1458	175	H	25	28	–	–	–	✓	✓	6	✓	✓	4/10
Antara 2.2 CDTi 184 SE 5d	£25,470	£259	4cyl 2231cc	184	295	9.6	124	42.8	612	1458	175	H	25	31	–	–	–	✓	✓	6	✓	✓	4/10

TG CHOICE: You can get the Antara as a two-wheel-drive, which makes it much more tax-friendly because the CO_2 drops.

VOLKSWAGEN CONTINUED

VOLKSWAGEN

www.volkswagen.co.uk **COMPANY DESCRIPTION:** Germany's largest automotive giant. The British army still awaits a thank-you for rescuing it from the ashes of WW2.
CLARKSON ON VOLKSWAGEN: 'GENERALLY DULLER THAN JAMES EXPLAINING TORQUE. BUT THE GOLF IS STILL WHAT YOU RECOMMEND TO ANYONE WHO ASKS.'

UP: FINALLY, A VW CITY CAR THAT YOU'D WANT TO OWN. NEAT STYLING, REFINED ENGINE AND PACKAGING TO SHAME IKEA'S FINEST, THE UP IS A CAR WE LIKE. A LOT.

EURO NCAP: ●●●●● **L:** 354cm **W:** 164cm **H:** 149cm **BOOT:** 251/951 litres **FUEL TANK:** 35 litres **ALSO TRY:** Fiat Panda, Ford Ka, Seat Mii

	PRICE	PRICE (CH)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Up 1.0 60 Take Up 3d	£7,995	£103		3cyl 999cc	60	70	14.4	99	62.8	484	955	105	B	1	12	✗	✗	–	✗	✗	4	–	✓	8/10
Up 1.0 60 Move Up 3d	£9,080	£126		3cyl 999cc	60	70	14.4	99	62.8	484	955	105	B	1	15	–	✗	–	✓	–	4	✓	✓	8/10
Up 1.0 60 BMT Move Up 3d	£9,440	£132		3cyl 999cc	60	70	14.4	100	68.9	530	871	96	A	1	16	✗	✗	–	✓	–	4	✓	✓	8/10
Up 1.0 75 High Up 3d	£10,515	£144		3cyl 999cc	75	70	13.2	106	60.1	463	998	108	B	2	17	–	✗	✓	✓	–	4	✓	✓	8/10
Up 1.0 75 BMT High Up 3d	£10,875	£157		3cyl 999cc	75	70	14.4	100	68.9	530	871	98	A	2	19	✗	✓	✓	✓	–	4	✓	✓	8/10
Up 1.0 75 Up Black 3d	£11,305	£165		3cyl 999cc	75	70	13.2	106	60.1	463	998	108	B	2	20	✗	✗	✓	✓	–	4	✓	✓	8/10
Up 1.0 75 Up White 3d	£11,305	£174		3cyl 999cc	75	70	13.2	106	60.1	463	998	108	B	2	21	✗	✗	✓	✓	–	4	✓	✓	8/10

5dr: + £375

TG CHOICE: The high-powered 1.0-litre please, in High Up trim. Not the minstrel show connotations of the Up Black, please.

POLO: IT'S THE GOLF'S MINI-ME – SAFE AND SOLID, BUT LACKING A LITTLE SOUL. BUT WHAT DO YOU WANT: PARTY TRICKS, OR SOMETHING SENSIBLE TO TAKE TO THE SHOPS?

EURO NCAP: ●●●●● **L:** 397cm **W:** 168cm **H:** 146cm **BOOT:** 280/952 litres **FUEL TANK:** 45 litres **ALSO TRY:** Renault Clio, Vauxhall Corsa, Ford Fiesta, Seat Ibiza

	PRICE	PRICE (CH)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Polo 1.2 60 S 3d	£10,420	£151		3cyl 1198cc	60	80	16.1	98	51.4	509	1167	128	D	4	18	✗	–	✗	–	✗	4	✓	✓	5/10
Polo 1.2 60 Match 3d	£11,695	£149		3cyl 1198cc	60	80	16.1	98	51.4	509	1167	128	D	4	18	✗	✓	–	✓	–	4	✓	✓	5/10
Polo 1.2 70 S 3d	£11,220	£151		3cyl 1198cc	70	83	14.1	103	51.4	509	1167	128	D	6	18	✗	–	✗	–	✗	4	✓	✓	5/10
Polo 1.4 85 Match 3d	£13,005	£175		4cyl 1390cc	85	96	11.9	110	47.9	474	1253	139	E	8	21	–	✓	–	✓	–	4	✓	✓	6/10
Polo 1.4 85 SEL 3d	£14,580	£220		4cyl 1390cc	85	96	11.9	110	47.9	474	1253	139	E	8	26	–	✓	–	✓	–	4	✓	✓	6/10
Polo 1.2 TSI 105 R-Line 3d	£15,195	£213		4cyl 1197cc	105	129	9.7	118	53.3	528	1126	124	D	13	26	✗	✓	–	✓	–	4	✓	✓	7/10
Polo 1.2 TSI 105 SEL 3d	£15,575	£237		4cyl 1197cc	105	129	9.7	118	53.3	528	1126	124	D	13	29	✗	✓	–	✓	–	4	✓	✓	7/10
Polo 1.4 TSI 180 DSG GTI 3d	£19,330	£255		4cyl 1390cc	180	185	6.9	142	47.9	474	1253	139	E	30	31	✓	✓	–	✓	–	4	✓	✓	6/10
Polo 1.2 TDI 75 Match 3d	£13,915	£166		3cyl 1199cc	75	144	13.9	106	72.4	717	862	102	B	6	20	✗	✓	–	✓	–	4	✓	✓	6/10
Polo 1.2 TDI 75 Bluemotion 3d	£15,265	£187		3cyl 1199cc	75	133	13.9	107	80.7	799	773	91	A	6	23	✗	✓	–	✓	–	4	✓	✓	6/10
Polo 1.6 TDI 90 SEL 3d	£16,020	£224		4cyl 1598cc	90	170	11.5	112	65.7	650	950	112	C	8	27	✗	✓	–	✓	–	4	✓	✓	7/10

5dr: + £700

TG CHOICE: The 1.2 TSI: small capacity but boosted to over 100bhp by a turbo. Bonus. Small bonus, but a bonus nonetheless.

GOLF: THE BEST, DONE BETTER THAN EVER. YOU NEED NO OTHER HATCHBACK. SO DON'T WASTE YOUR TIME LOOKING, SPEND IT HAGGLING WITH THE SALESMAN INSTEAD.

EURO NCAP: ●●●●● **L:** 426cm **W:** 180cm **H:** 145cm **BOOT:** 380/1,270 litres **FUEL TANK:** 50 litres **ALSO TRY:** Ford Focus, Audi A3, then buy the Golf anyway.

	PRICE	PRICE (CH)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Golf 1.2 TSI 85 S 3d	£16,330	£208		4cyl 1197cc	85	118	11.9	111	57.6	634	1095	113	C	7	25	✗	✓	✗	✓	–	7	✓	✓	N/A
Golf 1.2 TSI 85 S 5d	£16,985	£212		4cyl 1197cc	85	118	11.9	111	57.6	634	1095	113	C	7	25	✗	✓	✗	✓	–	7	✓	✓	N/A
Golf 1.2 TSI 105 S 3d	£17,340	£221		4cyl 1197cc	105	n/a	n/a	n/a	57.6	634	1095	114	C	11	27	✗	✓	✗	✓	–	7	✓	✓	N/A
Golf 1.2 TSI 105 S 5d	£17,995	£235		4cyl 1197cc	105	n/a	n/a	n/a	57.6	634	1095	114	C	11	28	–	✓	✗	✓	–	7	✓	✓	N/A
Golf 1.4 TSI 122 S 3d	£18,100	£221		4cyl 1390cc	122	n/a	n/a	n/a	54.3	597	1162	120	C	13	27	✗	✓	✗	✓	–	7	✓	✓	N/A
Golf 1.4 TSI 122 S 5d	£18,755	£229		4cyl 1390cc	122	n/a	n/a	n/a	54.3	597	1162	123	D	13	28	–	✓	✗	✓	–	7	✓	✓	N/A
Golf 1.4 TSI 122 SE 3d	£18,935	£219		4cyl 1390cc	122	n/a	n/a	n/a	54.3	597	1162	120	C	13	26	✗	✓	–	✓	–	7	✓	✓	N/A
Golf 1.4 TSI 122 SE 5d	£19,590	£275		4cyl 1390cc	122	n/a	n/a	n/a	54.3	597	1162	123	D	13	33	–	✓	–	✓	–	7	✓	✓	N/A
Golf 1.4 TSI 140 ACT GT 3d	£22,050	£270		4cyl 1395cc	140	184	8.4	131	58.9	648	1071	112	C	17	33	✗	✓	✓	✓	✗	7	✓	✓	N/A
Golf 1.4 TSI 140 ACT GT 5d	£22,705	£279		4cyl 1395cc	140	184	8.4	131	58.9	648	1071	112	C	17	34	–	✓	✓	✓	✗	7	✓	✓	N/A
Golf 1.6 TDI 105 S 3d	£18,955	£224		4cyl 1598cc	105	184	10.7	119	74.3	817	879	99	A	12	27	✗	✓	✗	✓	–	7	✓	✓	N/A
Golf 1.6 TDI 105 S 5d	£19,610	£228		4cyl 1598cc	105	184	10.7	119	74.3	817	879	99	A	12	27	✗	✓	✗	✓	–	7	✓	✓	N/A
Golf 1.6 TDI 105 SE 3d	£19,790	£223		4cyl 1598cc	105	184	10.7	119	74.3	817	879	99	A	12	27	✗	✓	–	✓	–	7	✓	✓	N/A
Golf 1.6 TDI 105 SE 5d	£20,445	£219		4cyl 1598cc	105	184	10.7	119	74.3	817	879	99	A	12	26	✗	✓	–	✓	–	7	✓	✓	N/A
Golf 2.0 TDI 150 SE 3d	£21,305	£246		4cyl 1968cc	150	236	8.6	134	68.9	758	948	106	B	18	30	✗	✓	–	✓	–	7	✓	✓	N/A
Golf 2.0 TDI 150 SE 5d	£21,960	£231		4cyl 1968cc	150	236	8.6	134	68.9	758	948	106	B	18	28	–	✓	–	✓	–	7	✓	✓	N/A
Golf 2.0 TDI 150 GT 3d	£22,555	£261		4cyl 1968cc	150	236	8.6	134	68.9	758	948	106	B	18	31	✗	✓	✓	✓	✗	7	✓	✓	N/A
Golf 2.0 TDI 150 GT 5d	£23,210	£266		4cyl 1968cc	150	236	8.6	134	68.9	758	948	106	B	18	32	–	✓	✓	✓	✗	7	✓	✓	N/A

TG CHOICE: The 1.4 TSI 140. The diesel is yesterday's news, and the GTI's not here yet.

GOLF CABRIOLET: THE CAR THEY BUILT WHEN THEY FORGOT THEY HAD THE EOS.

EURO NCAP: ●●●●● **L:** 425cm **W:** 178cm **H:** 142cm **BOOT:** 250 litres **FUEL TANK:** 55 litres **ALSO TRY:** The VW Eos. It has a hard top and is really-not-bad-at-all

	PRICE	PRICE (CH)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Golf Cabriolet 2.0 TDI 140 BMT SE 2d	£24,820	£296		4cyl 1968cc	140	236	9.4	123	62.8	760	955	119	C	23	36	–	✗	–	✓	✓	5	✓	✓	7/10
Golf Cabriolet 2.0 TDI 140 BMT GT 2d	£25,965	£324		4cyl 1968cc	140	236	9.4	123	62.8	760	955	119	C	23	39	–	✗	–	✓	✓	5	✓	✓	7/10
Golf Cabriolet 1.2 TSI 105 S 2d	£20,890	£300		4cyl 1197cc	105	129	11.7	117	47.9	580	1253	139	E	15	36	✗	✗	✗	✓	–	5	✓	✓	7/10
Golf Cabriolet 1.4 TSI 160 GT 2d	£25,490	£319		4cyl 1390cc	160	177	8.4	134	44.1	534	1361	150	F	31	38	–	✗	–	✓	✓	5	✓	✓	8/10
Golf Cabriolet 1.4 TSI 122 S 2d	£21,585	£290		4cyl 1390cc	122	147	8.3	129	44.1	534	1361	149	F	17	35	–	✗	✗	✓	–	5	✓	✓	7/10
Golf Cabriolet 1.4 TSI 122 SE 2d	£22,635	£358		4cyl 1390cc	122	147	8.3	129	44.1	534	1361	149	F	17	43	–	✗	–	✓	✓	5	✓	✓	7/10
Golf Cabriolet 2.0 210 GTI 2d	£29,310	£432		4cyl 1984cc	207	207	7.3	147	37.2	450	1613	177	I	35	52	–	✗	–	✓	✓	5	✓	✓	7/10
Golf Cabriolet 1.6 TDI 105 BMT S 2d	£22,370	£269		4cyl 1598cc	105	184	12.1	117	64.2	777	972	117	C	17	32	✗	✗	✗	✓	–	5	✓	✓	6/10
Golf Cabriolet 1.6 TDI 105 BMT SE 2d	£23,420	£277		4cyl 1598cc	105	184	12.1	117	64.2	777	972	117	C	18	33	✗	✗	–	✓	✓	5	✓	✓	6/10

TG CHOICE: They do a GTI version. Don't do it. You'll look dreadful in it. Calm down and have a 1.4 TSI.

BEETLE: A SPORTIER BEETLE? DOES THAT MAKE THIS A COCKROACH? NEVERMIND, THE RETRO VW NOW HAS A SMATTERING OF DRIVER APPEAL TO GO WITH ITS DESIGNER BODYWORK.

EURO NCAP: n/a **L:** 464cm **W:** 177cm **H:** 149cm **BOOT:** 510 litres **FUEL TANK:** 68 litres **ALSO TRY:** Mini, Fiat 500, Citroen DS3, Hyundai Veloster, VW Golf

	PRICE	PRICE (CH)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Beetle 1.2 TSI 105 DSG Standard 3d	£16,490	£236		4cyl 1197cc	105	129	10.9	111	47.9	580	1253	137	E	10	28	✓	✗	–	✓	–	6	✓	✓	6/10
Beetle 1.2 TSI 105 DSG Design 3d	£18,895	£199		4cyl 1197cc	105	129	10.9	111	47.9	580	1253	137	E	11	24	✓	✓	–	✓	–	6	✓	✓	6/10
Beetle 1.4 TSI 160 Design 3d	£19,470	£292		4cyl 1390cc	160	177	8.3	129	42.8	518	1402	153	G	18	35	✗	✓	–	✓	–	6	✓	✓	7/10
Beetle 1.4 TSI 160 Sport 3d	£21,220	£313		4cyl 1390cc	160	177	8.3	129	42.8	518	1402	153	G	18	38	✗	✓	–	✓	✓	6	✓	✓	7/10
Beetle 2.0 TSI 200 Sport 3d	£22,295	£228		4cyl 1984cc	200	207	7.5	140	38.2	462	1571	172	H	24	27	✗	✓	–	✓	✓	6	✓	✓	7/10
Beetle 2.0 TSI 200 Turbo 3d	£22,995	n/a		4cyl 1984cc	200	207	7.5	140	38.2	462	1571	172	H	24	n/a	✗	✓	–	✓	✓	6	✓	✓	7/10
Beetle 2.0 TDI 140 Design 3d	£20,085	£189		4cyl 1968cc	140	236	9.4	123	57.6	697	1083	129	D	17	23	✗	✓	–	✓	–	6	✓	✓	8/10
Beetle 2.0 TDI 140 Sport 3d	£21,850	£288		4cyl 1968cc	140	236	9.4	123	57.6	697	1083	129	D	17	35	✗	✓	–	✓	✓	6	✓	✓	8/10

TG CHOICE: Leave the pricey 2.0 TDI diesel and 2.0 TSI petrols to Golf buyers. You'll be wanting a TSI 160 Sport, you road burner, you.

JETTA: APOLOGIES, WE'RE STRUGGLING TO STAY AWAKE WITH THIS ONE. THE JETTA IS VW'S GOLF-BASED SALOON, AND IS SO BORING IT MAKES PWC'S AGM LOOK INTERESTING.

EURO NCAP: n/a **L:** 464cm **W:** 177cm **H:** 148cm **BOOT:** 510 litres **FUEL TANK:** 68 litres **ALSO TRY:** Skoda Octavia, Chevrolet Cruze, Seat Exeo



	PRICE	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Jetta 1.4 TSI 160 SE 4d	£19,380	£360		4cyl 1390cc	160	177	8.3	137	44.8	670	1339	145	F	20	43	–	–	–	✓	–	6	✓	✓	5/10
Jetta 1.4 TSI 160 Sport 4d	£20,260	£373		4cyl 1390cc	160	177	8.3	137	44.8	670	1339	145	F	20	45	–	–	–	✓	–	6	✓	✓	5/10
Jetta 1.6 TDI 105 Bluemotion Tech S 4d	£18,410	£249		4cyl 1598cc	105	185	11.7	118	67.3	1007	927	110	B	12	30	–	–	–	✓	–	6	✓	✓	5/10
Jetta 1.6 TDI 105 Bluemotion Tech SE 4d	£19,530	£259		4cyl 1598cc	105	185	11.7	118	67.3	1007	927	110	B	12	31	–	–	–	✓	–	6	✓	✓	5/10
Jetta 1.6 TDI 105 Bluemotion Tech Sport 4d	£20,160	£284		4cyl 1598cc	105	185	11.7	118	67.3	1007	927	110	B	12	34	–	–	–	✓	–	6	✓	✓	5/10
Jetta 2.0 TDI 140 SE 4d	£20,005	£285		4cyl 1968cc	140	236	9.5	130	58.9	881	1059	126	D	17	34	–	–	–	✓	–	6	✓	✓	5/10
Jetta 2.0 TDI 140 Sport 4d	£20,885	£300		4cyl 1968cc	140	236	9.5	130	58.9	881	1059	126	D	17	36	–	–	–	✓	–	6	✓	✓	5/10

TG CHOICE: If you're going to be sensible, and you will be by buying a Jetta, it needs to be one of the Bluemotion diesels.

PASSAT: THE NO-NONSENSE PASSAT HAS BEEN FACELIFTED, AND IT'S STILL ONE OF THE MOST CRUSHINGLY CAPABLE, AND DULL, CARS ON SALE.

EURO NCAP: ●●●●● **L:** 477cm **W:** 182cm **H:** 147cm **BOOT:** 565 litres **FUEL TANK:** 70 litres **ALSO TRY:** Ford Mondeo, Vauxhall Insignia, Peugeot 508



Passat 1.4 TSI 122 BlueTech S 4d	£19,610	£305		4cyl 1390cc	122	147	10.3	127	47.9	738	1253	138	E	17	37	–	✓	–	✓	–	6	✓	✓	6/10
Passat 1.4 TSI 122 Highline 4d	£20,970	n/a		4cyl 1390cc	122	147	10.3	127	47.9	738	1253	138	E	17	n/a	–	✓	✓	✓	✓	6	✓	✓	6/10
Passat 1.8 TSI 160 S 4d	£20,695	£357		4cyl 1798cc	160	184	8.5	137	40.9	630	1467	160	G	23	43	–	✓	–	✓	–	6	✓	✓	7/10
Passat 1.8 TSI 160 Sport 4d	£23,015	£393		4cyl 1798cc	160	184	8.5	137	40.9	630	1467	160	G	23	47	–	✓	✓	✓	–	6	✓	✓	7/10
Passat 1.8 TSI 160 Highline 4d	£22,045	n/a		4cyl 1798cc	160	184	8.5	137	40.9	630	1467	160	G	23	n/a	–	✓	✓	✓	✓	6	✓	✓	7/10
Passat 2.0 TSI 210 Sport 4d	£24,650	£436		4cyl 1984cc	210	206	7.6	148	39.2	604	1531	169	H	26	52	–	✓	✓	✓	–	6	✓	✓	7/10
Passat 1.6 TDI 105 BlueTech S 4d	£20,380	£260		4cyl 1598cc	105	184	12.2	121	65.7	1012	950	114	C	16	31	✗	✓	–	✓	–	6	✓	✓	6/10
Passat 1.6 TDI 105 BlueTech Sport 4d	£22,780	£289		4cyl 1598cc	105	184	12.2	121	65.7	1012	950	114	C	16	35	✗	✓	✓	✓	–	6	✓	✓	6/10
Passat 1.6 TDI 105 Bluemotion 4d	£20,600	£273		4cyl 1598cc	105	185	12.3	123	68.9	1061	906	109	B	16	33	✗	✓	–	✓	✗	6	✓	✓	6/10
Passat 1.6 TDI 105 Highline 4d	£21,795	n/a		4cyl 1598cc	105	184	12.2	121	65.7	1012	950	114	C	16	n/a	✗	✓	✓	✓	✓	6	✓	✓	6/10
Passat 2.0 TDI 140 BlueTech S 4d	£21,670	£281		4cyl 1968cc	140	236	9.8	131	61.4	945	1016	119	C	21	34	–	✓	–	✓	–	6	✓	✓	7/10
Passat 2.0 TDI 140 Highline 4d	£22,910	n/a		4cyl 1968cc	140	236	9.8	131	61.4	945	1016	119	C	21	n/a	–	✓	✓	✓	✓	6	✓	✓	7/10
Passat 2.0 TDI 140 BlueTech Sport 4d	£23,895	£305		4cyl 1968cc	140	236	9.8	131	61.4	945	1016	119	C	21	37	–	✓	✓	✓	–	6	✓	✓	7/10
Passat 2.0 TDI 170 BlueTech Sport 4d	£25,020	£319		4cyl 1968cc	170	258	8.6	141	61.4	945	1016	120	C	24	38	–	✓	✓	✓	–	6	✓	✓	7/10
Passat 2.0 TDI 140 Alltrack 5d	£28,475	£379		4cyl 1968cc	140	236	10.3	123	49.6	764	1258	150	F	21	46	✗	✓	✓	✓	✓	6	✓	✓	7/10
Passat 2.0 TDI 170 Alltrack 5d	£31,025	£409		4cyl 1968cc	170	258	8.9	131	47.9	738	1303	155	G	24	49	✓	✓	✓	✓	✓	6	✓	✓	7/10

Estate: + £1,300

TG CHOICE: Diesels. Always the diesels. The estate is the understated champion of the range.

CC: FACELIFTED CC HAS DROPPED THE PASSAT PART OF ITS NAME, BUT NOT THE PASSAT PART OF ITS UNDERPINNINGS. STILL, MAKES AN INTERESTING ALTERNATIVE TO THE MERCEDES CLS.

EURO NCAP: n/a **L:** 480cm **W:** 186cm **H:** 142cm **BOOT:** 532 litres **FUEL TANK:** 70 litres **ALSO TRY:** Citroen DS5, BMW 3-Series, Audi A4, Volvo S60



CC 1.8 TSI 160 Standard 4d	£24,200	£352		4cyl 1798cc	160	184	8.5	138	39.8	613	1508	165	G	24	42	–	✓	✓	✓	–	6	✓	✓	7/10
CC 2.0 TSI 210 GT 4d	£28,285	£466		4cyl 1984cc	210	206	7.6	150	38.7	596	1550	171	H	29	56	–	✓	✓	✓	✓	6	✓	✓	7/10
CC 2.0 TDI 140 BMT Standard 4d	£25,345	£307		4cyl 1968cc	140	236	9.8	132	60.1	925	1038	125	D	23	37	–	✓	✓	✓	–	6	✓	✓	7/10
CC 2.0 TDI 140 BMT GT 4d	£27,570	£276		4cyl 1968cc	140	236	9.8	132	60.1	925	1038	125	D	24	33	–	✓	✓	✓	✓	6	✓	✓	7/10
CC 2.0 TDI 170 BMT GT 4d	£28,620	£346		4cyl 1968cc	170	258	8.6	141	57.6	887	1083	129	D	26	42	–	✓	✓	✓	✓	6	✓	✓	7/10

TG CHOICE: A secondhand Mercedes CLS.

PHAETON: A CUT-PRICE AUDI A8, MINUS THE TOSSPOTTERY. MAKES YOU FEEL SPECIAL, UNTIL YOU SELL IT FOR HALF THE AMOUNT YOU ORIGINALLY PAID. SIX MONTHS AGO.

EURO NCAP: n/a **L:** 506/518cm **W:** 190cm **H:** 145cm **BOOT:** 500 litres **FUEL TANK:** 90 litres **ALSO TRY:** Audi A8, Mercedes S-Class, Jaguar XJ, Lexus LS, burning money



Phaeton 3.0 TDI V6 4MOTION 240 SWB 4d	£47,725	£700		6cyl 2967cc	240	367	8.3	147	33.2	657	1880	224	K	45	84	✓	–	✓	✓	✓	6	✓	✓	4/10
Phaeton 3.0 TDI V6 240 4MOTION LWB 4d	£50,250	£870		6cyl 2967cc	240	367	8.3	147	33.2	657	1880	224	K	45	104	✓	–	✓	✓	✓	6	✓	✓	4/10

TG CHOICE: If you have a masochistic approach to money, allow us to suggest the 6.0-litre W12.

SCIROCCO: PRETTY COUPE BASED ON MOST OF THE GOLF. EASY TO LIVE WITH, LOOKS LIKE A SUPERMODEL.

EURO NCAP: ●●●●● **L:** 426cm **W:** 181cm **H:** 140cm **BOOT:** 312/1,006 litres **FUEL TANK:** 55 litres **ALSO TRY:** Honda CR-Z, Renault Megane Coupe, Audi TT



Scirocco 1.4 TSI 122 Standard 3d	£19,650	£243		4cyl 1390cc	122	148	9.7	124	44.1	534	1361	149	F	18	29	✗	✓	✓	✓	–	6	✓	✓	6/10
Scirocco 1.4 TSI 160 Standard 3d	£21,280	£251		4cyl 1390cc	160	177	8.0	135	42.8	518	1402	154	G	28	30	–	✓	✓	✓	–	6	✓	✓	7/10
Scirocco 2.0 TSI 210 GT 3d	£25,470	£318		4cyl 1984cc	210	207	6.9	149	38.2	462	1571	172	H	32	38	–	✓	✓	✓	–	6	✓	✓	8/10
Scirocco 2.0 TSI 210 R Line 3d	£26,995	£419		4cyl 1984cc	210	207	6.9	149	38.2	462	1571	172	H	32	50	–	✓	✓	✓	–	6	✓	✓	8/10
Scirocco 2.0 TSI 265 R 3d	£30,575	n/a		4cyl 1984cc	265	258	6.0	155	34.9	422	1719	189	J	34	n/a	–	✓	✓	✓	–	6	✓	✓	8/10
Scirocco 2.0 TDI 140 BMT Standard 3d	£22,055	£267		4cyl 1968cc	140	236	9.3	129	62.8	760	994	118	C	22	32	–	✓	✓	✓	–	6	✓	✓	7/10
Scirocco 2.0 TDI 140 BMT GT 3d	£24,510	£268		4cyl 1968cc	140	236	9.3	129	62.8	760	994	118	C	22	32	–	✓	✓	✓	–	6	✓	✓	7/10
Scirocco 2.0 TDI 140 BMT R Line 3d	£26,035	£312		4cyl 1968cc	140	236	9.3	129	62.8	760	994	118	C	22	37	–	✓	✓	✓	–	6	✓	✓	7/10
Scirocco 2.0 TDI 170 GT 3d	£25,280	£300		4cyl 1968cc	170	258	8.1	138	55.4	670	1126	134	E	26	36	–	✓	✓	✓	–	6	✓	✓	8/10
Scirocco 2.0 TDI 170 R Line 3d	£26,805	£320		4cyl 1968cc	170	258	8.1	138	55.4	670	1126	134	E	26	38	–	✓	✓	✓	–	6	✓	✓	8/10

TG CHOICE: Go on, kid yourself that a diesel makes sense. But then so do long johns in winter.

EOS: MEET THE GODDESS OF THE DAWN. OR THE GOLF CONVERTIBLE WITH FOLDING HARDTOP, FOR THOSE OF US WHO DON'T WEAR TIE-DYE AND DOUSE FOR WATER.

EURO NCAP: n/a **L:** 442cm **W:** 179cm **H:** 144cm **BOOT:** 205/380 litres **FUEL TANK:** 55 litres **ALSO TRY:** Mazda MX-5, Renault Megane CC, Peugeot 308 CC



Eos 1.4 TSI 122 BlueTech SE 2011 2d	£23,130	£256		4cyl 1390cc	122	147	10.9	123	45.6	552	1316	144	F	18	31	✗	–	–	✓	✓	4	✓	✓	6/10
Eos 1.4 TSI 160 SE 2011 2d	£24,210	£435		4cyl 1390cc	160	177	8.8	134	41.5	502	1446	157	G	24	52	✗	–	–	✓	✓	4	✓	✓	6/10
Eos 2.0 TSI 210 Sport 2011 2d	£27,510	£502		4cyl 1984cc	210	206	7.8	147	39.8	482	1508	165	G	30	60	–	–	–	✓	✓	4	✓	✓	6/10
Eos 2.0 TSI 210 Exclusive 2011 2d	£30,710	£585		4cyl 1984cc	210	206	7.8	147	39.8	482	1508	165	G	30	70	–	–	–	✓	✓	4	✓	✓	6/10
Eos 2.0 TDI 140 BlueTech SE 2011 2d	£24,800	£288		4cyl 1968cc	140	236	10.3	128	58.9	713	1059	125	D	23	35	–	–	–	✓	✓	4	✓	✓	5/10
Eos 2.0 TDI 140 BlueTech Sport 2011 2d	£26,100	£416		4cyl 1968cc	140	236	10.3	128	58.9	713	1059	125	D	23	50	–	–	–	✓	✓	4	✓	✓	5/10
Eos 2.0 TDI 140 BlueTech Exclusive 2011 2d	£29,200	£474		4cyl 1984cc	140	206	7.8	147	58.9	713	1059	125	D	30	57	–	–	–	✓	✓	4	✓	✓	5/10

TG CHOICE: The 1.4 TSI is light and fast and quiet.

GOLF PLUS: A GOLF WITH A TALLER ROOF AND A BIT MORE ROOM INSIDE, FOR THOSE WITH TOP HATS AND LONG LEGS. FIGHTS WITH THE TOURAN FOR FOOD AT THE TABLE. LOSES.

EURO NCAP: n/a **L:** 420cm **W:** 176cm **H:** 159cm **BOOT:** 505/1,495 litres **FUEL TANK:** 55 litres **ALSO TRY:** Seat Altea XL, Mercedes B-Class, VW Golf Estate



Golf Plus 1.2 TSI 85 S 5d	£16,830	£279		4cyl 1197cc	85	118	13.4	108	48.7	589	1232	136	E	10	33	✗	✗	✗	✓	✗	6	✓	✓	4/10
Golf Plus 1.4 TSI 122 S 5d	£18,585	£325		4cyl 1390cc	122	148	10.2	121	43.5	526	1379	151	G	15	39	–	✗	✗	✓	✗	6	✓	✓	4/10
Golf Plus 1.4 TSI 122 SE 5d	£20,190	£349		4cyl 1390cc	122	148	10.2	121	43.5	526	1379	152	G	15	42	–	–	–	✓	✓	6	✓	✓	4/10

◀ VOLKSWAGEN CONTINUED

	PRICE			PERFORMANCE							COSTS				GADGETS					SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
Golf Plus 1.6 TDI 90 S 5d	£18,420	£291	4cyl 1598cc	90	170	13.5	108	60.1	727	1038	125	D	11	35	✗	✗	✗	✓	✗	6	✓	✓	4/10
Golf Plus 1.6 TDI 105 S 5d	£19,180	£219	4cyl 1598cc	105	184	12.1	114	58.9	713	1059	126	D	14	26	✗	✗	✗	✓	✗	6	✓	✓	4/10
Golf Plus 1.6 TDI 105 BlueTech S 5d	£19,590	£247	4cyl 1598cc	105	184	12.1	116	65.7	795	950	114	C	15	30	–	✗	✗	✓	✗	6	✓	✓	4/10
Golf Plus 1.6 TDI 105 BlueTech SE 5d	£21,195	£266	4cyl 1598cc	105	184	12.1	116	65.7	795	950	114	C	15	32	–	–	–	✓	✓	6	✓	✓	4/10
Golf Plus 2.0 TDI 140 SE 5d	£22,140	£287	4cyl 1968cc	140	236	9.8	127	55.4	670	1126	132	E	19	34	–	–	–	✓	✓	6	✓	✓	4/10

TG CHOICE: Unless you live in a hair gel advert, you probably won't need the extra headroom. Buy a regular Golf.



TOURAN: A DULL-BUT-CAPABLE MPV IN A MARKETPLACE WHERE THAT'S PRETTY MUCH ALL YOU NEED. ESSENTIALLY IT'S A GOLF WITH SEVEN SEATS.

EURO NCAP: ●●●●● **L:** 443cm **W:** 181cm **H:** 170cm **BOOT:** 121/1,913 litres **FUEL TANK:** 60 litres **ALSO TRY:** Ford C-Max, Renault Scenic, Toyota Verso

Touran 1.2 TSI 105 S 2010 5d	£18,175	£288	4cyl 1197cc	105	129	11.9	115	44.1	582	1361	149	F	12	35	✗	–	–	✓	–	6	✓	✓	5/10
Touran 1.2 TSI 105 BlueTech S 2010 5d	£18,810	£314	4cyl 1197cc	105	129	11.9	117	47.9	632	1253	139	E	12	38	✗	–	–	✓	–	6	✓	✓	5/10
Touran 1.2 TSI 105 BlueTech SE 2010 5d	£20,845	£345	4cyl 1197cc	105	129	11.9	117	47.9	632	1253	139	E	12	41	✗	–	–	✓	✓	6	✓	✓	5/10
Touran 1.4 TSI 140 SE 2010 5d	£21,915	£364	4cyl 1390cc	140	162	9.5	125	41.5	548	1446	159	G	18	44	–	–	–	✓	✓	6	✓	✓	5/10
Touran 1.6 TDI 90 S 2010 5d	£19,175	£253	4cyl 1598cc	90	170	14.7	108	55.4	731	1126	134	F	10	30	✗	–	–	✓	–	6	✓	✓	5/10
Touran 1.6 TDI 105 S 2010 5d	£19,775	£211	4cyl 1598cc	105	185	12.8	114	55.4	731	1126	134	F	13	25	–	–	–	✓	–	6	✓	✓	5/10
Touran 1.6 TDI 105 BlueTech S 2010 5d	£20,000	£250	4cyl 1598cc	105	185	12.8	116	61.4	810	1016	121	D	14	30	✗	–	–	✓	–	6	✓	✓	5/10
Touran 1.6 TDI 105 SE 2010 5d	£21,810	£239	4cyl 1598cc	105	185	12.8	114	55.4	731	1126	134	F	13	29	–	–	–	✓	✓	6	✓	✓	5/10
Touran 1.6 TDI 105 BlueTech SE 2010 5d	£22,035	£274	4cyl 1598cc	105	185	12.8	116	61.4	810	1016	121	D	14	33	✗	–	–	✓	✓	6	✓	✓	5/10
Touran 2.0 TDI 140 SE 2010 5d	£23,230	£292	4cyl 1968cc	140	236	9.9	125	53.3	703	1171	140	E	19	35	–	–	–	✓	✓	6	✓	✓	6/10
Touran 2.0 TDI 140 BlueTech SE 2010 5d	£23,800	£300	4cyl 1968cc	140	236	9.9	125	58.9	777	1059	127	D	19	36	✗	–	–	✓	✓	6	✓	✓	6/10
Touran 2.0 TDI 140 BlueTech Sport 2010 5d	£25,190	£319	4cyl 1968cc	140	236	9.9	125	58.9	777	1059	127	D	19	38	✗	–	–	✓	✓	6	✓	✓	6/10
Touran 2.0 TDI 170 DSG 2010 5d	£26,305	£387	4cyl 1968cc	170	258	8.9	132	49.6	655	1258	151	G	21	46	✓	–	–	✓	✓	6	✓	✓	5/10

TG CHOICE: Accept your responsibilities and choose the Bluemotion. Then park illegally, just for kicks.



SHARAN: VW'S SEVEN-SEAT, AND LARGEST MPV, IS QUITE A CAR. IT'S COMFORTABLE, PRACTICAL, SEATS SEVEN IN COMFORT AND GETS SOME DECENT ENGINES.

EURO NCAP: ●●●●● **L:** 485cm **W:** 190cm **H:** 172cm **BOOT:** 300/2,297 litres **FUEL TANK:** 70 litres **ALSO TRY:** Ford Galaxy, Seat Alhambra, Chrysler Grand Voyager

Sharan 1.4 TSI 150 S 2011 5d	£23,485	£385	4cyl 1390cc	150	177	10.7	122	39.2	604	1531	167	H	16	46	–	–	–	✓	–	7	✓	✓	7/10
Sharan 1.4 TSI 150 SE 2011 5d	£25,640	£464	4cyl 1390cc	150	177	10.7	122	39.2	604	1531	167	H	16	56	–	✓	–	✓	✓	7	✓	✓	7/10
Sharan 2.0 TSI 200 SEL 2011 5d	£31,525	£579	4cyl 1968cc	200	207	8.3	137	33.2	511	1807	198	J	25	70	✓	✓	–	✓	✓	7	✓	✓	6/10
Sharan 2.0 TDI 140 Executive 2011 5d	£30,000	£492	4cyl 1968cc	140	236	10.4	121	50.4	776	1238	146	F	18	59	–	✓	–	✓	✓	7	✓	✓	7/10
Sharan 2.0 TDI 140 S 2011 5d	£24,815	£319	4cyl 1968cc	140	236	10.4	121	50.4	776	1238	146	F	18	38	–	–	–	✓	–	7	✓	✓	7/10
Sharan 2.0 TDI 140 SE 2011 5d	£26,970	£349	4cyl 1968cc	140	236	10.4	121	50.4	776	1238	146	F	18	42	–	✓	–	✓	✓	7	✓	✓	7/10
Sharan 2.0 TDI 170 SE 2011 5d	£28,325	£379	4cyl 1968cc	170	258	9.8	130	48.7	750	1281	152	G	21	45	–	✓	–	✓	✓	7	✓	✓	7/10
Sharan 2.0 TDI 140 SEL 2011 5d	£29,750	£406	4cyl 1968cc	140	236	10.4	121	50.4	776	1238	146	F	18	49	–	✓	–	✓	✓	7	✓	✓	7/10
Sharan 2.0 TDI 170 SEL 2011 5d	£31,105	£514	4cyl 1968cc	170	258	9.8	130	48.7	750	1281	152	G	21	62	–	✓	–	✓	✓	7	✓	✓	7/10

TG CHOICE: The Seat Alhambra. Sorry VW, but the Seat is cheaper and exactly the same.



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?

EURO NCAP: ●●●●● **L:** 443cm **W:** 181cm **H:** 170cm **BOOT:** 470/1,510 litres **FUEL TANK:** 60 litres **ALSO TRY:** Land Rover Freelander, Nissan X-Trail, Honda CR-V

Tiguan 1.4 TSI 160 2WD BMT S 5d	£20,615	£315	4cyl 1390cc	160	177	8.9	126	42.2	594	1422	156	G	18	38	✗	–	–	✓	–	6	✓	✓	5/10
Tiguan 1.4 TSI 160 2WD BMT SE 5d	£23,020	£364	4cyl 1390cc	160	177	8.9	126	42.2	594	1422	156	G	18	44	✗	✓	–	✓	✓	6	✓	✓	5/10
Tiguan 1.4 TSI 160 4Motion S 5d	£22,295	£369	4cyl 1390cc	160	177	9.2	123	37.2	524	1613	178	I	18	44	✗	–	–	✓	–	6	✓	✓	5/10
Tiguan 1.4 TSI 160 4Motion SE 5d	£24,700	£402	4cyl 1390cc	160	177	9.2	123	37.2	524	1613	178	I	18	48	✗	✓	–	✓	✓	6	✓	✓	5/10
Tiguan 2.0 TSI 180 4Motion SE 5d	£25,535	£417	4cyl 1984cc	180	207	8.3	126	33.2	467	1807	199	J	18	50	–	✓	–	✓	✓	6	✓	✓	6/10
Tiguan 2.0 TSI 210 4MOTION R Line 5d	£28,435	n/a	4cyl 1984cc	210	207	7.8	134	33.2	467	1807	199	J	22	n/a	✗	✓	–	✓	✓	6	✓	✓	5/10
Tiguan 2.0 TDI 110 2WD BMT S 5d	£21,260	£262	4cyl 1968cc	110	207	11.9	109	53.3	750	1171	139	E	14	31	✗	–	–	✓	–	6	✓	✓	5/10
Tiguan 2.0 TDI 140 2WD BMT S 5d	£21,810	£250	4cyl 1968cc	140	236	10.2	120	53.3	750	1171	139	E	18	30	✗	–	–	✓	–	6	✓	✓	6/10
Tiguan 2.0 TDI 140 2WD BMT SE 5d	£24,215	£285	4cyl 1968cc	140	236	10.2	120	53.3	750	1171	139	E	18	34	✗	✓	–	✓	✓	6	✓	✓	6/10
Tiguan 2.0 TDI 140 4Motion BMT S 5d	£23,580	£269	4cyl 1968cc	140	236	10.2	116	48.7	686	1281	150	F	18	32	–	–	–	✓	–	6	✓	✓	6/10
Tiguan 2.0 TDI 140 4Motion BMT SE 5d	£25,985	£307	4cyl 1968cc	140	236	10.2	116	48.7	686	1281	150	F	18	37	–	✓	–	✓	✓	6	✓	✓	6/10
Tiguan 2.0 TDI 140 BMT 4MOTION R Line 5d	£28,020	n/a	4cyl 1968cc	140	236	10.2	116	48.7	686	1281	150	F	18	42	✗	✓	–	✓	✓	6	✓	✓	6/10
Tiguan 2.0 TDI 140 4Motion BMT Escape 5d	£26,205	£352	4cyl 1968cc	140	236	10.2	116	48.7	686	1281	150	F	18	n/a	–	✓	–	✓	–	6	✓	✓	6/10
Tiguan 2.0 TDI 170 4Motion SE 5d	£26,665	£308	4cyl 1968cc	236	258	8.9	125	47.1	663	1325	158	G	14	37	✗	✓	–	✓	✓	6	✓	✓	6/10
Tiguan 2.0 TDI 170 4MOTION R Line 5d	£28,700	n/a	4cyl 1968cc	236	258	8.9	125	47.1	663	1325	158	G	14	n/a	✗	✓	–	✓	✓	6	✓	✓	6/10

TG CHOICE: Four wheel drive please – think of it as a security blanket against winter sludge.

Attractive offers from Audi

audi.co.uk/offers

The highlights are in Black.

They include distinctive **Black styling**, enhanced by **Piano black inlays**. We've also added **Bang & Olufsen** and **Audi Music Interface**, as well as **19" titanium-look alloy wheels**.

All from £299 per month*

Official fuel consumption figures for the Audi A4 Saloon 1.8 TFSI 120PS Black Edition in mpg (l/100km):

Business users only. Based on a new Audi A4 1.8 TFSI 120PS manual Black Edition. Contract hire offer based on 3 years, 10,000 miles per annum. Initial rental of £1,794.00 (plus VAT) followed by 35 monthly Centres only for vehicles ordered before 31 March 2013 and delivered by 30 June 2013 (subject to availability). Offer may be varied or withdrawn at any time. Specification correct at time of publication. Prices quoted and Freepost Audi Finance. Recommended on-the-road retail price (ROTR) includes: VAT, delivery to Audi Centre, 12 months' Road Fund licence, number plates, first registration fee and half a tank of fuel. The quoted ROTR price

	PRICE		PERFORMANCE						COSTS					GADGETS					SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING



TOUAREG: IF A LARGE SUV CAN EVER BE INOFFENSIVE, THIS IS IT. SHARES MUCH WITH A PORSCHE CAYENNE, EXCEPT THE PRICE. AND COCK-WAFTING IMAGE.

EURO NCAP: n/a **L:** 480cm **W:** 194cm **H:** 173cm **BOOT:** 493/1,555 litres **FUEL TANK:** 85 litres **ALSO TRY:** Mercedes ML, Porsche Cayenne, Range Rover Sport, BMW X5

Touareg 3.0 V6 TSI Hybrid 2010 5d	£57,120	£1,061	6cyl 2995cc	333	325	6.5	149	34.4	643	1744	193	J	45	127	✓	✓	✓	✓	✓	6	✓	✓	5/10
Touareg 4.2 V8 Altitude 2010 5d	£58,730	£1,021	8cyl 4134cc	340	590	5.8	150	31.0	580	1935	239	L	46	122	✓	✓	✓	✓	✓	6	✓	✓	6/10
Touareg 3.0 V6 TDI 245 SE 5d	£40,440	£428	6cyl 2967cc	245	406	7.8	135	39.2	733	1592	189	J	40	51	✓	✓	✓	✓	✓	6	✓	✓	7/10
Touareg 3.0 V6 TDI 245 Escape 5d	£41,760	£664	6cyl 2967cc	245	406	7.8	135	38.7	851	1612	193	J	40	80	✓	✓	✓	✓	–	6	✓	✓	7/10
Touareg 3.0 V6 TDI 245 Altitude 5d	£43,515	£571	6cyl 2967cc	245	406	7.8	135	39.2	733	1592	189	J	40	68	✓	✓	✓	✓	✓	6	✓	✓	7/10
Touareg 3.0 V6 204 SE 5d	£38,825	£484	6cyl 2967cc	204	295	9.0	128	40.4	755	1545	184	I	35	58	✓	✓	✓	✓	✓	6	✓	✓	6/10
Touareg 3.0 V6 TDI 204 Altitude 5d	£41,900	£556	6cyl 2967cc	204	295	9.0	128	40.4	755	1545	184	I	35	67	✓	✓	✓	✓	✓	6	✓	✓	6/10

TG CHOICE: The 3.0 V6 TDI. Because a V8 badge would spoil the illusion.

VOLVO

www.volvocars.co.uk **COMPANY DESCRIPTION:** Swedish firm with deserved reputation for safety, lasting build and decent (not to mention capacious) estate cars.
CLARKSON ON VOLVO: 'VOLVOS AREN'T ESPECIALLY NICE TO DRIVE, BUT THEY ARE, AS A GENERAL RULE, ENORMOUSLY PLEASANT.'



C30: GOOD-LOOKING HATCH WITH A TINY LITTLE BOOT, WHICH SHIFTS VOLVO FROM HEAD-OVER-HEART-PURCHASE INTO THE REALM OF DESIRABILITY.

EURO NCAP: ●●●●● **L:** 427cm **W:** 178cm **H:** 145cm **BOOT:** 251/894 litres **FUEL TANK:** 52 litres **ALSO TRY:** BMW 1-Series, Audi A3, Honda Civic

C30 2.0 145 SE 3d	£17,045	£258	4cyl 1999cc	145	136	8.8	130	37.2	450	1613	177	I	21	31	✗	✓	–	✓	✓	6	✓	✓	5/10
C30 2.0 145 R-Design 4d	£17,545	£225	4cyl 1999cc	145	136	8.8	130	37.2	450	1613	177	I	21	27	✗	–	–	✓	✓	6	✓	✓	5/10
C30 2.0 145 ES 3d	£15,295	£200	4cyl 1999cc	145	136	8.8	130	37.2	450	1613	177	I	22	24	✗	–	–	✓	–	6	✓	✓	5/10
C30 2.5 T5 230 R-Design Lux 3d	£24,470	£353	5cyl 2521cc	230	236	6.2	149	32.5	443	1846	203	K	32	42	–	–	✓	✓	✓	6	✓	✓	6/10
C30 1.6 D2 115 Start/Stop ES 3d	£18,995	£229	4cyl 1560cc	115	199	10.7	121	78.5	898	795	96	A	20	27	✗	–	✗	✓	–	6	✓	✓	7/10
C30 1.6 D2 115 Start/Stop SE 3d	£20,745	£257	4cyl 1560cc	115	199	10.7	121	78.5	898	795	96	A	21	31	✗	✓	✗	✓	✓	6	✓	✓	7/10
C30 1.6 D2 115 Start/Stop SE Lux 3d	£22,245	£293	4cyl 1560cc	115	199	10.7	121	78.5	898	795	96	A	21	35	✗	✓	✓	✓	✓	6	✓	✓	7/10
C30 1.6 D2 115 R-Design 3d	£21,245	£324	4cyl 1560cc	115	199	10.7	121	65.7	752	950	114	C	21	39	✗	✗	✗	✓	✓	6	✓	✓	7/10
C30 2.0 D3 150 SE 3d	£21,865	£321	5cyl 1984cc	150	258	8.8	130	55.4	731	1126	134	F	24	39	–	✓	–	✓	✓	6	✓	✓	7/10
C30 2.0 D3 150 R-Design 3d	£22,365	£296	5cyl 1984cc	150	258	8.8	130	55.4	731	1126	134	F	24	36	–	–	–	✓	✓	6	✓	✓	7/10

SE Lux + £1,170 over SE

TG CHOICE: The vampire in Twilight drove one with a five-cylinder petrol. Those without fangs should have a D3.



V40: VOLVO FINALLY PULLS ITS FINGER OUT AND GETS SERIOUS ABOUT THE PREMIUM HATCHBACK. WE ACTUALLY QUITE WANT ONE OF THESE.

EURO NCAP: n/a **L:** 437cm **W:** 180cm **H:** 145cm **BOOT:** 335/1,032 litres **FUEL TANK:** 52 litres **ALSO TRY:** Audi A3, BMW 1-Series, VW Golf

V40 1.6 T3 150 ES 5d	£20,380	£350	4cyl 1596cc	150	177	8.4	130	52.3	713	1147	125	D	24	42	✗	✓	–	✓	–	7	✓	✓	8/10
V40 1.6 T3 150 SE 5d	£21,980	£450	4cyl 1596cc	150	177	8.4	130	52.3	713	1147	125	D	22	54	✗	✓	–	✓	–	7	✓	✓	8/10
V40 1.6 T4 180 SE 5d	£23,480	£477	4cyl 1596cc	180	177	7.3	140	51.4	701	1167	129	D	28	57	✗	✓	–	✓	–	7	✓	✓	8/10
V40 1.6 T4 180 SE Lux 5d	£25,480	£514	4cyl 1596cc	180	177	7.3	140	51.4	701	1167	129	D	28	62	✗	✓	–	✓	–	7	✓	✓	8/10
V40 1.6 D2 115 ES 5d	£19,745	£207	4cyl 1560cc	115	199	11.7	118	78.5	898	795	96	A	19	25	✗	✓	–	✓	–	7	✓	✓	8/10
V40 1.6 D2 115 SE 5d	£21,345	£239	4cyl 1560cc	115	199	11.7	118	78.5	898	795	96	A	20	29	✗	✓	–	✓	–	7	✓	✓	8/10
V40 1.6 D2 115 SE Lux 5d	£23,345	£262	4cyl 1560cc	115	199	11.7	118	78.5	898	795	96	A	21	31	✗	✓	–	✓	–	7	✓	✓	8/10
V40 2.0 D3 150 ES 5d	£20,995	£429	5cyl 1984cc	150	258	9.1	130	65.7	867	950	114	C	24	52	–	✓	–	✓	–	7	✓	✓	8/10
V40 2.0 D3 150 SE 5d	£22,595	£369	5cyl 1984cc	150	258	9.1	130	65.7	867	950	114	C	25	44	–	✓	–	✓	–	7	✓	✓	8/10
V40 2.0 D4 177 SE 5d	£23,595	£477	5cyl 1984cc	177	324	8.2	137	65.7	867	950	114	C	29	57	–	✓	–	✓	–	7	✓	✓	8/10
V40 2.0 D3 150 SE Lux 5d	£24,595	£365	5cyl 1984cc	150	258	9.1	130	65.7	867	950	114	C	26	44	–	✓	–	✓	–	7	✓	✓	8/10
V40 2.0 D4 177 SE Lux 5d	£25,595	£513	5cyl 1984cc	177	324	8.2	137	65.7	867	950	114	C	30	62	–	✓	–	✓	–	7	✓	✓	8/10

TG CHOICE: Plenty of choice and you should go diesel. Volvo's aren't sporty and shouldn't be specced as such.



S60/V60: AT LAST, A BMW 3-SERIES RIVAL THAT'S ACTUALLY A 3-SERIES SIZE. GOOD ENGINES, NICE INTERIORS, BUT NO 3-SERIES TO DRIVE.

EURO NCAP: ●●●●● **L:** 463cm **W:** 186cm **H:** 149cm **BOOT:** 339 litres **FUEL TANK:** 67.5 litres **ALSO TRY:** Audi A4, BMW 3-Series, Mercedes C-Class

S60 1.6 T3 150 ES 4d	£22,995	£346	4cyl 1596cc	150	177	9.4	127	48.7	723	1292	139	E	23	n/a	✗	–	–	✓	✗	6	✓	✓	6/10
S60 1.6 T3 150 SE 4d	£25,095	£402	4cyl 1596cc	150	177	9.4	127	48.7	723	1292	139	E	24	n/a	✗	✓	–	✓	✓	6	✓	✓	6/10
S60 1.6 T4 180 SE 4d	£26,710	£448	4cyl 1596cc	180	177	7.8	140	44.1	655	1426	149	F	28	n/a	✗	✓	–	✓	✓	6	✓	✓	6/10
S60 1.6 T4 180 SE Lux Nav 4d	£30,010	£470	4cyl 1596cc	180	177	7.8	140	44.1	655	1426	149	F	28	n/a	✗	✓	✓	✓	✓	6	✓	✓	6/10
S60 1.6 T4 240 SE Lux Nav 4d	£31,800	n/a	4cyl 1596cc	180	177	7.8	140	44.1	655	1426	149	F	31	n/a	✗	✓	✓	✓	✓	6	✓	✓	6/10
S60 1.6 T3 150 R-Design 4d	£25,745	£362	4cyl 1596cc	150	177	9.4	127	48.7	723	1292	139	E	25	n/a	✗	–	–	✓	✗	6	✓	✓	6/10
S60 1.6 T4 180 R-Design Nav 4d	£28,860	£433	4cyl 1596cc	180	177	7.8	140	44.1	655	1426	149	F	29	n/a	✗	✓	✓	✓	✗	6	✓	✓	6/10
S60 1.6 T4 180 R-Design Lux Nav 4d	£31,060	n/a	4cyl 1596cc	180	177	7.8	140	44.1	655	1426	149	F	29	n/a	✗	✓	✓	✓	✓	6	✓	✓	6/10



Audi
Vorsprung durch Technik

The Audi A4 Black Edition.

From £27,585 ROTR

Urban 32.8 (8.6), Extra Urban 44.8 (6.3), Combined 43.5 (6.5). CO_2 emissions: 151g/km. *Plus VAT and initial rental. rentals of £299 (plus VAT). Excess mileage is charged at 6.0p (plus VAT). Further charges may be payable when vehicle is returned. Indemnities may be required. Subject to status. Available to over 18s from participating examples shown are correct at time of publication (November 2012) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Audi Finance, includes 20% VAT. Please contact your local Audi Centre for more details.

VOLVO CONTINUED

	PRICE		PERFORMANCE								COSTS			GADGETS					SAFETY		
	PRICE (OTR)	CONTRACT HIRE PER MONTH	ENGINE	POWER BHP	TORQUE LB FT	0-60	TOP SPEED	MPG	RANGE (MILES)	FUEL BILL	CO2	TAX	INS GROUP	P PER MILE	AUTO	BLUETOOTH	SATNAV	AIRCON	PARKING SENSORS	AIRBAGS	ESP	ISOFIX	TG RATING
S60 2.0 T5 240 R-Design Nav 4d	£30,650	£485	4cyl 1999cc	240	236	7.3	143	35.8	532	1757	184	I	32	n/a	✗	✓	✓	✓	✗	6	✓	✓	7/10
S60 2.0 T5 240 R-Design Lux Nav 4d	£32,850	n/a	4cyl 1999cc	240	236	7.3	143	35.8	532	1757	184	I	32	n/a	✗	✓	✓	✓	✓	6	✓	✓	7/10
S60 3.0 T6 304 AWD R-Design Nav 4d	£37,390	£653	6cyl 2953cc	304	324	6.1	155	28.5	423	2207	231	L	39	n/a	✓	✓	✓	✓	✗	6	✓	✓	5/10
S60 3.0 T6 304 AWD R-Design Lux Nav 4d	£39,590	n/a	6cyl 2953cc	304	324	6.1	155	28.5	423	2207	231	L	39	n/a	✓	✓	✓	✓	✓	6	✓	✓	5/10
S60 1.6 D2 115 ES 4d	£23,745	£379	4cyl 1560cc	115	199	10.9	121	65.7	976	997	114	C	21	n/a	✗	–	–	✓	✗	6	✓	✓	7/10
S60 1.6 D2 115 SE 4d	£25,845	£437	4cyl 1560cc	115	199	10.9	121	65.7	976	997	114	C	22	n/a	✗	✓	–	✓	✓	6	✓	✓	7/10
S60 1.6 D2 115 SE Lux 4d	£27,945	£452	4cyl 1560cc	115	199	10.9	121	65.7	976	997	114	C	22	n/a	✗	✓	–	✓	✓	6	✓	✓	7/10
S60 1.6 D2 115 R-Design 4d	£26,495	£432	4cyl 1560cc	115	199	10.9	121	65.7	976	997	114	C	22	n/a	✗	–	–	✓	✗	6	✓	✓	7/10
S60 1.6 D2 115 R-Design Lux 4d	£28,995	£431	4cyl 1560cc	115	199	10.9	121	65.7	976	997	114	C	22	n/a	✗	✓	–	✓	✓	6	✓	✓	7/10
S60 2.0 D3 136 ES 4d	£24,395	n/a	5cyl 1984cc	136	258	10.2	127	65.7	976	997	114	C	22	n/a	–	–	–	✓	✗	6	✓	✓	7/10
S60 2.0 D3 136 SE 4d	£26,495	n/a	5cyl 1984cc	136	258	10.2	127	65.7	976	997	114	C	28	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
S60 2.0 D4 163 ES 4d	£25,395	n/a	5cyl 1984cc	163	295	9.2	137	65.7	976	997	114	C	29	n/a	–	–	–	✓	✗	6	✓	✓	7/10
S60 2.0 D4 163 SE 4d	£27,495	n/a	5cyl 1984cc	163	295	9.2	137	65.7	976	997	114	C	29	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
S60 2.0 D3 136 SE Lux 4d	£28,595	n/a	5cyl 1984cc	136	258	10.2	127	65.7	976	997	114	C	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
S60 2.0 D3 136 R-Design 4d	£27,145	n/a	5cyl 1984cc	136	258	10.2	127	65.7	976	997	114	C	n/a	n/a	–	–	–	✓	✗	6	✓	✓	7/10
S60 2.0 D3 136 R-Design Lux 4d	£29,645	n/a	5cyl 1984cc	136	258	10.2	127	65.7	976	997	114	C	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
S60 2.0 D4 163 SE Lux 4d	£29,595	n/a	5cyl 1984cc	163	295	9.2	137	65.7	976	997	114	C	30	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
S60 2.0 D4 163 R-Design 4d	£28,145	n/a	5cyl 1984cc	163	295	9.2	137	65.7	976	997	114	C	29	n/a	–	–	–	✓	✗	6	✓	✓	7/10
S60 2.4 D5 215 SE 4d	£29,495	£525	5cyl 2400cc	215	309	7.4	143	62.8	932	1043	119	C	32	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
S60 2.4 D5 215 SE Lux 4d	£31,595	£519	5cyl 2400cc	215	309	7.4	143	62.8	932	1043	119	C	33	n/a	–	✓	–	✓	✓	6	✓	✓	7/10
S60 2.4 D5 215 R-Design 4d	£30,145	£476	5cyl 2400cc	215	309	7.4	143	62.8	932	1043	119	C	32	n/a	–	–	–	✓	✗	6	✓	✓	7/10
S60 2.4 D5 215 R-Design Lux 4d	£32,645	£501	5cyl 2400cc	215	309	7.4	143	62.8	932	1043	119	C	32	n/a	–	✓	–	✓	✓	6	✓	✓	7/10

V60 + £1,200, SE Lux: + £1,850 over SE, R Design + £505 over SE

TG CHOICE: The salesman will tell you the T6. The salesman is a liar and should be hanged from the rafters. The T5, however, is rather good.



V70/XC70: CLOSE YOUR EYES AND THINK OF A VOLVO, THIS IS WHAT POPS INTO YOUR MIND – THE 21ST-CENTURY INCARNATION OF THE CLASSIC, PRACTICAL BIG ESTATE.

EURO NCAP: ●●●●● L: 482cm W: 186cm H: 155cm BOOT: 575/1,600 litres FUEL TANK: 70 litres ALSO TRY: BMW 5-Series Touring, Audi A6 Avant, Mercedes E-Class

V70 1.6 T4 180 ES 5d	£27,535	£481	4cyl 1595cc	180	177	8.2	134	40.4	622	1557	164	G	28	58	–	–	–	✓	–	6	✓	✓	4/10
V70 1.6 T4 180 SE 5d	£29,585	£515	4cyl 1595cc	180	177	8.2	134	40.4	622	1557	164	G	29	62	–	✓	–	✓	✓	6	✓	✓	4/10
V70 1.6 T4 180 SE Lux 5d	£31,885	n/a	4cyl 1595cc	180	177	8.2	134	40.4	622	1485	164	G	29	n/a	–	✓	✓	✓	✓	6	✓	✓	5/10
V70 1.6 T4 180 R-Design 5d	£29,835	£511	4cyl 1595cc	180	177	8.2	134	40.4	622	1557	164	G	29	61	–	–	–	–	–	6	✓	✓	4/10
V70 2.0 T5 240 R-Design 5d	£31,655	£555	4cyl 1999cc	240	236	7.3	152	34.9	537	1802	189	J	36	67	–	–	–	✓	–	6	✓	✓	5/10
V70 2.0 T5 240 SE Lux 5d	£33,705	n/a	4cyl 1999cc	240	236	7.3	152	34.9	537	1719	189	J	36	n/a	–	✓	✓	✓	✓	6	✓	✓	5/10
V70 3.0 T6 304 AWD SE Lux 2010 5d	£39,510	n/a	6cyl 2953cc	304	324	6.4	155	27.7	427	2166	237	L	40	n/a	✓	✓	✓	✓	✓	6	✓	✓	5/10
V70 1.6 DRIVe 115 ES 5d	£27,995	£362	4cyl 1560cc	115	199	11.0	118	62.8	967	1043	119	C	21	43	✗	–	–	✓	–	6	✓	✓	5/10
V70 1.6 DRIVe 115 SE 5d	£27,995	£391	4cyl 1560cc	115	199	11.0	118	62.8	967	1043	119	C	21	47	✗	✓	–	✓	✓	6	✓	✓	5/10
V70 1.6 DRIVe 115 R-Design 5d	£28,195	£375	4cyl 1560cc	115	199	11.0	118	62.8	967	1043	119	C	21	45	✗	–	–	✓	–	6	✓	✓	5/10
V70 2.0 D3 163 ES 5d	£28,000	£408	5cyl 1984cc	163	295	9.2	134	57.7	888	1135	129	D	29	49	–	–	–	✓	–	6	✓	✓	5/10
V70 2.0 D3 163 SE 5d	£30,100	£483	5cyl 1984cc	163	295	9.2	134	57.7	888	1135	129	D	30	58	–	✓	–	✓	✓	6	✓	✓	5/10
V70 2.4 D5 215 ES 5d	£30,100	£477	5cyl 2400cc	215	309	7.6	140	55.4	853	1182	134	E	34	57	–	–	–	✓	–	6	✓	✓	5/10
V70 2.4 D5 215 SE 5d	£32,200	£523	5cyl 2400cc	215	309	7.6	140	55.4	853	1182	134	E	34	63	–	✓	–	✓	✓	6	✓	✓	5/10
V70 2.4 D5 215 R-Design 5d	£32,400	£518	5cyl 2400cc	215	309	7.6	140	55.4	853	1182	134	E	34	62	–	–	–	✓	–	6	✓	✓	5/10

TG CHOICE: It's a mystery that Volvo makes a variety of engines – we'll take a D5 every time.



S80: A POSH SALOON FOR PEOPLE WHO DON'T WANT SOMETHING GERMAN. IT'S COMFY AND WELL-FINISHED, BUT NOT MUCH FUN.

EURO NCAP: n/a L: 485cm W: 186cm H: 149cm BOOT: 422 litres FUEL TANK: 70 litres ALSO TRY: BMW 5-Series, Saab 9-5, Mercedes E-Class

S80 1.6 T4 180 SE 4d	£28,635	£536	4cyl 1595cc	180	177	8.0	137	40.9	630	1538	159	G	29	64	–	✓	–	✓	✓	6	✓	✓	4/10
S80 2.0 T5 240 Executive 4d	£35,880	£680	4cyl 1999cc	240	236	7.3	143	34.0	524	1850	193	J	32	82	✓	✓	✓	✓	✓	6	✓	✓	5/10
S80 3.0 T6 AWD 304 Executive 4d	£40,200	£794	6cyl 2953cc	304	324	6.3	155	28.5	439	2207	231	K	n/a	95	✓	✓	✓	✓	✓	6	✓	✓	4/10
S80 1.6 DRIVe 115 ES 4d	£25,245	£396	4cyl 1560cc	115	199	11.0	118	62.8	967	1043	119	C	20	48	✗	–	–	✓	✗	6	✓	✓	5/10
S80 1.6 DRIVe 115 SE 4d	£27,145	£410	4cyl 1560cc	115	199	11.0	118	62.8	967	1043	119	C	21	49	✗	✓	–	✓	✓	6	✓	✓	5/10
S80 2.0 D3 163 SE 4d	£29,035	£493	5cyl 1984cc	163	295	9.2	134	57.7	888	1135	129	D	29	59	–	✓	–	✓	✓	6	✓	✓	5/10
S80 2.4 D5 215 SE 4d	£31,135	£528	5cyl 2400cc	215	309	7.3	143	57.7	888	1135	129	D	30	63	–	✓	–	✓	✓	6	✓	✓	5/10
S80 2.4 D5 215 Executive 4d	£26,835	£634	5cyl 2400cc	215	324	7.9	140	44.1	679	1485	159	G	32	76	✓	✗	✗	✓	✗	6	✓	✓	5/10

TG CHOICE: The D5 can average up to 53.3mpg and still has an appealing 5-cylinder throb. With good torque too, it's our choice.



XC60: SMALL SUV STUFFED WITH HEALTH AND SAFETY KIT. IN FACT, IT SHOULD PROBABLY COME IN FLOURO YELLOW WITH A LOUD HAILER AND WHINEY VOICE, AS STANDARD.

EURO NCAP: ●●●●● L: 463cm W: 189cm H: 171cm BOOT: 495/1,455 litres FUEL TANK: 70 litres ALSO TRY: Land Rover Freelander, BMW X3, Audi Q5

XC60 3.0 T6 304 AWD R-Design 5d	£40,325	n/a	6cyl 2953cc	304	324	7.3	130	26.4	407	2383	249	L	n/a	n/a	✓	✓	✓	✓	–	6	✓	✓	5/10
XC60 3.0 T6 304 AWD R-Design Lux 5d	£42,525	n/a	6cyl 2953cc	304	324	7.3	130	26.4	407	2383	249	L	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	5/10
XC60 2.0 D4 163 SE 5d	£29,995	n/a	5cyl 1984cc	163	295	10.3	124	49.6	764	1321	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10
XC60 2.0 D4 163 AWD SE 5d	£31,795	n/a	5cyl 1984cc	163	309	10.4	121	49.6	764	1321	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10
XC60 2.0 D4 163 SE Lux 5d	£32,645	n/a	5cyl 1984cc	163	295	10.3	124	49.6	764	1321	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10
XC60 2.0 D4 163 AWD SE Lux 5d	£34,445	n/a	5cyl 1984cc	163	309	10.4	121	49.6	764	1321	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10
XC60 2.0 D4 163 R-Design 5d	£30,995	n/a	5cyl 1984cc	163	295	10.3	124	49.6	764	1321	149	F	n/a	n/a	–	✓	–	✓	–	6	✓	✓	6/10
XC60 2.0 D4 163 AWD R-Design 5d	£32,795	n/a	5cyl 1984cc	163	309	10.4	121	49.6	764	1321	149	F	n/a	n/a	–	✓	–	✓	–	6	✓	✓	6/10
XC60 2.0 D4 163 R-Design Lux 5d	£33,495	n/a	5cyl 1984cc	163	295	10.3	124	49.6	764	1321	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10
XC60 2.0 D4 163 AWD R-Design Lux 5d	£35,295	n/a	5cyl 1984cc	163	309	10.4	121	49.6	764	1321	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10
XC60 2.4 D5 215 AWD SE 5d	£33,945	£517	5cyl 2400cc	215	309	8.4	130	50.4	776	1300	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10
XC60 2.4 D5 215 AWD SE Lux 5d	£36,595	£565	5cyl 2400cc	215	309	8.4	130	50.4	776	1300	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10
XC60 2.4 D5 215 AWD R-Design 5d	£34,945	£530	5cyl 2400cc	215	309	8.4	130	50.4	776	1300	149	F	n/a	n/a	–	✓	–	✓	–	6	✓	✓	6/10
XC60 2.4 D5 215 AWD R-Design Lux 5d	£37,445	£561	5cyl 2400cc	215	309	8.4	130	50.4	776	1300	149	F	n/a	n/a	–	✓	–	✓	✓	6	✓	✓	6/10

TG CHOICE: Once again a D5 is all you need. Not a T6. This is not a sports SUV, OK?



XC90: PERHAPS THE ONLY SUV THAT ISN'T HATED BY EVERYONE EXCEPT THOSE INSIDE IT. OLD, BUT STILL A BRILLIANTLY PACKAGED SEVEN SEAT FAMILY WORKHORSE.

EURO NCAP: ●●●●● L: 481cm W: 190cm H: 178cm BOOT: 249/1,837 litres FUEL TANK: 68 litres ALSO TRY: BMW X5, Land Rover Discovery 4, Mercedes ML

XC90 2.4 D5 200 ES 4S	£35,695	£481	5cyl 2400cc	200	309	9.7	127	34.4	515	1904	215	K	n/a	n/a	✓	–	–	✓	✓	6	✓	✓	6/10
XC90 2.4 D5 200 SE 5d	£39,395	£530	5cyl 2400cc	200	309	9.7	127	34.4	515	1904	215	K	n/a	n/a	✓	✓	–	✓	✓	6	✓	✓	6/10
XC90 2.4 D5 200 R-Design 5d	£41,295	£568	5cyl 2400cc	200	309	9.7	127	34.4	515	1904	215	K	n/a	n/a	✓	✓	–	✓	✓	6	✓	✓	6/10
XC90 2.4 D5 200 SE Lux 5d	£42,695	£640	5cyl 2400cc	200	309	9.7	127	34.4	515	1904	215	K	n/a	n/a	✓	✓	✓	✓	✓	6	✓	✓	6/10



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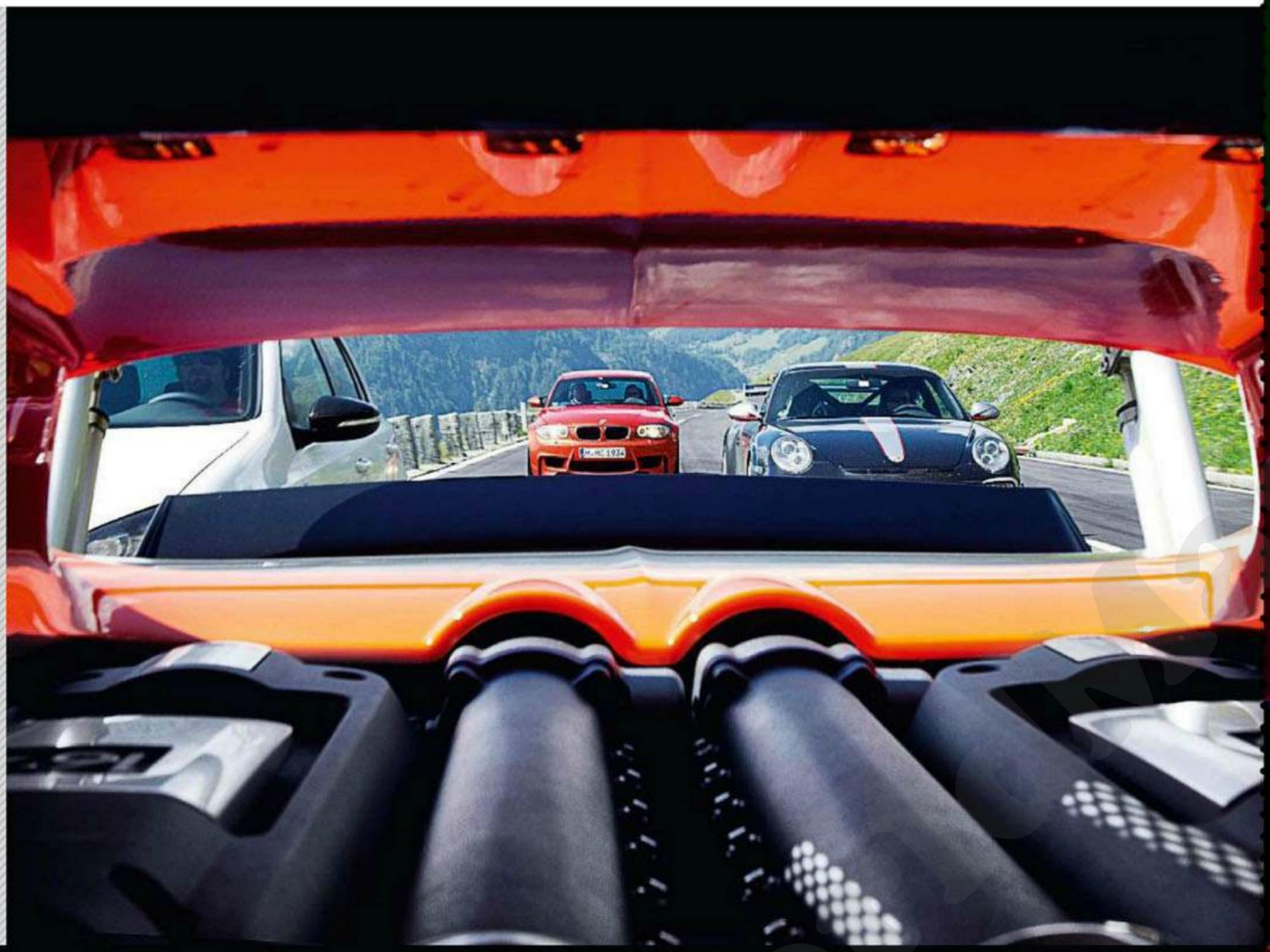

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997 CARRERA » 348 BHP
997 CARRERA PDK » 368 BHP
997 GT3 3.6 » 436 BHP
996 3.6 » 344 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
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320 CDI V6 » 274 BHP
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M3 E46 » 370 BHP & DE-LIMIT
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F10 DIESEL MODELS » PLEASE CALL
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330D E90 » 296+ BHP
325D E90 » 285 BHP
320D E90 » 209 BHP
330D E46 » 260+ BHP
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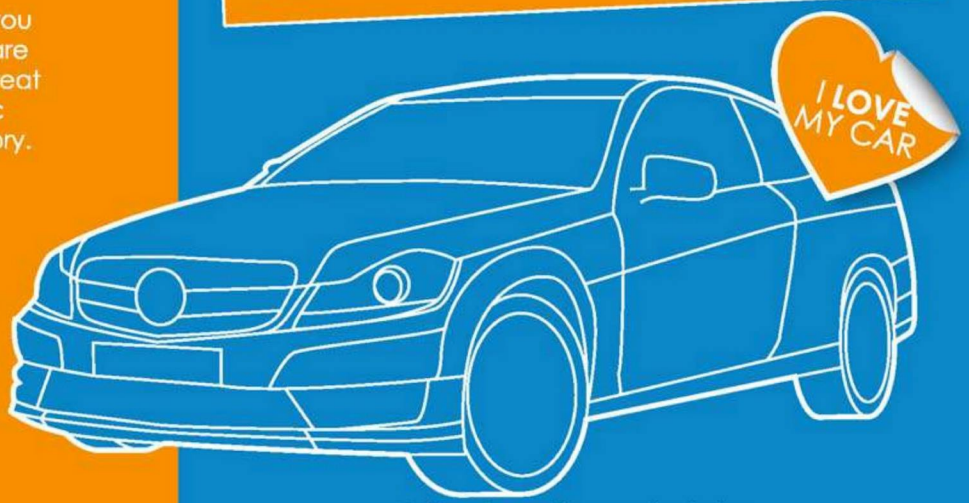

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	BAM 83R	Bamber	DEX 70N	Dexton	LEM IION	Lemon	PER 6H	Perch	THII MBS	Thumbs
	BAP 7I5E	Baptise	D8 BLO	Diablo	L309 ARD	Leopard	PER IIIL	Peril	TON IIIE	Tonie
DEL 7A Delta	84 RBJ	Barb	DOII KEY	Donkey	II MED	Lime	P37 ROL	Petrol	TOP 734M	Top Team
	BAR 6E	Barge	DOT 5	Dots	II NKL	Link	PHII NES	Phones	TOU I50N	Toulson
	BAR 58Y	Barsby	DUI2 BAN	Durban	LOF 73D	Lofted	PLE 4T	Pleat	TOW 33L	Towel
GUE 55S Guess	BAS 50N	Basson	DI YKE	Dyke	LON 3R	Loner	PI UMP	Plump	T2 OUP	Troup
	BAY I34F	Bayleaf	EDM 4N	Edman	LOII THY	Louth	PIO DGY	Podgy	TRII STS	Trusts
	BAY 70N	Bayton	EVE 235T	Everest	YE5I OVC	Love	POT 77Y	Potty	TU5I CON	Tuscan
KEII YON Kenyon	3 EAD	Bead	FAII OUT	Fallout	LOV 3I3Y	Loveley	P2I ORY	Priory	TUT 70N	Tutton
	B38 MER	Beamer	F34 STY	Feast	MAC 857H	Macbeth	PUT 7Y	Putty	VEG I5	Veggies
M4I LET Mallet	B33 LEY	Beeley	FEII CEZ	Felice	MAC I34N	Maclean	RAB 8IE	Rabble	VEN 70N	Venton
	B3 NJY	Benjy	F3I LOW	Fellow	M466 OTS	Maggott	RAT 555S	Rats	VEI2 ONA	Verona
MAR IIIE Marie	BE5I ACE	Bessie	FER I2Y	Ferry	M4I LET	Mallet	R66 BOK	Reebok	VER 50S	Verso
	BE5I TVR	Best Tvr	FLO 47S	Floats	MAR IIIE	Marie	REP 7IIE	Reptile	VES 7A	Vesta
	BI6 FAX	Big Fax	FLII TES	Flutes	M4 RRY	Marry	ROA 55T	Roast	VI3 ENA	Vienna
PER 6H Perch	B0A I2D	Board	FRE 555H	Fresh	MA55 EUR	Masseur	RON 50N	Ronson	VI OLA	Viola
	I3 ONE	Bone	GAM 9IE	Gamble	MAS 7IF	Mastiff	ROT 73R	Rotter	VOG 4N	Vogan
ROW 60ID Row Gold	BOO 555H	Boosh	GI AME	Game	MED 4L	Medal	RIO UGH	Rough	VOII CEZ	Voice
	BOU 6H	Bough	GAY IIOR	Gaynor	MED 4IS	Medals	ROII TES	Route	VOL 746E	Voltage
	BOV 3Y	Bovey	GHA 57IY	Ghastly	MED I3Y	Medley	ROW 60ID	Row Gold	VIO WLE	Vowels
SLII RRY Slurry	BRA 555S	Brass	GI SBY	Gisby	MEE 5E	Meese	SAII TER	Salter	W4I DEN	Walden
	BI23 WER	Brewer	GII OME	Gnome	MEII TER	Mehter	SCA 8I3T	Scarlet	W4 LEY	Waley
	B2I5 TOL	Bristol	GOL IIIE	Gollie	M355 AGE	Message	SIIO VEL	Shovel	W4I LET	Wallet
TEX 7 Text	BRII NZE	Bronze	GRA 58Y	Grasby	9 MGF	Mgf	SI3 RRA	Sierra	WAII LET	Wallett
	BR05 TER	Broster	GRO 55S	Gross	MIII ONK	Million	SKE 76H	Sketch	W4 RKE	Warke
TOU I50N Toulson	BU5I ARD	Bustard	GUE 55S	Guess	MOD 357Y	Modesty	SIO UGH	Slough	WAT 33R	Water
	BUS 73R	Buster	H466 ARD	Haggard	MOII DAY	Monday	SI UGS	Slugs	W444 TTS	Watts
	CAM 83R	Camber	H444 NDS	Hands	MOO 2E	Moore	SLII RRY	Slurry	W33I DER	Weeder
VER 50S Verso	CAII DLE	Candle	HAS 5IE	Hassle	MOP 3D	Moped	SNII TCH	Snitch	WEII FAT	Well Fat
	CAR I55E	Carisse	HAT 773R	Hatter	MOII LDY	Mouldy	SIO UPS	Soups	W3I AND	Welland
	C474 LAN	Catalan	HAII KER	Hawker	MOW I4M	Mowlam	STII MPY	Stamp	WII ALE	Whale
VI0 WLE Vowels	CII4 NCE	Chance	HAY 606K	Haycock	MOY 3R	Moyer	S74 PLE	Staple	WHII NES	Whines
	COA 7S	Coats	HEA 27Y	Hearty	MUII LET	Mullett	STA I2E	Stare	WIII COX	Wilcox
WAII LET Wallett	COII TER	Colter	HEII GHT	Height	MUS I64L	Musical	STA I2T	Start	WOO 770N	Wootton
	COM 8S	Combs	HEII DRY	Hendry	MUS 73R	Muster	S733 PLE	Steeple	WOR 5I3Y	Worsley
	COM 905E	Compose	HER 30I	Herb	MUT 7I3Y	Mutley	STO 88S	Stobbs	W2 ENN	Wren
W4 RKE Warke	600 MBS	Coombs	HOW 24T	Howzat	NAL 50N	Nalson	S7 OKE	Stoke	Y34 TES	Yeates
	COW 3Y	Cowey	II USH	Hush	NEII MES	Nelmes	SUJ 4N	Sujan	YE5I EAT	Yes I Eat

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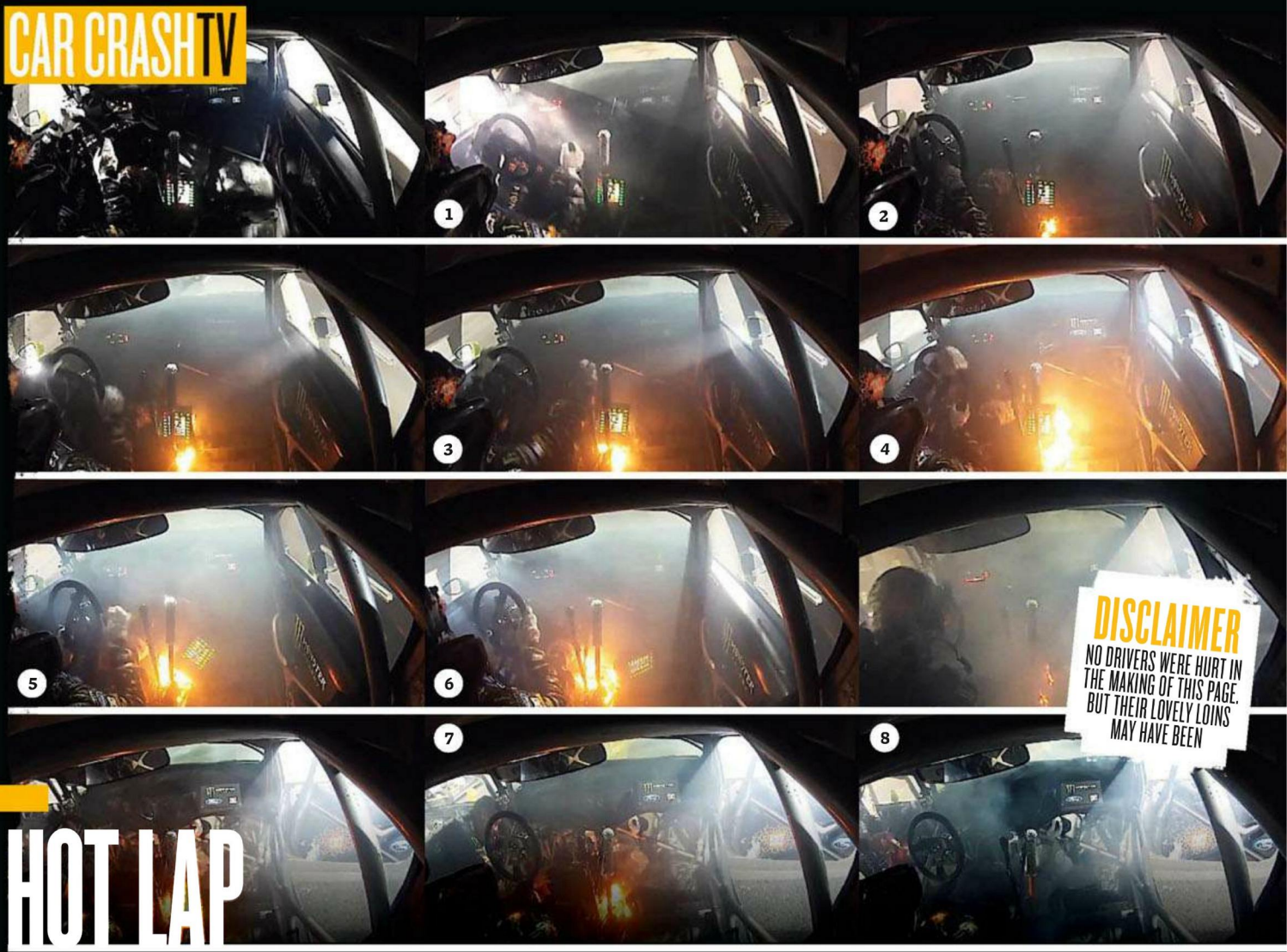


DISCLAIMER
NO DRIVERS WERE HURT IN THE MAKING OF THIS PAGE. BUT THEIR LOVELY LOINS MAY HAVE BEEN

HOT LAP

WHO: Ken Block **WHERE:** Las Vegas Motor Speedway **WHEN:** 30 Oct 2012

You are winning a race. There are three laps to go. You discover your leg is on fire. Do you: a) scream, b) jump out, c) keep going because you really want to win and it probably won't hurt that much anyway.

Obviously the answer is a mixture of A and B. Unless you're Ken Block, in which case it's mostly C with a little bit of B, but only when the flames are properly toasting your loins.

Here's what happened. Mr Block was doing well in the final round of the Global Rallycross Championship in Vegas when his cockpit smoked up. As fans of cliche will know, this rarely happens without some sort of combustion – a theory confirmed when a bright orange blaze broke out beside his right knee.

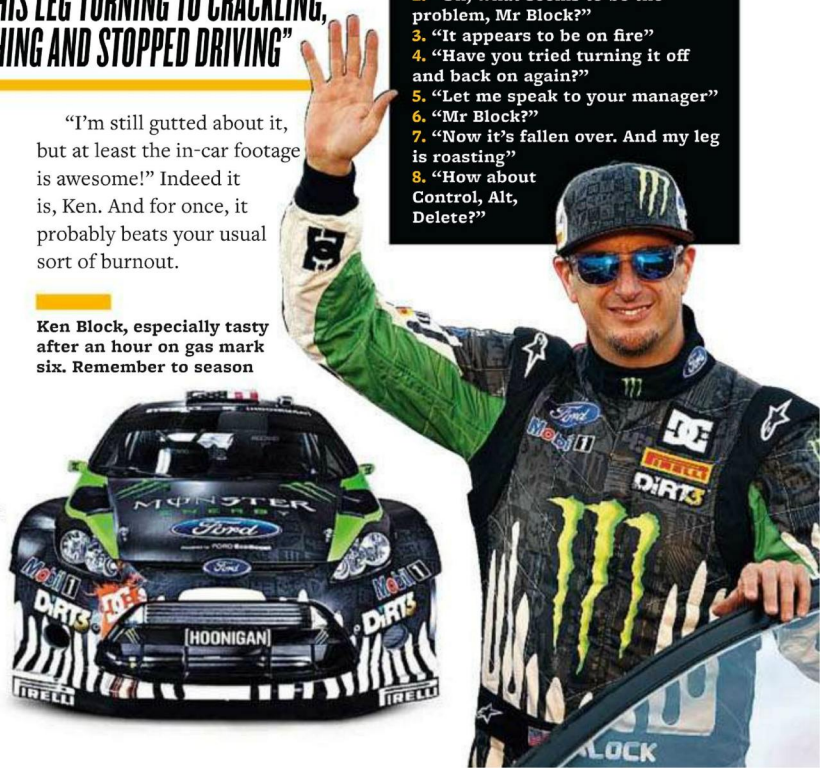
The cause? A hot and bothered computer. You can see it in these pics, burning like a log in a fireplace. The flames are melting its plastic mounting brackets... so it doesn't take long before it melts and falls over. Block looks at the blaze. Then into his mirror, which is full of Tanner Foust from *TopGear* USA, in a much less firey Fiesta. He looks back at the blaze. He continues driving.

"IN SECOND PLACE AND WITH HIS LEG TURNING TO CRACKLING, BLOCK DID THE HEALTHY THING AND STOPPED DRIVING"

"I figured that maybe I could try and keep going and make it to the finish before it got too bad," he said afterwards. But the distraction slowed him down a bit, giving Foust an opportunity to tear past. Now in second place and with his leg turning to crackling, he did the healthy thing and stopped. "I realised I should probably pull over and put the fire out," he said.

"I'm still gutted about it, but at least the in-car footage is awesome!" Indeed it is, Ken. And for once, it probably beats your usual sort of burnout.

1. "Hi, Ken Block here. Having a problem with my computer"
2. "Oh, what seems to be the problem, Mr Block?"
3. "It appears to be on fire"
4. "Have you tried turning it off and back on again?"
5. "Let me speak to your manager"
6. "Mr Block?"
7. "Now it's fallen over. And my leg is roasting"
8. "How about Control, Alt, Delete?"



Ken Block, especially tasty after an hour on gas mark six. Remember to season

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