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HARD CAN IT BE?

EDDIE JORDAN'S
UNCENSORED
2017 F1 PREVIEW



World exclusive first
drive by **Chris Harris**

Chiron

THE VERDICT

1479bhp, 261mph, £2.5m. This changes everything



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Official fuel consumption figures for the A3 Sportback range (excluding S, RS and e-tron) in mpg (l/100km) from: Urban 37.7 (7.5) – 68.9 (4.1), EU test conditions. This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Fuel consumption and CO₂ figures correct (which may also affect the amount of Vehicle Excise Duty payable and therefore the RDR price) – check with your local Audi Centre. Images for illustration purposes only. Model shown is the Audi A3 Sportback S line 2.0



Extra Urban 56.5 (5.0) – 76.3 (3.7), Combined 47.9 (5.9) – 72.4 (3.9). CO₂ emissions: 134 – 103g/km. Fuel consumption and CO₂ figures are obtained under standardised at time of print (March 2017). More information is available on the Audi website at www.audi.co.uk and at www.dft.gov.uk/vca. Choice of wheels and other options may affect fuel consumption, BIK and emissions data. TFSI 190PS with optional metallic paint (£550.00), black roof rails (£250.00), privacy glass (£375.00). The What Car? Car of the Year 2017 winning model is the Audi A3 Sportback Sport 1.4 TFSI 150PS, £24,145 R0TR.



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La meccanica delle emozioni





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Welcome

Issue 294 April 2017



072

Bugatti Chiron



It's easy to argue that the Chiron is a £2.5m irrelevance. A car which only 500 incredibly wealthy individuals will ever experience. But to dismiss the Chiron is to fundamentally miss the importance of what it takes to engineer something so capable. The Apollo lunar missions were often derided as a waste

of public funds, yet decades later we are still benefiting from the quantum leap in engineering required to think so far outside the box. Engineering the Chiron requires the same mental attitude and sense of ambition.

The statistics are staggering: 1,479bhp, 0–62mph in under 2.5 seconds, a top speed limited to 261mph and, with a speedo which reads to 500kph (310.6mph), there's clearly a thinly veiled statement of intent that future generations will see the Chiron as the first production car to break the 300mph barrier. When you delve deeper into the Chiron's Top Trumps, you begin to understand the level of engineering that went into producing it.

To keep the Chiron cool, the coolant pump flows at 800 litres a minute – that'd fill a bath in 12 seconds. At full speed, the force exerted at the edge of the wheel rim is 3,000 times the mass of the wheel. The tyre-pressure sensors, created bespoke for the Chiron when those used on the 918 burst

through the tyres under the strain of testing, weighs 44 grammes, but at 260mph it exerts a force the equivalent of 132kg.

But the effect the Chiron has on the rest of the automotive world is even more profound than its staggering set of figures and jaw-dropping engineering achievement. The automotive world is a food chain, and the Chiron has just placed itself as the apex predator. To keep up, the rest of the world needs to give chase. When the Veyron arrived, hot hatches were happy delivering 200bhp. The Chiron arrives in a world where the Veyron benchmark has seen the gene pool develop to a point where the Focus RS has Nineties supercar worrying 345bhp. Whether this moment will mark another shift in the performance parameters remains to be seen.

However you view it, the Chiron pushes engineering boundaries in the pursuit of delivering the ultimate in performance, exclusivity and luxury. I'm delighted we're the first magazine in the world to have been given access to this staggering automotive achievement. Our exclusive access (spanning five days, three countries and hundreds of miles, plus a very handy 2.7-mile-long stretch of runway which allowed us to dip into the outer reaches of its performance envelope) starts with Chris Harris on page 72.

Enjoy the issue.

A stylized, handwritten signature of Charlie Turner in black ink.

Charlie Turner EDITOR-IN-CHIEF
@TopGearEditor

Ford

NEW MONDEO ST-LINE



Go Further

Official fuel consumption figures in mpg (l/100km) for Ford Mondeo ST-Line range: urban 44.1-57.7 (6.4-4.9), extra urban 57.7-72.4 (4.9-3.9), combined 52.3-65.7 (5.4-4.3). Official CO₂ emissions 141-112g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

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head & shoulders **MEN ULTRA**

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the ten

THINGS WE'VE LEARNT THIS MONTH





1

Range Rover's found room for a small(ish) one...

A chasm-like niche in the Land Rover line-up has been plugged. Meet the high-tech, high-society Velar



Touch Pro Duo is the future of JLR interiors. Three screens, few buttons, beautiful graphics. Over to you, Germans

All the best ideas seem blindingly obvious once you've heard them. And here's a doozy. With the average Evoque selling for £39k and the average Sport selling for £72k, you don't need a marketing degree to identify there's a yawning hole in the Range Rover line-up – one that's currently mopped up by the Audi Q5, BMW X3, Porsche Macan and Jaguar F-Pace. Enter the new mid-sized Velar – designed to bisect the Evoque and Sport in terms of size and cost, and sit at a reassuringly higher price point than the F-Pace – the car it shares its aluminium underpinnings with.

“We are making a transition from being what I would describe as specialist brand into a more universally appealing brand,” Gerry McGovern, Land Rover's design boss, explains. “It is probably the most carlike Range Rover of all the Range Rovers we've done so far, but it's no less capable than any of the

others. It's a new type of Range Rover for a new type of customer.”

Yet this isn't one of McGovern's more adventurous designs; next to the shock and awe of the Evoque, it's a gentle evolution of what we're used to. “I like to use the words glamour, modernity and elegance. It does have a stunning silhouette, but also you'll notice it's got a long wheel base which contributes significantly to that elegance while creating a very spacious interior,” he adds.

It's true, there's a sleekness we haven't seen before, thanks to the flush-fitting doorhandles and the fastest windscreen angle of any Land Rover to date. This is McGovern putting daylight between the luxury (Range Rover), versatility (Discovery) and durability (Defender) sub-pillars he's tasked with juggling. “When you see those Defenders come eventually, the level of polarisation in terms of the tonality with Range Rover is going to be massive,” says McGovern.

“If I showed you around the studio your eyes would pop out of your head.”

Flashes of brushed copper in the front intakes and side vents, plus the blacked-out roof identify the version you see here as the R-Dynamic, though a more understated standard model is available. Both come with a dizzying array of options including 13 colours, eight wheels from 18 to 22-inch, various sound systems up to 1,600W and matrix LED headlights. But it's only the interior that can be considered truly next-generation.

Land Rover call the new multiscreen interface Touch Pro Duo, we call it a damn sight more exciting than the current infotainment set-up that's blown into the weeds by Audi and Mercedes. I'll leave the explanation to Kevin Stride, the Velar's chief engineer: “We have a set of high-definition TFT virtual instruments in front of the driver. The TFT is fully configurable down to a number of display styles, and you can have full navigation there as well.

The name Velar pays homage to the original 1969 prototypes of the Range Rover. It's Latin for to veil, to hide or to disguise



“We are making a transition from being a specialist brand”



Range Rover Evoque



Range Rover Velar



Range Rover Sport



Range Rover

“In the dash, the top screen is essentially for the infotainment applications you’re used to: media, audio, navigation. The lower screen is reconfigurable, and we’ve tasked it with things that are more natural to the driver in that position. Vehicle settings, Terrain Response settings, but also some audio and phone functions. The beauty of this seamless integration between the virtual instrument cluster and the upper screen and the lower screen is that you can choose where you want to display the information to suit you as a driver depending on what you are used to and what you prefer.”

Got that? It looks fantastic, and with the elongated top screen sitting flush in the dash top, then rising to a preset angle when you hit the ignition, plus an app that lets you unlock the car and start the engine remotely, there’s a bit of theatre there to impress your mates, too.

Fortunately, Land Rover wasn’t tempted to give the Velar an X4esque silly sloping roof. Thanks to

that and the same 2,874mm wheelbase as the F-Pace, head and legroom in the back is similar to the Sport. We know because we’ve sat in it. The boot is just as handy with 632 litres of space, or 1,731 litres with the kids ejected and the rear seats folded forward – that’s a few litres down on the F-Pace, but still above average for the class.

The engines are familiar from the JLR parts bin and kick off with the 2.0-litre 178bhp single-turbo diesel – the cleanest option at 52.5mpg and 142g/km CO₂ – or a twin-turbo, 237bhp version of the same engine if you need more poke. For waftability, a 296bhp 3.0-litre V6 diesel offers 0–62mph in 6.5secs and still returns 44.1mpg. Moving onto petrol, there are two outputs for the new Ingenium 2.0-litre turbo – 247bhp or 296bhp – or the full-fat, and much more vocal, 375bhp 3.0-litre s’charged V6. All come with an 8spd ZF auto and adaptive dampers as standard. Coil springs are standard on 4cyl versions, with air suspension an option on all but the entry-level diesel and standard on all 6cyl models.

We urge you to tick the box marked air suspension – besides a more absorbent ride it unlocks a wading depth of 650mm thanks to a ride height adjustable by a total of 100mm – from full on-stilts Off-road mode to kerb-scraping Access mode to make climbing on board that little bit easier. Land Rover wants to point out that it might look like something you wouldn’t dream of getting muddy, but the Velar is more than happy to roll up its sleeves courtesy of its Terrain Reponse 2 system – complete with an auto mode that senses what surface you’re on and does all the hard work for you.

Spacious, stylish, useful and crammed with tech: it would appear, then, that this is yet another Land Rover with barely a chink in its armour. But we’re yet to talk prices. They start at £44,830 for the boggo 178bhp diesel nobody will buy, and top out at £85,450 for the 3.0 V6 First Edition with every conceivable extra. So, with the meat of the range around the £60k mark, its position is punchy. But then the best ideas rarely come cheap. JACK RIX

Flush-fitting doorhandles so you can caress the bodywork in long, sweeping motions





Fast doesn't mean thirsty
— new Fiesta ST will have
cylinder cut-off technology

Hot hatches keep getting cleverer

New Fiesta ST gets a
first-class degree in fast

Prepare to have your
mind blown... the new
Fiesta gets "modes"

The outgoing Fiesta ST is notoriously uncomplicated. Take driving modes. A Smart ForTwo has two. Even the Vauxhall Astra has a Sport button, and so does a Renault Scenic. But not the old ST. You can switch its ESP into an intermediary Sport mode or turn it off altogether, but that does nothing to the steering, throttle response or dampers. This new one has three modes – Normal, Sport and Track – and each has its own effect on the ST's steering, engine mapping and stability/traction control. There's also something called Electronic Sound Enhancement, which, together with a valve in the exhaust, is supposed to make the ST sound more exciting.

The thing that makes the sound has got cleverer, too. The new ST has the same 197bhp and 6.7secs 0–62mph time as the old ST200, but while that car uses a fairly conventional

turbocharged 1.6-litre four-cylinder – like its main (read: French) competitors – the new car... doesn't. It has an all-aluminium turbocharged 1.5-litre EcoBoost with just three cylinders. And, when you're coasting or cruising, one of those tiny little cylinders can be completely shut off to save fuel. The idea is that the idle cylinder can be reactivated quickly enough for it to never affect outright performance. Ford's claiming 14 milliseconds (some 20 times faster than you can blink) and 114g/km of CO₂.

Simplicity is part of the old ST's appeal, which is why the new one has us curious and excited in more or less equal measure. The new Civic Type R just has us excited, because a bit of finessing is what the old one needed. The new car gets multi-link rear suspension for a more controlled drive, a Comfort

setting for the adaptive dampers (although we're told R+ is even stiffer than before... gulp) and more sophisticated aerodynamics. Like the Fiesta, the Civic's engine drives the front wheels through a manual gearbox, only now there's auto rev-matching for those not blessed with three feet, or who can't operate the two they have with sufficient dexterity to use all three pedals at once.

Power is up to 316bhp and torque to 295lb ft, which is nice. But Honda isn't chasing the likes of Audi and its RS3. Handy because, not to be outdone by the 376bhp Mercedes-AMG A45, Audi has just reworked the RS3's 2.5-litre five-cylinder so it produces nigh-on 400bhp. That's as much as the Ferrari 360 had when it was launched in 1999. Audi quotes 4.1secs to 62mph, but we pegged the old, 362bhp car at 3.9. Expect 500bhp within the decade. TOM HARRISON





Who exactly got out of an old RS3 and said "that needs an extra 20bhp"?



Front-wheel drive and 316bhp: sounds like something we'd enjoy...



3



Audis are looking cooler*

*Well, they're trying to differentiate them at least...

How would you like your Audi coupe? Traditional? Meet the new two-door M4 rival, the RS5. Its 3.9secs sprint matches the new RS3, but Audi's heartland performance coupe has buckled to downsizing, ditching naturally aspirated V8 power for a bi-turbo 2.9-litre V6 related to the new Porsche Panamera 4S's heart. It develops 444bhp, sends 443lb ft to all four tyres and promises to be at least eleven per cent less scary than the BMW M4.

Say you'd fancy your 'coupe' in a four-door, SUV-shaped niche? Let Audi present the Q8 sport concept. This Q8 differs from Detroit's version by more than just an orange paintjob. It adds an electric compressor to the bi-turbo V6, eradicating turbo lag and dropping its 0-62mph time from 5.4 to 4.7secs. It'll also run for 37 miles on battery alone and the total range is 745 miles. Audi chairman Rupert Stadler has promised the e-boost tech is coming to showroom models soon.

Two very different ways of building a fast lifestyle coupe, and proof at last that not all Audis look and (hopefully) drive the same. **OLLIE KEW**





4 EVs are no longer sensible, in any way...

Time to rethink all your golf cart jokes. Battery cars are getting hugely fast

Tesla has owned the 'electric cars can be ultra-quick too' space for long enough now to irritate other carmakers, so they're piling into the fray with their own über-EVs. Start-ups come no more ambitious than Singapore's Vanda Electrics, which has teamed up with the Williams brains behind Williams F1 to create the Dendrobium hypercar. We're told to expect a 200mph+ vmax, 0-62mph in 2.7secs, motorised doors and customer cars in 2020. If you'd prefer your electric supercar to actually, er, exist, may we present the fastest Porsche four-door ever: the Panamera Turbo S e-hybrid. Yup, from now on if you desire the fastest Panamera, you need to buy the one with electro-boost, using nous from the 918 Spyder and heralding a future of hybrid Cayennes and yes, 911s. The Turbo S e-hybrid plumbs a 130bhp electric motor into the eight-speed PDK gearbox that's already handling 542bhp from the 4.0-litre bi-turbo V8, giving a 'system total' of 671bhp and 627lb ft. As a result, the ultimate Panam launches 0-62mph in 3.4 seconds and on to a top speed 2mph north of the standard Turbo. That'll be a vmax of

192mph, then, though we've already been flat-out around the Nardò test track in the car and saw an indicated 196mph (and it was still accelerating around the banked constant curve). Meanwhile, Porsche is claiming a 31-mile pure battery range, and manages to jump through eco test loopholes to the tune of 97mpg and 66g/km CO₂. The only visual giveaways you're about to be splatted by a £137,140 hybrid Panamera are the lurid acid-green brake calipers and two filler flaps – one for petrol, one for electricity. You have been warned. That's far from the silliest electric vehicle appearing at the Geneva motor show, mind you. Renault's shoehorned two (count 'em) Formula E racecar motors into an unsuspecting Zoe supermini, creating the E-Sport concept. This absurd one-off develops a Corvette-sized 460bhp and 472lb ft, dusts 0-62mph in 3.2secs and tops out at 130mph. The phat body's all carbon and Kevlar to save weight, it's been slammed, runs race-spec suspension, brakes and tyres, plus there's a full carbon aero kit and stripped cabin. Cor blimey.

All that electric performance and not a single 'shocking' joke... OLLIE KEW



5 Peugeot knows how to make a concept

Low-riding, self-driving EV shooting brake is a box-ticking delight

Peugeot's track record of producing barmy concept cars is unrivalled – and here's another. A very blue 300bhp plug-in hybrid, self-driving shooting brake that won't be built, but previews bits of the next 508. Boo. There's an array of predictable but excellent concept car flourishes: a wild door setup, large enough wheels to make it resemble a Hot Wheels car, and the sort of interior you'll never dare imagine you'll see for real. There are four driving modes. Two for when you actually want to take control yourself, split between 'Drive Boost' (for wannabe Stigs) and 'Drive Relax' (for everyone else). And two for when you want the car to do its thing, those being 'Autonomous Soft' and 'Autonomous Sharp', which tell the car how briskly it should be driving you around the Arc de Triomphe. JR



6 Formula E just got interesting

F1's clean-living cousin is about to get the radical overhaul it needs

For its fifth season, Formula E is upping its game. The work of chassis suppliers SRT, this is a proposal for the 2018/2019 car, and we very much approve. Designed to travel twice the distance of the current car (without mid-race pit stops), handle a hefty hike in power and use the air more efficiently, it also has the visual punch to lift Formula E out of the shadows and into the mainstream. JR

7

The future is featureless...
well, feature lineless.
No mean feat



AMG goes after the Panamera

Affalterbach won't let Stuttgart have it all its own way

If you fancy the Mercedes-AMG GT Coupe but need more doors and seats, well here you go. Behold the simply but confusingly named Mercedes-AMG GT Concept.

It's peppered in concepty details. Door mirrors give way to lipstick cams. The wheels have twisted-rib spokes. Look, Mum, no wipers.

Yet it plainly previews a real thing. Says Merc: "This four-door coupe heralds the further extension of the AMG GT family." An extension that's plainly lining up to have a go at the Porsche Panamera.

It's a five-door, with a hatch almost exactly like the Coupe's. But despite the resemblance to the GT Coupe, it's not just a lengthening job like Aston Martin did with DB9→Rapide. In fact it uses a whole different platform. See, the GT Coupe has an aluminium structure with a space-consuming bulkhead behind the two seats, and a transaxle and fuel tank position that wouldn't work with a back seat.

So instead AMG will begin with the foundation garments from the E63, and heavily adapt them, including significant proportion changes and lighter materials. This opens up the possibility of the E63's

switchable driftable Jekyll 'n' Hyde 4WD system, but AMG's awesome V8 engine isn't enough for the GT. Oh no. Merc is developing a high-performance hybrid and claims 815bhp and 0-62mph in less than 3.0 secs in its current state of development.

At the front, the Concept brings another appearance of what Merc calls the 'Panamericana' grille – a reference to the 300SL that won the Carrera Panamericana Mexican Road Race in 1952. All very toothy – think shark wearing a teenager's braces. Behind the grille are motorised shutters to help cut drag when there's not so much need to cool the superabundantly powerful engine and batteries.


The headlamps, side vents and tail-lamp clusters are slimmer than the Coupe's. Maybe they signal the direction of a Coupe facelift. Mercedes has been gradually banishing feature lines from the sides of its cars this past few years, and this one is an extreme example. Trouble is, when they're gone, the surfaces themselves have to be spot-on – a fraction of a millimetre extra flab or weakness upsets the whole look. As the fractionally saggy flanks of the first-gen Porsche Panamera memorably proved. The Concept is a big car. Those rear tyres don't look too oversized, but they're 305/45 22s. Behind the wheels are carbon-ceramic brakes.

This new Concept stands as a massive popsicle-red birthday cake to AMG. Fifty years ago, two of Mercedes' top engine men, fed up with its withdrawal from motorsport, left the company to start their own race-engine shop. Their names: Hans Werner Aufrecht and Erhard Melcher. For reasons no longer entirely clear, they added the name of Grossaspach, Aufrecht's birth village, to the initials of their company. So now you know. **PAUL HORRELL**

Thinner tail-lights –
one for the facelifted
AMG GT Coupe proper?



8



Wheel inspired by
Spy Hunter arcade
game, possibly



The Speed 6 concept
from Geneva 2015. For
your viewing pleasure



Bentley's (maybe) going electric

Two seats, no roof and no engine: behold the Bentley of the future

Does an electric car have to look like a refrigerator, or should it still have the romance and the emotion of a car, and in our case, of a Bentley?" The words of Bentley's design director Stefan Sielaff, as he shows us the EXP 12 Speed 6e the week before its unveiling at the Geneva motor show. Yep, while everyone from Ford to Ferrari went speed mad in Switzerland, Bentley were the ones showing off a zero emissions car...

You don't need Sielaff to point out that this is no Nissan Leaf or Renault Twizy rival, though. It's

a very pretty two-seater convertible that reminds us of the Aston V8 Vantage Roadster. It works much better in the flesh than in pictures, trust us.

The Speed 6e is a concept car, which on the surface, shows us how 2015's EXP 10 Speed 6 concept looks as a convertible. But beyond that, it also shows us what form an electric Bentley could take. Which doesn't seem to be hugely different to a regular, petrol-powered 12-cylinder Bentley.

"You're freed up a little bit from the technical constraints of a combustion engine," says Bentley's head of exterior design, JP Gregory. "You don't need as large a grille, and you can play



Bentley calls
this colour
Inside-Out Cow



a little bit with that sort of stuff. But we thought the moment we lose the grille is the moment we lose the Bentley identity.”

So all the key Bentley identifiers are present: large mesh grille, twin round headlights, and copious flying Bs. But the Speed 6e’s lack of a traditional engine has allowed it to be sleek in a way no Bentley has been before. Note how short the front overhang is, how low the bonnet sits. That would be impossible with a whopping great W12 in there. Not that Gregory wanted to take the opportunity of ditching a big petrol engine too far.

“You imagine maybe another car in this class, say a Porsche or Aston Martin; they’re always extremely low. For us it’s all about, OK, what is the Bentley? It’s a little bit more upright, a little bit prouder. It feels like it could drive through a brick wall and still be standing.”

How quickly it could drive through that wall is an unknown. This concept car only has enough power to motivate itself on and off show stands, and Bentley won’t even be drawn on hypothetical specs, other than revealing you’ll sit between, rather than on top of the batteries. Beyond that, we’d say four-wheel drive, clever torque-vectoring and north of 600bhp if we were sticking a tenner on what a production version would run, something you can expect in around five years’ time. Oh, and Bentley says London to Paris on one charge should be possible, so a realistic range of 300 miles seems a fair bet.



Inside, highlights range from the obvious – sculptured driver and passenger pods and *that* open-top steering wheel – to deeper stuff that will have been missed by anyone quickly shuffling in and out on the Geneva display car. So there’s exquisite copper detailing, subtly nodding to the mode of power beneath. The driver’s instruments fold gracefully up and down, to provide some theatre when starting the car in lieu of engine noise. And the large central touchscreen – hewn from a single piece of glass – contains a holographic butler, a man in a tux to front the AI you’ll use to summon the car’s various features. The passenger gets their own display, too.

If you can’t wait five years for something like the Speed 6e to make production, then Sielaff tells us the next Continental GT, due September, will exhibit some of its design elements, crystal cut headlights included. And if you want a Bentley you can plug in, there’s a hybrid Bentayga due in 2018... STEPHEN DOBIE

9



If you just paid an extortionate premium for a 911R, look away now. The updated 911 GT3 has arrived, and while it has PDK as standard, unlike the last one, the R's six-speed manual is a no-cost option. The engine grows from 3.8 to 4.0 litres, power from 468bhp to 493bhp (with a 9,000rpm red line) and the price from £100,540 to £111,802. Bargain



Porsche gets serious about the estate car

Remember the Sport Turismo concept? Well, we all loved it, and five years on, the new Panamera has sprouted a boot

Porscheheads, welcome a new niche into your fold. This is the Porsche Panamera Sport Turismo, a five-door Panamera estate. Go on, admit it, you want one.

In essence, it's identical in size to the Panam saloon, just with a bigger boot grafted on. In total, there's 520 litres of storage space, which is still more than enough for the weekly shop, but only 20 litres more than the standard car. However, when stuffed full to the gunwales with the rear seats folded down, this increases to 1,390 litres, perfect if you have to get things (preferably clean things) to the tip in a hurry.

You may remember that the new Panamera Turbo has a rear wing that retracts like Iron Man's flick knife. Well, the Sport Turismo also has a natty spoiler – this time all the way up there on the roof. It's adaptive, with its pitch set in one of three stages depending on how you're driving or the mode you're in. We're told this can generate an additional 50kg of downforce on the rear axle. Starting the range is the 330bhp V6, then there's the 462bhp E-Hybrid, a faster 440bhp S, 422bhp 4S Diesel, and the mighty 550bhp Turbo at the top of the tree. Prices start at £73k and rise up to £117k for the Turbo. **JACK RIX**



It wasn't long before the kids wiped their chocolatey fingers everywhere



Geneva motor show's greatest hits

A round-up of yet more new metal from the Geneva show. We didn't just run out of numbers, honest



Infiniti Q60 Project Black S

Infiniti intends to make a version of the Q60 with 500-ish horsepower, harnessing F1 turbo and hybrid tech. This concept shows how it could look, but doesn't have an engine. Right.



Aston Martin Vantage AMR

Non-road-legal track toy from Aston's new sub-brand. Powered by a 500bhp GT4 racing engine, this is the most powerful and (probably) loudest V8 Vantage ever.



Lamborghini Huracán Performante

Trick aero, 631bhp, 40kg lighter – the Performante is peak Huracán. It's also set a new production-car record of 6:52.01 at the 'Ring... with a brave man at the wheel.



Mitsubishi Eclipse Cross

Remember when Mitsubishi was synonymous with 4WD, giant-killing saloons? This isn't that. This is another SUV that looks coupe-ish, and will find its way to the UK by early 2018.



Italdesign Automobili Speciali

If a Lambo is too subtle for you, Italdesign has the answer – a 205mph, carbon-bodied, V10 supercar based on the Huracán with styling that's busier than Trump's hair on a windy day.



DS7 Crossback

The first DS SUV borrows underpinnings from the Peugeot 3008, which is good, but deploys more tech including a 296bhp plug-in hybrid and suspension that scans the road ahead.



Ferrari 812 Superfast

Silly name, serious performance. This is the already-bonkers F12 taken to the next level, with 789bhp (delivered at 8,500rpm) from its 6.5-litre V12. That makes it nearly 60bhp healthier than the old F12's 6.3-litre V12 and unlocks a 2.9secs 0–62mph time and a 211mph-plus top speed. Tech highlights include Ferrari's first electric power-steering system, a fifth-gen version of SSC and 4WS.



Toyota Yaris GRMN

A Yaris with "around 200bhp" might not get your blood boiling right away, but considering the Yaris now has rally-winning pedigree, we're happy to give it a chance.



Mercedes GL650 Landaulet

We know a limited edition, convertible, 621bhp V12-engined G-Class with back seats from an S-Class is unnecessary, but when did Maybach ever deal in necessary?



Volvo XC60

With the XC90, S90 and V90 freshly launched and going great guns, it's time for yet another new Volvo. This is the new XC60 – a model that makes up nearly a third of all Volvo sales.



Pininfarina EF7 Fittipaldi

A one-off Pininfarina-designed mid-engined supercar, built in consultation with an F1 legend and packing a 600bhp nat-asp V8. These words make us extremely happy.



Pagani Huayra roadster

Part car, part art installation. Assuming you can look away long enough to actually drive it, you'll discover a 760bhp twin-turbo V12, and a chassis infused with tech from the BC.



Four round lights:
a no-brainer for the
brand's reinvention...



Same weight as a
Clio. But faster than
a Cayman to 62mph

Hold on to your hats, it's Alpine time. At last

Cancel the Cayman, the Alpine A110 is here and has history on its side

Can it possibly be worth the wait? It's five years since Renault formed a deal with Caterham, one which would yield an Alpine sports car. Since then we've had all manner of concepts, Caterham dropped out, and we've seen what feels like a thousand teaser images of a French foe for the Porsche Cayman. Now, it's here.

First off, it looks great. At least to our eyes. It's pertly proportioned and seems to strike a fine balance between modern performance and retro nods. Four round lights are nearly as big a clue to what this harks back to as the A110 nameplate...

Even if you're not sold on the looks, you can't disagree that it's time the Cayman had a serious rival. The Lotus Exige is too hardcore to steal sales, and the Alfa Romeo 4C is too flawed. Like the latest 718 Cayman, the A110 uses a 4cyl turbo engine. It's a 1.8-litre, producing 249bhp and 236lb ft.

Linked exclusively to a 7spd twin-clutch paddleshift 'box, it'll complete 0-62mph in 4.5secs, 0.1sec quicker than a near-100bhp healthier 718 Cayman S. The Porsche is over 20mph faster overall, mind, with the A110's top speed limited to 155mph. The old A110 was minuscule, like a three-quarter scale model of a real sports car. Its modern day namesake is predictably bigger, sitting



Racing nerd nirvana:
Fuchs, Brembo,
Getrag, Sabelt

slap-bang between a 4C and Cayman, but it's nicely lightweight; 1,080kg makes it akin to a Clio.

Normal, Sport and Track modes alter the engine and transmission's responses, as well as stability control settings, steering weight and exhaust noise. Nerds can delight at a spec list that reads like a who's who of component firms: the brakes are Brembos, Getrag makes the gearbox, the 18in wheels are by Fuchs and the seats are Sabelts.

And the basics sound right, too: mid-engined, RWD and with a 44/56 weight split, both fuel tank and engine sitting within the axles. A 1,955-strong Premiere Edition launches the model, priced at €58,500. No UK prices yet, but change from £50k will be scant. It'll be made at Renault's Dieppe plant, a move that ends any chance of Clio RS16 production, a casualty of the Renault-Caterham tie-up. Lots of weight rests on this Alpine's pert little shoulders, then... STEPHEN DOBIE



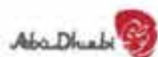
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“The motor industry
does itself no favours
by lurching en masse
into technology”

Harris

How times have changed. Eight years ago I wandered around the Geneva motor show mentally making plans to pursue a new career in underwear modelling. The post-Lehman motoring landscape was catastrophic for anyone who loved fast cars and the speed with which most auto brands disowned any kind of performance message was frankly pathetic. Everyone I spoke to said the fun was over. No fast cars meant no stories and no videos. I was bereft. A man from Ford said I would never again attend the launch of a fast, chav-spec Focus. “Thank Henry, he was talking out of his arse,” I thought as I wandered through Ford’s stand a few weeks back – a stand which was crammed full of very fast Fords, past and present.

If the warning of total fast-car annihilation was always over-dramatic, even the most optimistic petrolhead couldn’t have predicted the position we’re in now. Performance cars have never been so prevalent or interesting. Everywhere you looked in Geneva’s halls, there was something a little lower, or wider or carrying a few more body additions than a standard-looking car.

There are two reasons for this. The first is that the motor car is inherently unsexy and performs a menial role in people’s lives – and the best way to make it appear sexy is to make a fast version and have people swoon all over it. Then they’ll buy more of them. The other is that car companies are mainly populated by engineers and, as a species, the engineer struggles to leave things in an ordinary state. It has to fiddle and tweak and inevitably make things faster. No coincidence that Honda was the quickest to distance itself from any kind of performance message back in 2009. Remember the squalid CR-Z, and the brain-fart moment when the F1 car was renamed “Earth Car”?



Judging by the size of the spoilers on the new Civic Type R, so does Honda.

Part of the reason why this is now such fertile territory is the level of fragmentation. Yards away from each other you had Koenigsegg selling a production-ready electric hypercar and Porsche announcing with some pride that it had just fitted a manual gearbox to a normally aspirated 911. What a wonderful mess! No one has the correct answer because none of us quite understands

what the question might have been. Or will be.

But the motor industry does itself no favours by lurching en masse into technology alleyways like a faddish teenager. One minute diesel is the answer; the next it’s a pariah. We’re all in the process of downsizing because we were told to do so last year, sprinkling a few turbochargers on top to keep things spicy. But now the boss of VW says that was all silly and that downsizing is over. Best buy an R8 V10 Plus and forget the 1.0-litre v-twin Touareg that was in the pipeline.

We’re told an electric future is inevitable, but I’ve not seen a usable framework for a national infrastructure to support such a colossal shift in our travel habits. I’m allergic to the Prius but, all things considered, for both fast and slow cars, some kind of petrol/electric hybrid appears to be the most sensible solution. Especially if it fits in a Porsche Panamera Sport Turismo and tops 190mph.

The future’s bright, but the present is unprecedented. Ferrari will sell you an 800bhp normally aspirated V12 coupe, the McLaren 720S is faster than a neutron and Aston Martin has just named its hypercar the Valkyrie. It’s a V12 too. We’ve never had it so good.



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“I’m not on some
‘save the whale’-
type rant. Hear
me out...”

Reid

We all love a good steak, right? Some more than others, it has to be said, but they’re tasty, succulent, and, if cooked right, there aren’t many foods that are as delicious. If I’m in a restaurant, there is a 98.5 per cent likelihood that it’s what I’ll order because I know it’ll hit the spot every time. I’ll then hate myself for the rest of the evening, because I know I’m missing out on other things.

Hypercars are starting to resemble the steak of the automotive world – brilliant, but the big engine plus electrical assistance thing is just getting a bit... samey. I mean, the Prius was doing hybrid boost back in 1843 BC. We’ve seen it all before and, like anything, if we’re exposed to it for long enough it starts becoming tedious.

Nowadays, for me, the biggest differentiator between hypercars like the 918, P1 and LaFerrari is their styling, and that’s a crying shame, particularly for someone who loves innovation.

There are small glimmers of hope, though, and most of that seems to be coming from boutique tech companies trying to disrupt the industry with all-electric hypercars. And no, I’m not on some “save the whale”-type rant. Hear me out.

I had a spin in the Rimac Concept One recently, and it really captured my imagination and demonstrated how innovative a hypercar could be. I didn’t even get to feel the full force of its acceleration – its makers claim it’ll smash a Bugatti Veyron in a drag race, thanks to 1,088hp and 1,180lb ft of torque (and yes, Chris, there’s a video online to prove it) – but I did get a peek and an explanation of the innovative tech that powers it.

The cleverest thing about the Concept One is the fact it uses four electric motors – one for each wheel. This gives it ludicrous amounts of



power and traction, but also the ability to move its torque around at will, according to driver preference. Custom modes allow you to send torque to all four wheels equally for maximum AWD traction, but it’s also possible to divert all torque to either the rear or front axles to change the handling characteristics at a swipe of the screen inside the cockpit.

Want your hypercar to slide around like a RWD lunatic? No problem. How about turning it into a front-wheel-drive Civic Type R rival? That’s possible too. Hell, if you want to emulate a one-tyre-fire rear-drive system and divert all torque to the left rear wheel alone, that’s up for grabs too. You can reprogramme your car with every prod of the touchscreen.

Being able to tinker with your car in such a way is so much more interesting than strapping in and playing by someone else’s rules, but the motor-for-each-wheel approach lets the car take control, too, in a way “normal” hypercars might struggle. I’m talking specifically about torque-vectoring – proper torque-vectoring.

By being able to control each wheel independently, clever algorithms can precisely adjust the torque output of each motor more than 100 times per second – applying acceleration or braking to any wheel in any situation for superior turn-in.

Even if you don’t want it “superior”, you can make it “different”. At the flick of a switch, the driver can adjust the settings to enable a preference for understeer, neutral handling or oversteer, or even select a dedicated, potentially foolproof drift mode...

What I’m looking for is a day when hypercars aren’t predictable. Like me in a restaurant. I want a car that isn’t just a sirloin, but one that changes to a sea bass halfway through my journey, if I want. Cranking up the boost or swapping in a few extra cylinders is no longer enough. Hypercars deserve hyper innovation, and for that, maybe the internal combustion engine needs to take a back seat.



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“There is no time when a car is in motion where weight is not counting against performance”

view

#1: Gordon Murray



My design concept for the McLaren

F1 was formed around the basic principles behind vehicle dynamics. If 20 years in Formula One design teaches you nothing else, it highlights the supreme importance of the basics – rigidity, inertia and lightweight.

At no stage during the design and prototyping phase of the F1 programme did I announce or discuss targets. I merely said that we're going to try to design the best driver's car and the best-engineered car we could.

The fact that the F1 obliterated all existing supercar performance figures was down to the fact that the quest for light weight was rigorously followed. There is no time when a car is in motion where weight is not counting against performance, cornering, changing direction, accelerating and braking – even in steady state the losses from the rolling resistance are increased. This is surely understood by current supercar designers, but what seems to have been forgotten is that power to weight and weight to power ratio are two completely different things.

The current crop of supercars seem to be endlessly chasing performance figures, some of them top speed and some of them acceleration. Both are pretty futile for anything but bragging. Not many owners will ever experience the top speed of their supercar (The fastest I managed in an F1 was 225mph – 15mph off top speed) and the difference between a 0–62mph time of, 3.0secs and 3.2 is impossible to feel. The overall driving experience, including control feedback and engine noise, contributes much more towards satisfying our “need for speed” than a fraction of a second improvement in acceleration times.

Another nightmare for the car designer is the vicious circle that leads to a waterfall of weight increase. Most of the current supercars are moving to turbocharged engines in the race for power and top speed with the resultant turbo lag and uninspiring engine noise. The current move to battery-powered electrical assistance to fill the turbo lag has led to a massive increase in powertrain weight, which in turn leads to an increase in the weight of the cooling pack, the chassis, the suspension, the brakes... a spiral of weight increase and of course the resultant reduction in vehicle dynamic performance.

The cost of the top-speed chase is interesting as it took the Bugatti Veyron an extra 750kg and an extra 565bhp to better the F1's top speed, and most of today's supercars are still sub-F1 top speed, so maybe the emphasis has shifted to acceleration figures. Whichever way we look at the current trends, the pure driving experience seems to have been left behind as an ever-increasing number of electronic aids, needed to control huge amounts of power and torque, dumb the feedback.

We should question progress when a Porsche 918 has a lower power to weight ratio than a McLaren F1 and an F1 LM has an identical power to weight ratio as a McLaren P1. There is no doubt that performance figures are important for selling supercars, but I would like to see the focus moving from power to weight in the journey to achieve these figures.

So where does that leave the future of supercars? We still need them; I still find supercars fascinating and exciting. We need them for inspiration and they experiment with new materials, tech and even architecture that can lead to advances in high-volume cars.

So, we still have our love affair with this breed, but perhaps we need to be reminded that the laws of physics don't change.





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MG GS fuel consumption: URBAN 36.6 - 37.6 mpg | 7.7 - 7.5 l/100km, EXTRA URBAN 53.2 mpg | 5.3 l/100km, COMBINED 45.5 - 46.3 mpg | 6.2 - 6.1 l/100km, CO2 EMISSIONS 139 - 141 g/km.

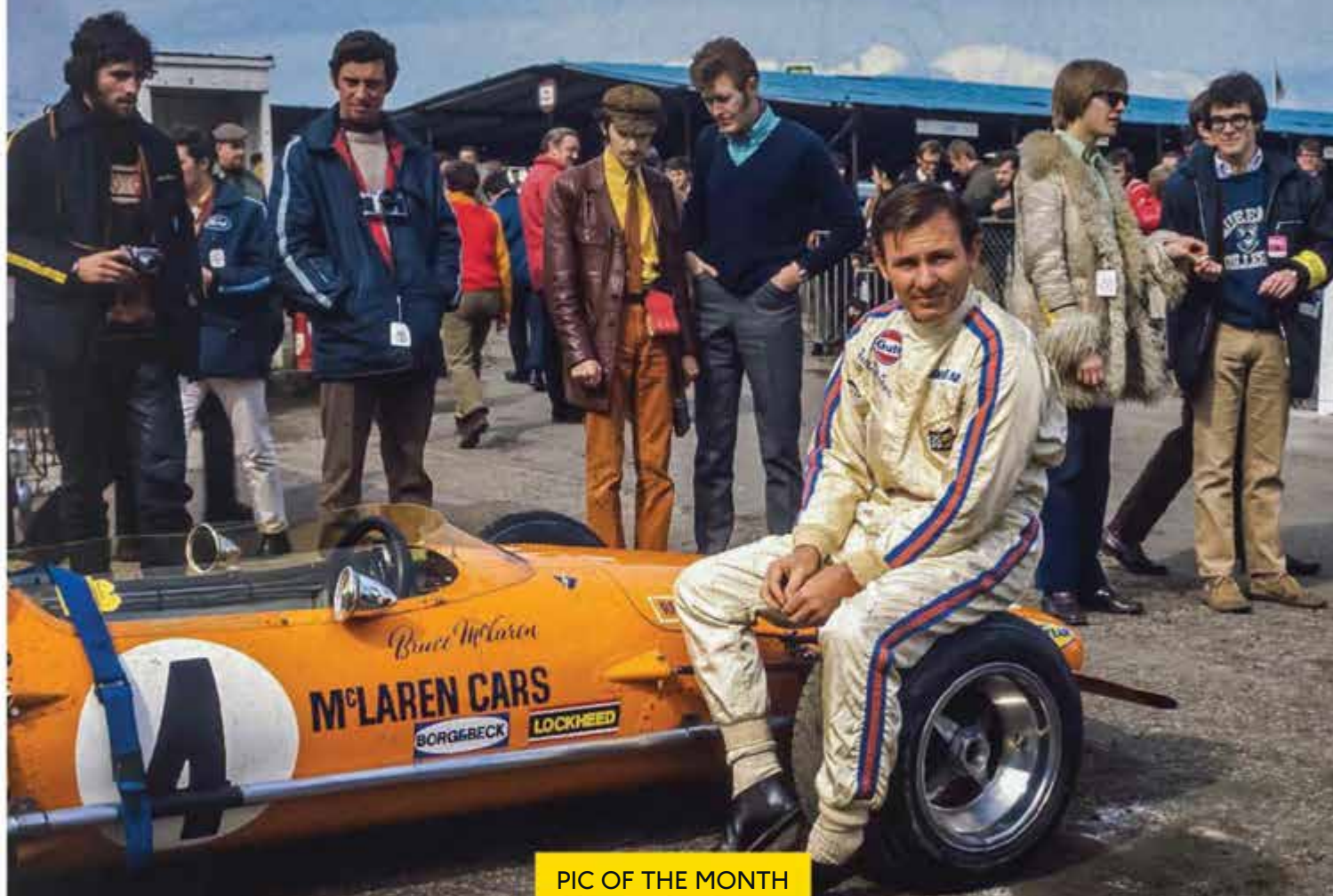
Models shown: MG GS Exclusive with metallic paint in Sunset Orange at £19,990 and MG3 3Style in Newton Black with White Trophy Stripe graphics pack and white wing mirror caps at £10,849.40. [†]On the road (OTR) price of £8,399 applies to the MG3 3Time with no optional extras and £14,995 applies to the MG GS Explore with no optional extras. OTR prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' 'Vehicle Excise Duty'. From prices exclude optional metallic paint, accessories and graphics packs. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. Offer terms and conditions apply.

*0% APR: Conditional sale. 0% APR available on all MG3 and MG GS models until 31.03.2017. A minimum deposit of 20% of the cash OTR price applies on all MG3 models and 30% of the cash OTR price applies on all MG GS models. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. See your local dealer or visit mg.co.uk/offers for details.

Intake

EDITED BY JACK RIX

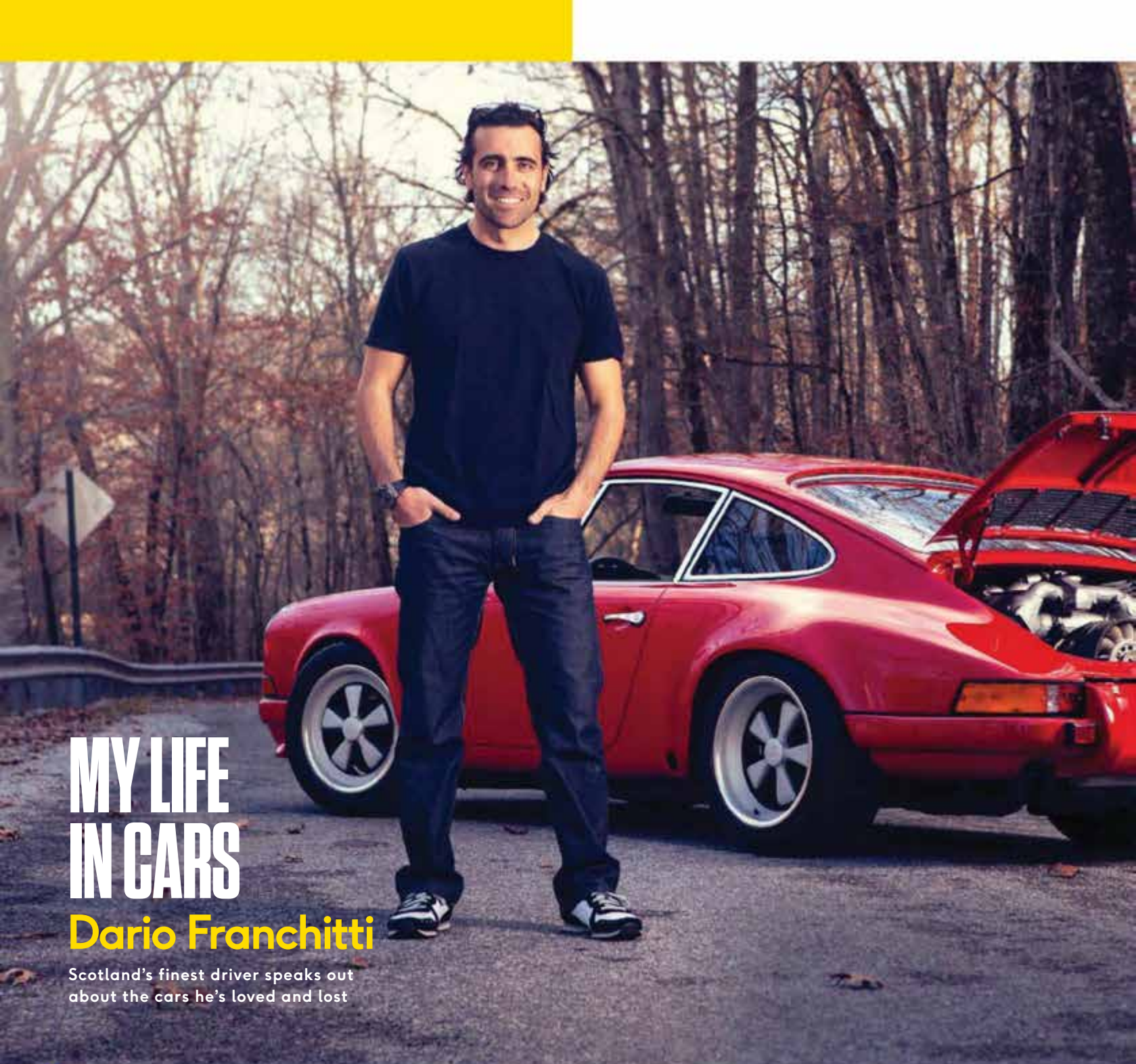
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PIC OF THE MONTH

'McLAREN'

McLaren is not a dramatisation of Bruce McLaren's life and times. Rather, it's a documentary – think *Senna*, not *Rush* – with contributions from Emerson Fittipaldi, Mario Andretti, Dan Gurney and Sir Jackie Stewart among others, and support from McLaren as it exists today. It tells the story of his “determination to make it to the summit of global motor racing”, and how he became the youngest driver ever to win a Grand Prix (at 22, a record that stood for over 40 years), and one of only two men to win a Grand Prix in a car bearing his own name. *McLaren* will be released in June.

A full-page photograph of a man with dark hair and a beard, wearing a black t-shirt and dark jeans, standing with his hands in his pockets next to a red Porsche Carrera GT. The car's hood is open, revealing the engine. They are in a wooded area with bare trees in the background.

MY LIFE IN CARS

Dario Franchitti

Scotland's finest driver speaks out
about the cars he's loved and lost

I play about with other stuff, but cars are it, that's what I love doing. I could talk about cars, read about cars, drive cars, every day. Cars are a problem, an addiction – I can't use them all, but I form an emotional attachment to them, and that makes it hard to move them on.

I'll have owned my Ferrari F40 for 18 years in May. It's never been out in the rain – I've left it places at night when it's started to rain. It's got a ton more power than grip, it's nice

and light – I tell you the house would go before that car. I divide my cars into keepers and, well, not-keepers. Keepers include the F40, an F355 Spider that I bought new in 1998, a new 911R, my hotrod 911 – a 1973 911T that has 330bhp and only weighs 900kg – and a 2004 Merc E55. That's not the best-handling motor, but it's great for smoking around in.

Cars that have been and gone, well, I almost instantly regretted swapping a Porsche 911 Speedster for a Ferrari 348, so I changed that for a

Testarossa, found that too unwieldy, and ended up with the F355.

My first car was a Fiat Uno Turbo but I couldn't afford the £120/month payments, then there was a Golf GTI that got stolen, and then I ended up in the struggling racing driver's chariot of choice – a diesel Peugeot 205. I tried to find the Uno a few years back, but it hadn't survived. I'm still quite tempted to fix up a MkII Golf GTI 16v as well, just for old time's sake.

Since I stopped racing in 2013 [Dario was a four-time IndyCar

champion] I've moved my cars back to Scotland, it's just the best place for a roadtrip. I think the Porsche Carrera GT has now usurped the Ferrari F40 as the favourite car in my garage – that was the last car I took out for a blast over to Fort William and Oban.

I've got a new Honda NSX coming soon – I did some development work on it, which was a really interesting process, but my latest crush is that new carbon-tubbed Ruf CTR that was shown at Geneva. A naturally aspirated one of them would be mega.”

IMAGE: CLINT DAVIS

WORST MOTORSPORT SPECIAL EDITIONS



ASTON MARTIN
RED BULL VANTAGE

Proving lazy special editions are a modern malady too, Aston has just unveiled some energy-drink-inspired Vantages signed by F1 drivers Ricciardo and Verstappen. Nice spec, but a pensionable car celebrating FT's most youthful team.



CITROEN
C4

In 2007, Citroen heralded the fourth of Séb Loeb's eventual nine WRC titles by phoning in a tarted-up hatch with zero mechanical mods. Four hundred cars got red and black leather, but only 180bhp when a Focus ST mustered 225bhp.



AUDI R8
SELECTION 24H

Audi's endurance racing record is beyond reproach. Thirteen Le Mans wins, a debut win at the N24 for the R8 LMS, and then to celebrate... an R8 V10 Plus with a tiny stripe on the side. Where's the race aero, or the stripped cabin?



RENAULT TRAFIC
FORMULA EDITION

Proving no inappropriate vehicle is safe from an attack of ill-considered F1 marketing. In 2015 Renault's Dutch market was treated to a van with an Alcantara steering wheel, 17-inch rims, stickers, bucket seats... and a 136bhp diesel engine.



MERCEDES A-CLASS
PETRONAS MOTORSPORT

Needing a stopgap before the F1-engined hypercar arrives, Merc hit on the idea of slapping some Petronas green wings and stripes on an A-Class diesel. You couldn't even spec the kit on the ballistic AMG A45. Not very #blessed.



ROVER
200 BRM

Rover's 200 supermini, company car of the elderly, got a Sixties F1-inspired pep up with orange nosecone and quilted red seats in 1997. Originally priced at £16k, Rover slashed it to £14k in a bid to shift the colour-clash mess.



FIAT STILO SCHUMACHER

Michael Schumacher won consecutive F1 world titles from 2000 to 2004. In 2005, as his domination came to an end, Fiat woke up and did a hot-hatch tribute, using a 2.4-litre, five-pot Stilo. It wasn't fast or fun, and only 200 were made.



INFINITI FX VETTEL EDITION

Tenuous link ahoy: Infiniti is owned by Nissan, which is in bed with Renault, which makes Red Bull F1's engines. Hence this monstrous über-SUV, with carbon wings, a 420bhp, 5.0-litre V8 and Seb Vettel's name on the boot. Cost? £100k. Instant recognition as a tasteless tool? Priceless.



MG 6 BTCC EDITION

As MG chased the 2012 BTCC title, it cooked up a bestripped hatchback with an "electronically limited top speed of 120mph". Gordon Shedden's Honda Civic won the championship, and MG has lately stopped making cars in the UK.

DARIO'S CARS



Fiat Uno Turbo



Peugeot 205



Ferrari F40



Ferrari F355



Porsche Carrera GT



Honda NSX



2017 SUZUKI IGNIS 1.2 SV5

Price: £12,995

Engine: 1242cc 4cyl, 89bhp, 89lb ft

Transmission: 5spd manual, FWD

Performance: 0-62mph in 2.9 secs, 191mph

Economy: 65.7mpg, 97g/km CO₂

Weight: 810kg

PROGRESS REPORT

Small Suzukis

Is there more in common between today's Ignis and the Eighties Whizzkid than quirky C-pillars?

If you were in the market for something sporty, rear-engined and eye-catching in the early Eighties, there was only one natural choice. No, not the 911, you bore, it was a Japanese import with quite possibly the greatest name of any production vehicle. Ever. Allow us to introduce the Suzuki Whizzkid, or the Suzuki SC100GX Whizzkid, if you really want to show off.

Launched in Japan in 1977, with a 539cc wheezy 28bhp three-cylinder two-stroke engine to meet Kei car

regs, the Cervo arrived in the UK in 1979, was given a mighty 970cc 47bhp four-pot, nicknamed the Whizzkid, and instantly attracted a cult following. In all, 4,693 were sold to curious British buyers in its three years on sale, but thanks to bodywork that rotted quicker than banana skins there's only 20 left on UK roads.

First thing to mention is it's small. Like, freakishly small. Like, I have bigger boxes of cereal in my cupboard small. At 3,190mm long and 1,220mm wide it's only a whisker longer, and a

FANCY ONE IN
YOUR GARAGE?



1979 SUZUKI SC100
GX WHIZZKID
£2,400

The only one currently on sale in the UK. Snap yourself up a future classic, or we'll have to do it for you.

www.ebay.co.uk



2017 SUZUKI IGNIS
SZ5 £12,995

Who are we kidding? If you want a small Suzuki just get a new Ignis for not much money – an SZ5 has all the kit you need.

www.suzuki.co.uk



1982 SUZUKI SC100 GX WHIZZKID

Price: £2,400 (when new)

Engine: 970cc 4cyl, 47bhp, 62lb ft

Transmission: 4spd manual, RWD

Performance: 0–62mph in 16.5secs, 94mph

Economy: 56.5mpg, n/a g/km CO₂

Weight: 655kg

good chunk narrower, than a Smart ForTwo – and that's only got two seats, the Whizzkid has four. Well, I say four, you'll need to be tiny to fit in the back – far better to lift the hinged rear screen and use them as additional luggage space on top of the 911-style front trunk.

While you're around the back take the time to peruse the engine, slung out over the rear axle (Suzuki had to add ballast to the front bumper to balance out the heavier 970cc engine, you can do that when it only weighs 655kg all-in), and the triple strakes

in the fat C-pillar – three lines echoed in its modern incarnation, the Ignis.

Driving it involves several sensations that in isolation shout “extreme danger”, but as a whole add up to an immersive and life-affirming experience. Things such as the steering wheel, inexplicably angled to the right (while the pedals are set off to the left) and with a quarter-turn of play before anything meaningful happens. Or an overwhelming sense of vulnerability, given that Fiat 500s loom like monster trucks in the rear-view mirror.

The Whizzkid is not a fast car, as its official 0–62mph time of 16.5secs proves, but forget that immediately because with your bum millimetres from the road and face millimetres from the windscreen, it feels fast. No, more than that: it feels keen, plucky, up for a scrap and with that engine rasping away behind me, I quickly forget its age and rarity and insist on revving it to 7,000rpm, and throwing it unsympathetically into every corner. It's like one of those over-energetic, yappy dogs. At one point I let out an audible woop. Odd.

Oddest of all is that those strakes aren't just a cynical afterthought. There is DNA from the Whizzkid in the Ignis. It might have sprouted wheelarches and an extra pair of doors, been raised in a pseudo-SUV manner and the engine might now be up front, but the Ignis is shot through with the same enthusiasm only small Japanese cars seem to nail. You drive everywhere with your foot to the floor, wringing the engine's neck, because that's how they're driven. And Suzuki still does it better than anyone else.



GADGETS

THE BEST WAY TO WATCH F1

SONY AI SERIES TV Live sport – we're thinking this year's Formula One season – demands a good television on which to watch it. And at the moment there are few more interesting than Sony's AI Series. It's OLED and thus impossibly thin, it's 4K HDR capable and it has the X1 Extreme processor from Sony's ZD9 flagship, but none of those are its most interesting attribute. Because the AI's screen is, effectively, one big speaker – a couple of actuators behind make it vibrate, while the lower frequencies are dealt with by a subwoofer built into the stand. Clever. **Price** £TBC; sony.co.uk



DENON HEOS AVR

Cool as that telly's audio set-up is, many will want something more elaborate for their viewing. AV receivers are typically big, ugly boxes – but not Denon's Heos AVR, which is encased in aluminium. Does all kinds of clever wireless, multi-room things too. **\$999**; denon.com



SONOS PLAYBASE

For folks with regular tellies and small houses. Sonos says most don't wall-mount, so Playbase is designed to support a screen up to 35kg. Ten drivers should make V6 turbos sound meaty. Also links up with other Sonos speakers for multi-room music. **£699**; sonos.com

#TWITS

LEWIS HAMILTON

Celebrity 'wisdom',
as seen on social media

Blessed
Sunday
Instagram
Fam.



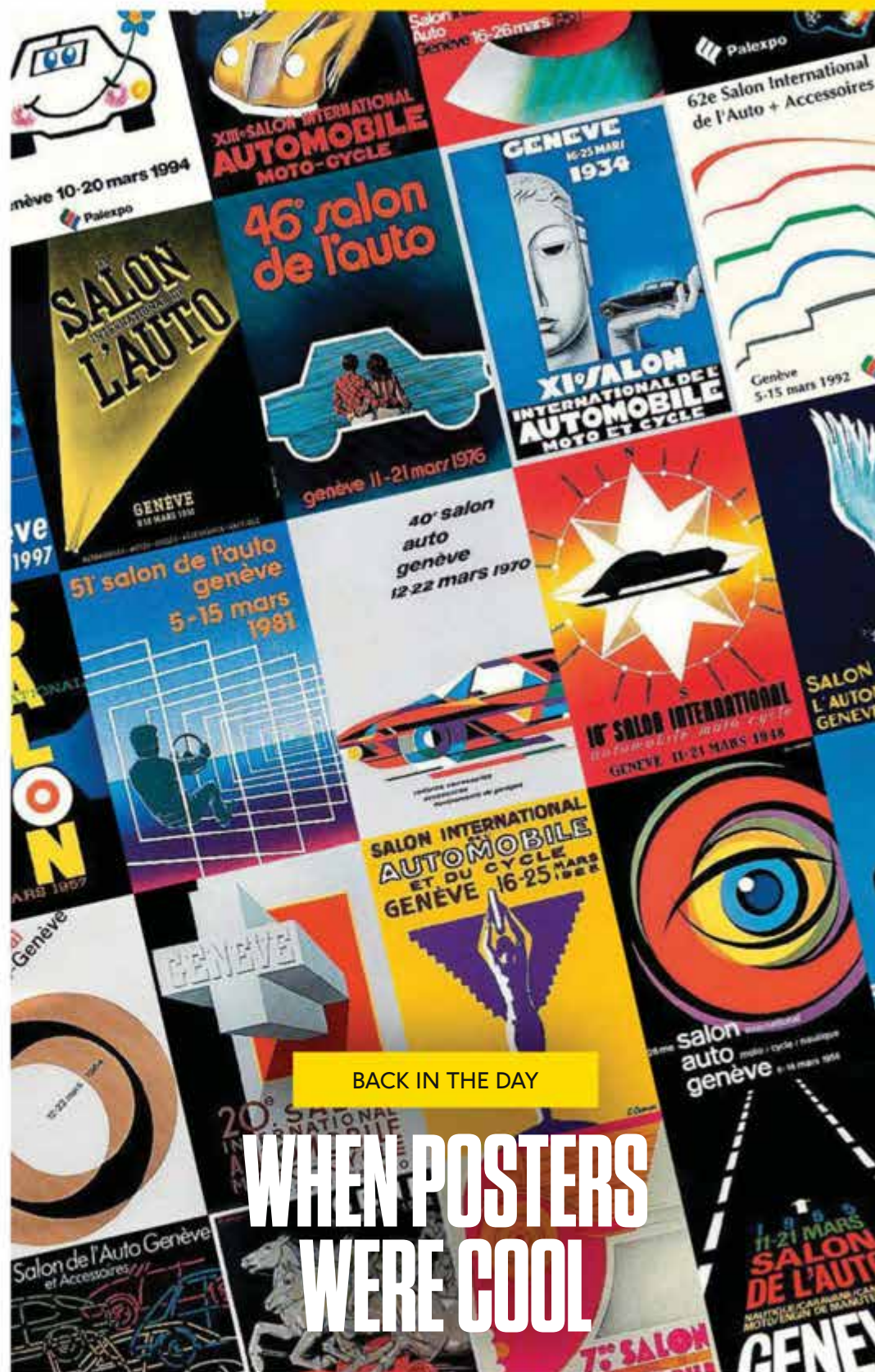
Nothing
but love
and respect
for this
culture, and
Bahrain!!
Feeling
royal!



Just noticed @jensonbutton
unfollowed, that's a
shame. After 3 years as
teammates, I thought we
respected one another but
clearly he doesn't.

Good morning
TeamLH!! Woke up
feeling so positive I
wanted to send you
the energy. Have
an amazing day,
positivity is the key
to greatness!

My bad, just found
out Jenson never
followed me. Don't
blame him! Need to
be on Twitter more!

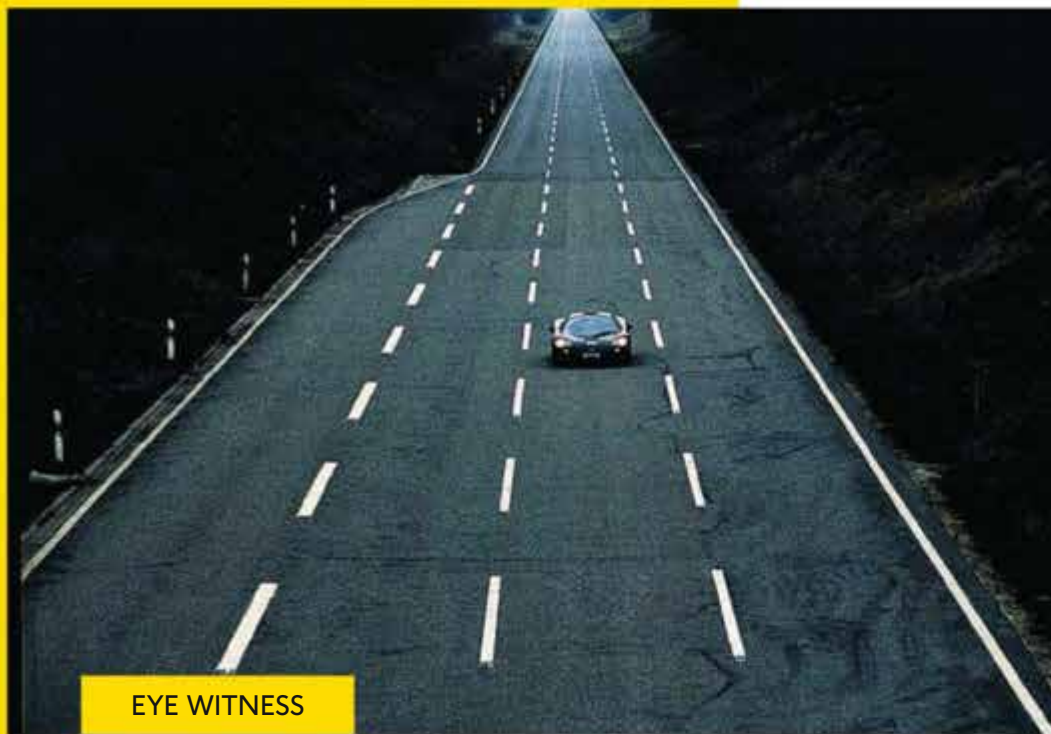


WHEN POSTERS WERE COOL

Supercars have to succeed in one crucial area. No, not wrinkle-ironing acceleration or skidpad g-force, but bedroom-poster kudos. Since the Geneva motor show is *the* forum for unveiling the latest, most vertebrae-troubling slices of unobtainium, it's only fitting the Salon d'Auto Genève itself has a rich history of official posters. Since 1924, pausing only for WWII, every show has had its official artwork, with art deco, surrealist and typographical design reflecting changing styles. But something's gone catastrophically wrong. This year's poster is the latest in a string of boringly generic corporate efforts that have as much artistic appeal as the inside of a Ferrari 812's glovebox. Here's hoping 2018's poster will be as exciting as the exhibits...



IMAGES: GETTY, GIMS SWISS



EYE WITNESS



THAT TIME THE McLAREN F1 DID 242.9MPH

ANDY WALLACE,
23.04.94

"I raced the Harrods-sponsored McLaren F1 GTR at Le Mans in 1995 for David Price Racing, with Derek and Justin Bell.

We were on course to win when we had transmission problems, and had to do the last hours using only fifth and sixth. We still finished on the podium.

"So I knew the car well and I'd also been doing McLaren F1 customer handovers and the development work on the LM. Then McLaren asked me if I wanted to go *really* fast in an F1. We did the world-record run at Ehra-Lessien, Volkswagen's test track in northern Germany, and used the fifth F1 prototype. You can accelerate off the banking there at 155mph and

onto a 5.4 mile-long straight. The McLaren guys were there, Gordon Murray, Michelin, BMW... I did a couple of sighting laps, and discovered a dog-leg on the way back which wasn't ideal. To get the record, you have to do the run in both directions and take the average. I found myself hitting the rev-limiter hard in sixth, so the BMW guys raised it from 7,000 to 8,000rpm. Apparently the engine was good for 100k miles with the lower limiter, but only 10k miles at the higher one.

"The car was stable up to 186mph, but started to weave around a bit at 230mph. Being younger and not very clever, I kept my foot in and it smoothed out again. I'd love to say

I was processing all this in slow motion, the way racing drivers do, but basically I wanted to see how fast it would go. We hit a drag wall at 391kph (242.9mph), and that was it. That's what I was there for. Looking back, I probably should have lifted. There would have been a lot of paperwork if it had gone wrong...

"Now I'm doing the handovers on the Bugatti Chiron. It has way more power, the aerodynamics have improved immensely, and it's still accelerating like crazy at 235mph. If there's such a thing as a usable 1,469bhp car that can do 261mph, this is it. The Chiron blows everything I've driven – and even raced – out of the water."

IMAGES: MANUFACTURER



GOT YOUR
OWN CAR-CRASH
CONFESSION TO MAKE?

Send it to
inbox@topgear.com
with the subject
"Crash"

MIRROR, SIGNAL, SHUNT

"I THOUGHT SPORT MODE TURNED THE TRACTION CONTROL UP A BIT"

Meet my Porsche Cayman S Black Edition, bought in 2012. The Black Edition was a Cayman S with lightweight wheels and a bit more power, and it was rare, limited to 500 units. Rarer still after this... I'd only had the car five months, and was eagerly showing it to someone. "What is it like in the wet?" they asked from the passenger seat. "Not so good" I replied. "What do you mean? It's a Porsche!" Cue the most literal demonstration imaginable, preceded by those fateful words: "Watch this!". I engaged Sport Plus mode, which I thought turned the traction control up a bit. Turns out Sport Plus gives you 70 per cent more slip, a point this picture evidences all too well. Good news for those 499 of you with stronger values on your Black Edition, though.

Heath London



MY EPIC ROAD

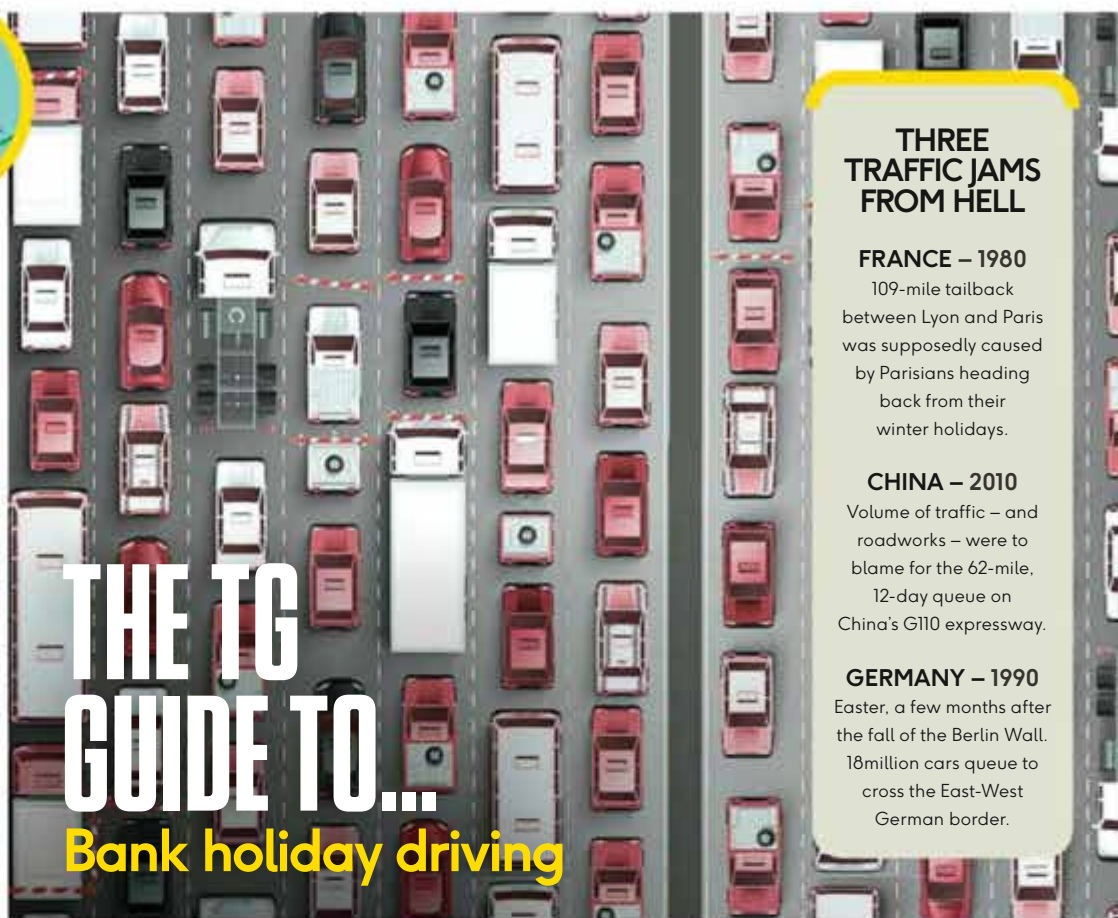
"IT'S GOOD ENOUGH FOR LAND ROVER'S ADVERTS..."

A379, Devon

It starts with a 2.5-mile dead-straight stretch of road (with the sea either side of it for 1.5 miles). Then a short winding ascent which has great views over the ocean and onto hidden beaches, and finishes off with a nice nip through some classic Devon roads which take you straight into the centre of Dartmouth harbour. Gorgeous journey into a gorgeous town, especially in the summer.

I've noticed Land Rover use the beach shot a couple of times in their advertisements. If it's good enough for them...

Olly Hilder



THE TG GUIDE TO... Bank holiday driving

THREE TRAFFIC JAMS FROM HELL

FRANCE – 1980

109-mile tailback between Lyon and Paris was supposedly caused by Parisians heading back from their winter holidays.

CHINA – 2010

Volume of traffic – and roadworks – were to blame for the 62-mile, 12-day queue on China's G110 expressway.

GERMANY – 1990

Easter, a few months after the fall of the Berlin Wall. 18million cars queue to cross the East-West German border.

Hurrah! It's almost Easter bank holiday weekend! Which means Easter bank holiday weekend traffic chaos! Here are our top tips for surviving it...

1) Avoid the obvious routes

If, for example, you're heading from the south-east to Cornwall, roadworks are expected to blight both the A303 and M5, in all probability grinding these main thoroughfares to a standstill. So consider alternative routes. For example, the A43 between Kettering and Corby should be no more congested than usual over the bank holiday period. OK, it does represent something of a detour if you're on your way to Newquay, but you can't put a price on smooth-flowing roads. In fact, why not go the whole hog and...

2) Reconsider your destination

Devon? Brighton? The Lake District? So clichéd. So busy. What about the lesser-known beauty spots of, say, Catford, Wolverhampton or Stockton upon Tees? Not an ounce of disrespect meant to any of those

fine locations, but, statistically, there is no denying their approach roads are likely to be far less crowded than those of, for example, Lyme Regis over the weekend.

3) Avoid travelling during peak times

Forecasters predict that Friday evening, Saturday morning and Monday afternoon will be the busiest periods on British roads, so why not consider travelling when things are a little quieter? For example, the A30 westbound over Bodmin Moor should be a breeze at, oh, 2am on Thursday 16 November 2017.

4) Buy a considerably shorter car

The average length of a family car in the UK is around 4.5 metres. If, before the trip, we all went out and bought Smart ForTwos (2.7m), that'll instantly free up a whole lot more space on the UK road network. OK, you'll have to leave your children at home, but on the plus side, you'll have to leave your children at home. But if you really, really can't stomach the thought of driving a Smart, you could always try to...

5) Suck it up

Yes, sitting in traffic is a pain, but let's be honest, is what awaits at the end of your journey really any better? A mouldy guesthouse run by a nonagenarian couple with medieval skin diseases, no wifi, and breakfast served strictly between 6.50 and 6.58am: these are the staples of a British bank holiday weekend away. At least, in your car, you've got air-conditioning and can choose what's on the radio. And at least you know you've only ingested flakes of your OWN epidermis. Though, to be honest, if we really value our own space, we should probably all just...

6) Stay at home

TopGear is, as you know, a publication that revels in the heady joy of driving, and needs no excuse to head off on a spurious roadtrip. But there are limits to even our enthusiasm for a drive. If, say, you're planning on heading from the south-east to west Cornwall on Good Friday night, maybe you're just better off sitting on the sofa, sticking on your favourite series of *Mrs Brown's Boys* – it is, after all, the UK's favourite sitcom – and heading off on holiday the following week.



A DAY IN THE LIFE OF...

Gerry McGovern

Chief design officer, Jaguar Land Rover

“As chief design officer, I have to understand every facet of a new vehicle”

6:00am Alarm sounds. I'm not really a morning person, but six o'clock is the beginning of my working day, unless I'm travelling and need to catch an early flight.

6:10am I'm in the gym first thing, to help me wake up – when travelling I always try to make sure there's somewhere for me to exercise.

7:20am Breakfast. I'm not obsessive but try to eat healthily, so I'll have a bowl of porridge or egg-white omelette before getting ready for work.

7:40am Getting ready. As designer and a senior figure within the business, the way I present myself is really important to me, so my dress conveys my aesthetic and business sensibilities.

8:15am On Mondays I normally drive from London to our Product Development Centre at Gaydon. The motorways are busy but the Range Rover is the perfect place to organise my thoughts. During the week, I'm based in my Warwickshire home which is seven minutes from the Gaydon studio.

10:00am Usually I'll be looking at a variety of design proposals in the studio before seeing more production-ready vehicles in our design garden outside. This gives me a chance to see the vehicles in natural light, which is essential. These meetings are my opportunity to make sure our design vision is being delivered.

1:00pm Lunchtime: I have a working lunch in my office with the PR team for an update and to sign off some images. As chief design officer,

I have to understand every facet of a new vehicle.

2:00pm I sit down with the colour and materials team to look at our overall strategy. I'm pushing them to explore new materials – the days when wood and leather were the only options are long gone.

3:00pm I spend an hour with Nick Rogers, who's in charge of product engineering. Nick is passionate about delivering the engineering solutions for our brand; I am equally passionate about making sure our designs have engineering integrity.

4:00pm Land Rover is collaborating with luxury watch brand Zenith and today its CEO is paying us a visit. I give him a tour of the design studio before we sit down to discuss the next stage of the partnership that saw us launch the Zenith El Primero Range Rover watch last year.

6:00pm On my way to visit an external supplier I phone home. My wife Olga and five-year-old daughter Vanessa are based in London, so I try to speak to Vanessa before her bedtime every day.

7:30pm I travel back to my office where I'm meeting with the chief marketing officer, Gerd Mäuser, and catch up over dinner. I do this at the studio so that we can view the cars.

10:30pm I arrive back home, catch up on the day's news and check my diary to see if there have been any changes to tomorrow's schedule. I generally have an hour's relaxation before going to bed, so read a book or watch one of my favourite TV shows such as *Vikings*, *Billionaire* or *The Americans*.

DESIGN FLUFF

Our monthly highlight from the world of the press release

"The DS 7 CROSSBACK is available with a choice of interior ambiances.

These 'Inspirations' reflect the lifestyles and expectations of each customer, their temperament and their pursuit of enjoyment with a car in their image. The interior delivers a consistent level of postural comfort worthy of the very best executive saloons."



DS 7 Crossback



WATCHES OF THE MONTH

PARMIGIANI BUGATTI AEROLITHE

It's a Bugatti kind of month. Parmigiani's Aerolithe is named after the stunning, magnesium-alloy-bodied two-door that made its debut at the Earls Court Motor Show in 1935, and disappeared soon after, never to be seen again. A casualty of WWII, it's widely thought. Parmigiani's gone with titanium, with detailing on the 41mm case and dial impossible were it not for the use of lasers. \$22,900; parmigiani.com



**ZENITH PILOT
EXTRA SPECIAL CHRONO**

Latest addition to Zenith's Heritage collection. Bronze case and oiled nubuck strap will age well, as if it isn't giving off enough of a steam-unk vibe already. A Morgan Three-Wheeler would complete the look. £5,900; zenith-watches.com



**TAG HEUER
CARRERA HEUER-01 43MM**

What we have here is effectively a smaller version of the Heuer-01 chrono (launched in 2015). Available with a brown, blue or black skeleton dial, the 01 has a ceramic bezel, 12-part modular case and sapphire case-back. £4,100; tagheuer.com



**RALPH LAUREN
AUTOMOTIVE
TOURBILLON**

Like the Parmigiani, this RL was inspired by a Bugatti. In this case, Ralph Lauren's own Type 57SC. Tourbillon is fantastically unnecessary, but gloriously complicated all the same. \$62,500; ralphlauren.com



BEST BIT

Siri unlocks vast range of functions – e.g. “Tell me what I’m doing next Tuesday”

WORST BIT

Apple’s walled-garden approach means integration with cars’ own systems is clunky



THE IDIOT'S GUIDE TO... Apple CarPlay

CarPlay – along with the similar Android Auto – should let you swerve the slightly ridiculous price many carmakers ask for a built-in connected satnav. It also opens up the world of voice commands that actually work. Er, most of the time.

CarPlay is built free into your iPhone. If your car supports it, plug in by USB and it blanks your phone's screen, putting a simplified version onto the car's screen. It always looks very iOS; the graphic style and fonts never match your car's own.

The Maps app shows roads colour-coded for jams. Or at least, it does if you've got 3G or 4G. If you're in a low-signal area you're a stuffed bunny. No traffic. No roads either.

However, you can preload a destination, and it caches the route, giving you turn-by-turn arrows as you drive based purely on GPS location.

A long press of the virtual home button gives you Siri, so you can voice-command a destination, dial a contact, dictate or hear a text, or call up music – from iTunes or streaming services.

Mostly, it knocks any car's built-in voice recognition into the weeds. That's because Siri sends your voice to high-capacity decoders in the cloud. For the same reason, it's totally incapacitated by a weak signal.

CarPlay works with twist 'n' press controller wheels. But that's clumsy. It's better on a touchscreen. Annoyingly in many car ranges, by the time you've specced a touchscreen, you're probably paying for onboard navigation anyway.



MODS 'N' SHOCKERS

MEET THE BENTAYGA'S UGLY SISTER

Lumma Design is no stranger to *TopGear*. We have described its BMW X6 as “retina-searing”. So what, pray tell, should we make of this, its modified Bentley Bentayga? In short, they've taken an already width-restrictor-shy car and made it even more likely to block city streets. Bulbous new wheelarches house 24-inch wheels, though you can spec some diddly little 22in castors if you're concerned about kerbs. Or tyre bills. There is plentiful carbon, though it's unlikely to chisel much away from the Wide Body's weight. Good job there's a power upgrade for the not-at-all-underpowered V8 diesel that Bentley offers. Because who doesn't need more torque than a LaFerrari?



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caterhamcars.com

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Chipping Sodbury,
Bristol, BS37 6QG
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williamsautomobiles.com

Caterham BookaTrack

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bookatrack.com

Caterham Oakmere Motor Group

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Cheshire, CW9 7NA
+44 (0) 1606 41481
oakmeremotorgroup.co.uk

CATERHAM



THE HEAD SAYS
YES
*THE HEART SAYS
DEFINITELY, YES*

MASERATI GIBLI. STARTING FROM £49,860

The Maserati Ghibli is powered by a range of advanced 3.0 Litre V6 engines with 8-speed ZF automatic transmission including, a V6 turbodiesel engine.

www.maserati.co.uk

Official fuel consumption figures for Maserati Ghibli MY17 range in mpg (l/100km): Urban 20.5 (13.8) – 36.7 (7.7), and CO₂ figures are based on standard EU tests for comparative purposes and may not reflect real driving results. 20 inch machine polished Urano alloy wheels at £2,205.




MASERATI
Ghibli

Extra Urban 39.8 (7.1) – 57.6 (4.9), Combined 29.4 (9.6) – 47.9 (5.9). CO₂ emissions 223 – 158 g/km. Fuel consumption
Model shown is a Maserati Ghibli Diesel MY17 at £52,725 On The Road including optional mica paint at £660 and

EDITED BY OLLIE KEW

Drives

Every new
car that
matters,
rated or
slated

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Stelvio Pass

Alfa Romeo **Stelvio**

£ £35,000 (est)

WE SAY: FAST, CAPABLE, PRACTICAL BUT LACKING SPARKLE. JOB DONE, ALFA



According to Alfa's new CEO, Reid Bigland, the Stelvio is an "Alfa first, SUV second". Sounds neat. Just the sort of

thing a CEO should be harping on about. But let's pause for a moment and analyse what he actually means. His assumption is that we're all in agreement about what an Alfa is: something infinitely beautiful, fizzing with energy and passion, and this one just happens to be an SUV.

Trouble is, with the exception of the recent Giulia Quadrifoglio, perhaps the 8C, Alfas haven't been particularly fizzy for decades, yet are still able to trade off the badge on their nose and use it to plaster over a catalogue of problems, sorry, charm. Well, not anymore, not when €1bn has been spent developing the new Giorgio platform that underpins the Giulia, Stelvio and a mass of future RWD/4WD Alfas and Maseratis. This is crunch time, no excuses. If it's to take its piece of rampaging SUV sales and prop

up the company, the Stelvio needs to be not just a great Alfa, but "great" full stop.

There's something odd going on here. I've done two laps of it on foot now, sat in both front seats, twiddled every knob, stretched out on the rear bench and poked around in the boot. But it's no good, I can't find any glaring compromises, no loose interior trim, no packaging compromises or electronic glitches. The only obvious Alfaness is the exterior design – a gratuitous collection of curves and bulges, narrowed LED eyes and appealing proportions. Personally, I find it a little thickset from the front three-quarter angle, better from the rear, but it is, by and large, an attractive thing and, for some reason, unmistakably Italian. Perhaps it's the red paint. That the cooking version you see here loses little in transition from the chunkier 503bhp Quadrifoglio version we saw at the end of last year (and will drive in the summer), speaks volumes about its... er, volumes.





“The gearbox is invisibly smooth if you leave it to its own devices”

Although your bum sits 190mm further from the road than in the Giulia, and Alfa's Q4 AWD system (rear-drive in normal conditions, up to 50 per cent of the power frontwards in low-grip conditions) is standard on all versions at launch (an entry-level rear-drive-only version will follow later this year), this is very much an SUV designed to tackle tarmac roads, perhaps a gravel driveway at a push. Tellingly, Alfa engineering chief Roberto Fedeli (formerly of Ferrari) told us his aim was to exactly reproduce the Giulia in the way the Stelvio drives – a candid admission that modern customers like the idea of an SUV, but don't want the roly-poly dynamics its higher centre of

gravity brings with it. This is what engineers refer to as a “challenge”.

Fortunately, the Giulia platform with its double-wishbone front, multilink rear aluminium suspension is a good place to start. Springs are longer than in the Giulia, but stiffer to counteract the extra height. There's lightness, too, thanks to a carbon-fibre propshaft, engines with aluminium blocks and aluminium skin for the bonnet, boot, doors and front wings. All-in, the Stelvio weighs 1,660kg with fluids, 145kg less than an equivalent BMW X3 and 185kg less than a 4cyl Porsche Macan. The foundations, then, are sound.

As are the pair of engines we had the chance to try, both offered exclusively

OR TRY THIS



Jaguar F-Pace
Brit take on a
sexy mid-size SUV
is just as road-
biased and oozes
desirability

with a traditional eight-speed auto. The first, a 2.2-litre diesel, produces 207bhp and 347lb ft of torque, covers 0–62mph in 6.6 seconds and returns 58.9mpg and 127g/km of CO₂. That's just three tenths slower than a 6cyl Macan S diesel, and considerably cleaner, too. Impressive stuff. In practice, it goes every bit as hard in the mid-range as the numbers suggest – a satisfying, whooshy punch that encourages you to squeeze the throttle and feel the surge, just for the hell of it. But it's not perfect – there's a fair bit of clatter at start-up, and not just from cold, and the engine chatters away in the background when you're not going fast enough for the wind to drown it out. Not a deal-breaker by any means – not as raucous as Merc's ageing 2.1-litre diesel, for example – but worth noting that the new Audi Q5's 187bhp 2.0-litre TDI engine doesn't have the same muscle, but it is a fair bit quieter.

If it's smooth progress you're after, then a petrol 2.0-litre turbo, given diesel's recent fall from grace, isn't quite the left-field choice it once was – and suits the car rather well. A soaring Seventies Alfa Busso V6 this is not, but with 276bhp, 296lb ft, 0–62mph in 5.7 seconds and some enhanced exhaust noise craftily





LIFE INSIDE

01

Wheel

Start the engine, answer phone calls, scroll through sub menus, adjust safety systems, all from the wheel

02

DNA

Rotate between Dynamic, Natural and Advanced Efficiency modes. Avoid AE unless you wear sandals and socks

03

Seats

Low in the cabin, and snug on your hips, seats are fabric in boggo versions, or stitched leather on top-spec cars

04

Infotainment

A 6.5in screen as standard, or an 8.8in screen on poshos, with voice recognition and Apple/Android integration

05

Materials

Aluminium, real wood, leather – Alfa is aiming high with Stelvio. Still no match for Audi quality, but the gap is closing

UP CLOSE



Nobody does ribbed leather like the Italians. Nobody else does ribbed leather, in fact



Replace this with a 503bhp 2.9-litre twin-turbo V6 and excitement levels should rise



Elegant aluminium paddles are lovely to use and sound great when hit by fingernails

pumped in through the speakers on hard throttle (despite every sinew telling us it's a hateful ploy, we rather enjoyed it), it has more flair than you might expect. It places the Stelvio somewhere in the white space between a 249bhp Audi Q5 2.0 TFSI and the 335bhp Porsche Macan S, and gives it a genuine sporty edge. Oddly though, for an engine that revs so freely, the red line is set at a rather abrupt 6,800rpm – "a necessity to hit emissions regulations," Fedeli tells us with a sigh.

A more wallet-friendly 197bhp version of the 2.0-litre petrol and 178bhp version of the 2.2-litre diesel will both be added at some point in the near future, but being the bastion of consumer advice we are, it's the Stelvio Quadrifoglio, with its 503bhp 2.9-litre twin-turbo V6, we're holding out for. Question is, can the higher-riding chassis handle almost double the power of the 2.0-litre turbo model? Enter Alfa's Balocco test facility and a jittery, espresso-fuelled motoring journalist to find out.

We begin with the gearbox, which is invisibly smooth if you leave it to its own devices and don't clog it too hard. Trouble is, the long, column-mounted and beautifully tactile metal paddles scream to be used, and that's when you realise it doesn't have quite the snap of a twin-



clutch 'box. The software has been programmed with a sporty experience in mind, though – keep the DNA (drive mode switch for sharpening throttle, adding weight to the steering and speeding up shift times) in N for normal, and it'll shift up for you as you approach the limiter. Switch to D for dynamic, and it'll hold onto the gear until you tug the right paddle. Full-throttle upshifts in D are accompanied by a slightly unnecessary, faux kick in the back, too. If I wanted to be beaten up, I'd buy a Lotus, thanks.

Keep your enthusiasm at eight tenths, and through long-fast sweepers body roll is tightly controlled, grip is plentiful and the Stelvio generally does a passable

impression of the Giulia, albeit from a higher perch. In tighter stuff, the imitation thins, physics takes over and you do start to topple over and melt into unheroic understeer if you come in too hot. However, take a different approach, and on a greasy, cold test track we begin to learn a little more about the Stelvio's chassis. Slow in, then feed in the throttle as you exit a corner and you can sense the rear starting to slip, but by the time you're dialling in some opposite lock, the Q4 transmission has shuffled 50 per cent of the power to the front axle, muting the slide. That's followed immediately by the traction control (which you can't turn off, in the standard car at least, insert sad



Another tight, fast corner? Deploy physics!

face here) cutting in and snapping you back into a straight line.

Clearly, this is a pointless exercise if your Stelvio will only exist between your driveway and the supermarket, but it shows without electronic nannying there is play in the chassis, and bodes well for the QV, in which misbehaviour will be positively encouraged. Less good are the brakes, which are strong enough when you really step on them, but suffer from excessive squish and not enough bite at the top of the pedal's travel. The steering gets a super-quick ratio – but somehow doesn't feel that sharp.

On public roads, at sensible speeds, wind and road noise are minimal, and while the ride is generally busier than in an Audi Q5 or Merc GLC, it deals with the big intrusions well and never feels harsh like a Jaguar F-Pace on 22s. Add into this a 525-litre boot (125 litres down on the



Stelvio satnav neatly integrated. Clearly inspired by a letterbox

F-Pace) with a low, wide lip, good rear head and legroom (at least for a 5ft 8in short-arse like me), an infotainment system that isn't the last word in luscious graphics but is easy to make sense of and interior quality that's higher than the Giulia (door bins lined with carpet make all the difference, you know), and you have that most un-Alfa of things – an extremely solid all-rounder.

UK specs and prices are yet to be announced, because it's not officially on sale here until September or October, but all the equipment any self-respecting SUV owner could want will be available. That means wheels from 17 to 20 inches, 13 colours, an electric tailgate, satnav as standard, and many sensors to help brake, steer and bleep annoyingly at you.

So is the Stelvio too solid, not enough sparkle? Perhaps. On the same road, same conditions, it's not as much fun as a Giulia

and on a similar plane to the F-Pace, but then what did we expect? On the other hand, it's more spacious and practical than a Giulia and might just get you out of a muddy car park. So there you have it, the new definition of Alfa isn't as stirring as it was in the past, but this time you might actually buy one. [JACK RIX](#)

SPECIFICATION

- 2143cc 4cyl TD, 4WD, 207bhp, 347lb ft
- 58.9mpg, 127g/km CO₂
- 0–62mph in 6.6secs, 134mph
- 1660kg

VERDICT: With so much Giulia DNA the Stelvio was bound to be good. At last, Alfa has a car to buy with your heart and head.

8

10

“This bodes well for the QV, in which misbehaviour will be encouraged”





In-house rivalry

Mercedes E220d AMG Line

£ £40,135

WE SAY: STUTTGART OBVIOUSLY THOUGHT ITS OWN S-CLASS COUPE HAD IT TOO EASY...

A size smaller than the S-Class the E-Class Coupe may be, but you and your passengers are hardly crushed. The new car is 123mm longer and 74mm wider than its predecessor. That means 74mm more legroom in the back, but just make sure your parallel parking is up to scratch.

It has presence like all new Mercs do. In fact, de-badge it and everyone except S-Class Coupe owners miffed at having spent £50k more would have a hard time telling it apart. Inside, the same goes. Merc is nailing the technology-meets-craftsmanship thing at the moment.

Almost 70 per cent of UK buyers went for the E220d last time around, a stat that should repeat itself – especially as this new 191bhp 2.0-litre diesel is infinitely quieter, cleaner (61.4mpg, 119g/km CO₂) and faster (0–62mph in 7.4secs). It won't give you a surplus of power sensation, but for floating around and



Available as a turbo petrol or bi-turbo V6, but E220d will sell the most

enjoying the refinement, supple ride and slick 9spd 'box, it answers all the questions.

If you need more pep, then the E300 with its 242bhp 2.0-litre turbo petrol has a fruitier exhaust note and works the chassis a bit harder, while the 328bhp bi-turbo V6 in the E400 brings real turn of pace. But why work so hard? The Coupe is about looking good and finishing journeys refreshed. This is Merc at its imperious best. **JACK RIX**

SPECIFICATION

- 1950cc, 4cyl turbodiesel, AWD, 191bhp, 295lb ft
- 61.4mpg, 119g/km CO₂
- 0–62mph in 7.4secs, 150mph
- 1735kg

VERDICT All the ingredients were there, Merc just had to wrap it in a gorgeous two-door body. Predictably brilliant.

8

10



Hyundai i30

£ £16,995

Engine 998cc, 3cyl turbo, 118bhp, 126lb ft
Performance 0–62mph in 11.1secs, 118mph, 56.5mpg, 115g/km CO₂ **Weight** 1194kg

This is the third gen of i30 since 2007, and arrives with talk of 100k 'Ring development miles. Ignore that, for this is perhaps the most rational hatch on sale. Fun is not abundant here; fingers

crossed it's all being saved up for the (hopefully) raucous N Performance.

Until then, the manual-only 118bhp 1.0-litre petrol is not only the cheapest, but the most endearing of a small engine range. The diesel and auto options will only satisfy those who require cheap tax or two pedals. Inside, the i30 does a decent impression of the logical VW Golf, albeit with cheaper materials. **SD**

TG'S ONE
MINUTE EXPERTGOT 60 SECONDS SPARE?
READ THESE

8

Honda Civic Type R Black Edition

The Honda Civic Type R is no more. This FK2 generation, anyway. Cue the bow-out special, the Black Edition.

Just 100 will be made. After a mere 20 months on sale, only 2,250 FK2s have sold in the UK.

Future classic, trust us.

Black paint and copious red detailing inside and out are the only changes. Which, when the car beneath is so good, is fine.



More raucous than a Focus RS, and with perhaps the finest manual gearchange on sale, it's a joyous thing to thrash.

Engine: 1996cc 4cyl turbo, FWD, 306bhp, 295lb ft
Performance: 38.7mpg, 170g/km CO₂, 0–62mph in 5.7secs, 168mph Weight: 1382kg Price: £32,300



6

Vauxhall Adam Rocks S

A Luton lunatic has combined V'hall's posh city car with the hot version's 148bhp engine and the 'Rocks' crossover styling.

Pre-options, this costs £19,355. Just adding Recaro seats dollops £1,620 onto that total. This'll be rarer than a LaFerrari.

The steering is lifeless and the low-speed ride is truly atrocious. Does it even have rear suspension, Vauxhall?



It's hilariously tail-happy. A proper little fighter of a car, and not too tardy either: think Suzuki Swift Sport pace.

Engine 1364cc 4cyl turbo, FWD, 148bhp, 162lb ft
Performance 47.9mpg, 139g/km CO₂, 0–62mph in 8.5secs, 130mph Weight 1126kg Price £19,355



Open day

Audi A5 cabriolet

£45,630

WE SAY: IT'S NEARLY SUMMER...
TIME FOR A NEW CABRIO, MAYBE?



Increased performance, improved efficiency, greater dynamism: the latest iteration of Audi's svelte four-seater A5 cabriolet aims to square the circle. An aluminium-steel hybrid body shaves up to 55kg off its dry weight and boosts torsional rigidity by 40 per cent, there's reworked multi-link front and rear suspension, and the stop/start system works during coasting as well as at a standstill.

No fat-ar-se-inducing folding metal roof here, either: the multi-layered acoustic hood opens with one button push in 15 seconds and closes in 18 at speeds up to 31mph. There are no fewer than 30 assistance systems, but Audi's brilliant Virtual Cockpit is an option, and seven different technology 'packs' threaten to rocket the cost into the stratosphere. The new A5 also sees the debut of Audi's car-to-X software, in which a pre-installed SIM collects data, bounces it into a cloud-based server for collation and analysis, before relaying to other similarly specified Audis.

Sixteen different versions are available, from entry-level 187bhp 2.0-litre manual TFSI (£35,235) to the 349bhp, 3.0 TFSI quattro S5 (£51,835), via a variety of diesels. The 3.0-litre V6 turbo deploys its 349bhp with a cultured efficiency, and the chassis is typically unflappable. At 1,840kg, though, it's no featherweight, and despite the various modes available in Drive Select, the BMW 440i and Mercedes C43 remain sharper overall.



Roof opens in 15secs and closes again in 18secs. Ideal for a British summer

The 3.0-litre TDI makes 214bhp and emits 134 CO₂s, but it feels nose-heavy, and is happiest at a steady state on the motorway. We'd argue that the clever 249bhp, 2.0-litre TFSI synthesises the A5 cabrio's qualities to the best effect. It's easily quick enough (0–62mph in 6.3 seconds, 149mph top speed, EU6-compliant), and is a better match for the car's restrained character. The 190bhp 2.0 TDI is good, too, reworked engine mounts and beefier bulkhead insulation ensuring enviable refinement. All three ride with impressive fluency, and are impeccably refined with the hood up. There's some kerfuffle roof down, although a seatbelt microphone means you can talk on the phone without sounding like Dom Joly.

Audi's interior build quality and the overall ergonomic experience continue to eclipse its rivals. Not the most fun, then, but arguably the best to own. JASON BARLOW

SPECIFICATION

- 1984cc 4cyl, 7spd auto, 4WD, 249bhp, 273lb ft
- 43.5mpg, 149g/km CO₂
- 0–62mph in 6.3secs, 149mph
- 1710kg

VERDICT: Seductive and very dynamically accomplished, the A5 cabriolet is no sports car. But it's highly desirable.

7

10

THE WEARABLE TECHNOLOGY REVOLUTION



Snickers Workwear is a range of modern working clothes and leisurewear that's ideal on site and equally good in the great outdoors.

With good looks, body-mapping designs and hi-tech fabrics, Snickers have always delivered the ultimate in comfort, protection and freedom of movement.

Now Snickers clothing is getting even 'smarter' with the integration of Wearable Technology to improve users' performance

and wellbeing on site.

With a patented KneeGuard System and 37.5 Fabric Technology, it all adds up to the ultimate in performance and functionality – and the 'smartest' working clothes around.

Check out independent reviews of our products at www.skill-builder.uk, search for 'Snickers' and then make your choices at www.snickersworkwear.co.uk

#Inventing Workwear



The photograph shows the Snickers 6200 Work Trousers in the 5151 colour option and 2815 Logo Hoodie in the 1804 colour option (left model), the 1900 Jacket in the 0404 colour option and the 6103 Pirate Trousers in the 2004 colour option (right model). The safety shoes shown are recommended by Snickers Workwear - the Hydra GTX (right model) and Cloud (left model) from Solid Gear, www.solidgearfootwear.com



Snickers Workwear Limited | Unit N3 Gate 4 | Meltham Mills Industrial Estate | Meltham | Holmfirth | HD9 4DS
Tel: 01484 854488 | Fax: 01484 854733 | Email: info@snickersworkwear.co.uk

Quick response

BMW M760 Li

£132,310

WE SAY: THINK THAT THE S63 IS FAST? THEN YOU'LL LOVE THE NEW M760 Li



Thank you Mercedes, for giving us this car. It's fair to say that if the S63 AMG wasn't as successful as it has been, BMW wouldn't be bothering to weaponise the 7-Series. To be fair to BMW, the 7-Series did need a proper flagship, it's just that we didn't really expect it to wear an M badge. Note, please, that it's M760 Li, not M7. The difference is important, just as it is between an M240i and an M2 – this is a 7-Series first, and M car second.

But look what they've given it. Under the bonnet we have a 6.6-litre twin-turbo V12. A bigger motor than either the S63 or S65 have, the same capacity and pretty much the same engine, as used by the Rolls Ghost. Only more powerful. The V12 used to be a 6.0-litre, but BMW wanted the extra capacity to boost low-rev torque – the result is 590lb ft at 1,550rpm. It's fed to all four wheels via an eight-speed auto, plus there's active roll control, the full gamut of driver aids and four-wheel steering.

The latter makes a noticeable difference to agility. This is a 5.2-metre-long car that weighs 2.2 tonnes, yet it feels well balanced and capable when you pick up the pace. There's no steering feel to speak of, but it turns in eagerly (thank you, 4WS) and exits neutrally and speedily (thank you, 4WD).

Sporting? Not really, just capable. An Audi S8 is a more nimble and rewarding



A car inspired by Mercedes, built by BMW and driven by you

driver's car, but it's not nearly as cossetting as this. An S63 makes more noise, but I'm not sure its body control is as good. The V12 is deliciously smooth, acceleration is delivered without effort, and there's vast amounts of it, accompanied by a faintly detectable growl at higher revs.

If you want more discreet you can have your M760 Li in Excellence spec. This removes the aero bodykit, M badging, sports exhaust and introduces a wood and chrome theme. Same money, same pace and ability, even less overt. Not that the M760 Li is exactly showy. Its comfort zone is still noiseless cruising, probably with a captain of industry dozing in the back. And yes, it is only available as a long-wheelbase version. An M car, but not as we know it. **OLLIE MARRIAGE**

SPECIFICATION

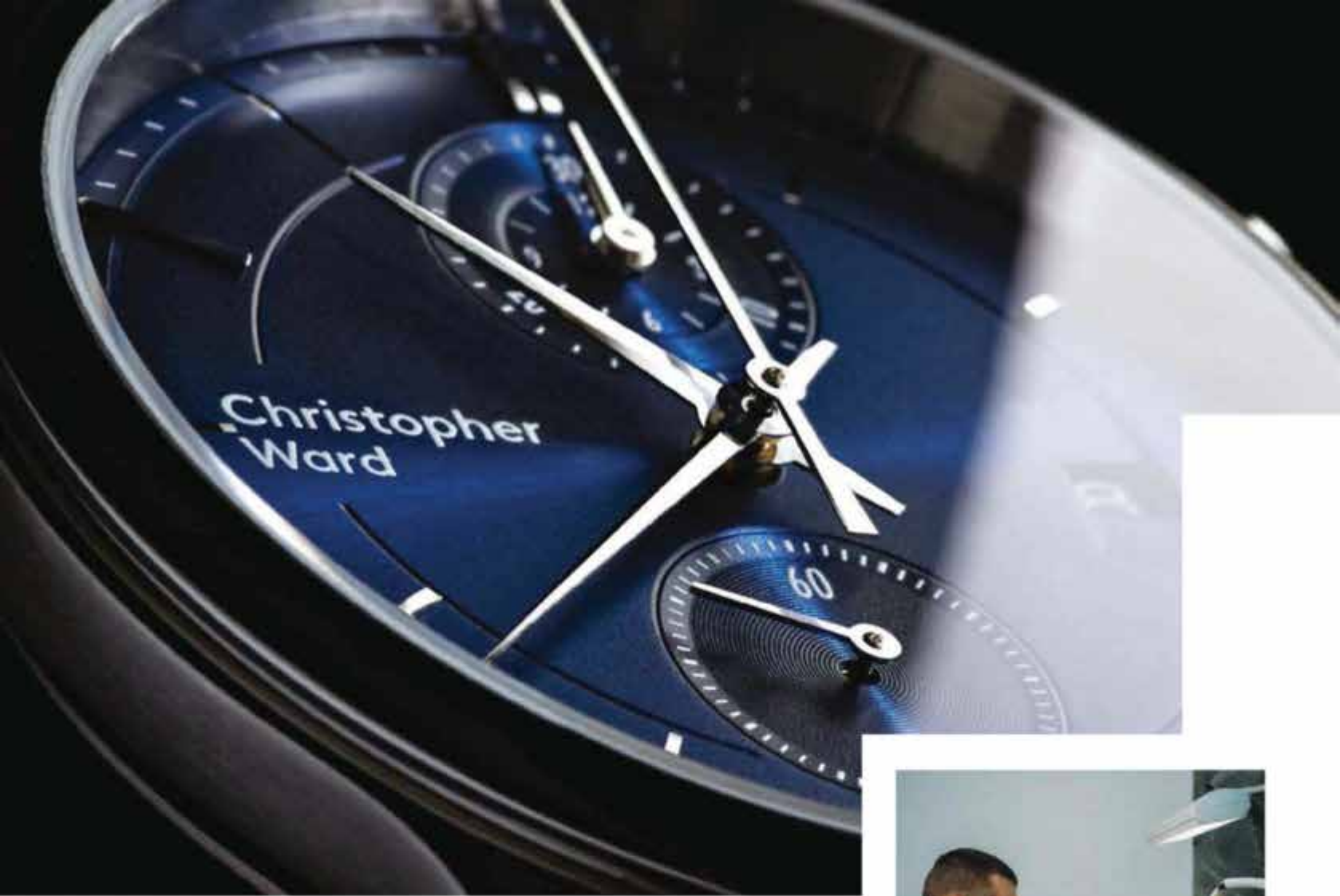
- 6592cc V12 twin-turbo, 4WD, 602bhp, 590lb ft
- 22.1mpg, 294g/km CO₂
- 0–62mph in 3.7secs, 189mph
- 2180kg

VERDICT: Heady combination of speed and luxury, with the emphasis on luxury. The ultimate 7 in every way.

8

10





A dress watch with sporting pedigree, the C3 Malvern Chronograph Mk III has received its most impressive update yet. With a dynamic case design inspired by our premium dress line, and a choice of three light-catching dial finishes, it'll redefine what you should expect from a watch at this price.

 **Swiss movement**
English heart

Discover the new breed of watchmaker...
christopherward.co.uk

Christopher
Ward

SO, WHAT
ELSE IS NEW?



5

DS 3 Performance Line

What should I know?

A sportif suit for the ageing supermini. And not a very special one – more of the trim is gloss black and you get huggier seats, but the wings and bumpers are hardly altered. Pity, given it costs £18k+.

Should I care?

The DS 3 remains relevant. The 1.2-litre turbo engine is a gem. Inside, it's showing its age but not without character. If you can negotiate a discount, this is worth a look. Pity it's not more visually noticeable.



6

Abarth 595 Competizione

What should I know?

The ultimate Fiat 500, discounting the utterly crackers two-seat, brutally stripped, £35k 695 Biposto. This one has four seats, four tailpipes, 15bhp more than the standard 595s, carbon trim and Brembo brakes. Cost: £19,890.

Should I care?

Yes, if you think cars lack character. The 595 torque-steers rampantly; the ride is bouncy. Its driving position, despite buckets, is shocking. And yet it's such a tonic to drive, you can't help but grin.



5

Infiniti Q50 S 3.0t

What should I know?

It's Infiniti's rival to the Audi S4 and BMW 340i. Except, with a nice round 400bhp, it has more power, while offering tons of equipment and a good value pricetag, kicking off at £41,070.

Should I care?

Sadly, no. The V6 petrol turbo has bags of character, but the chassis can't properly handle its power and this Q50's not confidence-inspiring like the Audi, nor fun like the BMW. It's an opportunity missed.



Heavy hitter

Bentley Continental Supersports

£ £212,500

WE SAY: JUST WHAT THE CONTINENTAL
NEEDED – MORE POWER, MORE QUILTING

Supersports is an emotive badge for Bentley, and this is the first time it's graced one of its cars since 2009.

Back then, it was effectively

the final iteration of the MkI Continental, and its 621bhp, 204mph top speed and 590lb ft made it the fastest Bentley to date. The first Supersports, incidentally, dates back to 1925, when its 85bhp and 100mph potential were the stuff of fantasy.

While no one at Bentley would use a phrase as gauche as “run-out” special, an all-new Continental is due this autumn, so the return of the Supersports represents a robust last hurrah for the company's imperious coupe. It's also the new fastest and most powerful Bentley ever, and will be limited to 710 units, its power output in PS, coincidentally.



Supersports has a spoiler.
It will be owned by 710
spoilt (and lucky) owners

Visual differences run to gloss-black bonnet vents, new front and rear bumpers with carbon-fibre splitter and diffuser, a rifled exhaust tailpipe, and a rear spoiler (though not on the convertible). Even more arresting is the torque figure – 750lb ft from 2,050rpm – while the torque curve itself isn't a curve so much as a lofty plateau high enough to induce nose bleeds. Compared with its immediate predecessor, the new Supersports has an extra 79bhp and 160lb ft, of torque, which translates to zero to 62mph in 3.5secs, 0–100mph in 7.4, and a top speed of 209mph. Given that it weighs 2,280kg (40 less than the GT Speed, whose suspension



set-up it carries over), these are strong numbers, strong enough to outgun the likes of the AMG GT S and Nissan GT-R.

A certain heft is a key part of the Bentley experience, and travelling that fast in a car of these dimensions is a unique experience. Nothing else has doors like a Conti, for example, and they feel every gramme of the 54kg they individually weigh. But while the 2009 SS cut 140kg and junked the rear seats for pseudo-Clubsport kudos, it's easier and more economic to extract more power than it is to remove fat, so the spotlight on the 2017-spec car is trained on the engine. New main and conrod bearings reduce internal friction, and a whole set of software tweaks to fuelling, ignition and cam timing help in the hunt for more grunt. Bigger turbos blow at 1.4bar rather than 0.9, and in Sport mode the SS emits a splenetic crackling cackle through its redesigned titanium exhaust (Akrapovič, as on the GT3-R).

This is a deeply impressive piece of engineering, and despite its name the Supersports will do max waft in a way that is all but irresistible. Its ride, even on 21in diamond-cut wheels, is terrific, and it's a



The good news is that once you're sat on these seats, you can't see them

peerless companion on the motorway. But it's the Bentley's mid-range that's most seductive, as you'd expect with 750lb ft on tap. It's more of a waterfall than a tap, in fact, although I found myself relying on the flappy paddles (mounted a little too high on the steering column) more often than I'd expected. The Bentley doesn't quite vaporise overtaking moves, or hook up corners as though the straight bits aren't there, but it still does a mighty effective demolition job.

It also handles. Torque-vectoring helps reduce understeer by applying the brakes to the inside front and rear wheels, thus promoting better torque distribution. The Bentley's agility, adjustability and body control thrillingly defy the car's mass. The carbon-ceramic brakes (420mm up front, 356mm at the rear) are monumental, but then they need to be. Problems? Only comparative. The 2009 Supersports was a revelation – its front end had more bite than an FSB attack dog – where this one is merely very good indeed.

Bentley shifted 1,800 of the previous Supersports model, and even at £212,500 for the coupe (£233,800 for the convertible) it

won't have trouble finding 710 buyers for this iteration. The usual bewildering variety of personalisation options are available, including a duo-tone exterior paint finish and tri-tone interior. The telematics are, euphemistically, old-school, although Naim's audio system has magnificent power and clarity. Bentley knows its customers inside out and last year delivered 11,023 cars to them – a new record. Nor is it shy about indulging lairy colour and spec whims. As desirable as the new SS is, I reckon it too could have been a bit lairier. **JASON BARLOW**

SPECIFICATION

- 5998cc W12, 4WD, 700bhp, 750lb ft
- 18.0mpg, 358g/km CO₂
- 0–62mph in 3.5secs, 209mph
- 2280kg

VERDICT: Thunderous high performance has rarely felt this luxurious. OK, so the price is a bit steep, but it's worth it...

8

10



Q & A

Hot. Cross. Fun

Seat Leon ST Cupra 300 4Drive DSG

£ £34,170

WE SAY: LIKE A LITTLE AUDI S4. GOOD, BUT REALLY NEEDS TO BE CHEAPER

I see nothing new here.

Well look harder, because this is an all-wheel-drive Leon Cupra. And Seat hasn't done one of those for many years.

Why not?

We don't know. Obviously it has nothing to do with the fact it might steal some sales from VW Group's other fast, all-wheel-drive hatchbacks, the Volkswagen Golf R and Audi S3. Nothing whatsoever. And the existence of those cars is definitely not the reason Seat will only sell you an AWD Cupra as a DSG-equipped estate. No, Sir.

That's a bit irritating.

Shouldn't be. This is a different kind of Cupra to the hatches we know and admire, though with the exception of the Haldex-based AWD system, it's mechanically identical. Since the facelift that turned the Cupra 290 into the 300, that means



Another fast, all-wheel-drive hatchback joins the VAG stable

296bhp and 280lb ft from the 2.0-litre turbo four. FWD Cupras can still be had in three/five-door hatch and ST estate form, with either a six-speed manual or DSG auto gearbox.

Any good to drive?

Grippier, and thus no doubt much faster along a damp, winding B-road, but not quite as agile, involving or exciting as the hatch. This is a Cupra whose edges have been chamfered – its movements aren't quite as crisp and well-defined as the standard car's (blame the extra 79kg over a standard FWD ST with equivalent spec) and yes, that's a shame, but hardly the end of the world.

Why not?

Because in many ways the AWD ST reminds us of the Audi S4. It delivers the same kind of thrills in much the same way – that unyielding sense that all the power can be deployed anytime, whether the road surface is wet, dry, bumpy or smooth. That's quite entertaining, in its own way.

And don't forget, because in essence this is an ordinary Leon ST, it's spacious and well-appointed inside. It even rides pretty comfortably. As an everyday car, to better the Leon's breadth of ability at this price would take some doing.

I sense a "but"...

The Golf R Estate is about £800 more than the Leon. OK, the Seat has more kit, is more interesting to look at, and just as fast. But it's not as much fun. **TOM HARRISON**

SPECIFICATION

- 1984cc 4cyl turbo, AWD, 296bhp, 280lb ft
- 39.2mpg, 164g/km CO₂
- 0–62mph in 4.9secs, 155mph
- 1466kg

VERDICT: Trades some hot-hatch thrills for security and maturity. Nothing wrong with that – a fine everyday car.

8

10

DRIVE IT BEFORE YOU DIE

BV-1468, Spain



Which bit?

All of it. From the northern edge of Barcelona to Molins de Rei, 15km up the (exceptionally twisty) road.

I still can't find it...

Bash this nonsense into your satnav: 41.417889, 2.060315

When should I go?

We did it one particularly dank mid-February evening. Fun even in those conditions.

Why the Cupra

Small enough not to have to worry about, fast enough between corners, enough grip so you stay on the mountain.



King of the road

Volvo V90 Cross Country D5

£43,585

WE SAY: FINE GREATEST HITS PACKAGE, BUT DON'T GO MAD WITH THE OPTIONS



We recently crowned the Volvo V90 our favourite estate. Perhaps that was hasty, as in truth, the award probably belongs to this, the V90 Cross Country.

If you need some context, it's just like an Audi Allroad. It takes a regular V90 and adds ride height (an extra 65mm) and lots of dark plastic trim to adorn – and protect – the exterior. Volvo calls it 'charcoal', but you may think it's grey.

With more ride height, it's comfier than a regular V90, and with light, effortless steering and lots of suspension travel, you seem to glide. Rough urban bumps and potholes still jar through the seats, but this is far less firmly sprung than just about every other posh estate.

That's not to say it's a floppy mess when you do get to an interesting piece of road. It hardly transforms into a sports car, but it reminds us of a Subaru Legacy or Forester: a car that nails the sensible stuff, but leaves a little room for cornering ability. Find yourself far from home on a wet and wintry night, and this would provide some brisk yet stress-relieving transport home.

There are two tunes of 2.0-litre diesel, both with AWD and an auto 'box. We've driven it with the more powerful, 235bhp engine, which makes an empty V90 Cross



Good off-road, great on-road and with a truly vast interior. Thanks, Volvo





Country a reasonably quick thing. Perhaps more important is just how quiet and refined the V90 is – you'll barely know the engine is there half the time, ideal when it's diesel. Our childish side does wish Volvo still put warbling five-cylinder petrol engines in its cars, mind.

Inside, it's as comfy and cavernous as any other 90-series Volvo, and a genuinely lovely place to be. Mercedes might do fancier screens, and Audi more achingly cool design elements, but Volvo has found a nice compromise between it all.

It's very easy to get carried away with options, mind, our test car coming in just short of £57,000. Volvo's latest-generation cars feel desirable, but that's a jolly good thing, as they have stocky prices to justify.

This, perhaps, is the best of them. Unless you need seven seats, it's basically a greatest hits package of the V90 and XC90. Volvo reckons 25 per cent of V90s sold will be Cross Countrys. We wouldn't be surprised if it's more. **STEPHEN DOBIE**

SPECIFICATION

-  1969cc 4cyl turbodiesel, AWD, 235bhp, 354lb ft
-  53.3mpg, 139g/km CO₂
-  0–62mph in 7.5secs, 140mph
-  1848kg

VERDICT: Not the cheapest estate, but it might well be the best: lots of room, off-road prowess and it's nice to both look at and sit in.

8

10



TO TEST
WINNER

QUICK TWIN TEST

Audi Q5 vs Mercedes-Benz GLC

WE SAY: 'NEW' Q5 LOOKS ENTIRELY FAMILIAR... BUT IT'LL TEACH A BENZ SOME NEW TRICKS

Ooh, yet more posh crossovers...

Indeed, and this is the one Middle England has been waiting for: the MkII Audi Q5 in *sportisch* S line trim with the sensible 189bhp, 2.0-litre diesel, auto gearbox and quattro drive. Samey recipe, samey looks.

Which is more practical?

Plenty of rear legroom and headroom here, but the sculpted rear seats mean three across the back is going to be more uncomfortable than in the Benz. Smaller rear doors impede access.

I'm doing big distance: Audi or Mercedes?

Proper split decision, this. The Audi is unbelievably quiet for a four-pot diesel – the cold start is so smooth you'll wonder if it's petrol-powered, and there's a mite less wind noise than the Merc. But, beyond the initial getaway, the Q5 is a bit more sluggish and the high-speed ride is choppy. No SQ5 smarts have been transplanted.

Can the Q5 be beaten inside?

Not material-wise. The bits you touch in here are simply more tactile and the infotainment is friendlier. However, it's a much more austere place to be, where the Mercedes feels rich and welcoming.

Just as the Q5 is an A4 Avant on tiptoes, the GLC jacks up a Mercedes C-Class estate powertrain, interior and tech. This is the most powerful four-cylinder version, with 369lb ft and nine gears.

The GLC wins points for slightly longer rear doors, a flatter rear seat and flat loading sill where the Audi has a ledge in the boot. Both cars offer 550-litre boots. Audi has better all-round visibility.

For £1,495, Merc offers air suspension so you can pump the ride height and have comfy or sporty modes. Like all Airmatic Mercs, it makes the body control lollopy, pitching around at speed with body roll at odds with the fast steering... but it is comfier over big bumps than this Q5. Ageing 2.1-litre engine is a proper rattlebox.

Yup, the Merc wins on baroque design but feels plasticky on the console. There's more stowage space up front thanks to the gear lever cleverly migrating to behind the steering wheel, though.

Audi Q5 2.0 TDI S line 7 10
£39,405



VERDICT: Ace refinement and top-notch cabin undone by unsettled ride.

1968cc, 4cyl turbodiesel, 189bhp, 295lb ft, AWD
55.4mpg, 133g/km CO₂
0–62mph in 7.9secs, 135mph
1770kg

1659mm
4663mm



Mercedes GLC 250d AMG Line 7 10
£40,675



VERDICT: Good cruiser. Pleasant to sit in. But that dieselly rattle needs sorting.

2143cc, 4cyl turbodiesel, 201bhp, 369lb ft, FWD
56.5mpg, 129g/km CO₂
0–62mph in 7.6secs, 138mph
1845kg

1639mm
4656mm





Pour les enfants

Peugeot 5008 1.2 PureTech
130 GT Line Auto

£ £28,000 approx

WE SAY: ANOTHER FAMILY TRANSPORT SOLUTION FROM THE FRENCH

Rival Renault is being thoroughly French about it, introducing a new Scenic with the full one-box people-carrier silhouette. Not Peugeot. For the new-gen 5008 it's bending to the will of the wider world. It's abandoning the one-box outline for something that looks like a crossover. Blocky bonnet, assertive bumpers, black wheelarches, raised ground clearance. You know the drill. Think Kodiak or X-Trail.

Peugeot isn't a charity. People pay more for SUVs than MPVs. And the new 5008 was a no-brainer to develop and build. From the driver's door forward, it's a 3008. But there's a 165mm wheelbase stretch (using floor pressings from the Citroen C4 Picasso), and so the rear doors are longer. The tail is more upright too.

Into this bigger envelope goes a new set of rear furniture to take the total

accommodation to seven, provided a couple of them aren't too tall and don't mind a gymnastic workout getting in. Behind the third row, the remnant of bootspace won't carry bags for seven. It's for school carpool or kids-plus-grandparents' days out. But, in five-seat mode it's brilliant, as then you can slide all the middle row backward. They're separate reclinable chairs.

The 5008 borrows the 3008's digital dash. That means good graphics, quick-witted operation and some nice-to-touch hard keys. The interior looks great too, and is trimmed with taste and quality.

No surprise that the driving is 3008-like. There are times when the steering, though direct, is strangely imprecise. But it's a family car, and cruises nicely. In town the ride copes with speedbump-sized events, and the quick steering is handy on roundabouts.

Top dog on the price lists is a 2.0-litre 180bhp diesel auto. But it's heavy and the transmission gets wrong-footed too often. At the other end of the range is a

three-cylinder petrol. Sounds like a tragically uneven match against a seven-seater, but the plucky little motor overcomes your preconceptions.

"Crossover" or not, there's no 4WD version, although ground clearance is pretty good and there is the option of smarter traction control plus more-terrain tyres. That should see you along a more belligerent track than you might have expected. **PAUL HORRELL**

SPECIFICATION

- 1199cc 3cyl turbo, FWD, 130bhp, 170lb ft
- 54.3mpg, 120g/km CO₂
- 0-62mph in 10.4secs, 118mph
- 1317kg

VERDICT: All the world wants a crossover, and here's one that puts accommodation above off-roading.

7
10



Hard buttons up front, quilted leather in the back. Now that's luxury...



Mini Countryman SD All4 Auto

£ £29,595

Engine 1995cc 4cyl turbodiesel, 187bhp, 295lb ft
Performance 57.6mpg, 129g/km CO₂, 0-62mph in 7.4secs, 135mph **Weight** 1610kg

The new Mini Countryman is massive. Count it: 20cm longer and 3cm wider than before and improved in every measurable way, oozing quality and solidity inside. And because it's so

solid, you're less aware of the engine in this flagship diesel, which is punchy, smooth and frugal.

Obviously there's more space (did I mention it was massive?), it's more engaging to drive, the updated HMI is now touchscreen, while the interior features the usual toggle switches and disco mood lighting. A family-friendly diesel with character, then. **CHARLIE TURNER**

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SORT CODE
READY.



A Bugatti Chiron is shown from a low-angle, front-three-quarter perspective, driving on a racetrack. The car is a metallic gold color and is in motion, with a blurred background of track barriers and a bright sky. The front wheel and headlight are prominent in the foreground.

Penicillin, landing on the
Moon, Donald Trump's
hair... and now
the Bugatti Chiron.
Every once in a while,
humanity surpasses itself

BRAVE NEW WORLD

WORDS:
CHRIS HARRIS /
PHOTOGRAPHY:
ROWAN HORNCastle



nly now, locked as we are in the vortex of a marketplace that somehow places enormous value on rubbish like a Ford Escort XR3i, has the world woken up to the Bugatti Veyron. There has never been a point in time when unworthy motor cars were worth so much, and yet perhaps the most ambitious supercar ever devised is only just beginning to win the status it deserves. I've just driven the new Bugatti Chiron – boy, it really does feel good to type that – and to fully understand where Bugatti has taken its latest machine, we really do need to spend a few minutes understanding the Veyron.

Because the Veyron's significance transcends its obvious performance qualifications. Yes, it was the fastest, most complicated, most expensive thing available at the time, but it also prefaced a new technology language – one that virtually all modern fast cars have now adopted: turbocharging, all-wheel drive and perhaps most significant of all, the dual-clutch gearbox. The Veyron was essentially Volkswagen's then-boss Ferdinand Piëch showing the world what his vast conglomerate could achieve. It was his Saturn V moment. And it was nearly as costly.

And yet the world never fell in love with the Veyron. It was never a poster car in the mould of a Countach or an F40 – somehow Piëch created a kind of

million-dollar Audi Quattro that we respected but didn't crave and desire. If the Chiron has two unenviable tasks, the first is perfectly obvious – it must out-number the Veyron in every single area. The second is more subtle and perhaps more difficult to achieve: it has to become a poster car. It surely has to make those of us who could never afford such a machine desperately want to drive and own one. To want a poster of one. Because that is how legends are made.

We spent three days filming with the Chiron for the television show. They were intense, astonishing and fascinating, but this was a day to myself. A reset button to stop and consider quite what Mr Durheimer and his team have created; 24 hours to get further under that carbon skin. But to me I still only had a day to drive the Chiron at my own pace. Just a day. It seems churlish to insert the word “only” into that sentence when so few people will ever be as



Behold the face of a man
not even *contemplating*
exceeding the speed limit

lucky as me, but hey-ho, I suppose I just love 1500hp cars and can't really get enough of them. We were in the Middle East, and the car needed to be delivered somewhere and the seemingly simple exercise of nominating a location to drive and learn about the new Chiron brought home the key paradox of this type of car.

Should I have it sent straight to a race circuit? That's surely the best place to test a car that will accelerate from rest to 186mph in a claimed 13.5secs? Absolutely not – this is no more a track

**“This is no more
a track car than
a Citroen 2CV”**



Speedo goes all the way up to 500.
Kph rather than mph, sure, but
that must still be a first, right?

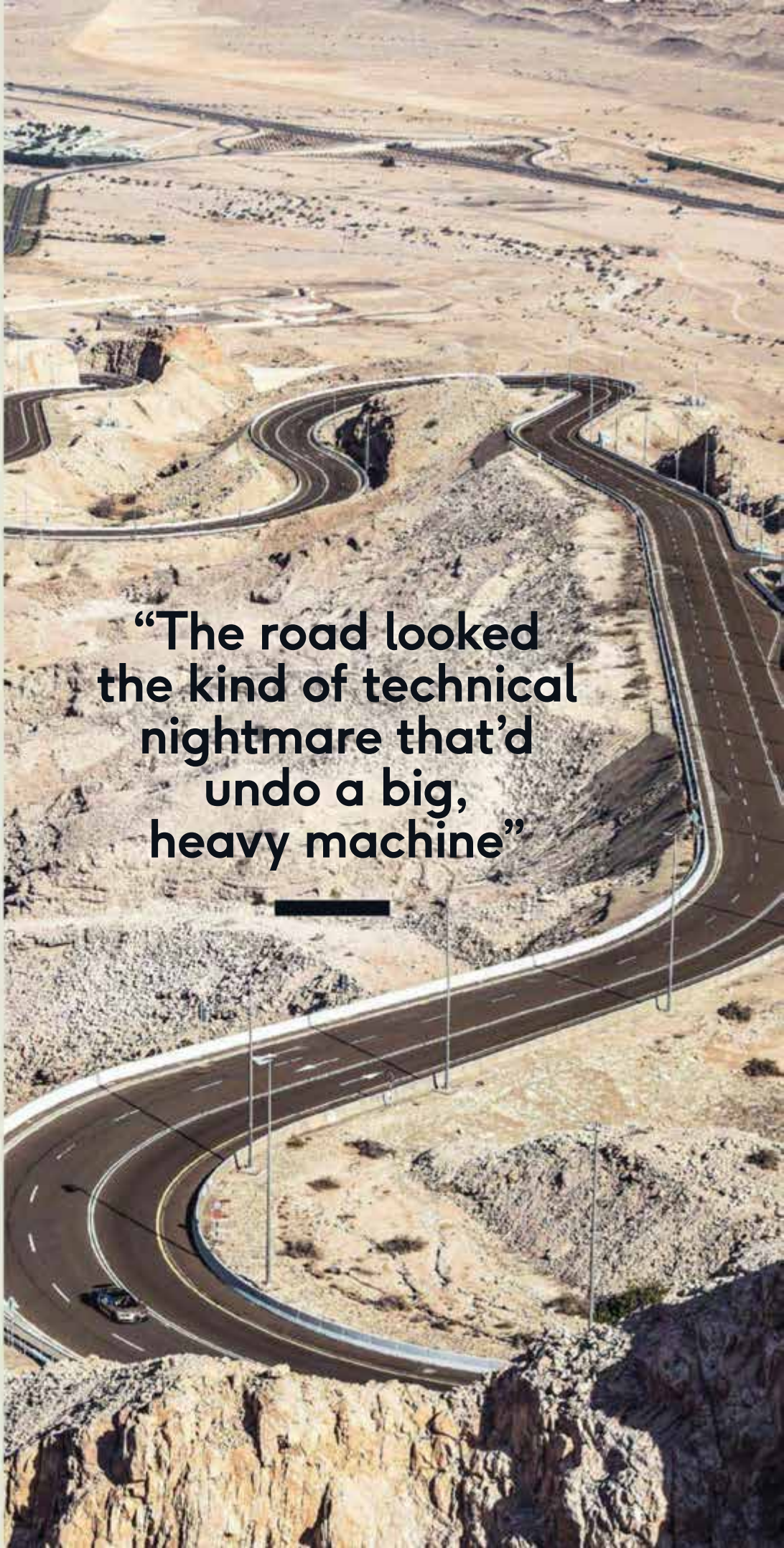


Chiron uses a development
of the Veyron's W16
engine. Sorry, W16 engine



Where it all began... the Bugatti Type 35

Fancy a Bugatti, but find the whole Chiron thing too cosseting? Too easy? Too safe? You can always park your £2.5m on an original Type 35, or do what any sane human should and get one of these. Pur Sang, a Argentinian company producing no more than 20 cars a year, builds replica Type 35s, accurate down to the last bolt, so you can have the full stripped-back Thirties experience for a tenth of the price. You wrestle the huge wheel through the corners, steering from your shoulders, working the supercharged 2.0-litre straight-eight. It feels relatively quick today; it must have been a rocketship back then. Sure, there's a gap in philosophy here, but at the time this car was a demo of Ettore Bugatti's genius and streets ahead of the competition. You could say the same thing about the Chiron now.



**“The road looked
the kind of technical
nightmare that’d
undo a big,
heavy machine”**

car than a Citroen 2CV. Even the vast 420mm-diameter carbon silicon carbide front brakes would succumb after a few laps shouldering 1,995kg, and I have no doubt that the Michelin Cup2 rubber would suffer a similar fate.

Maybe a road? That's a good place to begin testing a road car. But this brought back memories of my day in a Veyron back in 2006, a time when we were a little less worried about instant incarceration for small speeding indiscretions. Anything more than three seconds of full-throttle acceleration left me wondering if it was the sheer motive force or the consequences of the law discovering what speeds it created that bothered me the most. VW had built an engineering masterpiece; there just wasn't the space to use it.

And then someone said there was a wonderful place on the border between Dubai and Abu Dhabi, the Jebel Hafeet road. I google-mapped the location and swallowed hard because it looked like just the kind of technical nightmare to undo a big, heavy machine like this one. But what is the point of this car if it can't be used and enjoyed on such a road?

I didn't much like the way the Chiron looked when I first saw it in pictures, and that opinion didn't change when I clapped eyes on it in the flesh – the nagging proportional similarity to the Veyron left me thinking it was just a clumsy facelift. Expectations were low enough, but when Bugatti told me the car was painted gold I packed a precautionary sick bag, and when they unloaded it I winced and then – well, I underwent something of an epiphany. Either that or I finally went loopy, because it looked superb. Almost square thanks to its vast tracks and low roofline, despite being 52mm taller than the Veyron. Is there something about Middle Eastern light that draws a honey-like warmth from the colour gold? Maybe I've just stumbled into taste Hades, but I just stood there and gawped.

Pre-drive warming duties were left to Andy Wallace, a man who won Le Mans when the cars were terrifyingly powerful. Asked just how potent it felt, he proffered one of those jokey-but-serious nods: "Ridiculously." OK. Gulp.

The Veyron wouldn't have worked on Jebel Hafeet. The strange Michelin PAX system tyre would have squidged and squirmed, the steering would have given the driver little idea of what was actually going on underneath and by the time the four turbos had exerted maximum pressure those poor brakes would have been straining for the next turn.

Within a few minutes the Chiron shredded those preconceptions. This is a road best suited to something the size of a >>



Not a fan of the Chiron's rear?
Fear not. In a few milliseconds
it'll be miles down the road



Come on, CH, we've been through
this. Left hand on the left side of the
wheel, right hand on the right side



THE INTERIOR

Instead of the garish bells 'n' whistles that you might expect from an automotive pinnacle, the interior is quite subtle, despite 31 colours for the leather and eight for the Alcantara elements. The illuminated (and dimmable) C-bar in the interior is the longest light conductor in any car, anywhere, and is machined from a single piece of aluminium. The steering wheel has two multi-

function buttons on the inner rim for dealing with telephony and driving modes, as well as an extra button at the bottom for Launch Control. This is TG's favourite button.

The instrument cluster consists of a triplet of TFT displays nestled around an analogue speedo, and the density of information dissipates the faster you drive. The centre console is a work of art, too. It's narrow and

elegant, a kind of slim buttress with the gear selector to hand at the bottom, and four rotary switches protruding above. These switches are primarily for aircon, seat heating and blowers, but they're also programmable, allowing for the monitoring of performance data and the definition of different functions, including four driving modes: Icon, Performance, Cruise and Classic.

VEYRON vs CHIRON



ENGINE	POWER	TORQUE	0-62/MAX	WEIGHT	PRICE
7993cc W16 quad-turbo	987bhp	922lb ft	2.5secs/ 254mph	1950kg	£810,000
<div>VEYRON</div> <div>CHIRON</div>					
7993cc W16 quad-turbo	1479bhp	1180lb ft	<2.5secs/ 261mph	1995kg	£2,500,000

BUG STATS



BRAKES:
Gen-three
carbon ceramic.

FRONT
420mm
8 piston

REAR
400mm
6 piston



Turbo boost pressure = 1.85 bar

Max fuel flow
880 litres/h

Fuel tank
100 litres
Full to empty @ 261mph
6m49s

Coolant
pump
flow...



...enough to fill a bath in 12 secs



or five baths full in 1 min

TUNNEL VISION

During development, the Chiron spent more than 300 hours in the wind tunnel, completed more than 500,000 test km and chewed through 200 sets of tyres. Over 30 test vehicles and 10 pre-series cars were built to ensure first customers receive nothing less than perfection

THE BACK DOOR

The rear – shaped to reduce drag and create a suction effect, drawing hot air off the engine – is largely just a gaping chasm, punctuated only by 1.6m-wide light strip featuring 82 LEDs that act as a brake light, reversing light and indicators. The only indulgent element is the fin, a nod towards the seam on the Type 57SC Atlantic

PIPING HOT

A new titanium exhaust system reduces back pressure compared to the Veyron. There are six exhaust pipes in total – four sticking out the back and two pointing downwards to create a blown diffuser – a downforce-boosting technology proven by, then subsequently banned in, F1

WING MAN

Adaptive spoiler has four positions: fully retracted, slightly extended (for top speed mode), completely extended (for handling and autobahn modes) and tilted forward to act as an air brake

FLAT BELLY

The Chiron's smooth and level underbody features small rails that act as air guides and an active front diffuser that opens and closes depending on your downforce requirements. In the central section NACA ducts scoop up passing air to cool the powertrain

LIGHT FANTASTIC

Those quad LED headlights, first shown on the bewinged Gran Turismo concept, double as intakes, funnelling air towards the front brakes. They are also the flattest full-LED projector headlamps ever fitted to a car with a height of only 90mm



BUG AERO

All you need to know about the Bugatti Chiron

“In the Chiron, the full madness is available most of the time”



Boxster and it felt superb. It's the steering that gets you first – stop and consider for a second just how special your steering must be to outswagger a 1,479bhp engine. But you just never think twice about where to position the car; within minutes you find yourself threading this vastly expensive machine the way you would a £10k used M3. The rack is electric, and some large-foreheaded genius from Molsheim has managed to make seven algorithms communicate with each other to the extent that this might be one of the best electric steering systems on sale. Then again, for the money you'd expect it to be pretty good.

Michelin has ditched the PAX system rubber for a Cup 2 design developed especially for this car. On a twisty road it's night-and-day superior to anything we experienced in a Veyron. There's big front grip from the 285mm section on turn-in, and then the 4WD system juggles things around so you can experience the full slingshot. And believe me, the first time you give it full afterburner from a second-gear turn in a Chiron is a moment to remember – up there in my top 10 memorable motoring moments (and other alliterative criteria).

You see this 1,479bhp claim in itself means nothing if it can't be accessed or effectively deployed. For example, a Veyron Super Sport has 1,183bhp, but once traction and clumsy



electronic intervention and gearshifts and fear and other factors have nibbled away at the process the number of times you actually get to use that 1,183bhp are negligible. In the Chiron, the full madness is available most of the time. Even on the Jebel Hafeet road's dusty cambers, I could just bury it in second and the thing flew. No traction control warnings, no hesitation, just acceleration and instant gearshifts of a type I have never before experienced – not even in some zapped-out tuner GT-R.

I drove up and down the Jebel Hafeet road not believing what the Chiron was capable of. In terms of direction changes, braking performance and cornering ability, it was like a very, very powerful Audi R8. And that's a huge compliment. As for the big W16 – it sounds more aero than automotive, it's never



Harris displays the kind of firm grip you should employ when using launch control

Speed legends through the ages



Ferrari F40 (1987)

The first road car to post an official top speed over 200mph. Arguments over whether Porsche's 959 was as fast, and the actual output of the 2.9 V8 still rage.



Jaguar XJ220 (1992)

Conceived as a road-legal link to the Le Mans-winning XJR-9, but swapped a V12 for 6R4 Metro V6 power. Martin Brundle took one to 217.1mph at Nardò in 1992.



McLaren F1 (1992)

Still the fastest naturally aspirated road car in history: 231mph in street trim, or 240.1mph with the rev-limiter switched off. The speed king, from 1992 to 2005.



Bugatti Veyron (2005)

VW's powerhaus took eight years, infinite euro and 16 quad-turbo'd cylinders to up the stakes to 253mph. Then 1183bhp Super Sport raised the bar to 267mph in 2010.



Hennessey Venom GT (2014)

Hit a verified 270mph in 2014, and the roofless Spyder's done a windy 265mph. Bugatti admits it's been an admirable upstart, though only 13 were ever made.

musical, more a rumbling presence whose pitch alters as your peripheral vision greys-out under g-loading. There isn't time to judge the noise, you're too busy managing the speed. From zip to a tick under 4,000rpm, just two of the turbos spool, and then the other pair arrives with a delicious kick to send you up the road faster than you'd think possible.

The road was good, but a few extended bursts of acceleration left me asking the only question of interest to most people – at what point does the Chiron's acceleration dissipate? For me, the difference between your averagely fast supercar, your cooking Aventador or vanilla F12, and a Bugatti is the way it pushes beyond 200mph. The ordinary ones hit a wall at the double-ton and the numbers only creep onto the dashboard thereafter.

So we headed north to the Al Maktoum airport, 4.8km of asphalt where we could

run between the cargo-spec 747s as they landed. The journey was two and a half hours of tickled-throttle, carefully avoiding Dubai's new obsession with the speed camera and enjoying the extra silence in the cabin.

Slacken the dampers and the ride is pleasantly supple, the hifi is strong and the cabin is so, so special. I love the minimalist approach. The thinking is that large infotainment screens would quickly date the Chiron, so all the information and controls are parked around the central speedometer.

The Veyron was noisy at speed, but some extra sound-deadening materials and, most importantly, double-glazed glass make the Chiron much quieter at a cruise. The glazing is so effective that when you drop the window the turbochargers' whooshing and chattering is quite alarming. And quite gratifying – windows down, this thing sounds very naughty.



“Aerodynamically, this car is way more advanced than the Veyron”



But you can't run with the windows down at 231mph – the cabin becomes a little blowy. Not 261mph? They wouldn't hand me the extra key because this is the first time anyone's driven the Chiron and, rather sensibly, Bugatti feels that she shouldn't put out on a first date.

Tyres are everything in the world of 200mph-plus motoring. Andy checks them with a rigour I find slightly alarming, but then he's the man who did 240mph in a McLaren F1, so he knows how to de-risk high speeds. The rubber needs to be fresh, if the treads are too worn, you can't head beyond 210mph. If the pressures are too low, the same applies. The stats generated at speed in this car are more NASA than automotive – do take the time to swoon over them on page 78.

Aerodynamically, this car is way more advanced than the Veyron. It channels air aggressively down its flanks, keeping it



“How fast will it go unlimited? There’s talk of something in the 270s”

attached to form a stabilising pressure either side of that carbon skin. The rear wing switches for the best blend of slipperiness, downforce and air braking. The Chiron even has a separate pair of downward-facing exhausts to create a blown diffuser.

But it cannot cheat physics, and that means the Chiron has a curious battle to overcome as it hurtles towards 231mph – the acceleration is so brutal that the air flow over the tyres cools them to the extent that they lose pressure. And too little pressure could lead to very bad things. This is why you always run with the car’s tyre-pressure monitoring system on the dashboard – it runs to two decimal places and you watch it like a hawk.

I had to abort my first two runs because the front right dipped below the recommend 2.8 bar, but on the third attempt the Chiron kept pulling. The thrust from rest to 100mph is insane, it must take around 4.5secs – but the way it bulldozers its way through the next 100mph is spooky, and it just keeps going; much more aggressively than a Veyron Super Sport. It hits 231mph a little over 2km down the runway, nudging into its soft limiter with nary a hint of drama. How fast will it go unlimited? There’s talk of something in the 270s. In its lifetime, it is mooted a Chiron variant may exceed 300mph.

It all sounds so implausible, so unreal. And that’s why the Chiron is so enigmatic – it goes about its everyday business with a competence that belies just how much engineering has been thrown at it to be able to travel at such remarkable speeds. I expected a facelifted Veyron – I expected to come away questioning the Chiron’s reason for being. Instead I drove a car that does things no other car can; one with a distinct personality. I want a poster of it somewhere on my office wall. **TG**

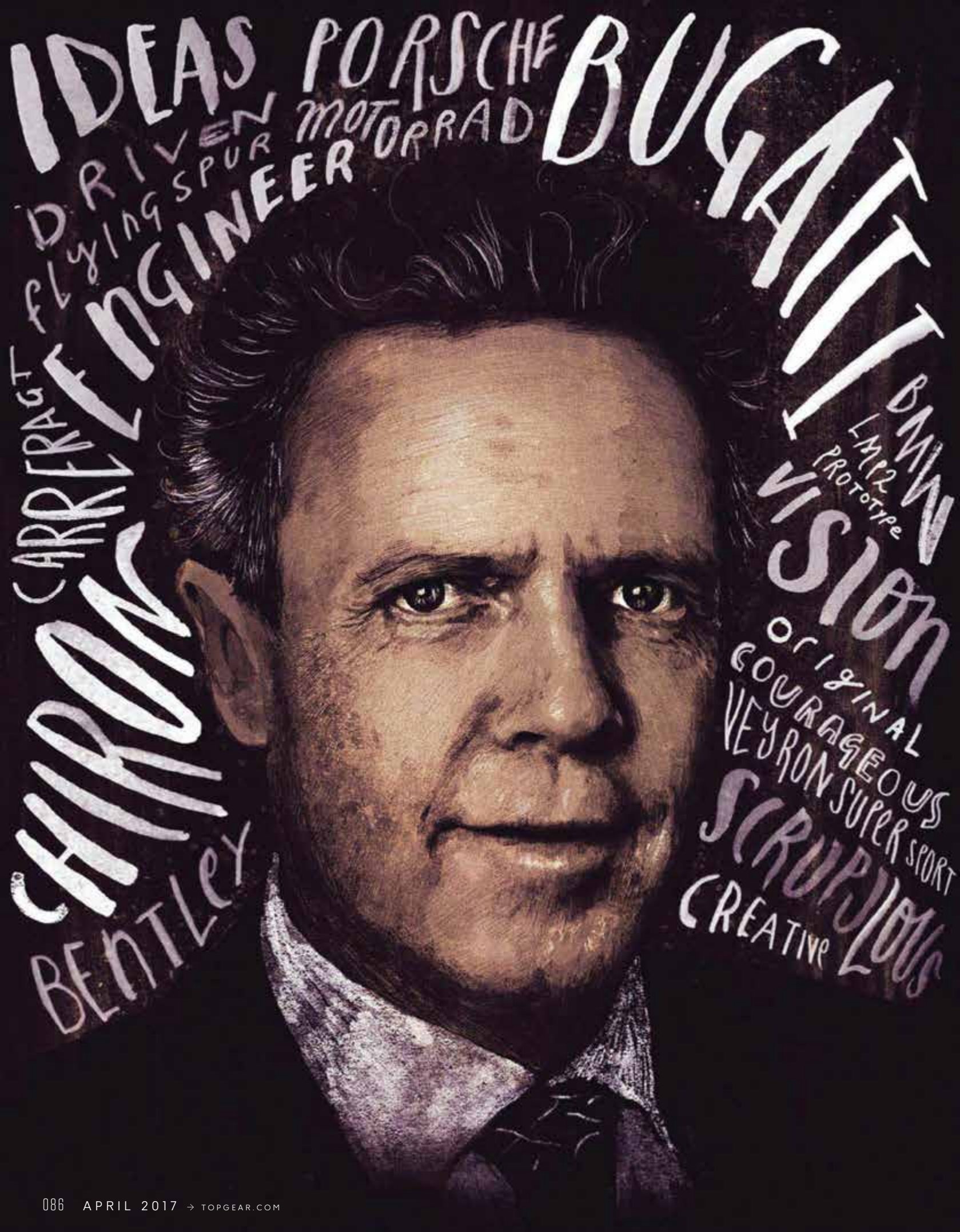




You are clear for take-off...

When you've got 1,479bhp under your right slipper, public roads aren't really enough. To be fair, a race track isn't really enough, either. No, what you need is an airport, a large one. Al Maktoum International Airport, 23 miles southwest of Dubai, is still under construction but, once completed in 2027, will cover 35,000 acres, have three passenger terminals, five runways (three more than Heathrow) and become the world's number one hub for long-haul stopovers. Flying to Australia from the UK in a decade's time? Chances are you'll be stopping off here. One runway, measuring 60m wide and 4.5km long, is already operational and was the essential ingredient for us to take the Chiron beyond 200mph. Way beyond. We'd like to thank Lt Col Hamed Mohamed Al Hashmi and the entire team at Al Maktoum Airport for making it possible.





The man who changed the world

Not many people's CVs include the Carrera GT, Conti Supersports, Chiron and being a qualified ski instructor...

WORDS: CHARLIE TURNER /
ILLUSTRATION: PETER STRAIN

Wolfgang Dürheimer, president and CEO of Bentley and Bugatti fires down a Kitzbühel black run having just effected an irritatingly perfect racing start, which sees him exit from the start gate in a way best described as Maximum Attack. As he carves his way down ahead of me, my first thought is: "Just don't wipe him out." We've joined him on a rare weekend of downtime at the infamous Hahnenkamm downhill in Kitzbühel, where he is combining his love of skiing (he's a fully qualified ski instructor) with an event hosting some of his most exclusive customers at the resort's Bentley Lodge.

After starting his career as a mechanic in the BMW motorcycle racing team in 1980, Dürheimer moved to Porsche in 1999 where he was responsible for the 911 series and in 2001 he was appointed board member for R&D and product management. Now in his second tenure at Bentley and Bugatti following a brief 10-month interlude at Audi in 2012/13, Dürheimer's roster of cars and bikes is staggering and includes the BMW R259, K1200 RS, LT, and the Paris-Dakar F650 and the R1150 GS bikes; car highlights include the Porsche Carrera GT, 997 GT2 and GT3, the Bentley Continental Supersports and Bentayga; and the Bugatti Veyron Super Sport, Vision Gran Turismo and Chiron. We clearly have a lot to discuss. All I need to do now is catch up with him...

Fortunately he stops to admire a particularly tricky section of this terrifying downhill course, and I take the opportunity to quiz him on the difference between a Bentley and Bugatti customer.

"A Bentley customer has eight cars on average. Bentley owners are achievers in life, usually they are entrepreneurs, they run their own businesses. They have a very exclusive lifestyle, they travel first class, they ask when they check in at a hotel about the luxury suite in the upper floor. If they are interested in football, they usually have a lounge in the arena.

"The Bugatti customer is a different breed altogether. Whereas the Bentley customer usually is a millionaire, the Bugatti customer is a billionaire, or close to it. They are absolutely peaking in their industry, they have ultra-high net worth income, they have 47 cars on average (for different locations where they live), three jets, three helicopters and a yacht. They travel with their own plane, usually they own the hotel, and if they are interested in football, they own the club. It's really top of the top. What makes life for me very interesting, is to be around these people, to study them, to please them, to create cars that pique their interest and have high desirability. Everybody who is buying in this segment doesn't need another car."



With Dürheimer responsible for delivering the Cayenne at Porsche (the car that arguably saved the company, or at least had a fundamental effect on Porsche's ability to deliver the performance products we love) and now with the Bentayga looking to deliver the same lifeblood to Bentley, how does he handle criticism of the brand deviating from its core?

"Not everybody praised us when we announced the idea that we are going to build an SUV. There were even some harsh comments, that we were diluting the luxury approach of Bentley motors. But we thought: "There is room for a luxury answer." In the past, \$160,000 was the ceiling for a decent SUV. We assumed that it's possible to even go higher, and to deliver even more. The fact that quite a lot of our competitors are now aiming for this segment as well proves that it wasn't the worst idea.

"Bentayga played a major role in future-proofing the company, in establishing Crewe as our HQ. In the course of developing and producing Bentayga, we invested \$840m in Bentley Motors, and we have already opened up the first building of our new R&D centre on the other side of Pym's Lane. It's home to 400 engineers – a real landmark, not only for Bentley, but also for the automotive industry of the North."

And how fundamental is Bentley's British DNA? "I think it's crystal clear Bentley Motors is a British manufacturer. We will turn 100 in 2019, so it's a long tradition – not many car companies can claim to be 98 years old. I think if you tour our factory, if you talk to the people, if you watch people acting on the shop floor, there is a certain pride. There is an imaginable skill set, and a Bentley-ness that you can feel.

"Bentley Motors, in my vision, must define the luxury in the VW Group brands, so there is no replacement for us. At the lower end of the market many brands operate in the millions, then we have premium brands like Audi, and then we have luxury brands like Bentley Motors. At the very, very top of the pyramid, where you only address the absolute achievers and the billionaires, it's Bugatti."

Ah Bugatti, Dürheimer's other job. I ask how far into the future he's prepared to look. Is it possible to improve on Chiron? Is it possible to guess what's next?

"I cannot calculate it and draw it now, but I know the areas where we can get even better. At present, we accelerate from 0 to 100kph in 2.5 seconds, and

"We did a higher speed down the Mulsanne than the racecars"



Dürheimer's latest automotive excellence. Yet again Bugatti has moved the game on



we will be able to do 0–400–0 in less than 60 seconds, which is quite fast. But it's possible to go even faster. In order to be better than the Veyron, we did not need an electric component. The electric component that we theoretically could install in the Chiron would have added weight and would have needed package space that we did not want to give up. But our calculation shows, if we would put an electric component inside that peaks when the combustion engine does not have its maximum torque yet, then we could be much quicker, especially in the first metres, where you have 100 per cent torque right from when you touch the pedal."

Can the Chiron break 300mph? "Not yet."

Is it possible? "I think so." In its current form?

"No, there must be another edition, we need to deliver some aero changes and fine tuning in all the different areas. The standard version must bridge a very wide gap between ultra-high performance and drivability in city use; it's more or less a car that can participate in daily life. When you go faster, when you fly higher, you need to reduce a little the comfort side, and focus on the sporty side and the dynamics. If you look into our past, the Veyron Super Sport was the harder, the more aggressive car than the Veyron, and of course this potential is also in the Chiron.

"I drove the Chiron before the race at Le Mans and on the Mulsanne Straight, I really let it fly, and at the end of the first leg of the straight I reached 239mph. This is when the engine cuts off if you don't

have the second key in the lower sill. The fastest car in the entire LMP1 race was around 211mph. So we did a higher top speed with a street-legal standard car on the Mulsanne Straight than everybody else on the weekend – this shows the potential of the car.”

Remember the Bugatti Vision GT concept? How could you forget? I press him on what future there is, if any, for a production project that extreme.

“There’s the market for it, maybe not 500, but it could be a limited edition like 30 cars. I definitely see possibility. The car is ultra cool, and I know it works. With the 16-cylinder engine in the configuration we showed on Vision GT, we would top the best lap times of any LMP1 car in Le Mans. But it’s not street-legal anymore, it diverts into a more extreme direction, there is purist seating, no entertainment system, it’s purely a driver’s car. I can see this car becoming true in the future. But at present, we are telling our customers don’t wait for it – we are selling 500 of the Chiron, currently we are at 250 and at a certain time we will start working on this project.”

So is the plan to do 500 standard Chirons, and then another edition after that? “This is the plan at present. I intended to deliver 50 a year, one a week. As we have a fairly long waiting list, we are increasing our production in 2017 to probably 70 cars. So we are pushing a little bit in order to deliver to our customers and not keep them waiting long.”

And with that, he’s off again to seek out a better vantage point to view the downhill course. Beyond his role of guiding two of the foremost luxury brands in the automotive world, Dürheimer is also responsible for all VW Group motorsport. With both Audi’s Le Mans and Volkswagen’s WRC programmes being cut in 2016 – decisions he describes as “incredibly difficult, but necessary” – where does he see motorsport and the groups involvement in it heading in the future?

“The 2016 season was one of the most successful ones for Volkswagen Group motorsport, because Volkswagen won the World Champion title in WRC for the fourth time. Porsche won Le Mans, the second time in the new age, and the 18th time overall, and the World Endurance Championship in the LMP1 class, that’s really an achievement. They passed Audi, and the stretch from 1999 until 2014 that was entirely dominated by Audi. I think there is a certain time where you need to invest much more money to leverage more PR value, and to get more knowledge around the world. I am very proud that Audi has already decided in Spring 2016 to enter as a factory team in Formula E. You must decide where are you racing, where you spend your money, and what’s relevant. One thing is for sure: Formula E will be very relevant.

Wolfgang’s big hitters



BMW MOTORCYCLES

R259
K1200 RS AND LT
PARIS DAKAR F650
R1150 GS



PORSCHE

911
997 ALL MODELS
INCLUDING:
GT3, GT2 AND GT3 RS

991 ALL MODELS INCLUDING:
THE GT3 RS

CARRERA GT

RS SPYDER

LMP2 PROTOTYPE



BENTLEY

CONTINENTAL GT
W12, V8, SUPERSPORT
AND GT3

FLYING SPUR

BENTAYGA

BUGATTI

VEYRON SUPER SPORT
VISION GT CONCEPT
CHIRON



“We need to leave our traditional attitude with racing behind, and be open for futuristic approaches. When the Formula E race in London took place, we conducted an intensive market research with the customers that followed the race. It’s a different kind of person that comes to a Formula E race.”

And what about the automotive world’s obsession with the autonomous future? “Autonomous driving is nothing new for us, because a Bentley customer traditionally has a chauffeur, he’s voice controlled, you don’t need to press any buttons, and he will exactly pick you up when you need him, and he will deliver you exactly to the front door. Autonomous driving, without the driver, will be a possibility for us in the future. I think we are approaching the future automatically, we don’t need to do a lot of things in addition to what we already do, because the autonomous functions are already built into the car.

“It will be a long time until we will all be autonomous driving in public, because we need to waterproof the system. Would you put your kids in a robotic car that autonomously drives them to their grandparents today? Probably not. But this is where racing will help. I am defining, at present, two worlds of racing in the future. One is with a person behind the steering wheel, I call it ‘Motorsport’ and it will remain as it is today. We will see fights between sportsmen and machines, and the racer will still overtake when he shouldn’t, not listen to the team radio and take independent decisions. The other, I call it ‘Motorracing’, is without the driver. The true battle between the machines and the engineers that write the algorithms. It’s an opportunity, and it’s a challenge for the engineers to future-proof road-car autonomous technology on racetracks. I think within the next five years we will see the first autonomous races in Le Mans. At least as a demo.”

As we near the bottom of the run, I congratulate myself on successfully not clattering into one of the automotive industry’s most prolific creators, one TG has long admired for his innovation. A few weeks after our interview, Dürheimer revealed the Bentley EXP 12 Speed 6e, showcasing EV technology. Though production remains unconfirmed, this car talks to a future proofing of Bentley and a way of keeping large-displacement W12 powertrains, offset by EV sales, for future generations to come.

While my skiing remains average, a few hours with Dürheimer has confirmed that his focus and drive to challenge the boundaries across all aspects of his portfolio remain undiminished even on his weekend off. As he heads off to meet with his customers in the Bentley Lodge, it’s clear there’s a lot more to come from this man. We can’t wait to see what’s next. **TG**

McLAREN 720S



Mac II

Not just a new car, a new way of thinking.
Goodbye 650S, hello 720S

WORDS: JASON BARLOW / PHOTOGRAPHY: ALEX HOWE



W

hen McLaren's automotive adventure kicked off in 2009, the furiously process-driven logic of the company's F1 arm seemed to have seeped across the surgically spotless halls of the Technology Centre. These would be intellectual supercars. McLaren kingpin Ron Dennis even told a slightly dumbfounded *TG* that they could scientifically prove they'd created the best performance car in the world.

Eight years on, and the quest has been recalibrated. Lessons have been learned, some humility leavens the mix, and anyone who's driven the 675 LT will know just how hard these guys can party. The facts and stats are more startling than ever – up to 30 per cent of the company's turnover is reinvested in R&D, vastly more than the industry average – and the line-up has successfully cohered around the Sports Series, Super Series and Ultimate Series. A new £50m composites manufacturing facility has been confirmed in Sheffield, creating 200 jobs. Apple, the world's most valuable company, was reportedly sniffing around late last year, but McLaren wants to remain independent and self-funding.

Now it finds itself replacing one of its core cars for the first time. Another milestone, not least because this also heralds a new generation of carbon-fibre chassis, a heavily revised powertrain, and a load of new technology. The topline stuff includes a power output of 710bhp, 568lb ft, 249g/km CO₂, 0–62mph in 2.9secs, 0–124mph in 7.8 and 0–186mph (300km/h) in 21.8. But it's the less empirical part of the equation where the progress is being made. According to product director Mark Vinnels, "The challenge was to revolutionise the segment. But we also wanted to make a big leap in entertainment. We want to combine performance, emotion, refinement and efficiency in a single, beautiful whole."

Enter the 720S. And enter, as Vinnels says, the entertainment (or, more accurately, a renewed emphasis on it). Which is why, as subjective as it is, we'll start with the visuals. Only the fortunate few will get to own or drive one, but be in no doubt, the 720S throws out a serious dividend to anyone who catches sight of it. We're talking Countach or Pagani levels of lunacy. Typically, though, the story here is much deeper than just drama.

"Design is where you bring all the elements together," chief designer Rob Melville asserts. "Styling is just one aspect of it. We want to create breathtaking products that tell you the visual story of their function, and we're guided by four things. Nature, and the idea of 'functional jewellery'. We want to be true with the materials we use – it has to be authentic. The proportions need to be perfect. And we are always brave."

This last point is significant. From the overly generic, off-the-peg 12C, McLaren has found its own spectacular groove, and the 720S is next-level stuff. Not just because it looks like a full-blown 21st-century mid-engined supercar, but because it's insanely clever. "Functional jewellery" here means making the air flow where you want it to, and in a car of this configuration that translates into two things: downforce and cooling.

Look at the 720's body sides. Unlike Ferrari's 488 GTB, the McLaren's fuselage is uninterrupted. Look closely at its form, and you'll get some idea of how the area of air pressure that builds up and swirls around the front wheelarches is separated and utilised: the panel ahead of the wheels evacuates the turbulent high-pressure air away along the side to clean up air flow, while a channel at the top of the doors ducts high-velocity cooling air into the radiators in the engine bay. The doors themselves open to an angle of 80°, so don't be tormented by an NCP space flanked by two concrete pillars.



“The proportions
need to be
perfect. And
we are always
brave”





The rear of the 720S is 145mm lower overall than the 650S, and the aerofoil-style rear wing generates 30 per cent more downforce. Rear diffuser sweeps up from flat bottom and features even sharper 'fences'

Despite the 720S's clean body sides, cooling has been improved by 15 per cent. Lower vents behind the doors are inspired by a solution that first appeared on the 675 LT

Mirrors are mounted on the outer section, allowing clean air to run from A-pillars into a channel hidden deep within the door. From there, it flows into 'gills' either side of the engine and into the high-temp radiators

Forged aluminium wheels are standard – super-lightweight forged alloys reduce the unsprung weight by up to 12.5kg. Carbon-ceramic brake discs are standard

The front bumper's aero blades have been inspired by the P1, and a duct below the LED headlights channels air to the low-temperature radiators



Users can choose from Full Display or Slim Display mode for main instruments. Central screen handles multimedia. Ergonomics, driving position are flawless





McLAREN 720S

Price: £n/a

Engine: 3999cc,
twin-turbo V8,
710bhp @ 7500rpm,
568lb ft @ 5500rpm

Transmission: 7spd
SSG, RWD

Performance: 0–62mph
in 2.9secs, 212mph

Economy: 26.4mpg,
249g/km CO₂

Dry weight: 1419kg

“Maranello
isn’t the
only place
that can
do theatre”

McLaren: the next few years

McLaren plans to invest £1bn in 15 new models between now and 2022

570 SPIDER 2017

Will likely add barely 40kg to the regular car's weight, thanks to rigid carbon structure. The LA-spec Mac

720 SPIDER 2018

Roofless 720 trades new car's fabulous glass cockpit for even better visibility, assuming you're looking straight up

600LT 2019

Long Tail is confirmed as Mac's track-oriented sub-brand. Hardcore version of Sport Series car is potentially the car of the decade. Could be last of the breed before hybridisation arrives

BP23 2019

Bespoke Project 2 (with 3 seats) will be built by MSO, in a run of just 106 cars, matching the total production of the epochal 1994 F1. This 'hyper-GT' was only green-lit when clients said yep, they'd love one. About 320 clients, in fact, hence its sold-out status

780 LT 2020

How much power would you like? Chassis could handle up to 800bhp...

ULTIMATE SERIES EV 2022

By 2022, half the McLaren range will be hybridised, but McLaren is set to unleash fully electric hypercar to succeed P1

There's more aero fun at either end. Upfront, the 720's 'eye' apertures are more accurately anatomised as sockets, with air ingeniously ducted below the LED headlights. There's also a madly creative-looking front spoiler, and bonnet gills. At the rear, there's an active wing that spans the full width of the car, adjusting itself according to optimal aerodynamic need. Or for rapid retardation: it adopts its most extreme 'airbrake' angle in less than half a second if you need to stop in a serious hurry. Overall, the 720S generates 50 per cent more downforce than the 650S managed at full tilt, has double the overall aerodynamic efficiency, and is 15 per cent more efficient in its cooling.

"Back in 2012, we laid out a vision for what a McLaren should be," Melville says. "This is the closest we've come. It's about finding the edge of technical detailing. The doors were the biggest challenge. We did feel the pain a bit getting those right. You don't open them so much as begin unpeeling the car."

It's an impression heightened by that new carbon tub. Dubbed 'Monocage II', the chassis structure now incorporates an upper structure and windscreen surround, so it's even more rigid than the 650. Lighter, too: its lightest dry weight is 1,283kg, 18kg less than the equivalent 650S. There's an enhanced centre of gravity, thanks to the engine plenum being mounted 120mm lower than currently. Among Lord knows how many other options, 720S buyers can specify a "visible monocage" that exposes the material on the inside of the A-pillar. The cowl is also lower: like the stunning 570, the 720S promises to make good on the car industry's obsession with delivering a fighter-jet-for-the-road sensation.

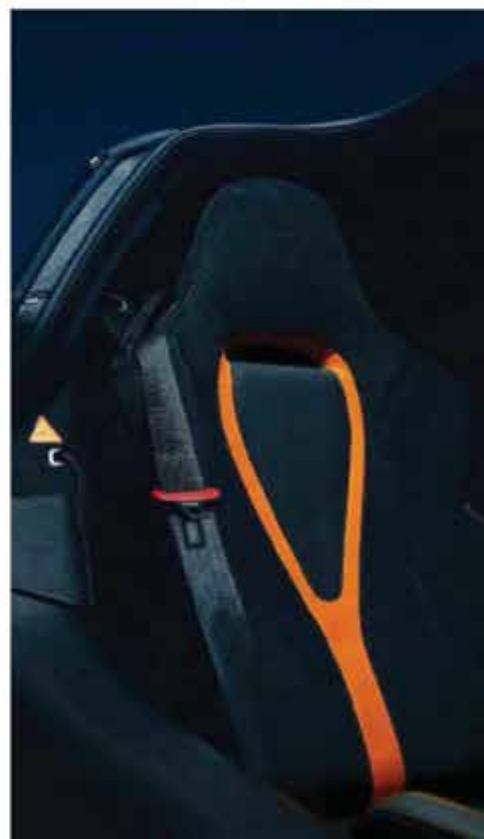
Vehicle line director Haydn Baker claims that 91 per cent of the 720S is new, and the enlarged 4.0-litre engine is 41 per cent new content (who works this stuff out?): turbos, intercoolers, cast-aluminium plenum, cylinder heads, crankshaft, pistons, and exhaust. The twin turbos are ultra-low-inertia, twin-scroll jobs that spool up much faster than before to reduce lag and sharpen throttle response. Aware that the current engine lacks character at lower revs, McLaren has reworked the harmonics. The whole lot is visible through the rear glass, and the engine bay is illuminated. Maranello isn't the only place that can do theatre.

The 650's multi-adjustable Proactive Chassis Control (PCC) receives some intriguing revisions. As before, you can choose between Comfort, Sport, or Track mode according to mood or context. PCC II uses multiple sensors – 12 more than previously, including an accelerometer on each wheel hub – to monitor inputs from the road and measure the tyre contact patch. The information is processed in milliseconds by the "Optimal Controller" algorithm at the heart of the system, and the damping adjusted accordingly. Vinnels talks about the input made here by a McLaren-sponsored Oxford University research programme, and it's difficult not to love the idea of a couple of PhD boffins helping in the search for more mechanical grip. That and the fact that the base Pirelli tyre used by the 720S has the same performance as the old Trofeo track rubber. Extraordinary.

Best of all, you can chuck all this optimisation out of the window with the new Variable Drift Control, which, according to McLaren, "delivers additional enjoyment in Sport and Track modes, with fingertip control of Electronic Stability Control intensity". Five years ago, you'd have been frogmarched out of the building for even suggesting such a thing.

"We could have kept the performance advantage with a smaller step, but we wanted to maintain and increase the momentum," Vinnels adds. "Why change the brake calipers? Because we can take 3kg in weight out of them." He also points to a bracket on the wiper arm, and says that something about it bothered him throughout testing. "So we verified it in CAD afterwards and discovered that it was mounted in the wrong place. We fixed that." Nor, despite its take-up elsewhere, is McLaren about to switch to fully electric steering. "We keep experimenting with EPAS, and we keep being disappointed by it," he concedes.

Inside, the 720S somehow combines the brutal ergonomic efficacy of a racecar with the technical luxury of a contemporary GT. The wheel is perfectly sized, and doesn't groan under the weight of a thousand buttons. The drive mode controls now live in a vertical pod to the left of the wheel. The main readouts are housed in a secondary binnacle above the main display. The D, N and R buttons are in another pod that tapers towards the bottom. The doors eat into the roof, Ford GT40 style, but it really does feel like being at the pointy end of an arrow, only with more control over your own destiny. Beautifully and intelligently finished, too. A car either has it or it doesn't. There's no such thing as having *most* of it. Yep, McLaren really is in the groove. **VB**







BUSINESS AS USUAL?

You know the routine: new 5-Series arrives, leaps to the top of the class. Can Jaguar, Mercedes or Volvo lead a hostile takeover?

WORDS: OLLIE KEW /
PHOTOGRAPHY: ROWAN HORNCastle



ow does BMW get it so wrong? It was more blessed than most when the great toy box of car-styling cues was being shared out: it scored a snouty shark-nose, kidney grilles, the Hofmeister kink in the side windows and the classically correct proportions of front-engined, rear-wheel drive.

The new 5-Series M Sport mixes up the toolkit with its jutting underbite, piggy headlights, squashed exhausts and fussy side vents. But will you even notice the new stalwart of UK business expressways?

The 520d has earned a place as modern motoring furniture, among smart motorway gantries, bitter services coffee and an Uber Prius upside down in a pedestrian precinct. Its combination of 65.7mpg and 114g/km CO₂ potential economy, an ability to out-accelerate a pinned Toyota GT86 and a bulletproof veneer of image makes this new Five another Swiss army knife. This 520d has xDrive four-wheel drive, reducing economy to 60.1mpg and 124g/km CO₂, and a tax bill up from £30 to £110 on the outgoing rules, and no penalty at all on the new rate. Rear-drive or xDrive, it'll be £160, please.

Diesel is well under the cosh in small cars right now, but it'll rule the big exec heartland for a while longer yet, much to the relief of Mercedes, which invested €2.1 billion in its new family of aluminium-blocked, steel-piston diesels that borrow cylinder liners from Lewis's champ-winning F1 V6. This vast investment and weapons-grade componentry hands the E220d the strongest claimed economy of our 4cyl, 2.0-litre TD quartet – it's the only car here that reckons on over 70mpg, and nothing can match its 112g/km CO₂ output either. The Merc's torque ties the BMW and Volvo S90 D4, with the Jaguar XF 20d the brawniest here by 22lb ft, but also the least powerful by 9bhp. That's numberwang.

What I'm getting at is these engines, despite their disparate development budgets and positions under the bonnet (the 5-Series is practically mid-engined, while Jaguar apparently borrows Range Rover mounts and the motor almost burst through the hood like Dom Toretto's V8), these nondescript workhorses are all built to nail the same targets. The Merc was indeed the least thirsty on test, the Volvo the most profligate, and despite being the lightest and most torquey, the Jaguar XF was easily the slowest. So, sensible engine semantics box checked. Now we can get on with seeing what's actually best.

A clean-flanked, Russian-doll effect defines the E-Class on approach, but behind its reassuringly thickset door the architecture is all S-Class, in its (optional) twin 12-inch screens, the undulating sweep of elegant dashboard and sculpted doors presenting stylised chair adjustment fillets. It oozes expensive attention to detail.

It's a successful effect BMW has shamelessly copied. From the driver's seat the new 5-Series is almost indistinguishable from the latest 7-Series. A few plastic buttons scattered where the Seven enjoys metal perhaps, but refreshed iDrive with touch-sensitive screen and gimmicky gesture control is present, joining the aerospace gear selector and glossy buttons for toggling the car's moods, which in this car also toughen up £985 of adaptive dampers, and unlock one of the new Five's party tricks: an 'Adaptive' model that configures the car's control weights, gearbox behaviour and so on using GPS data to suit your route. Tight bends incoming? It'll dial out the body roll and hold onto a gear. A spooky trick that cuts its teeth in the latest Rolls-Royces – but one that's so subtle you'll probably just leave the car to its own devices in Comfort mode.

Left at Defcon 1, the 520d acquits itself beautifully. The first thing you notice is how the steering has lost that vague stickiness, after which you'll forgive it keeping an overstuffed M sport steering wheel. It's not too sharp off-centre either, unlike the Merc, which is intent to execute a pseudo-sporty turn-in the moment its captain of industry prods the starter and departs reserved parking.

Whereas you uncover niggles with the immediately impressive E-Class as the miles pass, distance reveals brilliance in the 5-Series. Somehow, despite growing in length and girth over the last car, it's shed its bargey heft. The old car never shrank around you, though the chassis was talented and the engines peachy. This one is agile and lithe and makes every one of the near-100kg it's mislaid apparent in direction changes. The Five is still a driver's car.

The Volvo, presented here in what you've got to say is a pretty arresting spec, is not a driver's car. It's not a technocrat's boudoir, either. It's possibly the most

Fork out £1,495 on BMW's Technology Package and you get on-board wifi, pointless gesture control and this 'Display Key', which wirelessly charges in the centre console. It'll remotely heat and cool your car, check its fuel range and apparently park it automatically. Very cool, but also very bulky, quite flash and a tad easy to drop and smash to pricey pieces as you disembark...



inviting to ride in the back of, thanks to its slim front seats that offer greater legroom than the raked rear bench of the Jaguar, but on (admittedly stunning) 20-inch wheels wrapped in a slither of rubber and with none of the XC90's get-the-ride-out-of-jail-for-£2,000 air suspension, it's a fiddly-riding limo that struggles to smother pimples as eloquently as the BMW, or relax like the floaty Benz. It's not bad-old-days sporty Volvo, but it gives the car a tinny, brittle quality. It occupies the middle ground instead of attacking the Germans. How classically Swedish.

There is a car here that's got the measure of the BMW's handling, and it's the oldest machine, albeit one that we first clapped eyes on just 18 months ago. The Jaguar XF brandishes a quite extraordinary chassis balance, packing more dynamic nuance into an exec mobile diesel chariot than several professional ultra-saloons. This one's running £1,020 of Adaptive Dynamics (what's wrong with just marketing 'adjustable suspension?'), but it adds little to an already stellar set-up. The Jaguar isn't as cossetting as the BMW – not as isolating in how it deals with surfaces changes – but it's even lighter on its feet, deft down the road and linear and clean in its steering. The Jaguar is easily the best car to drive, the happiest to involve its driver, not embarrassed to be hustled when you could let the radar cruise and

“The Five is agile and lithe, still a driver's car”



No, BMW dash layouts haven't changed since 1986. Tech has, though





Well, after adding £17k (!) of options, you'd want it to look this special inside too



Scandinavian children are very well-behaved. No chocolate allowed



Having copied the XE's bodywork, Jag's interior designer had a brainwave

sensors take over, which the Mercedes would probably prefer. Just as well, because the XF offers the least clever self-driving package of the four.

The 520d claws it back by being much more refined than the XF – and every other rival. Its engine delivers the fewest vibrations through the pedals and the bulkhead. The Jaguar clears its throat roughly on a stone-cold start, and revs are added with a whine, not a hum. Supposedly, it takes its eight-speed ZF gearbox off the same shelf as the smoother-shifting, less indecisive BMW, but you'd struggle to tell. The Jag's powertrain simply doesn't feel like it's had huge amounts of time and money lavished on it. It's capable, but a poor relation to the sweetly judged handling.

Whereas the BMW and Jaguar aren't averse to being manhandled, the Volvo never for a moment encourages any of that behaviour (despite the promise of its thoughtfully knurled Drive Mode roller). The Merc shoots for thrills but misses, and cocks up its limousine pretensions in the process. Supplied on 20in AMG alloys and £1,495 of Air Body Control, it handles big undulations really competently but doesn't like at all smaller, nadtgy imperfections that litter a British road.

Given that the Mercedes can't waft like the BMW, it's worth dialling it into Sport mode to tie down those body movements and sharpen up its

“The gadget set will fawn over the Mercedes”

mid-corner wallow, but there's still nothing like the information in the steering its compatriot or the Brit offers. It's futile. Flick to page 137 to see why a couple of colleagues disagree...

The gadget set will fawn over the Merc. Sub-menu upon sub-menu, input device literally upon input device. Click-wheels and touchpads abound in a wonderfully imaginative but schizophrenic environment. The BMW has superior ergonomics and renders the same functions easier to operate, but it's still overtly businesslike. Just as you can't be left at the bar while your mates nip to the loo without scrolling purposefully through your phone, every red light in the German cars is an invitation to fiddle, to interfere. Off you go, down the infotainment rabbit hole.

This is where the Volvo stakes its claim. It's ultra-minimalist, and blessed with light woods and hides, a beguiling decompression chamber that bathes occupants in a comforting glow of wellbeing. Its seats weightlessly cradle your boardroom-weary frame better than any ergonomic office furniture. Of course, there's tech, and – sorry, Tesla – this is the best touchscreen interface out there right now, with peerless Apple CarPlay integration – a helpful, logical interface, that puts you at ease.



In this zone of Zen, it's right that the steering should have a detached, twirly sensation, that the D4 engine delivers its torque ripe and early in the rev band before the eight-speeder politely shuffles up the ratios to quieten the din. No paddleshifters here. No blood-red ambient lighting or faux-drilled pedals. The S90, quite simply, isn't trying to be all things to all people, so it'll alienate a few, but deserves to please plenty.

Against this onslaught of interior design, the Jag apes minimalism but comes off as being cheap. This XF has no excuses – the widescreen InControl touchscreen and virtual dials are the peak of contemporary Jaguar cabin gubbins (until the I-Pace arrives). Yes, though they're much improved on the standard systems, they're not as snappy, or as logical, as the Germans. Surrounded by a cabin that lacks flair in its finish, and has the least comfy seats to spend two hours in, it's not as rich as a Jag ought to be. BMW and Mercedes have plagiarised their flagships inside. The S90 itself is Volvo's big gun. But the velvety cocoon of an XJ's art deco welcome doesn't register in the XF.

There isn't a bad car here, but like all worthwhile business meetings we need to conclude with a quantified ranking, and for only bringing remarkable handling to a party it already feels dated attending, the XF is fourth. The E-Class might have fared better with a more bijou spec (let's face it, how may £55k E220ds are you ever going to spot?), but kitted-out, it struggles to convince as a sports saloon, and ape the soothing luxu-limo it would love to be.

The Volvo is the least dynamically talented car here, but that feels utterly deliberate – and refreshing. The Swedes have focused on making life more bearable in a traffic-choked, heavily policed, technology-obsessed world. It's a clever car that's not overbearing in its functionality. It's easy to pilot, but never frustrating to rein in. And it could have won this test, where it not for the astoundingly accomplished new 5-Series. Meet the new boss, et cetera. Everything BMW knows about building a saloon car, wrapped up in a form it's forgotten how to style. **176**



Keep your pinkies fit with BMW's innovative Finger Calisthenics routine



New tailgating technology allows the 5-Series to get more invasive than ever before

BMW 520d xDRIVE M SPORT

Price: £41,025
(£50,030 as tested)
Engine: 1995cc,
4cyl turbodiesel,
187bhp, 295lb ft
Performance: 0–62mph
in 7.6secs, 144mph
Transmission: 8spd
auto, AWD
Economy: 60.1mpg
(45.4mpg on test),
124g/km CO₂
Weight: 1695kg

VOLVO S90 D4 INSCRIPTION

Price: £35,955
(£47,880 as tested)
Engine: 1969cc,
4cyl turbodiesel,
187bhp, 295lb ft
Performance: 0–62mph
in 8.2secs, 140mph
Transmission: 8spd
auto, FWD
Economy: 64.2mpg
(43.4mpg on test),
116g/km CO₂
Weight: 1680kg

MERCEDES-BENZ E220d AMG LINE

Price: £38,430
(£55,480 as tested)
Engine: 1950cc,
4cyl turbodiesel,
191bhp, 295lb ft
Performance: 0–62mph
in 7.3secs, 149mph
Transmission: 9spd
auto, RWD
Economy: 72.4mpg
(47.5mpg on test),
112g/km CO₂
Weight: 1680kg

JAGUAR XF 20d PORTFOLIO

Price: £39,050
(£45,205 as tested)
Engine: 1999cc,
4cyl turbodiesel,
178bhp, 317lb ft
Performance: 0–62mph
in 8.1secs, 142mph
Transmission: 8spd
auto, RWD
Economy: 65.7mpg
(46.1mpg on test),
114g/km CO₂
Weight: 1595kg

A huge thanks to
Green Park Business Park, Reading
www.greenpark.co.uk

Dirty weekend

How hard can spannering a WRC car be? We sent a man with no mechanical knowledge to Sweden to find out...

WORDS: STEPHEN DOBIE /
PHOTOGRAPHY: LEE BRIMBLE



ou look legit. You look like a mechanic.”

Perhaps Hayden Paddon, Hyundai’s charismatic Kiwi rally driver, is just trying to

be nice. Or perhaps he’s complimenting me in an effort to convince himself that having a spanner spanning on his car is OK. But when bits of me ache that I didn’t even know contained muscle, I feel far from legit partway through my week as a mechanic on Hyundai’s world rally team...

Things start well enough. It’s Rally Sweden, the coldest round of the World Rally Championship. Temperatures in the -20s aren’t uncommon, and at no point this week will the trusty smartphone weather app show positive figures. But while even Citroen appears to have brought a tent to work on its C3s, Hyundai has a building for its i20 Coupes. A building larger than the complex containing my flat, and one which, as soon as the automatic door shuts behind me, is toastier than my home ever feels. Fears of being sprawled cluelessly under a car while my fingers turn blue can be allayed for now.

But it’s not going to be easy. Ernst Kopp is the workshop manager and my mentor for

“I get the job done, in record time. The wrong kind of record”

the next few days, the wonderfully patient man (I hope) who will be making sure I don’t bolt a damper in upside down or stick a light pod on backwards. Because, with my embarrassingly absent mechanical skills, those feel like very real possibilities.

“A race mechanic has to be flexible,” he tells me, “they have to do everything. Everyone is trained to do everything – no one specialises like in Formula One.” Hyundai brings a ginormous team of people to rallies – 84 are in Sweden – but each of its three WRC cars essentially has four mechanics, one for each corner of the car. And when Ernst says they need to be able to do everything, he means it; while you almost certainly take your own car to different people if it needs its gearbox or windscreen replacing, this lot need

to be able to do both in quick succession, without flicking through a Haynes manual or rehearsing the process beforehand.

Once I’ve been given slightly baggy Hyundai overalls to wear – making me feel like a work experience teenager drowning in his dad’s shirt and tie – Ernst throws me straight into the team of mechanics working around Spaniard Dani Sordo’s car. Sensing my inexperience, my first task is to tighten up a couple of screws on the front splitter. It feels one rung above being sent to ask for a long stand.

And yet I’m struggling. The splitter needs manhandling into place, while the screws themselves need to be pushed and twisted simultaneously, a bit like the lid on a bottle of bleach. I must work all of my limbs at once, which is a far bigger ask than it ought to be. Jesus, if I can’t do this...

After several concerned looks from Ernst and Dani’s mechanics, I get the job done, in presumably record time. The wrong kind of record. But this is the sort of tardiness that would be ironed out in training: if you want to spanner for Hyundai, your probation takes place in its test team, the guys who develop the car during the season, but outside of rallies. It allows you to work on mechanicals when time isn’t quite of the essence, but you’ll do timed challenges, much like F1 teams practise pit stops against the clock.

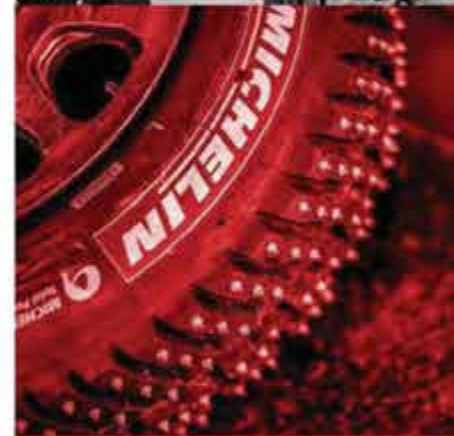
I’m also working on the car in the days before Rally Sweden begins. If this was a ‘service’ during the rally – there are several each day, with strictly scrutineered 15-, 30- or 45-minute time limits – I presume I’d have long been marched out of the cosily warm building, without time to get my coat.

Day two begins with the revelation Dani Sordo’s splitter remains attached. It also begins with a gaggle of scrutineers snooping around the Hyundai garage, possessing branded bobble hats and clipboards, but seemingly little in the way of a sense of humour. So I skulk away into one of the Hyundai lorries and help one of Hayden’s mechanics – a chap named Csaba Juhász – make some mudflaps.

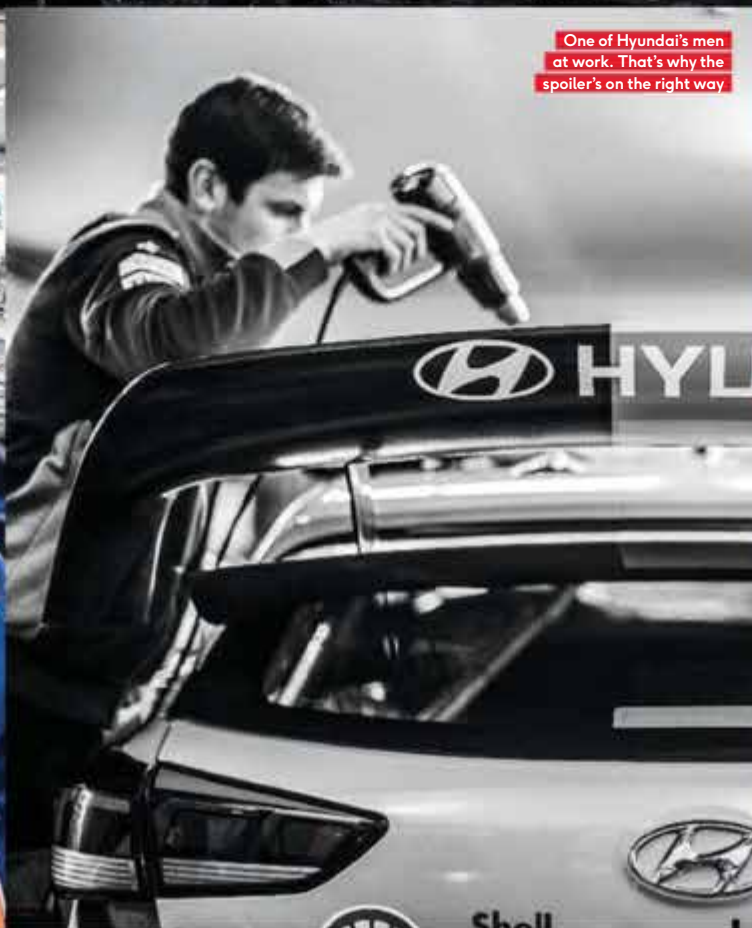
Alright, it’s not what most race mechanics aspire to do. But with the proper items having not turned up yet, some replacements need drafting in, so Csaba rolls out a sheet of rubber and with a paper



Home to 15 nationalities. Each mechanic looks after their own toolbox



Principal Michel Nandan and workshop lead Ernst Kopp inspect Dobie’s “work”



One of Hyundai's men at work. That's why the spoiler's on the right way



Once the rally starts, each service is timed, with iPads counting perilously down



"Don't worry, I know what this is. It's a sculpture of a hippo, right?"





Work complete, Thierry Neuville heads out. Here's hoping his mudflaps work





THIERRY NEUVILLE
 “I need them to be conscious about the important work they are doing. Don't leave anything to hazard.”



DANI SORDO
 “A normal mechanic has a lot of time. But in a rally you don't have a lot of time, so you need to work fast.”



HAYDEN PADDON
 “You need to trust them totally; you're driving at 200kph and you need to know nothing will fall off.”

template, a scalpel and a hammer, we make three sets of four mudflaps together. It's all gone frighteningly well, and my teacher is extremely patient, even when I shower the pair of us in rubber shavings as I cack-handedly smooth the flaps' edges with a sander. My feeling of pride as I screw 'my' mudflaps into some actual world rally cars is greater than it really should be. I even take a picture and send it to some rally-loving mates (who, you'll be relieved to know, instantly take the mickey).

There's no time to rest on undeserved laurels, though, as there's a lot to be done on the cars ahead of Sweden's first stage. Not least vacuuming up the mess I've made with that sander. The afternoon is packed; I'm on my knees helping replace dampers – at €4,500 per corner, not a job I've been looking forward to – and prickling my hands changing studded tyres.

The day ends with us fitting big rows of spotlights to the cars, with Sweden's first stage run as a night-time 'super special' in front of a stadium crowd. The last time I changed the lightbulb on a car, it was on my 1994 Renault Clio. And I somehow made it into a two-and-a-half-hour process. Not only does a WRC car have a far more speed-oriented layout than an old French hatchback, but there's a team of very friendly blokes helping, and we get the job done just in time for the media to

swoop into the Hyundai apartment block for driver interviews. Which is when, overalls tied around my waist and mudflap shavings still in my eyebrows, Hayden tells me I look “legit”. Whether he means it or not, I'm knackered and in mild pain. I'm having it as a compliment.

When the rally begins on day three, though, I'm not legit enough to work on the car. Hyundai are saved a polite but brutal assessment of my talents by some FIA rules: each competing car gets four armbands, and only those wearing an armband can work on the car once stage one starts. They're hardly going to elbow a mechanic from his respective corner, but nor would I want them to. Watching these boys *really* in action, when they're up against the clock and fixing things that have broken or worn during a stage, is properly bewitching.

They scrape ice out of the wheelarches and sweep it from the floor with the same dizzying enthusiasm they display while changing a gearbox. And it's like one machine with four outlets; they work quickly but without panic around the cars, throwing things between each other while barely saying a word or glancing

up to check what the others are doing. “You can reach instinctive level with some people in one rally, but with others it takes a couple of rallies,” says Csaba.

“When we do something we do it without using so many words,” adds Bartosz Tuszakowski, another of Hayden's mechanics. “You have to trust your partner on the axle. Sometimes you have to work on a fix together so you need to know exactly what to do. You're waiting for the moment the car comes back to service all day, and when it does you are full of adrenaline. And here, when you're working under the car and the ice and snow is dropping on your face, it's not very nice.”

Indeed, for all the glitz of Hyundai's paddock set-up, there doesn't seem to be an awful lot of glamour to what goes on inside it. Days start early and can finish very, very late for a mechanic, with precious little time for rest while the cars are out on the stages. It's a time to prepare parts for the next service and make sure the area is nice and

“The last time I changed a lightbulb was on my 1994 Clio”



Dobie apprehensively changes one of Dani Sordo's dampers



The mechanics work together closely. Sometimes very closely



Want to be a rally mechanic? Better like cleaning floors



Sweden is the coldest WRC round and ice, predictably, gets everywhere



Fit your dampers and wheels right, and your car's driver is free to do this...



clean for when the car arrives, while keeping an eye on the timing screens. One mechanic compares the sleep-deprivation to a heavy weekend drinking with mates, minus the alcohol. And with a week away from home for each rally and lots of testing in-between, they see very little of family and friends.

With all of them trained mechanics, why do they choose to do it here, then? "You cannot only do this job for money," admits Bartosz. "But as a young boy you go to see rallies and you start to think 'I would like to wash the screen for the drivers', then you move on to change some wheels, and you keep wanting to work on more, and go higher and higher."

"If it was only about me I would stay in this job forever," says Martin Kasik, one of Dani's mechanics. "But my family aren't always happy with how much I am away. It is still like a hobby. I've loved rallying since I was small – my father also loved it. So it's brilliant to work on it from the other side."


It's a quote made all the more endearing when stage eight of the rally skirts by the edge of Torsby airport, where the service area is rooted. With a small amount of time before the cars return for their evening service, every single mechanic piles onto an upstairs balcony for their one chance at a distant peek of the action. They cheer as the recognisable sound of the i20s signifies their drivers passing, and indulge in innocent jeering when rival cars pass, before running to see the timing screens.

For evidence of their passion for the job, and how their team spirit transcends evident language barriers, it's perfect. I may not be legit, but these boys definitely are. **176**



“One mechanic compares the sleep-deprivation to a weekend drinking, minus the alcohol”





Six reasons to watch F1 this season

It's been a rocky road of late, but post-Bernie Formula One is moving in the right direction

WORDS: JASON BARLOW /
PHOTOGRAPHY: DAMIAN HEATH

1 We've got bigger, faster cars on fatter rubber, with more downforce...

The biggest set of rule changes for almost 20 years? Some think so. The costly and complicated hybrid tech remains, but everything else has been substantially reworked. F1 is characteristically a battle for supremacy between downforce and mechanical grip, aero boffins chasing the former while the drivers with the biggest cojones love the latter. In 2017, we'll see more of both, with corners taken flat-out that currently need a throttle lift. The drivers were also pining for tyres with a longer life, so Pirelli was tasked with delivering much more durable compounds (specifically to design a tyre that didn't overheat when a driver is following another car, and to ensure that degradation is proportional to performance). Higher cornering speeds mean faster lap times, and the FIA predicts three seconds per lap, maybe more as the season progresses (the target was five seconds), half of which is down to the wider rubber. No surprise, then, that the fastest times overall in 2016's first pre-season test were beaten on the morning of day one this year. Or, as Toro Rosso's Carlos Sainz said over the team radio: "It already feels like another category compared to last year – so much downforce!"



“Our agenda is to make the sport great for the fans”



Question: does F1 need shark fins or should they be exclusive to sharks?

2 The cars look more aggressive (warning: some detailed numbers follow)

The most obvious visual difference between last year's cars and the new generation is in the width of the rubber. The front tyres grow from 245mm to **305mm**, the rears from 325mm to a whopping **405mm**. Bigger tyres, of course, means more drag, which in turn sees the 2017-spec cars carry more fuel (**105kg**, up from 100kg) and increase in overall weight from 700kg to **722kg**. A price worth paying, we reckon, and not one the drivers will notice at Silverstone, Spa or Suzuka, although some argue that overcoming the extra drag hands the advantage to the team with the most powerful engine – reigning champion, Mercedes. The bodywork has been widened from 1400mm to **1600mm**, and the area beneath the car that the teams can use to generate downforce is also much larger. The overall track width of the 2017 car rises to **2000mm**.

The new noses are **200mm** longer, and the front wings expand to **1850mm** in width, with a swept-back, tapered shape that's (theoretically) less sensitive to the turbulent air generated by the car in front to (even more theoretically) promote overtaking. The scope for creative interpretation is clearest here: **none of the 10 teams has created an identical solution**, and in McLaren's case, the result looks radical. The rear wing sits **150mm lower** and is **200mm wider**. The end plates are swept in, and their lower end starts higher up than previously. The wing's aesthetics are improved simply by the leading edge being tilted **200mm** further back.

3 Fins can only get better

What categorically doesn't help the overall look, though, is the return of the shark fin, last seen in 2010 and then banned. So why are they back? Because the rear wing now sits lower, and the teams need something to clean up and “straighten” the airflow over the body and onto the wing to generate the required downforce. It also helps stabilise the car, up to certain angles anyway, if it starts to slide on corner entry.

But they're not helpful to the car's centre of gravity, and the jury's out on their overall effectiveness. Red Bull team director Christian Horner – an F1 bigwig with an above-average grip on the show – wants them thrown out again: he claims that their performance benefit is marginal compared to the visual consequence. “I think the cars look fantastic. What lets them down is the shark fin, proportionally. In the interests of aesthetics, it was requested that they be removed. That went to the Formula One Commission, and unfortunately it was rejected by the majority of the teams. Hopefully it is something that can be addressed for next year.”



Ferrari comes over all shy at F1 testing. It'll be beach-body fit for Melbourne



Pressure mounts on Ferrari

A seat at Ferrari is every driver's dream, but when it goes wrong, boy does it go wrong. Sebastian Vettel starts the third and final year of his current deal determined to put a fractious – and sweary – 2016 behind him. The SF70H looked quick and reliable in testing, and the new rules should lend themselves to the driving style that swept him to four drivers' championships. Otherwise he'll be off to Mercedes

4 New rules mean possible loopholes

"Regulations as different as these offer all sorts of challenges and possibilities."

Toro Rosso's highly regarded technical director James Key noted following the various launches in late February. "It has been very enjoyable to work through. There are lots of differences between cars but we have not looked at them and thought, 'Gee, we missed that, so far.' But the devil is in the detail, and there are lots of details out there, lots of different ideas." No sign yet of a 2009 Brawn double-diffuser revolution or Renault's 2005 mass damper, although Mercedes, Red Bull and Toro Rosso's front suspension treatment is ruffling feathers – the front wishbone is cleaner-looking and mounted higher up, while a rocker assembly and hydraulic accumulators apparently mimic the banned FRIC system that helped optimise ride height and enhance downforce. Trouble looms. The Mercedes looks magnificent, both in detail and execution. The Silver Arrows and Ferrari have also added a slender T-wing ahead of the rear wing, whose dimensions appear to fit within last year's rules without infringing the new regs. The side pods and barge board area on Ferrari's SF70H also look dramatic, but we'll have to wait until the season starts to see whether there's true magic in there. And to see the cars' final configuration.



L to R Sean Bratches, Chase Carey and Ross Brawn. The chaps who now run F1



5 Bye, bye, Bernie

Never mind the new cars, the real action is behind the scenes. F1 has a new owner, Liberty Media, a much more proactive entertainment media giant than previous custodians, venture capital outfit CVC. As well as completing a takeover that values the sport at roughly £6.4bn, Liberty has finally called time on the reign of F1's omnipotent ringmaster, Bernie Ecclestone, after 40 remarkable years at the helm.

"F1 has huge multiple untapped opportunities. I have enjoyed hearing from the fans, teams, FIA, promoters and sponsors on their ideas and hopes for the sport," Chase Carey, F1's new CEO has noted. "I would like to thank Bernie for his leadership over the decades. The sport is what it is today because of him and the talented team of executives he has led, and he will always be part of the F1 family."

He later added: "I would expect this is difficult for Bernie. He calls himself a dictator, and he's run it as a one-man dictator. It's a great sport but clearly it could be improved. To some degree it needs a fresh start, and we don't have an agenda other than to make the sport great for its fans."

Carey has talked of improving the sport's reach in the digital era (teams were allowed to upload short videos on their social media channels during testing), reassured F1's diehard fanbase by issuing soothing statements about the importance of its

European heartland, and is of course keen to do the one thing Bernie never truly managed: break F1 in the US. The return of Ross Brawn, who will oversee the racing side and knows better than anyone where F1's problems lie – and how to fix them – demonstrates shrewd judgment on Liberty's part. A former ESPN vice president, Sean Bratches, will handle the commercial aspects.

"There are some straightforward issues. Solutions are going to take some time," Brawn told BBC Radio Five Live. "The commercial rights holder in the future is also going to focus on making the entertainment and the sport as good as it can. So every decision – technical, sporting, economic – will have to tick some boxes. Does it make the sport better? It won't happen overnight, but the message is we're fighting the corner to make the sport as entertaining and as viable as we can."

Meanwhile, *TG* has heard whispers that the departing Mr E is already on the blower to some of his old mates in the paddock about a possible breakaway formula. Even at 86, we wouldn't put it past him. There has never been a man like him, and we'll certainly never see his like again. With his departure F1 bids farewell to one of the biggest personalities in global sport. At least for now...

6 No defending world champion (for the first time since Alain Prost in 1993)

Just five days after winning the 2016 drivers' championship, Nico Rosberg stunned the sporting world by announcing his retirement. "I pushed like crazy in every area after the disappointments of the last two years; they fuelled my motivation to levels I had never experienced before," he admitted. "I've done it, I'm so happy and at the same time it was a very, very tough year." Reading between the lines: he's had enough, and doesn't have the stomach for another battle with Lewis.

Mercedes boss Toto Wolff admits it took him by surprise. "I was expecting a quiet winter. Then we got that curve ball thrown at us from Nico, and it hasn't stopped since," he told the BBC. "We are all in the hamster wheel of more money, more power, more recognition, and he's just jumped out of that hamster wheel. And that deserves recognition."

Significantly, it brings Valtteri Bottas firmly into play, after three years of quiet, some might say underachievement at Williams. What are the odds that Lewis Hamilton demolishes the amiable Finn? "I wouldn't write Valtteri off from the beginning, although I am not very good with crystal balls, and reading into them," Wolff avers. "Putting Valtteri, a very apolitical guy, into the team gives us maybe more time to manage other things than the relationship between the drivers. Valtteri is the one who fits Nico's shoes the best. From a fan's perspective, I can see that [Alonso alongside Hamilton] would have been an exciting line-up. But maybe a tiny bit too exciting for us." Boo.

Last year's champion Nico has retired, leaving the way open for a new champ



Technical musical chairs

Former Renault, Lotus and Ferrari linchpin James Allison has joined Mercedes as technical director. Former Merc technical boss Paddy Lowe has moved to Williams

Eddie Jordan's F1 GUIDE 2017



Ferrari

CAR: SF70H / ENGINE: FERRARI

3rd



SEBASTIAN VETTEL GER (4) KIMI RÄIKKÖNEN FIN (6)

Here's a team I'm confused about. Marchionne doesn't have the credibility that di Montezemolo had, and Vettel is marking time. Räikkönen – how long can he continue? He looks like a number two, but not a winner.

McLaren Honda

CAR: MCL32 / ENGINE: HONDA

5th



FERNANDO ALONSO SPA (10) S. VANDOORNE BEL (20)

What on Earth is Alonso doing there for all this time? Ron Dennis has gone, so now's the time for a fresh start. They have to forget about the winning team they were, and work with Honda to create a friendship that put them back in the points.

Renault

CAR: RS17 / ENGINE: RENAULT

8th



NICO HÜLKENBERG GER (9) JOLYON PALMER GBR (18)

Some were surprised that Palmer was kept on, but he deserves a second crack. His dad and I will be watching and hoping. He's a big boy though, as is Hülkenberg, so it needs to be a big car, which doesn't help when you have an inferior engine.

Mercedes

CAR: W08 / ENGINE: MERCEDES

1st



LEWIS HAMILTON GBR (2) VALTTERI BOTTAS FIN (8)

What a surprise to see Rosberg win then retire – a move I admire. Bottas doesn't have the same experience as Rosberg, he's new to the team and Lewis will not be caught like that again. I think F1 needs to be careful Lewis doesn't run away with it.

Force India

CAR: VJM10 / ENGINE: MERCEDES

4th



SERGIO PÉREZ MEX (7) ESTEBAN OCON FR (n/a)

They've lost Hülkenberg, but I think Ocon will be the rookie of the year and Perez can look after a car better than anyone. However, we have a problem in F1 and that's Mercedes will never give away their best engine to other people.

Toro Rosso

CAR: STR12 / ENGINE: RENAULT

7th



CARLOS SAINZ JR SPA (12) DANIIL KVYAT RUS (14)

Carlos Sainz is a great driver, and I really admire what Red Bull did with Kvyat – replacing him with Verstappen but keeping him in Toro Rosso. I have a lot of respect for this team: good management, strong structurally and a lot of discipline.

Sauber

CAR: C36 / ENGINE: FERRARI

9th



MARCUS ERICSSON SWE (22) PASCAL WEHRLIN GER (19)

Two nice young drivers, both deserving to be there. Sauber has never really ever lived up to their potential – one win in 25 years is not enough. With a Ferrari engine, there's nothing there that gives me hope they can finish in the top five or six.

Red Bull

CAR: RB13 / ENGINE: RENAULT

2nd



DANIEL RICCIARDO AUS (3) MAX VERSTAPPEN NED (5)

Verstappen's win last year was one of the major stories. One of the most interesting aspects will be the battle between Ricciardo and Verstappen. The focus was on Verstappen last season, but anyone who rules out Ricciardo does so at their peril.

Williams

CAR: FW40 / ENGINE: MERCEDES

6th



FELIPE MASSA BRA (11) LANCE STROLL CAN (n/a)

Why would Massa mentally retire, walk off the grid so graciously at his home race, then change his mind? I just hope he doesn't have a bad season. This is a team in difficulty – Pat Symonds is gone and I don't see them anywhere near winning the championship.

Haas

CAR: VF17 / ENGINE: FERRARI

10th



ROMAIN GROSJEAN FRA (13) KEVIN MAGNUSSEN DK (16)

We know there are financial concerns at Haas, it's going to be an uphill struggle. I so desperately want to see a team like this emerge. As Ross Brawn said, that's the fairytale of F1 – a small team being able to compete.

EJ on Bernie

For the first time in decades, we are starting a championship without Bernie Ecclestone at its helm. I have no idea how it's going to unfold. I for one owe Bernie an awful lot, and for me he was a legend. He controlled it with an iron fist, but in my opinion was always fair, and you can't ask for much more than that. My retirement is so much easier, having been in F1 while he was there.

2017

MOTORSPORT CALENDAR

TopGear's guide to when and where to get your racing fix



March

MAR 09-12	WRC	RALLY MEXICO
MAR 13	INDYCAR	ST PETERSBURG
MAR 26	F1	MELBOURNE
MAR 26	MOTO GP	QATAR (LOSAIL)
MAR 31	WRX	SPAIN

April

APR 01	FORMULA-E	MEXICO CITY
APR 02	INDYCAR	PHOENIX
APR 03	WTCC	FRANCE (PAUL RICARD)
APR 06-09	WRC	TOUR DE CORSE
APR 09	F1	SHANGHAI
APR 09	MOTO GP	ARGENTINA (RÍO HONDO)
APR 16	F1	BAHRAIN
APR 17	INDYCAR	LONG BEACH
APR 17	WTCC	SLOVAKIA (SLOVAKIARING)
APR 20	WEC	6 HOURS OF SILVERSTONE
APR 21	WRX	PORTUGAL
APR 23	MOTO GP	AMERICA (CIRCUIT OF THE AMERICAS)
APR 24	INDYCAR	BIRMINGHAM
APR 24	WTCC	HUNGARY (HUNGARORING)
APR 27-30	WRC	RALLY ARGENTINA
APR 30	F1	SOCHI



May

MAY 03	WEC	6 HOURS OF SPA
MAY 05	WRX	HOCKENHEIM
MAY 07	MOTO GP	SPAIN (JEREZ)
MAY 08	WTCC	MOROCCO (MARRAKECH)
MAY 12	WRX	BELGIUM
MAY 13	FORMULA-E	MONACO
MAY 14	F1	BARCELONA
MAY 14	INDYCAR	INDIANAPOLIS (ROAD)
MAY 18-21	WRC	RALLY DE PORTUGAL
MAY 20	FORMULA-E	PARIS
MAY 21	MOTO GP	FRANCE (LE MANS)
MAY 26	WRX	GB
MAY 28	F1	MONTE CARLO
MAY 29	INDYCAR	INDIANAPOLIS 500
MAY 29	WTCC	GERMANY (NÜRBURGRING)

November

NOV 02	WEC	6 HOURS OF SHANGHAI
NOV 06	WTCC	THAILAND (BURIRAM)
NOV 10	WRX	SOUTH AFRICA
NOV 12	F1	SÃO PAULO
NOV 12	MOTO GP	VALENCIA (RICARDO TORMO)
NOV 15	WEC	6 HOURS OF BAHRAIN
NOV 16-19	WRC	RALLY AUSTRALIA
NOV 25	WTCC	QATAR (LOSAIL)
NOV 26	F1	ABU DHABI
NOV 28-30	WEC	6 HOURS OF SÃO PAULO



October

OCT 01	F1	SEPANG
OCT 05-08	WRC	RALLY DE ESPAÑA
OCT 08	F1	SUZUKA
OCT 12	WEC	6 HOURS OF FUJI
OCT 15	MOTO GP	JAPAN (MOTEGI)
OCT 22	F1	AUSTIN
OCT 22	MOTO GP	AUSTRALIA (PHILLIP ISLAND)
OCT 26-30	WRC	WALES RALLY GB
OCT 29	F1	MEXICO CITY
OCT 29	MOTO GP	MALAYSIA (SEPANG)

Key

- FORMULA-E
- INDYCAR
- WTCC
- WRC
- F1
- MOTO GP
- WEC
- WRX



June

JUN 01	WEC	LE MANS 24 HOURS TEST DAY
JUN 04	INDYCAR	DETROIT
JUN 04	MOTO GP	ITALY (MUGELLO)
JUN 05	INDYCAR	DETROIT
JUN 08-11	WRC	RALLY ITALIA SARDEGNA
JUN 09	WRX	NORWAY
JUN 10	FORMULA-E	BERLIN
JUN 11	F1	MONTREAL
JUN 11	INDYCAR	FORT WORTH
JUN 11	MOTO GP	CATALUNYA (BARCELONA)
JUN 12	WTCC	RUSSIA (MOSCOW RACEWAY)
JUN 14-15	WEC	LE MANS 24 HOURS
JUN 25	F1	BAKU
JUN 25	MOTO GP	NETHERLANDS (ASSEN)
JUN 26	INDYCAR	GREEN BAY
JUN 26	WTCC	PORTUGAL (VILA REAL)
JUN 29-JUL 02	WRC	RALLY POLAND
JUN 30	WRX	SWEDEN

July

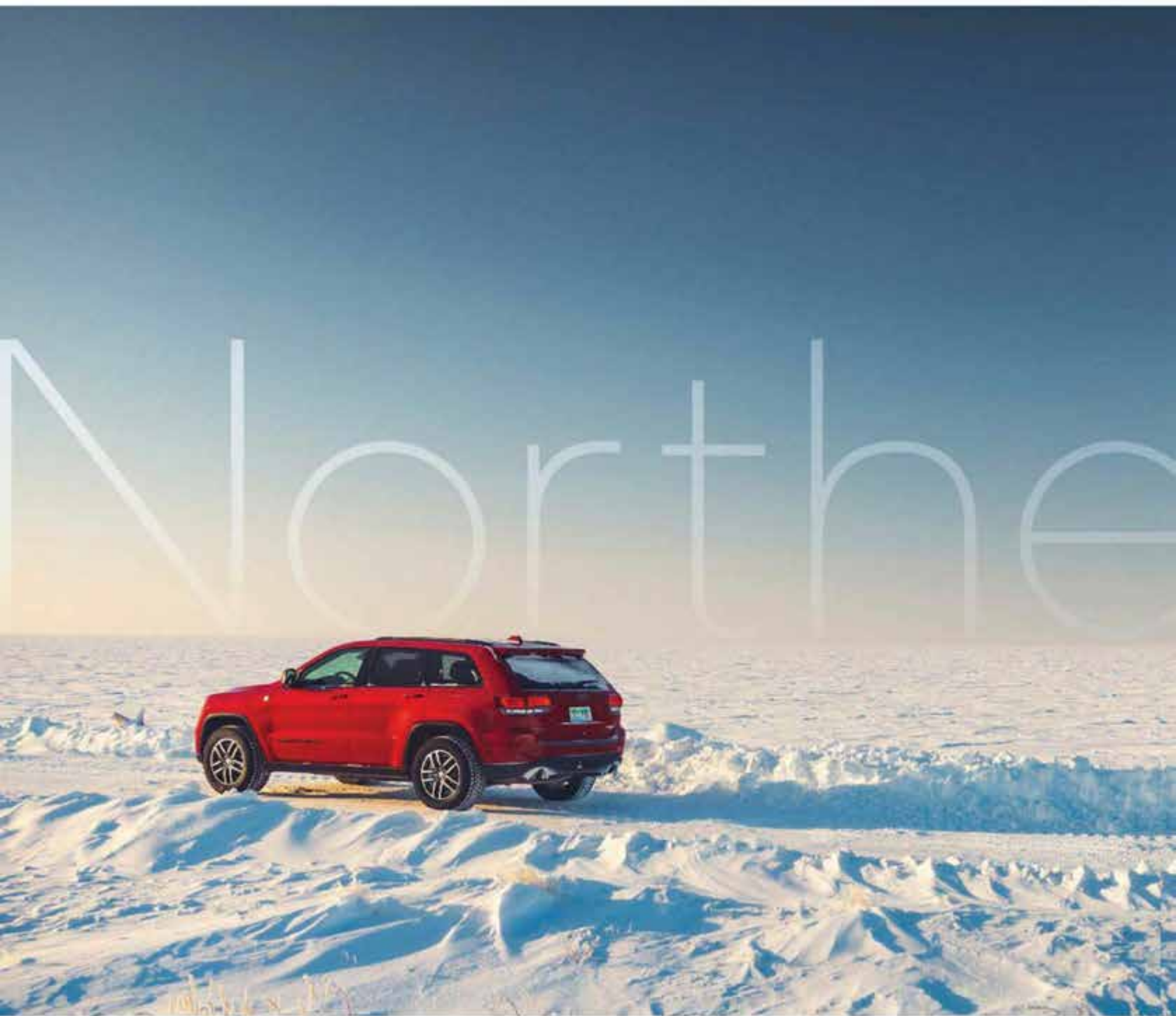
JUL 02	MOTO GP	GERMANY (SACHSENRING)
JUL 09	F1	SPIELBERG
JUL 10	INDYCAR	NEWTON
JUL 15-16	FORMULA-E	NEW YORK RACE 1-2
JUL 16	F1	SILVERSTONE
JUL 17	INDYCAR	TORONTO
JUL 27-30	WRC	RALLY FINLAND
JUL 29-30	FORMULA-E	MONTREAL RACE 1-2
JUL 30	F1	BUDAPEST
JUL 31	INDYCAR	LEXINGTON

September

SEP 01	WRX	FRANCE
SEP 03	F1	MONZA
SEP 04	INDYCAR	BOSTON
SEP 04	WTCC	JAPAN (MOTEGI)
SEP 10	MOTO GP	SAN MARINO (MISANO)
SEP 15	WRX	LATVIA
SEP 17	F1	SINGAPORE
SEP 18	INDYCAR	SONOMA
SEP 20	WEC	6 HOURS OF CIRCUIT OF AMERICAS
SEP 24	MOTO GP	ARAGON (MOTORLAND)
SEP 25	WTCC	CHINA (SHANGHAI)
SEP 29	WRX	GERMANY

August


AUG 04	WRX	CANADA
AUG 06	MOTO GP	CZECH REPUBLIC (BRNO)
AUG 07	WTCC	ARGENTINA (TERMAS DE RIO HONDO)
AUG 13	MOTO GP	AUSTRIA (RED BULL RING)
AUG 17-20	WRC	RALLYE DEUTSCHLAND
AUG 21	INDYCAR	POCONO
AUG 27	F1	SPA-FRANCORCHAMPS
AUG 27	MOTO GP	GREAT BRITAIN (SILVERSTONE)



WORDS: TOM FORD /
PHOTOGRAPHY: MARK BICCIONI

This time next year, the road you see
here will not exist. We go for one last
drive on the Tuk ice road in Canada



An aerial photograph of a rugged, snow-covered landscape. A winding road or path cuts through the white expanse, leading towards dark, rocky outcrops in the distance. The overall tone is cold and desolate, matching the winter theme of the text.

Winter isn't coming. It's here, and the cold is a thief; it steals your breath, burgles your body of all available heat and robs your sense of humour of any warmth.

Easy targets are fingers and toes, outlying embassies of the warm empire of your core, followed by any flesh not encased in fur or fibre. A hundred tiny, stainless steel claws for every nerve, exposed skin attacked and subdued in short order. You know it's bad not when it hurts, but when it *stops* hurting, because at nearly -40°C, the slightest breeze has the anaesthetic effect of a pint of vodka. Pushing the temperature down to about -45°C, wind chill causes nerves to give the whole thing up as a bad job, throw their synaptic hands up and retreat, leaving your epidermis to fight its own battles. Stinging red becomes painful white, painful white becomes numb black, numb black... falls off.

I'd really like it if nothing fell off today.

Guarantees might be hard to come by, however, because we're currently very far north and the temperature is low enough to slow mercury. North as in five flights and many, many hours of soul-sapping drudgery in airports with all the charm and wit of the herpes virus. North as in the Northwest Territories in the Canadian Arctic, driving a Jeep on the Arctic ocean. This

throws up some obvious questions: One, am I now a driver, or a captain? Wheel or rudder? Is this now – technically, at least – more of a boat than a luxury SUV, and, probably most importantly, why?

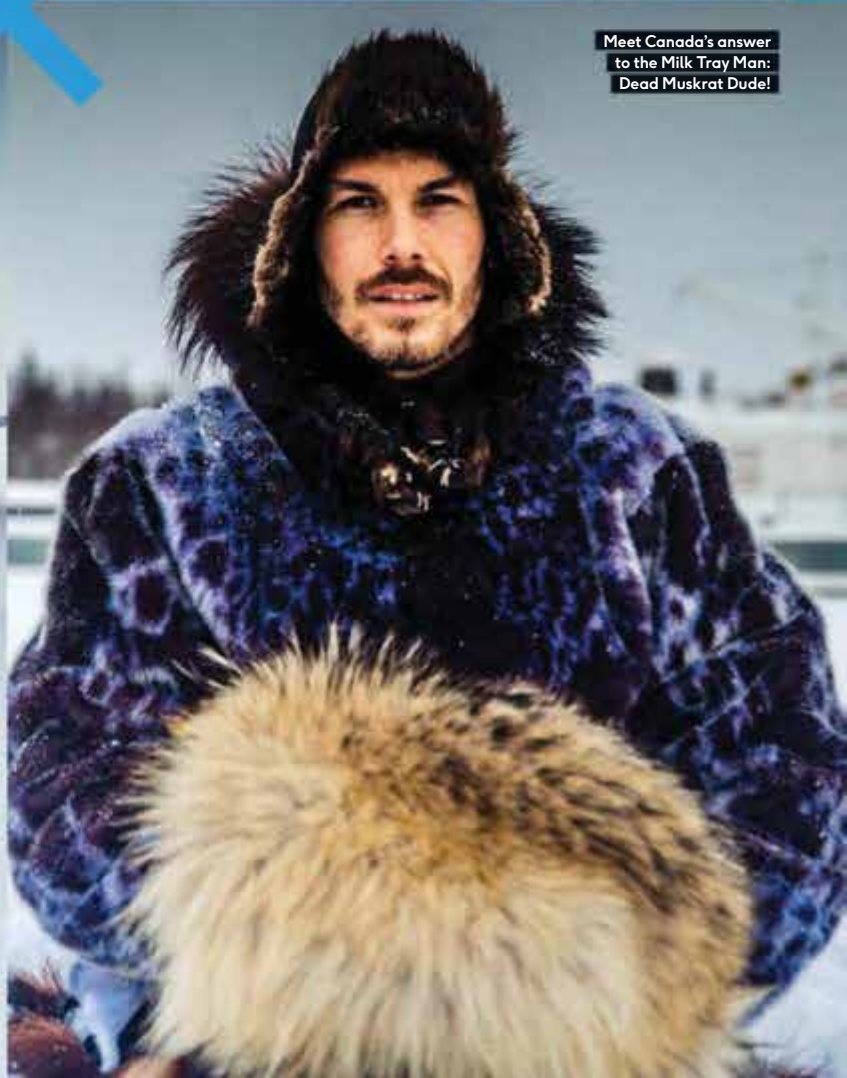
Well, the explanation sounds more bizarre than it probably should. We're here to drive an ephemeral road that disappears every summer, and flowers into being for around four months every winter: the Inuvik to Tuktoyaktuk winter road. The annually temporary, last and final leg of the famous 458-mile Dempster Highway. It's not exactly undiscovered country, this being the place where they filmed the outrageously over-egged TV show *Ice Road Truckers* (and I've actually been here before over a decade ago), but this time we're here to both celebrate and mourn; after this season, there will be no more ice road. A new all-weather road from Inuvik to Tuk is due to be completed later this year, meaning that the famous ice road will be redundant, and permanently closed, later this year. In a few short months, the magical ice road is going to pull one last era-ending trick: it's going to disappear forever.



Ice road: open for business.
For the last time. We feel
strangely sad about this



Meet Canada's answer
to the Milk Tray Man:
Dead Muskrat Dude!



Pro tip: avoid excessive
windscreen wear by travelling
everywhere sideways



Arctic fox takes on Jeep
in modern retelling of
tortoise and hare fable



Of course, there are other places you can drive on frozen lakes or rivers, but none that I can think of that are certified as official highways, policed and signposted, graded and maintained as proper roads, albeit carved from the frozen skein of a sleeping river, and the edge of a mighty ocean. Five-foot-thick ice roads that stretch hundreds of kilometres and provide a vital link between remote communities. The Tuk winter road, therefore, is special. An experience worth savouring one last time.

For our final fling, we've gone semi-domestic (at least continentally speaking), and brought a Jeep Grand Cherokee. Except that in deference to the semi-extreme nature of the drive, nabbed a special-edition Trailhawk. The Trailhawk is basically the firm handshake of the Grand Cherokee range, butched up for off-road use. To that end, it gets Jeep's standard Quadra-Drive II 4x4 system with an electronic, limited-slip differential in the rear axle, a reworked version of the Cherokee's air suspension system (imaginatively titled Quadra-Lift), which features improved axle articulation and the ability to lift itself higher than the standard car (up to 10.8 inches of ground clearance), as well as helpful electronics like hill ascent and descent control. It also gets proper skidplates – none of

those fancy-looking pseudo-armour items that have the structural rigidity of the foil off a Kit-Kat – an anti-glare bonnet decal (not sure of the purpose, but it looks meaningful), red, permanently mounted towhooks front and rear, and tyres reinforced with Kevlar, for extra strength. Tyres which we've obviously swapped out for winters. There's also a smattering of hawkish badges, the seats from the high-performance SRT model and extra 4x4 information options in the cabin's touchscreen.

What I'm more interested in, at this point, is whether the heater functions as it should. The cameras have frozen solid and stopped working, filmmaker Brooks's nose has gone an alarming shade of white and photographer Riccioni is sat in the passenger seat trying to reanimate his feet by beating them with his equally unresponsive hands. Our guides, Kylik and Danny, are busily doing tricks on a small snow/skateboard and laughingly telling us that it's "not really that cold". At this point, they are not my favourite people. Everything that isn't us is either the cerulean blue of the sky, or white, and the red Jeep stands out like freshly spilled blood on the snow.

We've moved past the wide, bracketed Mackenzie River delta channels that form the first part of the road beside Inuvik – the bit where the



“It’s breathtaking, and not just because of the extreme temperature”

Woeful lack of drive-thrus on the ice road, maybe the new road will remedy that



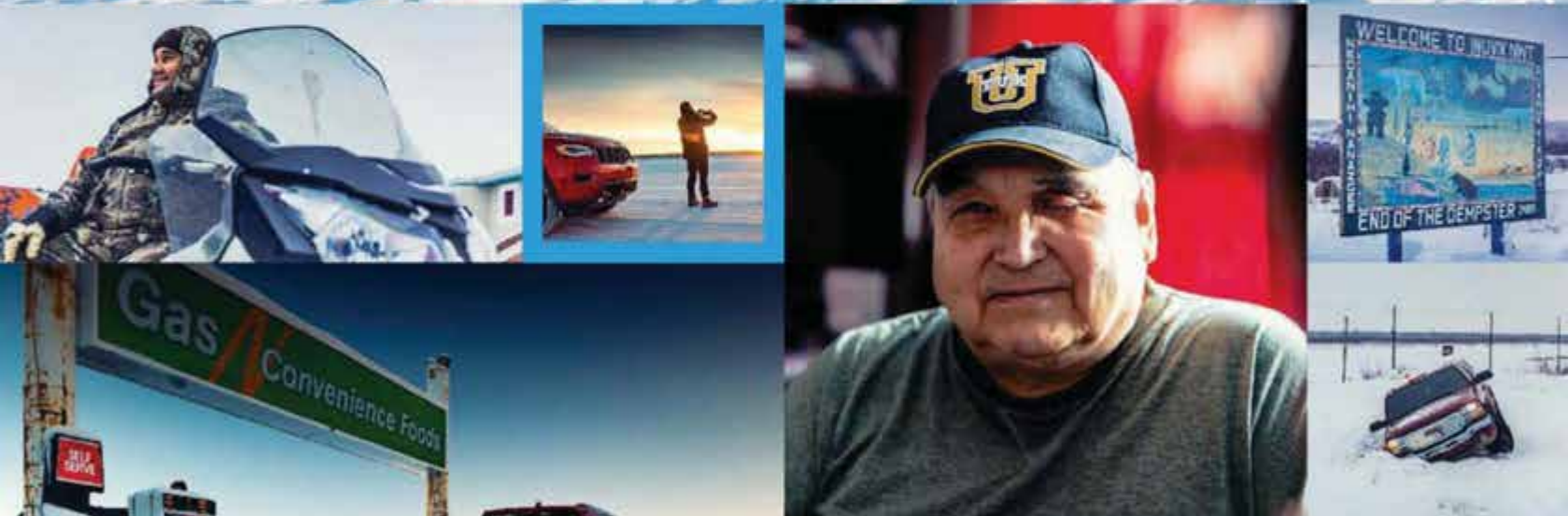
summertime ships lie dormant, clamped in the chilly embrace of several feet of ice – and out into the bare tundra proper. Except it isn’t tundra. It’s ocean. It’s breathtaking, and not just because of the extreme temperature. Whipping along at a decent clip – the road is surprisingly smooth, lightly trafficked and well-sighted – the light dusting of snow on the surface sighs away at the bottom of the Jeep like a lovelorn teenager. Corners, of which there are many, are taken in a kind of transcendental drifting state, the Jeep’s four-wheel-drive system slinging torque between axles as fast as it can manage. You know it’s been working hard; every time we stop there is the faint, acrid smell of overworked clutch. And yet, cosseted inside the Jeep, heated seats and steering wheel set to light roast, you can appreciate the brutal beauty without having to actually lose important extremities.

And there is more than meets the eye in the view; at one point we startle an Arctic fox sleeping by the side of the road, and before you know it, we’re racing a small predator at a scarcely believable 20mph. Ginger fur literally flies. There are people commuting on snowbikes, towing toboggans full of well-wrapped bundles, huge trucks hauling mining and exploration gear (there’s a lot of mining goes on up here) too heavy or





Cap'n Ford prepares to splice the skivven-mast and set sail for Tuktoyaktuk



Five years since the 'ice scraper' incident, Jeep and Snowmobile still refused to speak



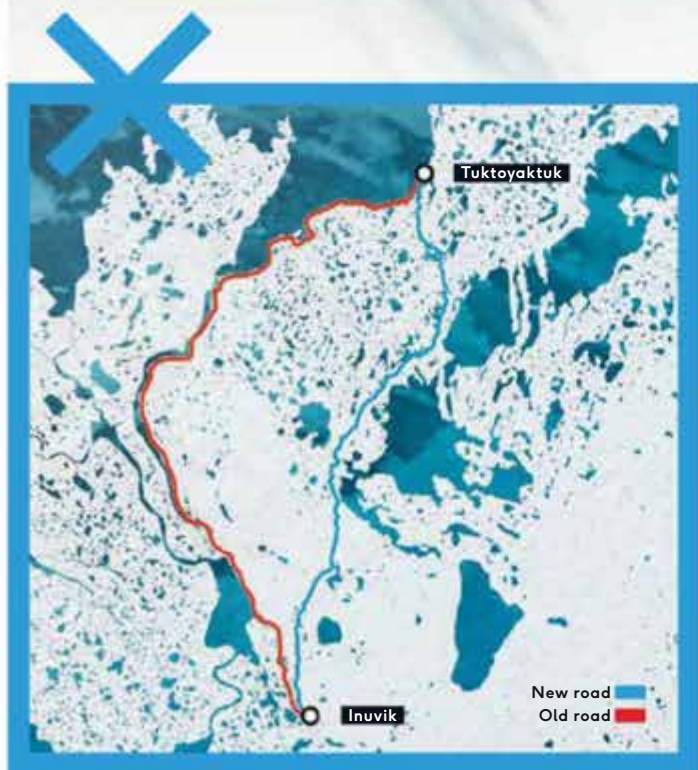


If you're frostbitten and you know it, raise your frozen hand. If you're frostbitten...

bulky for summertime air freight. The sky is the frame and the view is the picture. The air is clear, and sharp, and delicious. And then, there is Tuk.

It's a practical place, is Tuktoyaktuk. A remote, predominantly Inuvialuit community of under 1,000 souls, it perches in Kugmallit Bay on the shore of the Beaufort Sea and features a fuel station, a supermarket, a small school and some radar domes that were supposed to be part of the early-warning system should Russia lob anything annoyingly explosive over the top of the world during the Cold War. Most people here still trap, hunt and fish, though these days most incomes come from tourism and transportation, as well as the oil and gas industries hoping to tap the natural resources of the Beaufort. It's not pretty, having a solid aesthetic drawn squarely from the "survive the cold" school of architecture, but the best bit about it is the people.

Because the people of this area are, in a word, brilliant. Warm, funny and friendly in that way people from big cities seem to have forgotten how to be. Open and welcoming, and in tune with their surroundings. There's a sense of stillness to them, of belonging. There's Merv, who has masterminded the new all-weather road and hopes to bring prosperity to the communities of Tuk and Aklavik. Duggie who lives most of his time on the land, hunting and trapping, whose life would change very little if the world ended, except that he wouldn't be able to get fuel for his skidoo. Billy, a man with more than enough glint for his single eye, who has lived most of his life in the area, and has more stories than it's possible to get through in one brief visit. Kylik, whose passion for his heritage makes you want to immediately learn how to fashion a traditional canoe or learn to hunt with a spear, and Danny, a recent



import, whose infectious passion for the environment makes you fall in love with a place you've only been in for three days.

And then there's Clara. Wonderful Clara, an elder who feeds us caribou stew and muktuk (whale meat – the Inuvait are still allowed to hunt a small amount of Beluga), and tells us stories about living on the land, residential schools and being able to scream all you want to at the wide open wilderness and no one think there was anything wrong. These are special people, in a special place. It's not necessarily the ice road that holds all the magic here.

They have different views about the loss of the ice road, mind. Some think linking the communities will be advantageous for everyone, lowering prices for housing and consumables, providing work and opportunity. Others worry that such a direct link will bring drugs and alcohol to a previously isolated pocket of social naivety, not to mention a raft of tourists and their ubiquitous enormous RVs. It will probably do both of those things, to a greater or lesser extent. But hopefully it won't change the underlying spirit of the locals, who come across as some of the nicest people I've ever met.

Before long, it's time to get back out onto the ice, for the trek back to Inuvik. The sky has a dull, grey, light-sapping sheen that heralds the kind of storm it's worth digging in for, and as the horizon crowds itself ever closer, fat, lazy snowflakes start to fall. It's like the sky is weeping titanium swarf. We sweep out of Tuk, and as the tyres thrum and patter, and the view unfurls, a Jeep rides the ice road for the final time. It's a melancholy ride back, in a way. The ice road has been a practical solution made romantic by its uniqueness. There will still be ice roads in the world, but none, I'll wager, quite like this one. Things will change in Tuk, but, in some ways, I hope they'll always stay the same. And I reckon, one day, I'll come back to find out if that's true. It might be the end of an era. But it's not the end of the story. **TG**



Clara dishing up some whale. Who's for a lovely slice of blowhole?



Sign for sale: will withstand extreme cold. Any offer considered

“As the tyres thrum and patter, and the view unfurls, a Jeep rides the ice road for the final time”





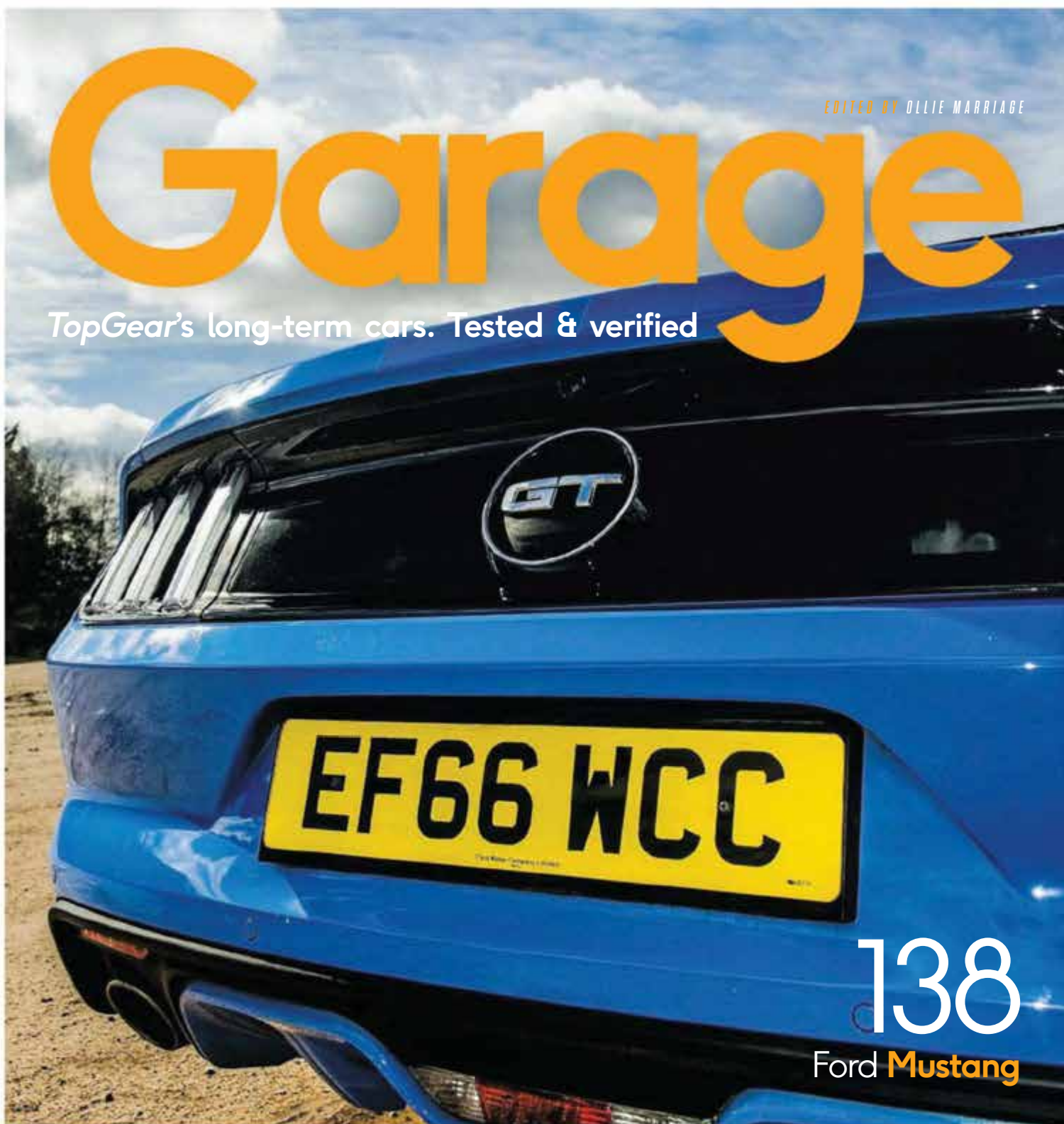
14-16 APRIL 2017

(max 3 per adult)

Garage

EDITED BY OLLIE MARRIAGE

TopGear's long-term cars. Tested & verified



138
Ford **Mustang**



134 Porsche **911**
The end is near; time to say goodbye to the 911



137 Seat **Ateca**
Enough with the over-zealous proximity sensors



140 Vauxhall **Astra ST**
Another car leaves the Garage. No tears, though



141 Mitsubishi **L200**
You know what this pickup needs? A motorbike



Toyota Prius

Report 2

£28,255/£28,800

OWEN NORRIS

Every cell of my petrolhead being should be crying out in terror at the thought of running this eco sled, but shhh – keep it a secret, won't you? – I actually quite like it. Seriously.

It's a very relaxing and almost Zen-like place to spend time sat in traffic. And I spend around three hours a day doing just that. My life is very manic, and the time spent commuting is often *my* time. It's just what I need. Travelling from north to west London is rarely free-flowing, and it's this sort of journey the hybrid is engineered for.

It totally changes the way you drive, as you can't help getting sucked into chasing mpg. It's impossible to race from point to



Some exterior details are fugly but apart from the graphical mess the interior is decent

point. Go with the flow and embrace the slow lane. I'm getting an average of 63mpg in Normal mode, which is way beyond anything else I've driven on my route. It's been as high as 81 in slow-moving traffic.

Pulling away with a feather-touch throttle means people always dive in front in traffic, but I just let it go and accept I'll get there... a couple of minutes after I would have and safe in the knowledge I've not burnt gallons of fuel in the process.

However, I have to echo what Paul said about the graphics on the many displays in the Prius. It's quite offensive having so many styles and sizes going on, and, for someone as typographically OCD like myself, it's the one thing I find hard to deal with. I mean how much information is too much? There should be an option as in old Saabs to switch everything off and just have a less cluttered minimalist mode.



SPECIFICATION

- 1798cc, 4cyl, FWD, 70bhp, 120lb ft
- 85.6mpg, 76g/km CO₂
- 0–62mph in 10.6secs, 111mph
- 1375kg

TESTER'S NOTES A relaxing way to spend time crossing a city every day. Just don't look at it.

MILEAGE: 1288 OUR MPG: 63.8



Audi Q2

Report 4

£23,245/£28,655

SAM PHILIP

Some cars don't look their best unless they've been buffed to within an inch of their life, polished to a dazzling sheen, diligently scrubbed of every mite of dust and dirt. Not so the Q2. The Q2, I have decided, is in fact improved by a winter's road grime, mud and insect remnants caking its bodywork.

Maybe the muck softens the impact of the Q2's most over-the-top styling flourishes. Maybe it helps to dull the Q2's too-posh-to-get-its-paws-dirty image. I don't know. All I know is, my Q2 is a filthy specimen, and I like it.

Some sceptical factions of the office have suggested I maintain this view simply because I'm too lazy to keep my car clean. This, clearly, is slanderous nonsense. Though if anyone does happen to have a bucket of suds on the go, feel free to give that grubby Q2 the once-over. It's a disgrace.

SPECIFICATION

- 1395cc, 4cyl, FWD, 148bhp, 184lb ft
- 52.3mpg, 124g/km CO₂
- 0–62mph in 8.5secs, 131mph
- 1340kg

TESTER'S NOTES Does the Q2's rear look a tiny, tiny bit like the boxy old Toyota Celica? No? Thought not.

MILEAGE: 5226 OUR MPG: 41.8

Renault Scenic

Hello

£25,445/£28,080

JASON BARLOW



O

f the various Renaults I've run over the past 25 years, the stranger things got, the more I liked it. Especially the giant

MPV coupe with doors so big they needed double cantilevered hinges (yours for £4k now, guaranteed future classic, etc).

Renault's design boss Laurens van den Acker would kill me if I said that the new Scenic was just weird enough, but in order to keep the flames of desire flickering in the fading MPV segment, it falls to the Scenic to boldly go where lots of carmakers have given up. As Laurens says, if this one doesn't sell then the segment deserves to die. Eeek.

Chapeaux off, then, to the design team for reimagining the mainstream so vividly. Channelling 2011's R-Space concept, the Scenic could almost slot into the upcoming *Blade Runner* reboot, with its big graphics, big windscreen, and big panoramic roof (though maybe not in honey yellow with contrasting black roof). Much has been made of the 20in alloys. This is a car that has come off its designers' power wall and onto the road exactly as they intended. It would surely look rubbish on 17s.



Don't believe the hype: a Sport setting isn't enough to make it a racer...

Naturally, this turns a giant spotlight onto its ride quality, but Renault has dodged the bullet by keeping the tyres' sidewalls relatively tall and the suspension compliant. Not that the Scenic encourages enthusiastic driving. Ours is the dCi 110 diesel, whose 0-62mph time of 12.4secs is as leisurely as its 100g/km CO₂ emissions are lowly. Fortunately, this particular car has the optional 6spd manual 'box rather than the dual-clutch auto, which gives you something else to do to fill the time.

The original reinvented family transport 20 years ago; the new one is a reminder that you might want to look again before shelling out on an SUV or crossover. A teenager, a child and a large dog might make mincemeat of it, though the sliding centre console and four USB ports have gone down well so far with the former. Ours has optional metallic paint, full LED headlights, the Premium Parking Pack (including hands-free parking and 360° cameras), the Safety Pack (cruise control and distance warning) and a pumped-up Bose audio system. Let the experiment begin.



SPECIFICATION

1461cc 4cyl, FWD, 110bhp, 192lb ft

72.4mpg, 100g/km CO₂

0-62mph in 12.4secs, 115mph

1430kg

TESTER'S NOTES New Scenic looks positively sci-fi, and reconnects Renault with its reputation for visual adventure.

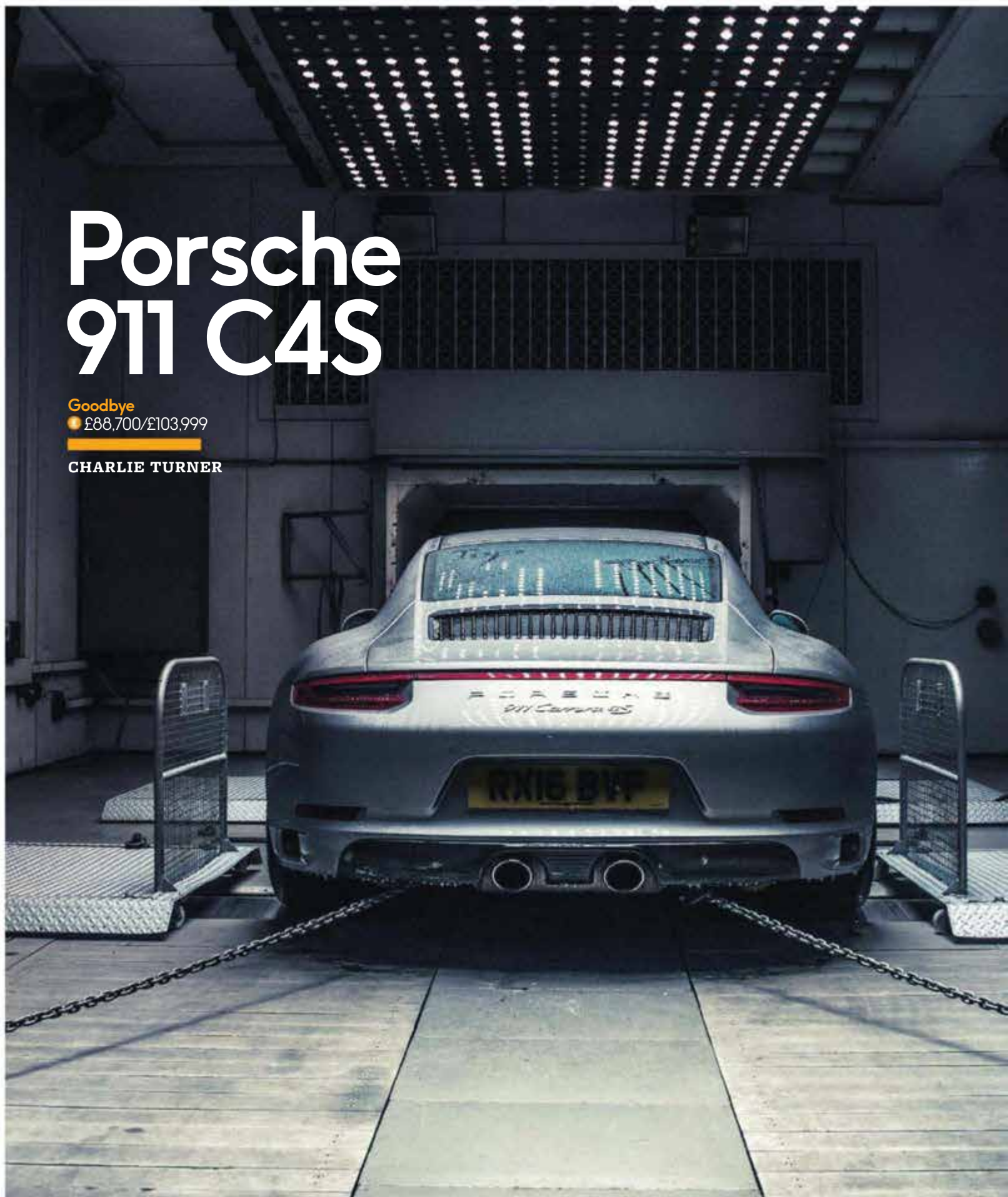
MILEAGE: 2653 OUR MPG: 45.5

Porsche 911 C4S

Goodbye

£88,700/£103,999

CHARLIE TURNER





The fact that I'm writing this four weeks after the C4S was supposed to go back following many calls to plead for more time and rearrange/delay its collection goes some way to articulating just how deeply the team at *TopGear* have enjoyed this car. In fact, I cannot think of another that has been more unanimously approved of and enjoyed in all my 14 years at TG.

But with the delivery lorry on its way, it's time for us to face facts and accept that one of the most diverse, beautiful, balanced, engaging, entertaining, capable and versatile cars in the world is going to be leaving us.

Much had been written about the 911 having lost some of its soul and purity since the whole range went turbocharged. But having lived with the C4S for the past six months, while you could miss the mechanical purity of the naturally aspirated flat-six, in the real world the increased torque and efficiency make it a better and more flexible car day-to-day, in my opinion. The manual gearbox was something of a revelation, at a time when about 65 per cent of 911s are specced with the PDK, optioning the seven-speed manual brought back a layer of interactivity and enjoyment that we never grew tired of. Rifle-bolt changes and slick rev-matching on downshifts in Sport mode made every gearchange an event, and combined with the sport exhaust (which is a must-tick item on the C4S spec list) to give the car an addictive layer of involvement and a soundtrack to match.





Sat on the same "wide body" as the 911R, I never grew tired of looking at its stunning form and admiring the purity of purpose of its stance. Lurking beneath those wide hips sits another purists' problem area, namely the AWD system. Purist it might not be, but few things will demolish a greasy road like a C4S, and given where we live and the conditions of our roads most of the time, I cannot think of a more capable and desirable all-rounder. It will be massively missed.



Practicality is one of the C4S strengths, seating for 2 + 2 and decent boot



SPECIFICATION

-  2981cc 6cyl twin-turbo, 4WD, 414bhp, 369lb ft
-  31.7mpg, 204g/km CO₂
-  0-62mph in 4.2secs, 189mph
-  1565kg

TESTER'S NOTES: Looks, flexibility, performance - the perfect family sports car and ultimate winter weapon.

MILEAGE: 19,520 **OUR MPG:** 23.9



VW Passat Alltrack

Report 5
£31,215/£34,795

ANDY FRANKLIN

I'm not going to lie to you – I've got proper man crush on this car. It seems a lot of other people do too. Well, when I say "people" I mean "men". I've lost, ahem, track (sorry) of the number of times blokes have commented on how they like and admire the Alltrack. Deep down, I suspect there is an element liking the Alltrack because they can't quite afford an Audi Allroad, and this will do.

But that's not to say the Alltrack doesn't deserve its praise. In fact, I'd say I think it's better-looking than the Allroad. Sharper lines and a little bit less fussy, it has excellent VW build quality and does exactly the same job for less money.



Cheaper than an Audi Allroad, and arguably actually better...

Which leaves you asking the question: what's more important to you, a badge or knowing you've got value for money? A friend recently told me he'd never buy a Skoda even though he knows they are good and built in the same company as Audi and VW. I guess those Eighties Skoda jokes like "Why does a Skoda have a heated rear screen? So it can keep your hands warm when pushing it..." clearly still stick in his mind. I just hope the VW scandal doesn't tarnish their reputation.

It's not just the outside that gets praise – the interior does too. Many are shocked by how simple and elegant it is, and I have to say it's nice to be in – very calming. That said, it doesn't stop you constantly wanting to unleash your inner Bear Grylls and find the nearest muddy track or gravel road to drive it on to, even if it is just the local park...



SPECIFICATION

- 1968cc 4cyl TD, AWD, 148bhp, 251lb ft
- 57.6mpg, 130g/km CO₂
- 0–62mph in 9.2secs, 127mph
- 1670kg

TESTER'S NOTES For a serious man crush, look no further – the Alltrack is macho without the large price.

MILEAGE: 9562 OUR MPG: 45.6



VW bus

Report 2
£45,540/£52,606

OLLIE MARRIAGE

The Caravelle stands 1,970mm high. I know this off by heart now. Because height restrictor. As you can see, it fits perfectly in the underground car park at work, but slotting it into regular multistoreys isn't for the faint-hearted. Theoretically, it should be fine with a two-metre limit, but that roof is very long and nudging up a ramp will increase that height in the mid-point...

I'm getting used to winning at height barriers – how accurately do they measure the clearance, I wonder? I'm just glad of the otherwise pointless sunroof so I can look up through the glass and check there is some sort of wriggle room available. And not only is it getting on for 100mm taller than the new Discovery, it's also 5.3 metres long. I've never been more wary of concrete pillars. The old Gen6 was never this nerve-wracking to manoeuvre.

SPECIFICATION

- 1968cc 4cyl TD, FWD, 201bhp, 332lb ft
- 44.8mpg, 164g/km CO₂
- 0–62mph in 9.9secs, 126mph
- 2416kg

TESTER'S NOTES Forget drifting around Dunsfold. For a real challenge, take the Caravelle to a multistorey.

MILEAGE: 4969 OUR MPG: 31.3



Seat Ateca

Report 5

£27,425/£30,700

ESTHER NEVE

I'm going to have a moan. For its myriad, varied good points, there is one thing about the Ateca that annoys me every single time I drive it. Initially, I thought it was just me, but Owen Norris has borrowed the Seat and complained of the exact same thing: the over-sensitive proximity sensors.

Let me explain. I drive down the A40 every night – nose-to-tail traffic, often stationary. Yet without fail, several times on my journey, the proximity sensors tell me that someone is trying to crash into my side. Or my front. Or back. But no one is trying to crash into me. I am stationary. TBH, I'm just glad there isn't one on the roof; it would be impossible in the rain.

I asked what could be done to stop it happening. The answer was to keep the sensors clean. This I try to do already. Seems there is no answer. Sad face.

SPECIFICATION

- 1968cc 4cyl TD, 4WD, 148bhp, 251lb ft
- 55.4mpg, 129g/km CO₂
- 0–62mph in 9.0secs, 122mph
- 1548kg

TESTER'S NOTES While it still is a very strong offering from Seat, the bings and bongs are getting to me...

MILEAGE: 8230 OUR MPG: 40.7



Mercedes-Benz E220d

Report 3

£38,430/£55,480

ADAM WADDELL

On page 98 of this issue my esteemed colleague Ollie Kew delivers his verdict on the four executive saloons featured in his group test. In first place he has the new BMW 5-Series. I've yet to drive the 5 so I can't comment on that, but I have driven the other three and don't agree with his decision to sandwich my E-Class in third place between the Volvo V90 and Jaguar XF.

The Volvo has a lot of fans in the TG office, and I overheard a parking warden admiring it outside my house the other day, saying: "Makes a nice change from a Beemer or a Merc, doesn't it?" But while it is in many ways better thought-out than the Mercedes, at the end of the day, it just doesn't feel quite as special.

Another colleague, Paul Horrell, seems to agree. Paul is a European Car



There is disagreement in the TG office as people clash over diesel execs

of the Year judge, and both the Mercedes and the Volvo are on this year's shortlist. Paul says: "I really enjoy the design of the Volvo, especially the V90. And its cabin. But I think the Mercedes, in particular the mainstream E220, is subtly the better car: better-steering, more refined and blessed with a ride that is on most roads slightly miraculous. The E-Class feels like a true Mercedes, and it's also real value for money if you avoid the fancy options, especially air suspension, huge wheels and semi-autonomous driving. And actually it's a better car without."

As it happens, our E-Class has all those "fancy options", but I still love it.

SPECIFICATION

- 1950cc 4cyl TD, RWD, 194bhp, 364lb ft
- 72.4mpg, 112g/km CO₂
- 0–62mph in 7.3secs, 149mph
- 1680kg

TESTER'S NOTES I think the E-Class is great all-round – looking forward to driving the 5 Series for context.

MILEAGE: 6250 OUR MPG: 39.7



Tom Ford: It's a good one, this. Two legendary badges both sold in the UK to people who like fast, blue things. Although other colours are available. But mine is better. Because it's, y'know, a Mustang. Legendary. You can't really say that about the Focus. It might be RS-mighty and very quick, but it's a jumped-up shopping car, really. The Mustang has a 5.0-litre V8, a long bonnet, a chunky manual and virtually unusable rear seats. It also doesn't have a drift mode, because it *is* drift mode. On the Sottozero winter tyres we've fitted, it basically lives life at a quarter to the straight ahead. It makes you feel like Bo Duke and Steve McQueen at the same time. Except that I like to think I'm a bit Steven Seagal...

Jack Rix: What, a washed-up weirdo with dodgy hair?

TF: But have you seen Seagal in *Under Siege*? He's such a powerful artiste that he doesn't



have to even move his face to act. He has a secret, magical power to him – something charming that draws you in, even though you know it's a bit... cheesy. Yes, like a Mustang. I know that a 5.0-litre pushrod isn't the cutting edge of downsized, forced-induction efficiency, but I don't care. I suppose you either get the inherent brutal beauty of the V8, RWD manual, or you don't. I'm not sure there's any particular rhyme or reason to it.

JR: I see your point, but you're wrong about the RS. The Mustang is a wonderfully evocative thing, I'll grant you that, and is huge fun in the right situation, but would you actually want to own one? I think not. I mean, wearing fancy dress is fun now and then, but you wouldn't go to work in Bo Peep costume, would you? In the US, the Mustang is a pop icon, a slice of freedom and just cool, full stop. Here it's a posing pouch that drinks too much fuel, and makes you look like a tit.

TF: The weird thing is, I sometimes wonder about the kind of guy that buys a Focus RS. Young men can't afford them (or more to the point, insure them), and they have the slight whiff of the midlife crisis to anyone 35-plus. I get that the Focus RS is kind of an everyday supercar – especially braving the back roads in a UK winter – but is it really special? The Mustang is an event every time. It's the kind of car you can't help but look back at every time you park it. It gets under your skin. And it's not because it's super-expensive, either – our TG Garage one is only £37k.

JR: So what you're saying is the Mustang is cheap? Agreed. That interior is particularly scratchy. Our Focus RS is affordable, too, at around £35k but doesn't feel like it's pretending to be a £60k car. It's honest – a practical 5dr family hatch that happens to have a ridiculous turn of pace. It feels like the money has been spent on the engineering,

Squaring up

Ford **Mustang** £35,745/£37,830
Ford **Focus RS** £31,250/£35,765

TOM FORD & JACK RIX



not the styling. It might not look as special, but when you get the chance to wind it up, hear the exhaust warble away and get all four wheels sliding, boy does it feel special. It also won't kill you if you crash into a pigeon.

TF: I knew you'd bring that up. Euro NCAP stars aren't everything. And the test was... uh... hush, Jack! Still, why do you think the Mustang is pretending to be anything at all? I think the pitch is remarkably unconfused in a world full of segment-spanning niche-busters. I'm not sure the RS Focus even counts as a hot hatch these days – isn't that more the preserve of something like the mighty little Fiesta ST200? I know this sounds like heresy, but as a pure hot hatch experience (FWD, more modest power, less electronics), I think I prefer the Fiesta...

JR: Let's not go there, because I might end up agreeing with you and ruin my carefully crafted argument



that the Focus RS is one of the finest cars you can buy. And for duality of purpose it probably is – boring stuff, I know, but it really is usable as your only family car – can't say the same of the Mustang, could you? My real beef with the Mustang is that it's wilfully backwards-looking. We live in an age when technology allows us to have inordinate amounts of power from a four-cylinder engine, and dizzying amounts of grip and balance from a sensible body shape with five doors. The Mustang is cool, I enjoyed driving it, but it preys on our dislike of change. The RS is where we're heading, the Mustang is where we've been. If there's a V8-shaped hole in your life, can't you just buy an old Mustang and let Ford get on with making clever stuff?

TF: Thing is, I don't regard the Stang as anything other than a smile-per-mile car. You can pull it apart in so many

small ways, but it's got that big-hearted charm that means you end up giving the damn thing a name. It feels simple. Homely. It looks great – still a bit of a surprise on UK roads – and people seem to genuinely love it; there's none of the slightly boy-racery attitude you sometimes get with hot Fords. **JR:** Hmmmm, so it's a choice between being a boy racer... or Steven Seagal. There you have it folks, some golden consumer advice.

SPECIFICATION

Ford Focus RS

- 2261cc 4cyl turbo, 4WD, 345bhp, 347lb ft
- 36.7mpg, 175g/km CO₂
- 0–62mph in 4.7secs, 165mph
- 1547kg

TESTER'S NOTES Possibly one of the most complete point-to-point fast-things on sale. Focus RS wins. Fact.

MILEAGE 13,550 OUR MPG 25.2

Ford Mustang

- 4949cc V8, RWD, 410bhp, 391lb ft
- 20.9mpg, 299g/km CO₂
- 0–62mph in 4.8secs, 149mph
- 1720kg

TESTER'S NOTES Uncomplicated, satisfying, surprisingly effective and complete. Ignore Jack, Mustang wins.

MILEAGE 2450 OUR MPG 25.5



The past six months have been very uneventful in the life of the Astra Sport Tourer. It's gone about its business in a solid if uninspiring way and never had a problem. It's like a mild cheddar. If it's in the fridge, then it's going to do a job, but if you had the choice you'd buy the stinky, stronger variety.

It's movement for the masses, this. The car you get given when you turn up for your first day at a sales job. But do you know what? It's good. Very good. It rides well and feels quite premium inside, has a decent boot for a Sports Tourer (it's an estate!). Bashing out a lot of motorway miles is its bread and butter, and helping out on a trek to the west coast of Scotland as a tracking support vehicle was an occasion when it impressed everyone.

There were a few gripes, however. It's got more beeps and bongs than a Kraftwerk concert. The parking sensors



Kids seats fitted easily, but small door made loading them tricky in tight car parks

were forever going off, even when driving along on an otherwise empty road – I'm glad the button was near the gearstick as it drove me mad. Threading through back streets, the crash warning also flashed and screamed at me regularly. Annoying.

CarPlay is a great thing to have, but I just didn't get on with it. Infotainment is so important these days, and I think Vauxhall has nailed it with its new system. No need to bother with CarPlay at all.

The top spec SRi included a heated steering wheel, which was fantastic in the winter, if a little slow to warm up. As was the whole car. It took a good 15 minutes to get going in the morning.

The OnStar wifi was particularly handy with kids on board and helped ease the data burden of streaming music. But the ongoing costs would put me off renewing after the free year had expired.

Ultimately, though the Astra served us well, it didn't inspire. A safe choice.

SPECIFICATION

	1598cc 4cyl TD, FWD, 160bhp, 258lb ft
	67.3mpg, 112g/km CO ₂
	0–62mph in 8.4secs, 137mph
	1435kg

TESTER'S NOTES 2016's European car of the year is solid but uninspiring. Company-car fodder.

MILEAGE: 12844 **OUR MPG:** 50.6



Vauxhall Astra ST

Goodbye

£25,535/£26,475

OWEN NORRIS





Mitsubishi L200

Report 4

£24,949 (CV price)/£29,938

TOM FORD



Rollcage being bent, wheels being decided, the TopGear L200 is taking shape at last...



Projects never run smoothly. But I was hoping for one or two wins before the first loss. First, I'd done a lot of looking wistfully into the near-distance and daydreaming of random things that the truck must be able to do, and the things I'd have to have on the L200 to enable it to do them. Some were a given, like a sizeable upgrade in tyre size, so it was off to Ralph the engineer to see what we could fit that might still be usable on a 1,000-mile-plus adventure. Running something like 44s wasn't an option, but anything over a modest increase (33-38in) would still be needing a bit of a suspension lift. While we're there - upgrading the rear leaf springs, front coils and damping - we might as well look at polybushing the entire thing. And flaring the arches. And carrying two spares in the rear, like a proper pre-runner. And, for a bit of fun, why not have a small off-road moped in the back? Because I've been obsessed with these things called Motopeds for a while now, but couldn't actually afford or justify one.

SPECIFICATION

- 2442cc 4cyl TD, 4WD, 178bhp, 317lb ft
- 37.7mpg, 196g/km CO₂
- 0-62mph in 11.8secs, 109mph
- 1860kg

TESTER'S NOTES Being let down by original supplier of the cage lost us much time. Need to keep momentum.

MILEAGE: 2860 OUR MPG: 32.7

And many lights. And if we've got lights, then there must be cameras. Which might need somewhere to live. Like an aeroplane wing. Phone calls were made, and many things were ordered. It was fun.

Trouble is, one of my main design wants was an external rollcage. And, after many calls to various suppliers and a couple of fruitless and time-consuming meetings, the L200 was delivered to a man who promised to get one fitted in the timeframe we specified. A man who then, a couple of weeks later when I was expecting the Mitsu back with a nice chunky rollcage, refused to answer calls, emails, texts... A man who then dumped my car at another rollcage manufacturer, who I turned up to with an extremely bad attitude. It's a silly story, but not an uncommon one: most project car/resto people who have to rely on outside help have been here at one time or another. A blessing in disguise though, because Protection and Performance, where the L200 was dumped, do a lot of good cages.

They understood my need for the unconventional. But we were also too far behind schedule to leave it with them... so more planning ensued. Time had been marching on, and there was suspension arriving on Tuesday, wheels the day after, a winch on Thursday and nobody had even ordered the whip aeriels...



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VOLKSWAGEN

TopGear on Volkswagen:

Quietly brilliant, thoroughly deserving of every accolade it's thrown its way. Up and Golf particular highlights.

GOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 GTI 5d	£28,520	6.4	155	230	258	44.1	148	8/10
2.0 R 5d	£32,520	5.1	155	310	280	37.7	180	9/10
1.6 TDI SE N' 5d	£21,925	10.2	123	115	185	68.9	106	8/10

Euro NCAP ***** LxWxH in mm: 4258x1799x1492, 50-litre fuel tank, 380/1270-litre boot, 9 engines, 9 trims, 54 models in total.

1 TG SPEAKS

Our verdict on the brand

2 SOME WORDS...

...about the car

3 YELLOW BAR

Denotes the TG Favourites

4 FUEL ECONOMY

Less is, um, more

5 MODEL CHOICE

Just the ones that count

6 CRASH TESTING

You want five stars here

7 BOOT VOLUME

Two numbers? Seats up/down

8 NOT EVERY ENGINE

is available with every trim!

NEW IN THIS MONTH

Lamborghini Aventador S

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.5 V12	£271,146	2.9	217	740	507	24.4	394	8/10



Range Rover Velar

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0D First Ed'	£83,350	6.5	150	300	516	44.1	167	7/10



ABARTH

TopGear on Abarth:

Tuned Fiats brimming with back-street garage attitude. Fond of a loud exhaust, but not so keen on subtlety...

500

Short on talent, long on appeal, that's the rufy-tufy Abarth. Pogo stick ride but ever so eager with it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
595	£15,890	7.8	131	145	152	43.1	129	7/10
695 Biposto	£33,060	5.9	143	190	185	43.5	155	7/10

Euro NCAP ***** LxWxH in mm: 3660x1630x1490, 35-litre fuel tank, 185/610-litre boot, 2 engines, 3 trims, 8 models in total.

124 SPIDER

Fiat's turbo MX-5 gains a whopping... um, 30bhp. For £30k. Hugely characterful and sweeter to drive than a Mazda, mind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T 170	£29,585	8.8	144	170	184	44.1	145	7/10

Euro NCAP n/a, LxWxH in mm: 4045x1740x1233, 45-litre fuel tank, 140-litre boot, 1 engine, 2 trims, 2 models in total.

ALFA ROMEO

TopGear on Alfa Romeo:

The best badge in the business, now worn by two hatches, a saloon and a divisive sports car. History repeating?

GIULIA

At long last, Alfa's back in the small sports saloon game with an agile, comfy, RWD... blinder. Wonders shall never cease.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.9 Biturbo QV	£31,010	3.8	188	370	442	34.4	199	8/10
2.0 JTDM Tec'	£33,095	7.2	143	180	280	67.2	109	8/10

Euro NCAP ***** LxWxH in mm: 4639x1426x1873, 58-litre fuel tank, 480-litre boot, 4 engines, 5 trims, 8 models in total.

4C

Lotus by Alfa, with the odd Alfa foible to boot. But when a car's this pretty, light and engaging, you just want one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.7T Coupe	£52,505	4.5	160	240	258	41.5	157	5/10
1.7T Spider	£58,575	4.5	160	240	258	41.5	157	5/10

Euro NCAP n/a, LxWxH in mm: 3989x1864x1183, 40-litre fuel tank, 110-litre boot, 1 engine, 1 trim, 2 models in total.

ARIEL

TopGear on Ariel:

Artfully shaped metalwork containing frenzied engines and a man clinging on for dear life. Hectic, addictive.

ATOM

The single most insane car on sale. Even the regular version will redefine your sense of what's possible in a car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245	£32,255	3.2	141	245	154	N/A	N/A	9/10
2.0 SC 350 R	£94,000	2.5	165	330	243	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3410x1890x1195, 42-litre fuel tank, n/a-litre boot, 4 engines, 4 trims, 4 models in total.

NOMAD

Part special forces all-terrain fast attack vehicle, part latter-day beach buggy. This is Tamiya made real, and it's mega.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.4 Nomad	£23,000	3.4	125	225	221	N/A	N/A	10/10

Euro NCAP n/a, LxWxH in mm: 3215x1850x1425, 42-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

ASTON MARTIN

TopGear on Aston Martin:

Achingly cool cars that make up in beauty and charisma what they lack in technical and dynamic ability.

VANTAGE

The car that took on the 911. And lost. But it's an Aston, which means brogues to the Porsche's two-a-penny trainers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12 S	£140,000	3.7	185	570	458	17.2	308	7/10

Euro NCAP n/a, LxWxH in mm: 4380x1870x1260, 80-litre fuel tank, 300-litre boot, 4 engines, 2 trims, 4 models in total.

DB11

Replaces a car that defined modern Astons. No pressure then. Turbo rob character but as an intercontinental GT it's world class.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2 TT V12	£164,000	3.8	200	600	416	25.8	265	8/10

Euro NCAP n/a, LxWxH in mm: 4739x1940x1279, 78-litre fuel tank, 270-litre boot, 1 engine, 1 trim, 1 model in total.

VANQUISH

Overhauled DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
V12 S	£198,000	3.5	201	800	405	21.8	302	8/10

Euro NCAP n/a, LxWxH in mm: 4692x1912x1294, 78-litre fuel tank, 368-litre boot, 2 engines, 2 trims, 4 models in total.

RAPIDE S

Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£149,000	4.4	203	580	445	21.9	300	8/10

Euro NCAP n/a, LxWxH in mm: 5019x1929x1360, 90.5-litre fuel tank, 317/886-litre boot, 1 engine, 1 trim, 1 model in total.

AUDI

TopGear on Audi:

Aspirational premium brand is inventing so many niches, if there's not one for you today, there will be by tomorrow.

A1

Essentially a posh Fabia, the A1 is prince to Skoda's pauper. Or maybe the emperor's new clothes. Either way, it's not £20k good.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£17,245	8.8	127	125	147	57.6	115	6/10

S1	£25,540	5.8	155	231	272	48.3	162	8/10
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Euro NCAP n/a, LxWxH in mm: 3973x1740x1416, 45-litre fuel tank, 270/920-litre boot, 4 engines, 4 trims, 14 models in total.

A3

Does nothing remarkably (besides having a lovely cabin) but so good in most areas it's got the A-Class and 1-Series on toast.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 TFSI SE	£18,825	8.7	129	115	147	62.8	104	7/10

S3	£32,790	5.2	155	310	280	40.4	162	7/10
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Euro NCAP n/a, LxWxH in mm: 4241(4313)x1777x1424, 50/55-litre fuel tank, 365/1,100-litre boot, 9 engines, 6 trims, 41 models in total.

A4

Meet the regional boss's new A4. Just like the regional boss's old A4. It's lighter and smarter. Unlike the regional boss.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI SE	£28,750	7.2	143	190	236	56.4	127	7/10

2.0 TDI SE	£30,200	8.9	130	150	236	74.3	99	7/10
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Euro NCAP n/a, LxWxH in mm: 4726x1842x1427, 58-litre fuel tank, 480-litre boot, 6 engines, 3 trims, 20 models in total.

A5

Don't worry the picture's small. You still can't tell it's the new one in real life. About as memorable as an algebra exam.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI SE	£33,050	7.7	130	190	296	68.9	106	7/10

S5	£47,000	4.7	155	364	388	39.2	170	7/10
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Euro NCAP n/a, LxWxH in mm: 4673x1846x1371, 58-litre fuel tank, 465-litre boot, 5 engines, 3 trims, 16 models in total.

A6

Audi's photocopier styling department has pulled another one out the bag. Still not up to 5-Series standards.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 6 Perf	£37,720	3.7	188	605	554	28.4	223	8/10

2.0 TDI SE Exec	£33,720	8.4	144	190	280	65.7	113	6/10
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3.0 BiTDI SE Av	£49,955	5.2	155	320	479	45.6	164	7/10
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Euro NCAP n/a, LxWxH in mm: 4910x1870x1460, 65-litre fuel tank, 535/1680-litre boot, 8 engines, 6 trims, 23 models in total.

A7

Audi's niche-busting continues. The A7 is basically an A8 hatch, with the added suggestion that you might drive yourself.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 7 Perf	£33,500	3.7	188	605	554	28.4	223	7/10

3.0 BiTDI S Line	£58,705	5.2	155	320	479	46.3	162	7/10
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Euro NCAP n/a, LxWxH in mm: 4970x1911x1420, 73-litre fuel tank, 535/1390-litre boot, 6 engines, 5 trims, 13 models in total.

A8

Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.2 TDI SE Ex L	£79,440	4.8	155	385	625	38.7	190	8/10

Euro NCAP n/a, LxWxH in mm: 5135x5270x1949x1460, 90-litre fuel tank, 520-litre boot, 5 engines, 6 trims, 17 models in total.

TT

It won't chase away the old stereotypes, but the latest TT is impressive. TT RS is supercar-fast, yet not supercar-exciting.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5 TT RS	£51,800	3.7	155	400	354	34.4	187	7/10

2.0 TDI ultra	£20,375	7.1	150	154	290	62.8	116	8/10
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2.0 TT S	£40,315	4.9	155	310	280	38.7	168	7/10
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2.0 TFSI S Line	£33,830	6.0	155	230	273	46.3	141	7/10
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Euro NCAP n/a, LxWxH in mm: 4177x1832x1353, 50-litre fuel tank, 305/712-litre boot, 5 engines, 4 trims, 19 models in total.

R8

No V8, no manual, only a faint restyle? Has Audi dropped a difficult second album clanger? Nope, not at all.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2 V10	£122,450	3.5	200	540	398	23.9	275	9/10

5.2 V10 Plus	£137,450	3.2	206	610	418	22.8	289	9/10
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5.2 V10 Spyder	£131,140	3.6	197	540	398	24.1	277	9/10
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Euro NCAP n/a, LxWxH in mm: 4470x1240x1940, 83/73-litre fuel tank, 112/338-litre boots, 2 engines, 2 trims, 3 models in total.

Q2

Finally, Audi bins the styling photocopier and creates a trendy crossover with Evoque desirability for Qashqai money.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£24,400	8.5	131	150	184	52.3	124	6/10

1.6 TDI SE	£22,950	10.3	122	115	184	64.2	104	6/10
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Euro NCAP n/a, LxWxH in mm: 4190x1790x1510, TBA-litre fuel tank, 405/1,050-litre boot, 4 engines, 3 trims, 12 models

Q3

This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS Q3 Perf	£49,185	4.4	167	367	343	32.8	203	6/10

2.0 TDI quat Sp	£30,000	7.8	128	154	179	63.3	108	8/10
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Euro NCAP n/a, LxWxH in mm: 4385x1831x1608, 64-litre fuel tank, 420/1325-litre boot, 4 engines, 3 trims, 15 models in total.

Q5

Doesn't look all-new, but Audi assures us it is. Sits on same platform as new A4 and A5 and is much better for it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI S line	£41,040	6.3	147	249	273	40.4	159	7/10

2.0 TDI SE	£32,770	7.8	138	187	285	58.5	132	7/10
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3.0 TDI 240	£39,490	6.5	139	240	368	37.6	199	5/10
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Euro NCAP n/a, LxWxH in mm: 4663x1893x1659, 65/70-litre fuel tank, 550/1550-litre boot, 2 engines, 3 trims, 6 models in total.

Q7

The latest Audi Q7 is smaller on the outside, bigger where it matters. Marginally less offensive than before, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
e-tron	£66,000	6.2	143	258	517	156.9	48	6/10

3.0 TDI 272 SE	£52,855	6.3	146	272	442	48.6	153	8/10
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3.0 TDI 218 SE	£49,505	7.3	134	218	369	48.7	150	7/10
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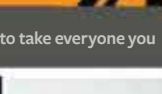
4.0 TDI SQ7	£72,020	4.9	155	435	664	39.2	190	8/10
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Euro NCAP n/a, LxWxH in mm: 5053x1963x1730, 100-litre fuel tank, 295/2075-litre boot, 1 engine, 2 trims, 2 models in total.

BAC

TopGear on BAC:

A car so good to drive that you'll need to take everyone you know out for a ride in it. Oh, wait...



MONO

Some say it's too extreme. All we know is that Stig once voted it his car of the year. And that some people are fools.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.3 280	£70,000	2.8	170	280	208	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3952x1800x1110, 35-litre fuel tank, NA-litre boot, 1 engine, 1 trim, 1 model in total.

BENTLEY

TopGear on Bentley:

"Speak softly and carry a big stick," as W. O. Bentley literally never said.



CONTINENTAL GT

Way better than the David Dickinson image would suggest, the Conti GT is a masterclass in modern British style.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8 S	£148,000	4.3	182	528	552	25.7	246	6/10

6.0 W12 Speed	£168,900	4.0	206	635	605	19.5	338	8/10
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6.0 W12 Conv	£165,600	4.4	195	575	517	19.0	347	8/10
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Euro NCAP n/a, LxWxH in mm: 4806x1920x1400, 90-litre fuel tank, 358-litre boot, 3 engines, 3 trims, 8 models in total.

FLYING SPUR

Brilliant in many ways, but somehow fails to capture the essence of luxury as well as the Conti coupe.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8 S	£132,000	4.8	193	507	487	25.8	254	6/10

6.0 W12	£154,900	4.3	200	625	590	19.0	343	6/10
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Euro NCAP n/a, LxWxH in mm: 5299x1976x1488, 90-litre fuel tank, 475-litre boot, 2 engines, 2 trims, 3 models in total.

MULSANNE

BMW

TopGear on BMW:

1 cars good, 2-Series Active Tourer bad. We'll leave you to put the rest of BMW's range on the swing-o-meter.

i3

The future is here, its electric and we love it. The rest are now playing catch up. From a long way behind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i3 EV 94Ah	£32,380	7.2	93	170	184	n/a	0	8/10
i3 EV REX 94Ah	£26,530	7.8	93	170	184	470	13	8/10

Euro NCAP ***** LxWxH in mm: 3999x1775x1578, 9-litre fuel tank (REx), 260-litre boot, 2 engines, 4 trims, 8 models in total.

1-SERIES

Perhaps the pick of the premium hatchbacks right now, the 1-Series thrashes the opposition for driving. M140i is bargainous gem.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
116d ED+ 3d	£22,510	10.4	121	116	191	83.1	89	7/10
120d Sport 5d	£26,320	7.1	142	190	295	65.7	114	7/10
M140i 3d	£32,706	4.8	155	340	369	36.2	179	8/10

Euro NCAP ***** LxWxH in mm: 4329x1765x1421, 50/52-litre fuel tank, 360/1200-litre boot, 11 engines, 6 trims, 54 models in total.

2-SERIES

2-Series follows BMW's latest naming strategy, but is very much its own car. And a rather good one at that.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
220d Sport	£28,030	7.1	143	190	295	65.7	112	7/10
M240i	£35,420	4.8	155	340	369	36.2	179	8/10
M2	£44,329	4.5	155	385	388	33.2	189	8/10

Euro NCAP n/a LxWxH in mm: 4432x1774x1418, 52-litre fuel tank, 390-litre boot, 6 engines, 4 trims, 11 models in total.

3-SERIES

Not only the benchmark small exec, but one of the best saloons of all. Now facelifted, so even more excellent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
330e SE	£34,475	6.1	140	184	310	148.7	44	7/10
M3	£56,605	4.3	155	431	406	32.1	204	8/10
320d ED Sport	£31,590	8.0	143	163	280	68.9	108	9/10
330d xDrive M	£40,020	5.9	155	258	413	53.3	138	8/10

Euro NCAP ***** LxWxH in mm: 4624x1811x1429, 57/60-litre fuel tank, 448-litre boot, 10 engines, 7 trims, 66 models in total.

4-SERIES

The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
M4	£57,065	4.3	155	431	406	32.1	204	7/10
M4 GTS	£121,700	3.8	180	570	442	34.0	194	8/10
420d SE	£32,645	7.3	149	190	295	67.3	111	8/10

Euro NCAP n/a LxWxH in mm: 4638x1825x1362, 57/60-litre fuel tank, 445/480-litre boot, 8 engines, 7 trims, 87 models in total.

5-SERIES

Evolution of the Five has resulted in one of the most complete cars on sale. It's engaging, refined and very clever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
530e	£43,985	6.2	146	310	420	141.2	46	TBA
520d SE	£36,025	7.5	146	190	295	68.8	108	8/10
530d SE	£43,835	5.7	155	258	458	58.1	124	8/10

Euro NCAP n/a, LxWxH in mm: 4936x1868x1479, 70-litre fuel tank, 510-litre boot (410l 530e), 5 engines, 3 trims, 13 models in total.

6-SERIES

Unusually, BMW launched the 6 as a Cabrio first. Also unusually, the coupe's a bit... rubbish. GC 4dr is much better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
M6 Coupe	£93,265	4.2	155	560	501	28.5	232	6/10
640d GC SE	£32,395	5.4	155	310	484	58.4	141	8/10

Euro NCAP n/a, LxWxH in mm: 4890x1890x1370, 70-litre fuel tank, 460-litre boot, 4 engines, 3 trims, 19 models in total.

7-SERIES

Never as attractive a proposition as the Merc S-Class, the 7 is phenomenally good without anyone really giving a toss.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
730d	£64,020	6.1	155	269	458	60.1	124	7/10
740Li M Sport	£76,555	5.5	155	331	332	40.4	164	7/10
740Ld xDrive	£75,500	5.3	155	320	502	54.3	137	7/10
740e	£68,940	5.4	155	326	369	134.5	49	6/10
750i M Sport	£80,820	4.7	155	450	479	34.9	189	7/10
M760Li xDrive	£132,310	3.7	155	609	890	22.1	294	7/10

Euro NCAP n/a, LxWxH in mm: 5098x5238x1901x1467, 78-litre fuel tank, 515-litre boot, 4 engines, 2 trims, 14 models in total.

i8

A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i8	£134,540	4.4	155	367	236	134.5	40	8/10

Euro NCAP n/a, LxWxH in mm: 4689x1942x1298, 42-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

X1

Latest X1 uses FWD platform from 2-Series Active Tourer. Is less objectionable than old one in every single way.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive20d	£31,700	7.6	137	190	295	58.9	127	8/10
xDrive25d	£27,138	6.8	146	221	332	55.4	133	8/10

Euro NCAP ***** LxWxH in mm: 4439x1821x1598, 61-litre fuel tank, 505/1505-litre boot, 4 engines, 3 trims, 8 models in total.

X3

Far superior to older ones. So much so that you question the need for the X5. X3 is more socially acceptable, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive20d SE	£34,100	8.1	130	190	295	55.4	135	7/10
xDrive35d M Sp'	£47,395	5.3	162	310	485	47.1	167	7/10

Euro NCAP ***** LxWxH in mm: 4648x1881x1675, 67-litre fuel tank, 550/1600-litre boot, 3 engines, 3 trims, 7 models in total.

X4

People with the hides of rhinos and a passion for obnoxiousness bought the X6, so we now have to suffer an X4. Joy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
xDrive30d XLI	£45,500	5.8	145	258	413	48.6	148	4/10

Euro NCAP n/a, LxWxH in mm: 4671x1915x1624, 67-litre fuel tank, 500/1400-litre boot, 3 engines, 2 trims, 6 models in total.

X5

Very good on tarmac, assuming you want to pummel it into submission. Just like with those building contracts, yeah?



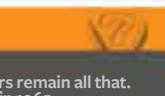
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
sDrive25d SE	£47,170	7.7	137	231	369	53.3	139	6/10
xDrive30d SE	£52,510	6.8	142	258	413	47.9	156	7/10
xDrive40d SE	£54,920	5.9	147	313	465	47.1	157	7/10
xDrive40e SE	£54,820	6.8	130	313	332	85.6	77	6/10
M50d	£67,220	5.3	155	381	545	42.8	173	6/10
X5 M	£92,530	4.2	155	575	553	25.4	258	6/10

Euro NCAP n/a, LxWxH in mm: 4896x1938x1762, 85-litre fuel tank, 650/1870-litre boot, 3 engines, 3 trims, 5 models in total.

CATERHAM

TopGear on Caterham:

Small, light and nimble 50-year old cars remain all that. But they didn't have to negotiate X6s in 1965.



SEVEN

As old as the hills, yet as energetic as a spring lamb. The small, light, flimsy template still serves the 7 well.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.8 160	£78,585	8.9	100	80	78	57.0	114	8/10
2.0 360	£26,995	4.8	130	183	143	n/a	n/a	7/10
620 R	£49,995	2.8	155	310	219	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 3530x1690x1140, 36-litre fuel tank, 75-litre boot, 5 engines, 5 trims, 5 models in total.

CHEVROLET

TopGear on Chevrolet:

If you're looking for Chevrolets such as the Aveo and Cruze, you're reading the wrong magazine.

CORVETTE STINGRAY

The Americans have finally got serious about taking on the Porsche 911. Others have tried before, but rarely as well as this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2 V8 SC Z06	£37,888	3.4	188	650	650	20.0	322	8/10

Euro NCAP n/a, LxWxH in mm: 4495x1780x1235, TBC-litre fuel tank, TBC-litre boot, 2 engines, 2 trims, 3 models in total.

CITROEN

TopGear on Citroen:

Design-led brand that's the most 'French' of the French car firms. Undergoing a bit of a renaissance these days.

C1

The first time Citroen got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Touch 3d	£9,770	14.3	88	68	68	88.9	95	6/10

Euro NCAP ***** LxWxH in mm: 3460x1620x1430, 35-litre fuel tank, 196/780-litre boot, 2 engines, 3 trims, 20 models in total.

C3

The Cactus-inspired new C3 is a top-notch supermini from Citroen. Much better than we ever imagined.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 68 Touch	£10,995	TBA	107	68	78	60.1	108	8/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T 110 Feel	£16,225	TBA	107	100	85	61.4	103	6/10

Euro NCAP n/a, LxWxH in mm: 3996x1829x1474, 45-litre fuel tank, 300/922-litre boot, 5 engines, 3 trims, 11 models in total.

C4 CACTUS

Breath of fresh air, as only Citroen can do. Great looking and with just enough gadgets to keep a modern family happy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 75 Touch	£13,260	12.9	103	75	87	61.4	105	8/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 110 Feel	£17,885	8.3	107	100	85	65.7	100	6/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 BlueHDi Feel	£17,815	10.7	114	100	187	78.5	95	8/10

Euro NCAP ***** LxWxH in mm: 4157x1729x1480, 45-litre fuel tank, 359/1170-litre boot, 6 engines, 3 trims, 13 models in total.

GRAND C4 PICASSO

Funky shapeliness from Citroen, helping make the world of MPVs more acceptable. Headlights a particular success.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 PT Feel	£23,775	10.8	125	130	170	56.5	116	7/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 BlueHDi Feel	£24,880	11.3	107	120	221	70.8	108	6/10

Euro NCAP ***** LxWxH in mm: 4590x1830x1630, 60-litre fuel tank, 537/1851-litre boot, 4 engines, 4 trims, 9 models in total.

DACIA

TopGear on Dacia:

Cheap cars from Eastern Europe, via France for a bit of je ne sais quoi, and then on to the budget-conscious.

SANDERO

The UK's cheapest new car - you can lease one for less than a Sky TV package. Nothing here besides simple transport.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 75 Access	£5,995	14.2	101	75	78	54.3	117	6/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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DS

TopGear on DS:

Citroen's sub-brand focuses on style, tech and luxury. Think Lexus. Only French-er.

DS 3

A former Car of the Year and a gigantic, mincing Gallic leap forward for Citroen. Not fast, but a kick up the arse for Mini.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 PT Chic	£13,995	12.3	108	82	87	61.4	107	7/10
1.6 PT Prestige	£18,295	7.4	135	105	177	50.4	129	7/10

Euro NCAP ***** LxWxH in mm: 3948x1715x1483, 50-litre fuel tank, 285/975-litre boot, 7 engines, 5 trims, 15 models in total.

DS 5

The most avantgarde DS. Not as inspiring as the 3, and the ride should still be better, but family cars come no cooler.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 BlueHDi	£22,110	10.6	127	150	272	54.7	112	8/10

Euro NCAP ***** LxWxH in mm: 4530x1870x1540, 60-litre fuel tank, 465-litre boot (Hybrid 325l), 5 engines, 3 trims, 9 models in total.

FERRARI

TopGear on Ferrari:

Art and science blended into the most alluring and diverse supercar range in the company's history.



CALIFORNIA T

The Ferrari that everyone thought was a Maserati now has a turbo V8. Purists will hate it, but it'll bring in buyers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V8 T	£165,250	3.8	186	540	556	28.9	250	8/10

Euro NCAP n/a, LxWxH in mm: 4570x1910x1322, 78-litre fuel tank, 240/340-litre boot, 1 engine, 1 trim, 1 model in total.

488

So long, natural aspiration. Twin-charged 488 is new-age fast, but not quite as fizzy as the car it replaces. Mighty nonetheless.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
488 GTB	£183,994	3.0	205	670	560	24.7	250	8/10

488 Spider	£204,391	3.0	203	670	560	24.7	260	9/10
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Euro NCAP n/a, LxWxH in mm: 4568x1952x1213, 78-litre fuel tank, 230-litre boot, 1 engine, 2 trims, 2 models in total.

F12

Fastest ever Ferrari until the LaFerrari came along. Soon to be replaced by even faster 812, naturally.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12	£240,053	3.1	271	740	508	18.8	350	10/10

6.3 V12 TdF	£330,000	2.9	211	770	520	18.3	360	10/10
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Euro NCAP n/a, LxWxH in mm: 4620x1940x1270, 92-litre fuel tank, 350-litre boot, 2 engines, 2 trims, 2 models in total.

GTCCALUSSO

A much-needed sharpening for the FF, now with an even sillier name. Excellent, and now available with the Cali T's V8.



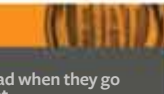
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.3 V12	£248,438	3.4	258	692	534	18.3	360	9/10

Euro NCAP n/a, LxWxH in mm: 4922x1980x1383, 91-litre fuel tank, 450/800-litre boot, 1 engine, 1 trim, 1 model in total.

FIAT

TopGear on Fiat:

Good when they do the small stuff, bad when they go beyond it. Buy a Panda and be content.



PANDA

It's back, it's slightly rounder and it's still entirely brilliant. Come here cuddly Panda, we want to give you a hug.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
TwinAir 85 Easy	£13,245	11.2	100	85	107	67.3	99	8/10
T'Air Trekking	£13,360	11.5	106	85	107	64.2	105	8/10
T'Air 4x4 Cross	£16,510	12.0	104	85	107	57.6	104	8/10
1.2 Easy	£10,045	14.2	102	69	75	55.4	119	7/10

Euro NCAP ***** LxWxH in mm: 3650x1640x1550, 35-litre fuel tank, 225/870-litre boot, 4 engines, 5 trims, 15 models in total.

500

Not quite the Sixties revival Fiat was angling for, but the 500 has stayed cute as the Mini keeps bloating.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Pop Star	£12,225	12.9	99	69	75	60.1	110	7/10
T'Air 85 Pop Star	£13,575	11.0	107	85	107	74.3	90	7/10
C T'Air Lounge	£17,530	10.0	117	105	107	67.3	99	6/10
T'Air 105 S	£15,030	10.0	117	105	107	67.3	99	7/10
C T'Air 105 S	£17,680	10.0	117	105	107	67.3	99	6/10
1.2 Pop	£11,350	12.9	99	69	75	60.1	110	6/10

Euro NCAP ***** LxWxH in mm: 3571x1627x1488, 38-litre fuel tank, 185-litre boot, 3 engines, 5 trims, 26 models in total.

500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 95 Pop	£14,575	12.8	106	95	93	46.3	143	5/10

1.6 MJet Lounge	£20,415	10.7	117	120	236	67.3	112	5/10
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Euro NCAP ***** LxWxH in mm: 4147x1784x1667, 50-litre fuel tank, 343/1310-litre boot, 3 engines, 4 trims, 11 models in total.

500X

The quest to cash in on the 500 continues. Similar lights, but otherwise there's nothing 500-ish here. Not a bad crossover, mind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 MAir P'Star	£18,215	9.8	118	140	170	47.1	139	6/10

1.6 MJet P'Star	£18,715	10.1	118	120	236	68.9	108	6/10
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Euro NCAP ***** LxWxH in mm: 4248x1796x1600, 48-litre fuel tank, 350/1000-litre boot, 4 engines, 6 trims, 13 models in total.

TIPO

An old name brought back from the grave to add a mite of flair to a humdrum cheap hatchback. No vices, but no virtues, either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T Easy Plus	£15,345	11.8	124	120	158	47.1	138	6/10

1.6D Easy Plus	£17,345	N/A	124	120	236	76.3	98	5/10
1.6D Lounge	£18,345	N/A	124	120	236	76.3	98	5/10

Euro NCAP ***** LxWxH in mm: 4370x1790x1500, 48-litre fuel tank, 440-litre boot, 5 engines, 4 trims, 26 models in total.

124 SPIDER

Turbo torque and firmer chassis means Fiat's MX-5 gets right up Mazda's nose. If only it didn't look like a Dodge Viper kit car



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T Classica	£20,895	7.5	134	140	177	44.1	148	6/10

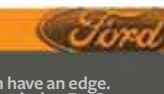
1.4T Lusso	£23,745	7.5	134	140	177	44.1	148	8/10
1.4T Lusso Plus	£24,995	7.5	134	140	177	44.1	148	8/10

Euro NCAP n/a, LxWxH in mm: 4054x1740x1233, 45-litre fuel tank, 140-litre boot, 1 engine, 3 trims, 3 models in total.

FORD

TopGear on Ford:

Proof that mass market motoring can have an edge. Note: this does not apply to the disappointing EcoSport.



KA+

The Ka's march away from the purist original continues. Pity. Five doors now standard for Ford's budget i10 rival.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Studio	£13,245	15.3	99	70	77	56.5	114	6/10

Euro NCAP n/a, LxWxH in mm: 3929x1784x1521, 35-litre fuel tank, 270/849-litre boot, 2 engines, 4 trims, 5 models in total.

FIESTA

Arguably the best supermini on sale. New one claims to be better in every way. We'll see about that.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec 3d	£14,795	11.2	112	100	125	65.7	99	8/10
1.6T 182 ST 1	£18,145	8.9	128	182	177	41.9	128	8/10
1.6T ST200	£23,145	6.7	142	200	214	46.3	140	8/10
1.5 TDCi Ztec 5d	£16,895	11.9	111	95	159	88.3	82	8/10

Euro NCAP ***** LxWxH in mm: 3950x1720x1480, 42-litre fuel tank, 295/979-litre boot, 10 engines, 8 trims, 48 models in total.

FOCUS

The Focus is good to drive, but is now so dated that even a Vauxhall Astra beats it overall on points.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£19,995	11.0	120	125	147	60.1	108	8/10
2.0T ST 1	£25,100	6.5	155	255	250	41.5	159	8/10
2.3T RS	£23,705	4.7	185	343	275	38.7	175	8/10
1.5 TDCi Zetec	£20,695	10.5	120	120	199	74.3	98	7/10

Euro NCAP ***** LxWxH in mm: 4358x1823x1484, 53-litre fuel tank, 363/1148-litre boot, 10 engines, 6 trims, 52 models in total.

MONDEO

Been on sale in the US for years now. Smooth, refined and not too American. Well done Ford.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 TDCi Style	£22,295	11.7	119	120	199	78.5	94	7/10
1.5T Zetec	£22,745	9.2	138	160	177	48.7	134	7/10
2.0 TDCi Est Tm	£22,095	9.5	138	150	248	67.3	108	7/10

Euro NCAP ***** LxWxH in mm: 4780x1890x1500, 70-litre fuel tank, 540/1460-litre boot, 7 engines, 4 trims, 34 models in total.

B-MAX

Ford's reply to the Vauxhall Meriva. Sliding rear doors and no B-pillars means easy access and brilliant packaging. Fine car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 Zetec Nav	£16,075	13.8	106	90	94	47.1	139	7/10

1.0T Titan Nav	£18,585	11.2	117	125	147	52.7	114	6/10
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Euro NCAP ***** LxWxH in mm: 4080x1860x1600, 48-litre fuel tank, 318/1386-litre boot, 6 engines, 3 trims, 13 models in total.

C-MAX

Now with added grille. C-Max gets Ford's new family face and myriad very welcome improvements elsewhere.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec	£20,595	11.4	116	125	125	55.4	117	6/10

2.0 TDCi Tm Gr	£23,145	9.8	125	150	272	51.4	115	5/10
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Euro NCAP ***** LxWxH in mm: 4380/4519x1860x1620, 53/60-litre fuel tank, 432/1723-litre boot, 4 engines, 3 trims, 20 models in total.

S-MAX

Second-gen of Ford's low-roofed MPV keeps its dad's fine dynamics, with a much smarter interior



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SCTi Zetec	£25,895	9.9	124	160	177	43.5	149	8/10

2.0 TDCi Zetec	£23,345	10.8	123	150	258	58.5	129	8/10
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Euro NCAP ***** LxWxH in mm: 4796x1916x1655, 70-litre fuel tank, 285/2200-litre boot, 7 engines, 5 trims, 11 models in total.

KUGA

The Kuga has grown up and bought some sensible slacks. Sure, it's highly competent, but so are others.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Zetec	£22,395	9.7	121	150	177	44.8	145	6/10

2.0 TDCi AWD Z	£25,595	9.8	128	150	272	54.3	135	5/10
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Euro NCAP ***** LxWxH in mm: 4524x1838x1689, 57-litre fuel tank, 406/1603-litre boot, 6 engines, 4 trims, 17 models in total.

EDGE

Like the Mustang, the Edge is pinched from Ford's US line-up. Is tasked with taking on the Audi Q5 and BMW X3.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING

HONDA

TopGear on Honda:

Reliable, practical model range that seems a lot brighter now the NSX is here.

JAZZ

Latest Jazz is clever. Very clever. Deserves to be bought by more under 80s than it almost certainly will be.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.3 SE Navl	£15,755	11.2	118	102	81	58.5	7/10

Euro NCAP ***** LxWxH in mm: 3995x1694x1550, 40-litre fuel tank, 354/897-litre boot, 1 engine, 5 trims, 5 models in total.

CIVIC

New Civic loses clever folding seats and cheap suspension. Result? It's better to drive, but less roomy. Priorities?



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T SE	£18,325	10.8	125	127	148	58.8	8/10
1.5T Sport	£22,470	8.2	136	179	177	48.7	8/10

Euro NCAP n/a, LxWxH in mm: 4518x1799x1434, 50-litre fuel tank, 478/1267-litre boot, 2 engines, 7 trims, 7 models in total.

HR-V

Honda Jazz with a bit more chunk and the option of 4WD. Smaller than a Qashqai. Think Mazda CX-3.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 S	£18,895	10.7	118	130	174	50.4	7/10

Euro NCAP ***** LxWxH in mm: 4294xTBAX1605, 50-litre fuel tank, 453/1026-litre boot, 2 engines, 4 trims, 8 models in total.

CR-V

A car engineered for accountants. It's a great all-rounder but deeply boring with it. There are few more reliable SUVs.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DTEC SE N	£23,480	9.6	175	160	258	57.7	8/10

Euro NCAP ***** LxWxH in mm: 4570x1820x1685, 58-litre fuel tank, 589/1648-litre boot, 3 engines, 4 trims, 11 models in total.

NSX

New NSX has had maybe longest gestation of any car ever. Feels heavy and complex, but so does a 918 Spyder.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5TT hybrid	£200,000	>10	371	573	488	TBA	8/10

Euro NCAP n/a, LxWxH in mm: 4470x1940x1215, 60-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

HYUNDAI

TopGear on Hyundai:

Value-packed Korean has earned a proper reputation for capable cars. Excuse us while we tuck into our hats.

i10

Lacks the charisma of the Panda and the sheer polish of the Up! but actually, if you don't care about cars, buy this one.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE	£20,500	14.7	87	88	89	60.1	6/10

Euro NCAP ***** LxWxH in mm: 3665x1660x1500, 40-litre fuel tank, 218/1012-litre boot, 2 engines, 3 trims, 7 models in total.

i20

It's the latest i20! It's not that exciting! Otherwise a very worthy and competent supermini, now with decent 1.0 engines.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 T-GDi Active	£16,525	10.8	108	120	129	58.8	6/10
1.2 S Air	£12,045	13.6	99	75	90	58.9	7/10

Euro NCAP ***** LxWxH in mm: 4035x1734x1474, 50-litre fuel tank, 301/1042-litre boot, 7 engines, 6 trims, 34 models in total.

i30

The new i30 is further proof Hyundai is catching up with Kia in the design stakes, and everyone else everywhere else.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CRDi BD SE	£20,045	11.8	178	116	237	74.9	8/10

Euro NCAP ***** LxWxH in mm: 4340x1795x1455, 50-litre fuel tank, 395/1301-litre boot, 3 engines, 5 trims, 10 models in total.

IONIQ

Hyundai takes a swipe at Toyota's Prius – and floors it first time. It's £4,000 cheaper too. Korea one, Japan nil.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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1.6 hybrid SE	£25,595	10.8	115	126	188	63.1	8/10
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Euro NCAP ***** LxWxH in mm: 4470x1820x1450, 45-litre fuel tank, 443/1,505-litre boot, 2 p'trains, 3 trim, 5 models in total.

TUCSON

Just what the world needed. Another compact SUV. Silly name, but if you're into this kind of thing, quite good.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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2.0D 2WD SE	£24,395	10.8	116	126	275	58.8	8/10
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2.0D AWD SE	£26,525	10.9	114	136	275	54.3	8/10
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2.0D 185 AWD	£27,400	9.9	125	185	295	47.9	7/10
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1.6 GDi SE	£21,300	11.5	113	132	119	44.8	6/10
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Euro NCAP ***** LxWxH in mm: 4475x1850x1645, 62-litre fuel tank, 513/1503-litre boot, 5 engines, 5 trims, 18 models in total.

SANTA FE

Can't afford a Disco? Then step this way, as savvy Santa Fe shows there is another way. Gymkhana mums might not agree.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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2.2 CRDi Prem	£22,220	9.8	118	147	201	48.3	7/10
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Euro NCAP ***** LxWxH in mm: 4660x1890x1760, 70-litre fuel tank, 534-litre boot, 1 engine, 3 trims, 5 models in total.

INFINITI

TopGear on Infiniti:

Posh Nissan offshoot desperately aiming to emulate Lexus. In Europe, we're still struggling to notice. Or care.

Q30

An Infiniti people may actually buy, or so it hopes. Different, for sure, but that doesn't necessarily mean better...



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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1.9d SE	£21,500	12.0	118	108	182	68.8	6/10
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2.2d Business	£28,280	8.6	134	170	258	64.2	6/10
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Euro NCAP ***** LxWxH in mm: 4425x1805x1495, 50-litre fuel tank, 368-litre boot, 4 engines, 4 trims, 38 models in total.

Q50

More sharply styled but otherwise anonymous saloon from Nissan's lux wing. This time aimed at the BMW 3-Series.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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2.2d SE	£28,700	8.7	144	170	295	65.7	6/10
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Hybrid S Sport	£41,450	5.4	155	364	403	45.6	5/10
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3.0t S S' Tech	£46,470	5.1	155	405	350	31.0	5/10
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Euro NCAP ***** LxWxH in mm: 4790x1820x1450, 74-litre fuel tank, 400/500-litre boot, 2 engines, 4 trims, 8 models in total.

Q60

Japan's 4-Series has a clever new V6 and the Q60 saloon's unerring non-mechanical steering. As alternative as it gets.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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2.0T Premium	£33,990	7.3	146	211	258	41.5	6/10
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3.0T AWD S Sp't	£42,990	5.9	155	405	351	31.0	7/10
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Euro NCAP n/a, LxWxH in mm: 4690x1850x1395, 80-litre fuel tank, TBA-litre boot, 2 engines, 3 trims, 6 models in total.

JAGUAR

TopGear on Jaguar:

Gorgeous Callum design and a raffish demeanor get you so far. Over-powered engines take you the rest of the way.

XE

Forget the F-Type, this is actually the most important Jaguar of the last decade. Needs to banish all memory of the X-Type. Oops.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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2.0T SE	£26,995	7.7	147	200	206	37.7	8/10
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3.0 V6 S/C S	£44,995	5.1	155	340	332	34.9	8/10
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2.0D 180 SE	£30,275	7.8	140	180	317	67.9	8/10
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Euro NCAP ***** LxWxH in mm: 4672x1850x1416, 47-63-litre fuel tank, 450-litre boot, 5 engines, 5 trims, 14 models in total.

XF

New XF is good. Probably better than a 5-Series good. Lovely inside too, just not big enough for plutocrat bellies.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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3.0 V6 S/C S	£49,955	5.1	155	380	332	34.0	7/10
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2.0D 180 R Sp'	£35,100	7.7	136	180	317	65.7	7/10
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3.0D V6 S	£48,995	5.8	155	300	332	31.4	8/10
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Euro NCAP ***** LxWxH in mm: 4954x1880x1457, 55/66/74-litre fuel tank, 540/963-litre boot, 4 engines, 4 trims, 8 models in total.

XJ

Zoinks. The XJ is rapid, refined and just plain beautiful. The interior is so special we invented an award for it.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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5.0 V8 XJR	£91,775	4.4	174	550	502	25.5	7/10
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3.0D V6 R-Sport	£70,580	5.9	155	300	318	43.8	8/10
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Euro NCAP n/a, LxWxH in mm: 5130/5260x1890x1490, 77/82-litre fuel tank, 520-litre boot, 3 engines, 5 trims, 13 models in total.

F-PAGE

Not as pointy as a Porsche Macan, but cleverly pitched and therefore bound to become a best-seller...



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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2.0D Prestige	£24,170	8.5	130	180	317	52.7	8/10
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2.0T R-Sport	£44,460	6.8	135	250	251	38.2	7/10
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3.0 S Diesel	£51,450	5.8	150	300	517	47.1	8/10
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3.0 S S'Charged	£53,365	5.5	155	380	332	31.7	7/10
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Euro NCAP n/a, LxWxH in mm: 4731x1936x1652, 60-litre fuel tank, 650-litre boot, 4 engines, 5 trims, 9 models in total.

F-TYPE

Over-priced Cayman rival, or cut-price 911 alternative? Who cares, when it's this good? Facelift coming soon.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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3.0 V6 S Coupe	£60,775	4.9	171	380	339	31.8	8/10
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5.0 V8 R AWD	£101,800	3.9	188	550	501	25.0	8/10
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5.0 V8 SVR	£110,000	3.5	200	575	517	25.0	8/10
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Euro NCAP n/a, LxWxH in mm: 4470x1920x1300, 70-litre fuel tank, 196/315-litre boot, 4 engines, 4 trims, 16 models in total.

JEEP

TopGear on Jeep:

Oblong-obsessed 4x4 experts still trading off WWII heroics. Don't mention the Italian and German oily bits underneath.

RENEGADE

Meet the Fiat 500X's Yankee cousin. The styling's a bit yee-hah, but it drives with Euro sophistication, with added fun.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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1.6 Sport	£17,495	11.9	111	112	112	47.1	6/10
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1.4 MAir Longi'	£22,895	10.9	112	142	178	47.1	6/10
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2.0 MJet Trail'	£28,495	8.9	122	170	258	47.9	155
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1.4 MAir Lim'	£28,395	8.8	122	170	184	40.9	160
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Euro NCAP ***** LxWxH in mm: 4236x1805x1667, 48-litre fuel tank, 351/1356-litre boot, 5 engines, 5 trims, 15 models in total.

CHEROKEE

After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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2.0 MJet 140	£26,345	10.9	116	140	258	53.3	139
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KIA

TopGear on Kia:

Seven year-warranty-backed range of whitegoods with barely a duffer among 'em. We're as surprised as you are.

PICANTO

A Kia cracker. Latest Picanto looks good, drives well, costs little and is warrantied to the max.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 1.3d	£8,345	13.9	95	68	70	67.3	99	7/10
1.25 2.5d	£10,345	11.0	108	85	69	65.7	100	7/10

Euro NCAP ***** LxWxH in mm: 3600x1600x1480, 35-litre fuel tank, 200/870-litre boot, 2 engines, 7 trims, 11 models in total.

CEE'D

Still a white goods car, but now it's white goods by John Lewis. Build quality is a rival for VW now, as is much else.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T-GDi GT Li*	£20,420	10.3	118	118	26	57.6	115	7/10
1.6T GT	£22,810	7.3	143	201	195	38.2	179	7/10

Euro NCAP ***** LxWxH in mm: 4310x1780x1470, 53-litre fuel tank, 380/1318-litre boot, 3 engines, 5 trims, 18 models in total.

NIRO

Kia's crossover hybrid is extremely well priced and doesn't use a horrid CVT. Uber driver, you're spoiled here.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 GDi 2	£22,755	11.1	101	141	190	74.3	88	7/10

Euro NCAP ***** LxWxH in mm: 4355x1805x1535, 45-litre fuel tank, 427/1425-litre boot, 1 engine, 4 trims, 4 models in total.

SPORTAGE

Kias are normally somewhat pleasant-looking. This one isn't. Good though, so don't discount it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 GDi 1	£18,250	11.1	103	130	188	42.2	156	7/10
2.0 CRDi GT-Line	£26,100	10.1	114	134	275	54.3	139	7/10
2.0 CRDi KX-5	£31,995	9.2	125	182	295	44.8	166	7/10

Euro NCAP ***** LxWxH in mm: 4480x1855x1635, 62-litre fuel tank, 491/1480-litre boot, 5 engines, 6 trims, 13 models in total.

KOENIGSEGG

TopGear on Koenigsegg:

Swedish purveyors of deeply outrageous supercars. Big and shouty – yes. But also quite clever.

REGERA

True to form, latest 'Segg is maddest yet. Petrol-electric hybrid with a weird single speed 'box. It's a huge achievement.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 T PHEV	£145m	2.8	250	1400	1476	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4560x2050x1110, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 model in total.

LAMBORGHINI

TopGear on Lamborghini:

The supercar for those who don't care about lap times. Or The Green Party. Or visibility. But like hexagons.

HURACAN

Lambo's riposte to the 458 and 650S. Smoother, slicker, but is still essentially Gallardo v.2.0.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 580-2	£158,575	3.4	190	580	398	23.7	278	8/10
LP 610-4	£181,895	3.2	202	610	413	22.6	290	8/10

Euro NCAP n/a, LxWxH in mm: 4459x2041x1165, 80-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

AVENTADOR S – NEW

Six years on, it's facelift time for the Aventador. S gets new looks and more power, plus rear-steer.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.5 V12 S	£271,146	2.9	217	740	509	16.7	394	8/10
LP 750-4 SV	£270,870	2.8	217	750	509	17.7	370	8/10

Euro NCAP n/a, LxWxH in mm: 4780x2030x1140, 90-litre fuel tank, n/a-litre boot, 2 engines, 2 trims, 4 models in total.

CENTENARIO

Hyper-Aventador celebrates Ferruccio's 100th with more power, rear-wheel steer and more carbon than a coal mine.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 770-4	£1.7m	2.8	217	770	517	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4924x2062x1143, TBA-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

LAND ROVER

TopGear on Land Rover:

A genuine UK success story with the whole range as at home on a field as the red carpet.

DISCOVERY SPORT

Freelander gets a new name, and much more besides. Not cheap, but it's what yummy-mummies will be driving this year.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TD4 150 SE	£31,095	11.0	112	150	280	57.7	129	7/10
2.0 TD4 180 SE	£32,795	8.4	117	180	317	63.3	109	8/10

Euro NCAP ***** LxWxH in mm: 4599x1895x1724, 54-litre fuel tank, 195/1698-litre boot, 2 engines, 4 trims, 4 models in total.

DISCOVERY

Our first go in a prototype suggests that in the rough, the new, posho Disco is as capable as ever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 Si6 HSE	£59,995	6.9	130	340	332	26.0	254	TBA
2.0 SD4 S	£43,495	8.3	121	240	369	43.5	171	TBA
3.0 TD6 HSE	£58,495	8.1	130	250	443	38.2	189	8/10

Euro NCAP n/a, LxWxH in mm: 4970xTBAX1888, 77-litre fuel tank, TBA/2342-litre boot, 3 engines, 5 trims, 11 models in total.

RANGE ROVER EVOQUE

A Range Rover for a younger, more stylish, more urban audience. One for fashionistas, not farmers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Si4 Conv'	£48,200	7.8	130	240	251	32.9	201	8/10
2.0 eD4 SE 2WD	£30,890	10.6	113	150	317	65.7	120	8/10
2.0 TD4 SE Tech	£35,200	9.5	124	180	317	58.9	125	8/10

Euro NCAP ***** LxWxH in mm: 4360x1960x1610, 60/70-litre fuel tank, 550/1445-litre boot, 3 engines, 3 trims, 12 models in total.

RANGE ROVER SPORT

A prettier RRS would be a contradiction in terms, but the latest one definitely comes with less thuggishness.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 SVR	£96,900	4.5	162	550	502	22.1	298	9/10
3.0 SDV6 HSE	£33,100	8.8	130	300	517	48.4	185	8/10
3.0H SDV6 HEV	£86,800	6.4	130	345	517	45.6	164	9/10
2.0 SD4 HSE	£59,700	8.9	129	240	368	45.6	164	TBC

Euro NCAP n/a, LxWxH in mm: 4850x1983x1780, 80-litre fuel tank, 784/1761-litre boot, 6 engines, 6 trims, 8 models in total.

RANGE ROVER VELAR – NEW

Smaller than a Sport, bigger than an Evoque. Velar sits on same platform as, and shares engines with, the Jag F-Pace.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D180	£44,830	8.9	130	180	317	52.3	142	TBC
2.0 D240 S	£53,720	7.3	135	240	369	48.7	154	TBC
3.0 D300 HSE	£68,170	6.5	150	300	516	44.1	167	TBC
3.0 D300 1st Ed'	£83,350	6.5	150	300	516	44.1	167	TBC

Euro NCAP n/a, LxWxH in mm: 5000/5199x2070x1840, 85/105-litre fuel tank, 909/2030-litre boot, 4 engines, 4 trims, 11 models in total.

RANGE ROVER

This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or GALLIC. Hmm, catchy.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 SVAuto' Dy'	£104,450	5.1	140	550	502	22.1	299	8/10
3.0 TDV6 Vogue	£76,350	7.4	138	250	442	40.8	182	8/10
4.4 SDV8 Vge SE	£89,750	6.5	135	340	517	33.6	219	9/10
3.0 SDV6 HEV	£94,250	6.9	135	354	516	45.6	164	TBC

Euro NCAP n/a, LxWxH in mm: 5000/5199x2070x1840, 85/105-litre fuel tank, 909/2030-litre boot, 4 engines, 4 trims, 11 models in total.

LEXUS

TopGear on Lexus:

Angular luxu-Toyotas reverting back to hybrid slumberland after mad, intoxicatingly awesome LFA supercar.

IS

3-Series drive too well for you? Then buy this, it's worse. In other areas, IS gives the Germans a much tougher time.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
IS 200t Sport	£28,425	7.0	143	180	258	39.2	167	7/10
IS 300h Exec	£28,895	6.3	125	181	221	61.3	97	7/10

Euro NCAP ***** LxWxH in mm: 4670x1810x1430, 66-litre fuel tank, 450/480-litre boot, 2 engines, 6 trims, 10 models in total.

RC

Bit heavier than we hoped, but roaring V8 is sure to give BMW's M4 a few headaches. Good thing, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RC 300h Lux	£35,995	8.6	118	477	391	57.6	113	6/10
RC F	£60,495	4.5	167	450	384	29.2	252	8/10

Euro NCAP n/a, LxWxH in mm: 4705x1845x1390, 66-litre fuel tank, 366-litre boot, 3 engines, 5 trims, 7 models in total.

RX

Lexus takes NX and scales up. Much better than the old one, but suffers from the same flaws.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RX 200T S	£41,495	9.2	124	238	258	36.2	181	6/10
RX 450h SE	£48,495	7.7	124	266	347	54.3	120	6/10

Euro NCAP ***** LxWxH in mm: 4890x1895x1690, 65-litre fuel tank, 453-litre boot, 2 engines, 5 trims, 7 models in total.

LOTUS

TopGear on Lotus:

Overlook shaky economics and turnip farmer jokes and you'll find sports cars close to driving nirvana.

ELISE

Still a joy, the current Elise offers visceral driving thrills in a relatively usable package. This is steering feel.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport	£29,900	6.5	127	134	118	44.8	149	8/10
1.8 SC Sport 220	£38,500	4.8	145	217	154	37.7	178	8/10
1.8 SC Cup 250	£45,600	4.3	154	243	184	37.7	175	9/10

Euro NCAP n/a, LxWxH in mm: 3790x1850x1120, 44-litre fuel tank, 112-litre boot, 2 engines, 3 trims, 3 models in total.

EVORA

More power = good, more price = bad. 400 is astonishingly good to drive but an uphill struggle against Cayman and 911.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
400	£73,115	4.1	186	400	303	29.1	225	8/10
410	£82,000	3.9	190	430	309	29.1	225	8/10

Euro NCAP n/a, LxWxH in mm: 4340x1850x1220, 55-litre fuel tank, 160-litre boot, 3 engines, 3 trims, 5 models in total.

EXIGE

Lotus' track car has grown up and got heavier. But don't worry, this makes it more usable. Deliriously good to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5 Sport 350	£58,000	3.9	170	350	255	28.0	235	8/10
3.5 Sport 380	£68,900	3.7	178	380	304	28.0	236	9/10

Euro NCAP n/a, LxWxH in mm: 4084x1802x1129, 40-litre fuel tank, n/a-litre boot, 2 engines, 4 trims, 5 models in total.

3-ELEVEN

The extraordinary Lotus 3-Eleven is a remarkable driver's car with thrilling speed and mesmerising on-road talent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.5 SC Road	£92,500	3.4	174	410	382	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: tba, tba-litre fuel tank, 40-litre boot, 2 engines, 2 trims, 2 models in total.

MASERATI

TopGear on Maserati:

Ferrari's moody cousin. Every model beaten in every way by German opposition, save for cachet, cool, and style.

GHIBLI

Maserati builds a BMW 5-Series. It's available with a diesel engine. Well, they think it's a good idea.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 TT S	£54,910	5.8	177	400	465	27.2	242	7/10
3.0 V6 Diesel	£49,165	6.3	155	275	442	47.9	158	6/10

Euro NCAP ***** LxWxH in mm: 4970x1950x1460, 80-litre fuel tank, 500-litre boot, 3 engines, 2 trims, 3 models in total.

QUATTROPORTE

Noooo - what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 TT V8 GTS	£110,465	4.7	181	638	523	26.4	250	7/10
3.0 V6 Diesel	£69,565	6.4	155	275	443	45.6	163	6/10

Euro NCAP n/a, LxWxH in mm: 5050x1900x1440, 90-litre fuel tank, 450-litre boot, 3 engines, 3 trims, 3 models in total.

GRANTURISMO

Muscular, pretty coupe that's more GT than sports car. Nothing wrong there and the MC Strad has bite if you need it.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.7 460 Sport	£91,440	4.8	185	460	383	19.7	331	8/10
4.7 MC Stradaire	£102,705	4.5	188	460	378	19.5	337	8/10
4.7 GranCabrio	£98,970	5.2	177	440	361	19.5	337	8/10

Euro NCAP n/a, LxWxH in mm: 4880x1920x1350, 86-litre fuel tank, 620-litre boot, 3 engines, 3 trims, 5 models in total.

LEVANTE

Get over the slightly Chinese Cayenne-copy styling and you'll find a seriously well-sorted SUV. Only diesel for the UK.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 V6 Diesel	£54,335	8.8	142	275	443	38.2	189	6/10

Euro NCAP n/a, LxWxH in mm: 5003x1968x1679, 70-litre fuel tank, 580-litre boot, 3 engines, 3 trims, 3 models in total.

MAZDA

TopGear on Mazda:

Remember when every single Ford was the best to drive in its class? Well, Mazda's nicked that mantle.

2

The last 2 was a sleeper - it never set out to be sparky, but somehow achieved it. Same again. Just with a hint more polish.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£12,595	12.1	106	75	100	60.1	110	7/10
1.5 Sport Nav	£18,095	8.7	124	115	100	58.5	117	8/10

Euro NCAP ***** LxWxH in mm: 4060x1695x1495, 44-litre fuel tank, 280/950-litre boot, 4 engines, 4 trims, 12 models in total.

3

The 6's design language moves to the 3. So does the handling verve. After that were less sure why you'd have one over a Golf.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE	£17,795	8.9	121	120	155	55.4	119	6/10
2.0 Sport Nav	£22,570	8.2	130	165	154	48.7	135	6/10
1.5 SD SE	£16,485	11.0	118	105	100	54.3	98	7/10

Euro NCAP ***** LxWxH in mm: 4465x1795x1450, 51-litre fuel tank, 364-litre boot, 3 engines, 3 trims, 17 models in total.

6

Handsome mid-size saloon with some clever engine tech underneath. Drives well, possibly a bit middle management.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Sport Nav	£24,795	9.1	134	165	154	47.8	135	6/10
2.2D Sport Nav	£28,595	9.1	131	160	150	72.4	107	7/10
2.2D 175 S' Nav	£26,995	7.8	138	175	310	62.8	119	8/10
2.0 165 S' Nav	£24,795	9.1	134	165	156	47.0	135	6/10

Euro NCAP ***** LxWxH in mm: 4870x1840x1450, 62-litre fuel tank, 489-litre boot, 3 engines, 3 trims, 13 models in total.

MX-5

Ignore the stereotypes: the MX-5 is back and, crucially, better than ever. RF gets folding hard-top.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 SE	£18,485	8.3	127	131	111	47.1	139	8/10
1.5 Icon	£20,995	8.3	127	131	111	47.1	139	9/10
2.0 Sport Nav	£23,695	7.3	133	160	148	40.4	161	9/10
1.5 SE-L RF	£22,195	8.3	127	131	111	47.1	142	8/10
2.0 S'Nav RF	£25,695	7.3	133	160	148	40.9	161	8/10
2.0 S'N' RF auto	£27,095	7.3	133	160	148	40.9	167	7/10

Euro NCAP ***** LxWxH in mm: 3915x1735x1225, 45-litre fuel tank, 130-litre boot, 2 engines, 5 trims, 9 models in total.

CX-3

Because the Nissan Juke doesn't have enough rivals already. CX-3 is pretty and drives well, though.



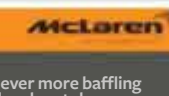
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE	£17,795	8.0	118	125	151	47.9	137	8/10
1.5D SE	£19,295	10.1	110	105	199	70.6	105	8/10

Euro NCAP ***** LxWxH in mm: 4275x1765x1535, 48-litre fuel tank, 350/1260-litre boot, 3 engines, 3 trims, 12 models in total.

McLAREN

TopGear on McLaren:

Hyper-clinical British outfit spinning ever more baffling model choices off its bi-turbo V8 and carbon tub.



SPORTS SERIES

Meet McLaren's bonny, bouncy baby. As if. 570S is as focused and fast as its Super Series siblings. Just cheaper.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
540C	£126,020	3.4	199	540	399	25.5	258	8/10
570S	£143,270	3.1	234	570	443	25.5	258	8/10
570GT	£154,015	3.4	204	570	443	26.6	249	9/10

Euro NCAP n/a, LxWxH in mm: 4530x1910x1202, 72-litre fuel tank, 150-litre boot, 2 engines, 3 trims, 3 models in total.

SUPER SERIES

Has a P1 nose, more speed, is the car the 12C should have been. Soon to be replaced by 720S.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
650S	£195,305	3.0	207	650	500	24.2	275	9/10
650S Spider	£216,305	3.2	207	650	500	24.2	275	8/10
675LT Spider	£285,470	2.9	203	675	517	24.2	275	9/10

Euro NCAP n/a, LxWxH in mm: 4512x1910x1199, 72-litre fuel tank, 145-litre boot, 2 engines, 2 trims, 3 models in total.

MERCEDES-BENZ

TopGear on Mercedes-Benz:

More letters combos than a bath of alphabet soup. Slurp through that and the cars are very tasty.

A-CLASS

Despite the bulbous drunkard's nose, this is a conventional hatch. Watch the spec or you'll muck it up.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
AMG A 45	£40,895	4.2	155	201	357	48.9	182	8/10
A 180d SE	£22,485	11.3	118	109	192	80.7	89	6/10
A 200d AMG L'	£25,850	9.3	130	136	221	62.8	116	6/10
A 220d AMG L'	£29,400	7.5	139	177	258	67.3	107	6/10
A 160 SE	£20,510	10.6	118	102	133	52.3	124	5/10
A 200 AMG L'	£25,875	8.1	139	156	184	49.6	132	6/10
A 250 AMG	£29,865	6.3	149	218	258	41.5	158	6/10

Euro NCAP ***** LxWxH in mm: 4299x1780x1433, 50-litre fuel tank, 341/1157-litre boot, 5 engines, 6 trims, 57 models in total.

B-CLASS

This Volkswagen Golf SV rival remains oddly proportioned but has plenty of tech inside. Not to mention space.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
B 180d SE	£23,245	11.6	118	109	184	75.6	104	8/10
B 250e Sport	£32,670	7.9	100	179	250	N/A	0	6/10
B 220d AMG L'	£29,935	7.6	139	177	258	67.3	108	6/10

Euro NCAP ***** LxWxH in mm: 4360x1790x1560, 50-litre fuel tank, 488-litre boot, 5 engines, 6 trims, 57 models in total.

C-CLASS

Sleek and sophisticated C-Class takes the fight to the 3-Series. Better looking and highly desirable, especially the C63.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
AMG C 43 4M'	£44,460	4.7	155	372	384	34.9	183	8/10
AMG C 63 S	£67,450	4.0	155	517	517	34.5	192	8/10
C 220d AMG L'	£34,295	7.7	145	170	295	70.6	108	8/10

Euro NCAP ***** LxWxH in mm: 4685x1810x1447, 66-litre fuel tank, 480-litre boot, 9 engines, 6 trims, 99 models in total.

E-CLASS

Laden with tech and wonderfully calming. New E gets Merc back in the big exec game. AMG E63 is tremendous.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
E 220d AMG L'	£38,430	7.3	140	184	294	72.4	112	8/10
E 350d AMG L'	£47,425	5.9	155	258	457	54.3	144	9/10

Euro NCAP ***** LxWxH in mm: 4923x1852x1468, 66-litre fuel tank, 540-litre boot, 4 engines, 2 trims, 8 models in total.

S-CLASS

Meet the car that has single-handedly saved the luxury car class from the SUV incursion. Sublime in most ways.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S 500 L	£90,525	4.8	155	455	516	31.7	207	9/10
S 350 L d	£68,870	6.8	155	258	457	54.3	148	9/10
S 600 Maybach	£167,215	5.0	155	537	613	24.1	274	9/10

Euro NCAP n/a, LxWxH in mm: 5110/5250x1900x1490, 70/80-litre fuel tank, 510/530-litre boot, 7 engines, 5 trims, 21 models in total.

CLS

One of the most competent cars in Merc's range. It no longer defines cool like the first one, but it's all top drawer.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
CLS 350d	£51,195	6.5	155	265	457	51.4	142	8/10
CLS 63 AMG SB	£87,525	4.2	155	583	580	28.2	236	8/10

Euro NCAP n/a, LxWxH in mm: 4920x1850x1470, 580-litre fuel tank, 520-litre boot, 4 engines, 3 trims, 11 models in total.

S-CLASS COUPE

Loads of tech, loads of power, loads of class, quite a bit of cash. New coupe is good enough to justify it all.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S 500	£90,525	4.8	155	455	516	30.0	219	8/10
S 63 AMG	£127,675	4.3	155	585	663	27.9	237	9/10

Euro NCAP n/a, LxWxH in mm: 5027x1899x1411, 80-litre fuel tank, 400-litre boot, 3 engines, 3 trims, 3 models in total.

SLC

An all-new name but not an all-new car - and you can tell. The V8 AMG is gone too. Prices keener to compensate.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
SLC 43 AMG	£40,380	4.7	155	387	384	38.2	178	8/10
SLC 250d Sport	£32,995	6.6	152	204	369	70.6	114	6/10

Euro NCAP ***** LxWxH in mm: 4143x1810x1300, 60-litre fuel tank, 225/335-litre boot, 4 engines, 3 trims, 6 models in total.

SL

Perhaps the best all-round, usable hard-top convertible on sale today. Practical, fast, excellent quality and dynamics.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
SL 400 AMG L V6	£73,810	4.9	155	367	369	36.7	175	

GLA

On paper little more than a pointless curiosity, but in reality a rather well judged crossover. Better than the CLA at least.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
AMG GLA 45	£46,555	4.4	155	381	367	38.2	177	8/10
GLA 250 4Matic	£31,850	6.6	143	211	250	43.5	153	7/10
GLA 200 AMG L'	£28,395	8.4	134	156	184	47.1	138	TBC
GLA 200d A L'	£29,870	9.5	127	136	221	64.2	115	7/10
GLA 220d A L'	£34,500	7.7	135	177	258	56.5	130	7/10

Euro NCAP n/a, LxWxH in mm: 4417x1804x1494, 50/56-litre fuel tank, 481-litre boot, 4 engines, 8 trims, 23 models in total.

GLC

Take one Merc' C-Class Estate, add a bit of length, some height and a pinch of off-road ability. Et viola – the GLC.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLC 43 AMG	£47,875	4.9	155	367	384	34.0	189	8/10
GLC 250d SE	£26,795	7.8	138	204	369	38.2	155	7/10
GLC 220d SE	£36,220	8.3	130	170	295	56.5	129	8/10
GLC 220d Sport	£38,215	8.3	130	170	295	56.5	129	8/10
GLC 350d AMG'	£45,315	6.2	148	258	457	47.9	159	8/10

Euro NCAP ***** LxWxH in mm: 4759x1890x1644, 66-litre fuel tank, 550/1600-litre boot, 3 engines, 9 trims, 19 models in total.

GLE

The ML's got a new nose and a new name to go with it. GL for SUV, E for 'the one in the middle'. Simple.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLE 250d Sport	£50,075	8.6	132	204	369	47.9	155	7/10
GLE 350d	£52,375	7.1	148	258	458	42.8	171	8/10
GLE 500e AMG'	£66,540	5.3	152	442	479	N/A	84	TBC
GLE 63 AMG Cp'	£97,235	4.2	155	585	561	23.7	279	7/10

Euro NCAP ***** LxWxH in mm: 4932x1935x1796, 93-litre fuel tank, 690/2010-litre boot, 5 engines, 9 trims, 26 models in total.

GLS

The bigger, seven-seat version of the ML gets a new name and even more luxury. Meant for Americans.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLS 350d	£70,885	7.8	138	258	458	37.2	191	7/10
GLS 350d Des'	£79,680	7.8	138	258	458	37.2	199	6/10
AMG GLS 63	£103,925	4.6	155	585	561	23.0	288	6/10

Euro NCAP n/a LxWxH in mm: 5162x1982x1850, 100-litre fuel tank, 360/2300-litre boot, 2 engines, 3 trims, 3 models in total.

G-CLASS

Now 37 years old, still quite lovable in a weird sort of way. Only vehicle here with an optional third axle. Kinda.

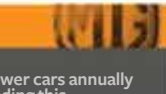


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
G 350d	£88,800	8.9	119	245	443	28.5	261	4/10
G 63 AMG	£132,880	5.4	135	571	561	28.5	322	4/10

Euro NCAP n/a LxWxH in mm: 4662x1760x1951, 96-litre fuel tank, 699/2126-litre boot, 2 engines, 2 trims, 2 models in total.

MG

TopGear on MG: Chinese-backed resurrection. Sells fewer cars annually than Ford shifts in the time you're reading this.



MG3

After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 3Time	£9,380	10.8	106	126	161	48.7	126	5/10

Euro NCA ***** LxWxH in mm: 4018x1729x1507, 45-litre fuel tank, 285-litre boot, 1 engine, 4 trims, 4 models in total.

GS

Finally, MG Mk2 approaches relevance with a smart-looking, tidy-driving crossover that's predictably cheap.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5T Explore	£24,395	9.8	118	185	165	48.3	133	6/10

Euro NCAP n/a, LxWxH in mm: 4500x1855x1665, 55-litre fuel tank, 2335/1366-litre boot, 1 engine, 3 trims, 3 models in total.

MINI

TopGear on Mini: New hatch uglier but more sorted. Pointless Paceman and two-seaters soon to die. Good ride.



HATCH

Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
One	£14,700	9.9	121	103	133	61.4	108	7/10
Cooper	£16,250	7.9	130	136	162	62.7	105	8/10
Cooper S	£18,985	6.8	148	192	208	48.3	132	8/10
Cooper D	£17,400	9.2	127	116	199	80.7	92	7/10

Euro NCAP ***** LxWxH in mm: 3821x1727x1414, 40/44-litre fuel tank, 211-litre boot, 6 engines, 6 trims, 12 models in total.

CONVERTIBLE

Take Mini, lop the roof off, et voilà. Mini Cab is exactly like you'd expect. Good news for inner-city estate agents.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper	£18,240	8.8	129	136	162	67.8	114	7/10
Cooper S JCW	£27,500	6.5	150	231	236	43.5	152	7/10

Euro NCAP n/a, LxWxH in mm: 3821x1727x1415, 40-litre fuel tank, 215-litre boot, 4 engines, 5 trims, 5 models in total.

CLUBMAN

No rear-hinged doors this time round. Current Clubman is based on BMW's 2-Series and shares its mediocrity.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper	£20,720	9.1	127	136	162	65.4	116	6/10
Cooper D	£22,485	8.6	132	150	244	68.9	109	6/10
Cooper S	£22,995	7.2	142	192	221	45.6	144	6/10
Cooper SD	£24,495	7.4	140	190	295	62.8	119	6/10
JCW	£29,445	6.3	148	231	258	38.2	168	5/10

Euro NCAP ***** LxWxH in mm: 4253x1800x1441, 48-litre fuel tank, 360/1250-litre boot, 3 engines, 3 trims, 3 models in total.

COUNTRYMAN

The Countryman is a big Mini with a sense of humour failure, but it is a better all-rounder than its predecessor.

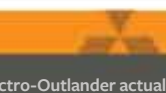


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Cooper	£22,485	8.8	126	136	162	61.4	116	7/10
Cooper D	£24,425	8.9	129	150	244	65.7	113	7/10
Cooper All4	£24,195	9.8	122	136	162	46.3	139	7/10
Cooper S All4	£26,350	7.3	138	192	207	40.4	159	7/10
Cooper S E All4	£31,585	6.8	123	224	284	N/A	49	TBC

Euro NCAP n/a, LxWxH in mm: 4299x1882x1557, 51-litre fuel tank, 350/1170-litre boot, x engines, x trims, 8 models in total.

mitsubishi

TopGear on Mitsubishi: Hard to care now Evo is dead, but electro-Outlander actually Britain's top-selling EV. Nope. Still not fussed.



OUTLANDER

No-nonsense seven-seat SUV. Fair to middling. Plug-in hybrid version offered too. Green, but only gets five seats.

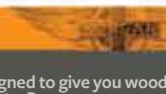


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
PHEV 3h	£34,804	11.0	126	208	2434	168	41	6/10
2.2 DI-D 3	£28,084	10.2	124	150	280	53.3	139	5/10

Euro NCAP ***** LxWxH in mm: 4655x1800x1680, 60-litre fuel tank, 436-550/1755-litre boot, 2 engines, 5 trims, 7 models in total.

MORGAN

TopGear on Morgan: Idiosyncratic British sports cars designed to give you wood and a healthy exposure to the elements. Poop poop.



3WHEELER

Eccentric and impractical, but for putting a smile on your face, nothing this side of a Tiger Moth compares.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Bespoke 2d	£28,000	4.5	120	100	108	n/a	n/a	6/10

Euro NCAP n/a, LxWxH in mm: n/a, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

CLASSIC

The only car to look like a restoration when actually new. The reasonably new Plus 8 is a fearsomely fast thing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.8 Plus 8	£95,700	4.5	155	367	370	23.8	292	8/10

Euro NCAP n/a, LxWxH in mm: 4010x1500/1720x1220, 50-litre fuel tank, n/a-litre boot, 4 engines, 6 trims, 6 models in total.

AERO 8

Some ash still lurks in the frame of this sports car. Creaks a bit, but otherwise not as antiquated as you might think.

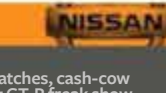


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.8 V8 S'sports	£79,000	4.5	170	367	370	23.8	298	8/10

Euro NCAP n/a, LxWxH in mm: 4120x1770x1200, 57-litre fuel tank, 227-litre boot, 1 engine, 2 trims, 2 models in total.

NISSAN

TopGear on Nissan: Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.



MICRA

Not so cocky are you now, Fiesta. Micra is pricier but genuinely chuckable, and the hi-fi is world class.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9T Acenta	£14,995	12.1	108	90	100	64.2	98	5/10
1.5 dCi Acenta	£16,345	11.9	111	90	162	88.3	85	6/10

Euro NCAP n/a, LxWxH in mm: 3999x1743x1455, 41-litre fuel tank, 360/1004-litre boot, 2 engines, 5 trims, 10 models in total.

JUKE

Clever little SUV crossover that looks like... well, looks like nothing else we can think of. Very nice, if a little odd.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6T Nismo RS	£22,180	7.8	137	218	257	38.2	165	6/10
1.5 dCi Visia	£15,895	11.2	109	110	192	70.6	104	6/10

Euro NCAP ***** LxWxH in mm: 4135x1765x1565, 46-litre fuel tank, 350/1181-litre boot, 6 engines, 5 trims, 17 models in total.

LEAF

The first mass-produced leccy car. It's impressive, but our infrastructure needs sorting before it really makes sense.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV Visia	£29,030	11.9	98	105	256	n/a	0	5/10

Euro NCAP ***** LxWxH in mm: 4450x1780x1570, no fuel tank, 330/680-litre boot, 1 electric motor, 3 trims, 3 models in total.

QASHQAI

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 DiG-T Visia	£18,545	11.3	114	115	140	50.4	132	8/10
1.6 DiG-T N-Con'	£23,280	9.1	124	163	177	48.7	138	8/10
1.6 dCi N-Con'	£25,080	10.5	118	130	230	64.2	105	6/10

Euro NCAP ***** LxWxH in mm: 4370x1800x1595, 65-litre fuel tank, 430-litre boot, 4 engines, 4 trims, 20 models in total.

X-TRAIL

The X-Trail used to be a rufy-tufy thing. Now it's been emasculated. As a result, we think it's better. Fickle, us?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 dCi 130 Visia	£22,345	10.5	117	130	230	62.8	129	5/10

Euro NCAP ***** LxWxH in mm: 4643x1820x1695, 60-litre fuel tank, 135(550)/1982-litre boot, 1 engine, 4 trims, 14 models in total.

370Z

Z still looks great, but where's the fire-breathing manliness of the old one, Nissan? GT86 has highlighted its shortcomings.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6 Standard	£22,000	5.3	150	326	250	25.8	240	7/10
3.7 V6 Nismo	£38,050	5.2	155	344	274	26.6	218	7/10

GT-R MY17

Cheap at twice the price, the GT-R is an über-techy, violently capable, ruthlessly rapid speed machine. Drive one.



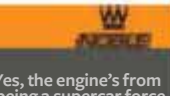
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Pure	£79,995	2.7	196	570	489	23.8	275	9/10
Nismo	£149,995	2.7	196	600	480	23.9	275	9/10

Euro NCAP n/a, LxWxH in mm: 4710x1895x1370, 74-litre fuel tank, 315-litre boot, 2 engines, 5 trims, 5 models in total.

NOBLE

TopGear on Noble:

Yes, it's from the home of pork pies. Yes, the engine's from a schoolrun bus. Doesn't stop Noble being a supercar force.



M600

Powered by a twin turbo Volvo XC90 V8, the old school M600 is epically fast and amazingly supple. Major want.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.4 V8 T 650	£248,884	3.8	225	650	604	n/a	n/a	9/10

Euro NCAP n/a, LxWxH in mm: 4360x1910x1120, 68-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

PAGANI

TopGear on Pagani:

The greatest exponents of artistic Italian pageantry and Hulk-spec power the world has yet seen.



HUAYRA

The name is what you exclaim when you nail the throttle in this twin turbo V12'd, active aero'd hypercar.



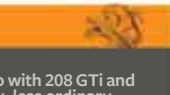
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£990,000	N/A	230	720	811	22.5	300	8/10
6.0 V12 BC	£2million	N/A	N/A	789	811	N/A	N/A	8/10

Euro NCAP n/a, LxWxH in mm: 4610x2040x1170, 85-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

PEUGEOT

TopGear on Peugeot:

Chassis bods have refound their mojo with 208 GTi and RCZ R. Design needs to be more Onyx, less ordinary.



108

Now more refined and comfortable. Can be had with a 1.2. Have the 1.0. That's the one Toyota made.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 69 Access 3d	£8,715	14.3	88	69	70	88.3	95	9/10

Euro NCAP **** LxWxH in mm: 3475x1615x1460, 35-litre fuel tank, 196/780-litre boot, 2 engines, 4 trims, 12 models in total.

208

Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 Active 5d	£14,000	13.8	103	68	80	60.1	108	6/10
1.6 THP GTi	£20,050	8.5	143	208	227	52.3	125	8/10
1.6 HDi All're 5d	£17,550	13.3	106	75	169	94.2	79	6/10

Euro NCAP ***** LxWxH in mm: 3970x1740x1460, 50-litre fuel tank, 285/1152-litre boot, 6 engines, 7 trims, 39 models in total.

308

Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch good to drive and own. Gobbs smashed.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 GTi 270	£29,335	6.0	155	270	243	47.1	139	8/10
1.6 B'HDi Active	£21,225	8.7	122	120	207	61.1	92	8/10

Euro NCAP ***** LxWxH in mm: 4253x1804x1457, 53-litre fuel tank, 470/1309-litre boot, 11 engines, 6 trims, 27 models in total.

508

Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Facelift helps. A bit.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 B'HDi Allure	£22,840	8.8	120	158	272	57.2	109	5/10

Euro NCAP ***** LxWxH in mm: 4830x1853x1456, 72-litre fuel tank, 473-litre boot, 5 engines, 4 trims, 17 models in total.

2008

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Active	£15,765	13.5	105	82	87	57.6	114	5/10
1.6 BlueHDi Allure	£18,585	11.3	112	100	107	78.3	87	8/10

Euro NCAP ***** LxWxH in mm: 4160x1740x1560, 50-litre fuel tank, 360/1172-litre boot, 6 engines, 4 trims, 14 models in total.

3008

This year's Euro CoTY. Cabin is a genuine Audi-beater, in design and execution. Drives as well as it needs to.



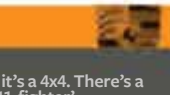
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Allure	£23,595	10.8	117	130	170	47.1	120	7/10
1.6 BlueHDi GT L	£27,345	13.1	108	120	221	67.3	104	8/10

Euro NCAP ***** LxWxH in mm: 4447x1841x1624, 53-litre fuel tank, 591/1670-litre boot, 6 engines, 4 trims, 11 models in total.

PORSCHE

TopGear on Porsche:

Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed '911-fighter'...



718 BOXSTER

Gasp - flat-six engine becomes boxer turbo four. More speed, economy but less aural satisfaction. Er, sound good?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£42,094	5.1	170	300	280	38.2	168	8/10
2.5T S	£51,305	4.8	177	350	318	34.9	184	8/10

Euro NCAP n/a, LxWxH in mm: 4379x1801x1281, 54/64-litre fuel tank, 130/275-litre boot, 2 engines, 2 trims, 2 models in total.

718 CAYMAN

Still the world's best sports coupe, but now in spite of its dulled four-pot turbo, rather than because of a sonorous six.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T	£39,878	5.1	170	300	280	38.2	168	8/10
2.5T S PDK	£58,758	4.2	177	350	300	38.7	167	8/10

Euro NCAP n/a, LxWxH in mm: 4379x1801x1295, 64-litre fuel tank, 150/425-litre boot, 2 engines, 2 trims, 4 models in total.

911

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0T Carrera S	£85,857	4.3	191	420	369	32.5	199	9/10
3.0T C4S	£90,843	4.2	189	420	369	31.7	204	9/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 GT3 RS	£131,298	3.3	180	500	338	22.2	238	8/10
4.0 R	£136,901	3.8	200	500	339	21.2	308	9/10
3.8 Turbo S	£145,773	2.9	205	580	552	31.0	212	8/10

Euro NCAP n/a, LxWxH in mm: 4490x1800x1300, 64-litre fuel tank, 135-litre boot, 5 engines, 12 trims, 17 models in total.

PANAMERA

New Panam no longer looks like a whale carcass, but it's still just as roomy in that 22nd Century cabin. Diesel seriously fast.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4S	£89,110	4.4	179	440	406	34.9	184	8/10
Turbo	£113,780	3.8	190	550	568	30.4	212	8/10
4S Diesel	£92,388	4.5	177	422	427	42.2	178	8/10

Euro NCAP n/a, LxWxH in mm: 5049x1937x1423, 90-litre fuel tank, 495/1304-litre boot, 3 engines, 3 trims, 3 models in total.

MACAN

Porsche's Range Rover Evoque is a tidy looker that has image by the bucket-load. Thus, soon to be everywhere...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S	£45,945	5.4	157	340	339	32.5	204	8/10
Turbo	£52,540	4.8	165	400	405	31.7	208	8/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S Diesel	£45,942	6.3	142	258	427	46.3	159	8/10
GTS	£55,188	5.2	159	360	369	32.1	207	8/10
Turbo PP	£68,073	4.4	169	440	443	30.1	217	8/10

Euro NCAP ***** LxWxH in mm: 4684x1923x1624, 65-litre fuel tank, 500/1500-litre boot, 4 engines, 4 trims, 4 models in total.

CAYENNE

Sporting SUV that's very capable and now better to look at. It no longer has a ride that ruins your spine, either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S E-Hybrid	£64,512	5.9	150	422	435	83.1	79	7/10
Turbo	£94,063	4.5	173	527	554	25.2	261	6/10

Euro NCAP n/a, LxWxH in mm: 4855x1939x1705, 100-litre fuel tank, 670/1780-litre boot, 7 engines, 7 trims, 7 models in total.

RADICAL

TopGear on Radical:

Super-fast, super-intense range of Nürburgring-humbling race cars. Wait - what, they're road-legal? Oh my.



SR3

Few are as extreme, and few cope as badly with British roads. A car for dry, smooth, clear tarmac. Such as a track.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245 Std	£10,850	3.4	160	245	235	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4100x1790x1130, 50-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

RXC

Now here's a trick: Radical's second road car has much more power and a roof, but is far tamer to drive.



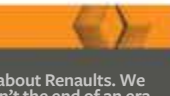
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6	£24,500	2.8	176	360	220	n/a	n/a	8/10
3.5 V6 Turbo	£107,500	2.6	185	454	500	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1960x1127, 50-litre fuel tank, n/a-litre boot, 2 engines, 1 trim, 2 models in total.

RENAULT

TopGear on Renault:

Still a pervasive sense of flimsiness about Renaults. We hope the now-defunct RS Megane isn't the end of an era.



TWINGO

Rear-engined, rear drive, it's a mini-911! Only it's actually a cheeky little city car. Turbo is only one with any nous, though.

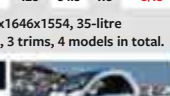


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe 90	£12,055	10.8	103	90	108	65.7	99	3/10
1.0 SCe 70	£9,545	14.5	94	70	67	56.5	112	6/10
0.9 TCe 90 Auto	£13,265	10.8	103	90	108	58.9	108	6/10
0.9 GT TCe 110	£14,085	9.6	113	110	125	54.3	115	6/10

Euro NCAP **** LxWxH in mm: 3595x1646x1554, 35-litre fuel tank, 188/980-litre boot, 2 engines, 3 trims, 4 models in total.

TWIZY

God knows what's got into us, but we badly want a Twizy. Mainly to sneak up on other cars in electrical silence.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
13kW EV	£7,595	n/a	50	17	42	n/a	0	3/10

Euro NCAP ** LxWxH in mm: 2340x1240x1460, no fuel tank, 31-litre boot, 1 electric motor, 3 trims, 3 models in total.

ZOE

This could be the point where electric cars start to prove themselves. The Zoe looks great and costs little.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV i-Expression	£23,495	13.5	84	82	102	n/a	0	5/10

Euro NCAP ***** LxWxH in mm: 4090x1730x1560, no fuel tank, 328/1225-litre boot, 2 electric motors, 3 models in total.

CLIO

A return to form for Renault. Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 1.2 petrol.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe Play Eco	£14,265	11.8	115	90	103	67.3	94	7/10
1.6T R5 Trophy	£22,425	8.8	140	220	102	47.1	136	7/10

CAPTUR

Renault's take on the Juke that's, perhaps unsurprisingly, more style than substance. Clío for us, please.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
0.9 TCe Exp+	£14,845	12.8	105	80	188	58.5	119	7/10
1.5 dCi Exp+	£16,785	12.6	106	90	162	76.4	95	7/10

Euro NCAP ***** LxWxH in mm: 4120x1780x1560, 45-litre fuel tank, 377/1235-litre boot, 3 engines, 4 trims, 10 models in total.

MEGANE

New Megane takes cues from Talisman and Espace, neither of which we get in the UK. Pert, but below par to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TCe Exp+	£17,250	10.6	122	130	151	52.3	120	7/10
1.5 dCi Dyn S	£21,060	11.3	116	110	132	76.4	85	8/10

Euro NCAP ***** LxWxH in mm: 4359x1814x1447, 47-litre fuel tank, 384-litre boot, 4 engines, 7 trims, 15 models in total.

KADJAR

Thankfully heaps better than Renault's last crack at a big crossover – the Koleos. Qashqai rival with genuine appeal.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TCe Exp+	£19,145	10.1	119	132	151	50.4	126	6/10
1.5 dCi Exp+	£21,045	11.9	113	112	162	74.3	89	7/10

Euro NCAP ***** LxWxH in mm: 4449x1836x1607, 55-litre fuel tank, 864/1620-litre boot, 3 engines, 4 trims, 14 models in total.

SCENIC

Nobody buys MPVs anymore, which is why the Scenic has gone all crossover. Gets 20s as standard. Really.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TCe Exp+	£21,445	12.3	115	115	140	48.7	129	6/10
1.5 dCi Dyn Gr	£25,745	12.4	114	110	162	70.8	104	8/10

Euro NCAP ***** LxWxH in mm: 4406/4634x1866x1653, 60-litre fuel tank, TBA-litre boot, 5 engines, 4 trims, 34 models in total.

ROLLS-ROYCE

TopGear on Rolls-Royce: Wheeled pleasure yachts that've seen off the challenge of Maybach and offer more charm than Bentley.

GHOST S2

A car for the junior plutocrat, since his boss will clearly be in a Phantom. Wave at him – he needs your pity.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£222,888	4.7	155	571	576	20.8	327	8/10
6.6 V12 EWB	£253,944	4.8	155	571	576	20.6	329	9/10

Euro NCAP n/a LxWxH in mm: 5399/5569x1948x1550, 82-litre fuel tank, 490-litre boot, 1 engine, 1 trim, 2 models in total.

PHANTOM S2

Luxury British land-yacht which manages to drive as well as it soothes. Cars come no more opulent than this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.75 V12 EWB	£372,824	5.1	150	453	531	19.3	348	9/10
6.75 V12 D'head	£367,632	5.8	150	453	531	19.1	347	8/10
6.75 V12 Coupe	£347,256	5.8	155	453	531	19.1	347	8/10

Euro NCAP n/a, LxWxH in mm: 5830/6090x1999x1640, 100-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 4 models in total.

WRAITH

If the Grand Tour still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£225,416	4.4	155	624	590	20.2	327	8/10

Euro NCAP n/a, LxWxH in mm: 5269x1947x1507, 82-litre fuel tank, 470-litre boot, 1 engine, 1 trim, 1 model in total.

DAWN

This is how you do luxury in 2016. Not just a car, but a practically unbeatable luxury experience.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£254,300	4.3	155	583	576	19.9	330	8/10

Euro NCAP n/a, LxWxH in mm: 5285x1947x1502, 82-litre fuel tank, 244/295-litre boot, 1 engine, 1 trim, 1 model in total.

SEAT

TopGear on Seat:

Supposedly the sporty arm of the VW Group behemoth. So why does it make a seven-seat MPV, then?

MII

Don't go expecting loads of Spanish flair here. VW doesn't permit that. This is just a very sensible Up-based city car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Design 3d	£9,955	14.4	199	60	67	64.2	102	7/10
1.0 75 FR Li 3d	£11,065	13.2	186	75	70	60.1	108	7/10

Euro NCAP ***** LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 238/951-litre boot, 2 engines, 5 trims, 12 models in total.

IBIZA

Looks sharp, and pricing is good, but hasn't quite made the leap that the Leon has. Ride could be better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 EcoTSI SE 5d	£14,825	10.4	119	95	118	67.3	98	6/10
1.8 Cupra SC	£18,493	8.7	148	180	228	42.1	184	7/10

Euro NCAP ***** LxWxH in mm: 4030x1690x1430, 45-litre fuel tank, 284-litre boot, 9 engines, 5 trims, 34 models in total.

LEON

Seat has really upped its game with the all-new Leon. Super-hot Cupra 300 now has optional AWD.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 EcoTSI FR	£21,190	8.0	134	150	184	57.6	114	7/10
1.6 TDI SE Tech	£20,065	N/A	N/A	115	184	70.6	105	7/10
2.0 TDI FR SC	£23,710	7.5	142	184	280	62.8	118	7/10
2.0 TDI XC ST	£25,815	7.8	142	184	280	61.4	121	7/10
Cupra SC	£30,355	N/A	155	300	280	43.9	168	8/10
Cupra ST 4Drive	£34,485	4.9	155	300	280	39.2	164	8/10

Euro NCAP ***** LxWxH in mm: 4260x1780x1460, 50-litre fuel tank, 380-litre boot, 7 engines, 5 trims, 37 models in total.

ATECA

Seat's first crossover is so good you'd think it was an old hand. Handsome, well built, and it's not another Qashqai, is it?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 TSI S	£17,990	TBA	113	115	148	54.3	121	7/10
2.0 TDI SE	£22,835	TBA	125	150	251	64.2	114	8/10

Euro NCAP ***** LxWxH in mm: 4363x1841x1615, 50/55-litre fuel tank, 510-litre boot, 4 engines, 4 trims, 11 models in total.

ALHAMBRA

One of the very best MPVs around. If you don't want an S-Max, this is a worthy alternative. Lots of seats, lots of space.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI SE	£25,540	10.2	129	150	251	55.4	132	7/10

Euro NCAP ***** LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 267/2297-litre boot, 4 engines, 4 trims, 8 models in total.

SKODA

TopGear on Skoda:

Supposedly the cheap'n'cheerful arm of the VW Group behemoth. So why does it make a £30k barge, then?

CITIGO

Of course you recognise it – the Citigo is a lightly altered VW Up. Which makes it a very fine city car indeed.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Green SE 3d	£9,765	14.4	100	60	70	68.9	95	7/10
1.0 Gre SE L 5d	£11,095	13.2	107	75	70	67.3	98	7/10

Euro NCAP ***** LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 251/951-litre boot, 2 engines, 4 trims, 12 models in total.

FABIA

Only 9 per cent of the old Fabia was carried into the latest one. So it's 91 per cent better, says TG maths.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 S	£11,155	15.7	99	60	70	60.1	106	6/10
1.2 TSI 90 SE	£14,040	10.9	113	90	118	60.1	107	7/10

Euro NCAP ***** LxWxH in mm: 3992x1732x1467, 45-litre fuel tank, 330/1150-litre boot, 7 engines, 5 trims, 34 models in total.

OCTAVIA

Skoda, VW's practicality-obsessed arm, gives you all the car you'll ever need. Provided you're slightly dull.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 TSI SE	£18,435	9.9	126	115	148	62.8	104	7/10
2.0 TSI VRS	£24,885	8.8	154	220	258	45.6	142	7/10

Euro NCAP ***** LxWxH in mm: 4660x1810x1460, 50-litre fuel tank, 590/1740-litre boot, 9 engines, 8 trims, 45 models in total.

SUPERB

Enormous Skoda catches Audi-itus. Styled with ruler, but we don't care because it's like an A8 for A3 money



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI S	£19,785	9.9	129	125	147	52.3	125	8/10
2.0 TDI SE	£23,280	8.9	135	150	250	68.9	108	8/10

2.0 TDI SE L Est £29,790 8.1 146 190 256 67.3 118 8/10
Euro NCAP ***** LxWxH in mm: 4861x1864x1470, 66-litre fuel tank, 625/1760-litre boot, 7 engines, 5 trims, 50 models in total.

YETI

Skoda's SUV-lite is a favourite of TopGear. It looks chunky, acts chunky and drives chunkily, too. Facelift spoils purity though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI S	£17,610	10.9	111	110	129	59.3	124	7/10
2.0 TDI SE L 4x4	£25,275	8.1	121	150	251	55.4	134	8/10

Euro NCAP ***** LxWxH in mm: 4222x1793x1645, 55-litre fuel tank, 322/1760-litre boot, 4 engines, 5 trims, 21 models in total.

KODIAQ

Skodiaq is the paragon of family motor-ing. Seats seven, good tech, feels solid – a Disco Sport without the tempting badge.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI S	£21,495	10.5	118	123	148	46.3	139	8/10
2.0 TDI 4x4 SE-L	£30,595	8.5	122	148	251	51.4	144	8/10

Euro NCAP n/a LxWxH in mm: 4697x1882x1655, 60-litre fuel tank, TBA-litre boot, 5 engines, 4 trims, 21 models in total.

SMART

TopGear on Smart:

Best yet execution of a flawed idea. We'll have the cheaper, mechanically identical Tingo, thanks.

FORTWO

A doddle to park, a delight around town, but what on earth was Smart thinking when it signed off the design?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,125	14.4	94	71	67	68.9	93	6/10
0.9T Prime	£12,415	10.4	90	90	93	67.3	87	6/10

0.9T BRAB Cab £15,950 10.8 96 90 83 65.7 99 6/10

Euro NCAP ***** LxWxH in mm: 2695, 1663, 1555, 35-litre fuel tank, 260/350-litre boot, 2 engines, 4 trims, 16 models in total.

FORFOUR

Same front end as the previous car. Concerning. Otherwise, it's a decent city car. But our eyes hurt.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,620	15.8	94	71	67	67.3	87	6/10
0.9 Passion	£12,340	11.2	103	90	100	65.7	99	7/10

Brabus £16,940 10.5 112 109 125 61.4 104 6/10

Euro NCAP ***** LxWxH in mm: 3495, 1665, 1555, 35-litre fuel tank, 185/975-litre boot, 1 engine, 4 trims, 4 models in total.

SSANGYONG

TopGear on SsangYong:

Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

TIVOLI

Neat-looking crossover is SsangYong's more practical take on the Nissan Juke. Storming value but not bad to own either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 eXG SE	£12,950	12.8	108	129	118	44.1	148	5/10

Euro NCAP ***** LxWxH in mm: 4195/4440x1795x1590, 471 tank, 423-litre boot (720-litre XLV), 2 engines, 3 trims, 12 models in total.

KORANDO

Bigger than the Tivoli and also less good. Still, not as offensive to look at as it could be: a lot of car of the money.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2 e-XDi SE4	£21,495	9.9	115	170	295	48.7	152	5/10

Euro NCAP n/a, LxWxH in mm: 4410x1830x1710, 57-litre fuel tank, 486/1312-litre boot, 1 engine, 5 trims, 6 models in total.

SUBARU

TopGear on Subaru:

Ex-WRC legend rebuilding its brand with chunky, rugged 4x4s. Rally heritage lives on in old-skool WRX.

OUTBACK

More of the unfashionable same from Subaru, but that's what owners love. New one is handily sized, very capable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D SE	£22,495	8.7	116	150	258	50.4	145	6/10

Euro NCAP n/a, LxWxH in mm: 4815x1840x1605, 60-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 3 models in total.

LEVORG

Yet another big estate from Subaru. Hard to see where it fits in, particularly with just a single petrol engine choice.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DiT GT	£22,495	8.9	121	172	265	50.8	144	6/10

Euro NCAP n/a, LxWxH in mm: 4690x1780x1490, 60-litre fuel tank, 522/1466-litre boot, 1 engine, 1 trim, 1 model in total.

WRX STI

The Scooby turbo is back, minus the Impreza name but with the same huge wing and heinous thirst.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T STI	£28,995	5.2	155	257	300	27.2	242	3/10

Euro NCAP n/a, LxWxH in mm: 4595x1795x1475, 77-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 1 model in total.

BRZ

An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE Lux 2d	£22,995	7.8	130	200	161	36.2	181	5/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 55-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

FORESTER

Lacks school run glam, but that's not the point - this is rugged transport. Pity the 240bhp XT Turbo is so ignorable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D XC	£26,995	10.2	108	147	258	47.8	158	5/10

Euro NCAP n/a, LxWxH in mm: 4560x1780x1700, 64-litre fuel tank, 450/1610-litre boot, 3 engines, 4 trims, 6 models in total.

SUZUKI

TopGear on Suzuki:

Only the lovable Swift Sport appears to have been fed the enthusiasm from Suzuki's mental motorcycles.

SWIFT

By not trying too hard, this no-nonsense supermini succeeds in being really rather good. The Sport is thriving, too. Rejoice!



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 Sport Nav 3d	£14,649	8.7	121	128	158	44.1	147	5/10

Euro NCAP n/a, LxWxH in mm: 3850x1600x1510, 45-litre fuel tank, 213/562-litre boot, 2 engines, 4 trims, 10 models in total.

IGNIS

A car that proudly wears its cheapness on its sleeve. Do you like unsophisticated unpretentiousness? You'll love this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 SZ3	£9,999	11.8	108	95	89	61.4	104	3/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 SZ-T AGS	£12,299	12.2	106	90	89	61.4	104	7/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 SZ5 SHVS	£12,999	11.8	106	90	89	65.7	97	7/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 SZ5 4x4	£13,999	11.5	103	90	89	60.1	106	7/10

Euro NCAP n/a, LxWxH in mm: 3700x1660x1595, 35-litre fuel tank, 267/501-litre boot, 1 engine, 3 trims, 4 models in total.

S-CROSS

Out with the SX4, in with the S-Cross. Same Qashqai-rivalling concept, same slight surprise at how decent it is.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Boost ⁺ SZ-T	£20,499	11.5	112	111	125	58.4	113	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1765x1575, 50-litre fuel tank, 430-litre boot, 3 engines, 3 trims, 6 models in total.

VITARA

This one caught us rather by surprise. Vitara is a perfectly good alternative to a Qashqai or Juke. Well done, Suzuki.



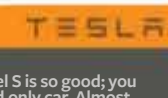
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DDiS SZ-T	£20,249	11.5	112	110	128	73.8	100	8/10

Euro NCAP n/a, LxWxH in mm: 4175x1775x1610, 47-litre fuel tank, 375/710-litre boot, 3 engines, 4 trims, 8 models in total.

TESLA

TopGear on Tesla:

All-electric cars done properly. Model S is so good; you could almost use one as your one and only car. Almost.



MODEL S

The most credible alternative to the German execs yet launched. Fast, well designed and utterly silent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
60 RWhD	£58,335	5.5	130	328	387	N/A	0	8/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
P90D Ludicrous	£110,435	3.2	155	532	710	N/A	0	8/10

Euro NCAP n/a, LxWxH in mm: 4970x1964x1445, no fuel tank, 745/1645-litre boot, 4 power outputs, 4 trims, 4 models in total.

MODEL X

An SUV EV with Porsche pace. And 'falcon' doors. Very pricey, but isn't this what the future was supposed to look like?



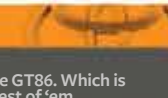
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
P90D	£100,190	3.8	155	773	710	N/A	0	8/10

Euro NCAP n/a, LxWxH in mm: 5036x1999x1684, no fuel tank, TBA-litre boot, 3 power outputs, 3 trims, 3 models in total.

TOYOTA

TopGear on Toyota:

Maker of many boring things. And the GT86. Which is so good, it almost makes up for the rest of 'em.



AYGO

Citroen C1 with added face fungus. Still cheap, still good around town. Now more capable elsewhere.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 x-play 5d	£20,795	14.2	99	70	70	54.9	95	3/10

Euro NCAP n/a, LxWxH in mm: 3455x1615x1460, 35-litre fuel tank, 168-litre boot, 1 engine, 5 trims, 10 models in total.

YARIS

A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.33 Icon 5d	£14,520	11.1	100	95	82	57.8	114	4/10

Euro NCAP n/a, LxWxH in mm: 3890x1700x1510, 42-litre fuel tank, 347/768-litre boot, 4 engines, 4 trims, 11 models in total.

AURIS

For people who want a Prius, but don't want to be seen in a Prius. Possibly Britain's worst driven car. Maybe.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8 Hybrid	£20,790	10.8	112	134	105	60.7	79	6/10

Euro NCAP n/a, LxWxH in mm: 4330x1760x1475, 50-litre fuel tank, 435/1199-litre boot, 5 engines, 5 trims, 30 models in total.

PRIUS

It looks totally bizarre but the weird styling conceals a well-resolved hybrid. Note the economy: who needs diesel?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8h Active	£23,100	10.5	112	89	105	64.2	70	7/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8h Business +	£26,300	10.6	112	99	105	66.0	76	7/10

Euro NCAP n/a, LxWxH in mm: 4540x1760x1470, 45-litre fuel tank, 445/1120-litre boot, 1 engine, 4 trims, 4 models in total.

MIRAI

Powered only by hydrogen and smugness, the Mirai is proof hydrogen cars are ready for the mainstream. Nearly.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Mirai FCV	£69,000	9.8	111	152	243	N/A	0	8/10

Euro NCAP n/a, LxWxH in mm: 4890x1815x1535, 5kg hydrogen tank, 361-litre boot, 1 powertrain, 1 trim, 1 model in total.

GT86

A gobbler face. Smaller steering wheel too. We'll see if there are any more meaningful tweaks when we drive it...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0	£25,945	7.7	130	200	151	38.2	188	8/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 50-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

C-HR

Wacky-looking crossover aims to taser Toyota's ailing creativity. Hybrids to account for most sales.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2T Icon	£20,895	10.9	118	115	137	47.9	126	6/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.8h Icon	£23,595	11.0	106	122	105	74.3	86	7/10

Euro NCAP n/a, LxWxH in mm: 4360x1795x1555, 45-litre fuel tank, 377-litre boot, 2 engines, 3 trims, 8 models in total.

LAND CRUISER

Happy in the hands of armed militia and jolly farmers from Lincolnshire. One of the most robust off-roaders ever.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 D-4D Icon	£48,995	11.7	109	171	332	34.9	273	5/10

Euro NCAP n/a, LxWxH in mm: 4760x1885x1890, 87-litre fuel tank, 403/1695-litre boot, 1 engine, 3 trims, 3 models in total.

VAUXHALL

TopGear on Vauxhall:

Along with Ford, the bread and butter of British motoring. Thing is, Vauxhall forgets to put tasty fillings in.



ADAM

They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 100 Slam	£16,290	11.5	116	100	96	53.8	125	5/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T S	£17,935	8.5	130	150	162	47.9	139	6/10

Euro NCAP n/a, LxWxH in mm: 3740x1680x1590, 45-litre fuel tank, 170/663-litre boot, 5 engines, 7 trims, 18 models in total.

VIVA

Vauxhall revives Viva name, but only in the UK. Viva is called Karl elsewhere. Is quite cheap. Also quite cheerful.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SE	£9,955	13.1	109	75	70	52.8	104	5/10

Euro NCAP n/a, LxWxH in mm: 3675x1595x1485, 32-litre fuel tank, 206/1013-litre boot, 1 engine, 2 trims, 3 models in total.

CORSA

Lovely little 1.0-litre turbo, very refined and vastly improved all round. But it's still a Vauxhall. Need we say more?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 Sting 3d	£10,155	14.9	101	75	96	55.4	118	6/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T 90 SE 5d	£15,775	11.9	112	90	122	65.7	104	6/10

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6T 205 VXR 3d	£18,825	8.8	143	205	100	37.7	194	8/10

INSIGNIA G' SPORT - NEW

Say hello to your next company car. We're promised good-looks are backed-up by less weight and a sportier chassis.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CDTi D' Nav'	£19,780	N/A	N/A	136	236	N/A	114	TBC

2.0 CDTi E' Nav'	£25,140	N/A	N/A	170	236	N/A	136	TBC
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Euro NCAP ***** LxWxH in mm: 4830x1860x1530, 70-litre fuel tank, 530/1470-litre boot, 9 engines, 6 trims, 106 models in total.

VXR8

No-nonsense Aussie saloon is back. TG cheers loudly. Particularly as it now has nearly 600bhp... Strewth.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.2 V8 GTS	£95,500	4.9	155	504	540	16.5	363	7/10

Euro NCAP n/a, LxWxH in mm: 4940x1900x1470, 73-litre fuel tank, 495-litre boot, 1 engine, 1 trim, 1 model in total.

MERIVA

Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a Black Cab, minus vomit.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CDTi Tech L'	£12,950	8.9	122	136	226	64.2	118	7/10

Euro NCAP ***** LxWxH in mm: 4290x1810x1620, 54-litre fuel tank, 400/1500-litre boot, 4 engines, 4 trims, 11 models in total.

MOKKA X

'X' badge added because 'facelifted one' would look naff. Less fussy dash is good but we want less lethargic engines too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4T 140 Desi'	£18,360	8.3	125	140	148	47.1	140	6/10

1.6 CDTi Desi'	£19,915	9.3	119	136	236	68.9	106	6/10
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Euro NCAP ***** LxWxH in mm: 4278x1777x1654, 54-litre fuel tank, 362/1372/663-litre boot, 5 engines, 4 trims, 37 models in total.

ZAFIRA TOURER

New lights and bumpers, plus on-board wi-fi to distract passengers from the wallowy handling and droning engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 CDTi Tech	£23,370	8.1	128	170	280	57.7	129	6/10

Euro NCAP ***** LxWxH in mm: 4600x1850x1760, 65-litre fuel tank, 420/1420-litre boot, 2 engines, 6 trims, 16 models in total.

VOLKSWAGEN

TopGear on Volkswagen:

Quietly brilliant, thoroughly deserving of every accolade chunked its way. Up and Golf particular highlights.

UP

A VW city car you want to own. Neat styling and packaging to shame Ikea's finest, we like the Up. Recently facelifted.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Take 3d	£8,995	14.4	100	60	70	64.2	101	8/10

1.0 TSi High 5d	£12,455	8.9	114	90	116	60.1	108	8/10
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Euro NCAP ***** LxWxH in mm: 3540x1640x1490, 35-litre fuel tank, 251/951-litre boot, 3 engines, 4 trims, 24 models in total.

POLO

The Golf's mini-me was facelifted for 2014. It's safe and solid, and now has a (little) bit more soul.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSi M'tch 5d	£15,040	10.8	114	90	116	60.1	107	8/10

1.8 TSi GTI 3d	£19,430	6.7	146	192	236	47.1	139	7/10
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Euro NCAP ***** LxWxH in mm: 3970x1682x1462, 45-litre fuel tank, 280/952-litre boot, 9 engines, 8 trims, 32 models in total.

GOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSi SE 5d	£20,070	9.1	127	125	148	54.3	120	8/10

2.0 GTI 5d	£28,520	6.4	155	230	258	44.1	148	8/10
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2.0 R 5d	£12,579	6.1	155	230	258	37.7	180	9/10
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2.0 GTD 5d	£27,720	7.5	143	184	258	61.4	125	8/10
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Euro NCAP ***** LxWxH in mm: 4258x1799x1492, 50-litre fuel tank, 380/1270-litre boot, 9 engines, 9 trims, 54 models in total.

BEETLE

A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driver appeal.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSi Design	£21,848	8.7	126	160	185	48.6	132	7/10

Euro NCAP ***** LxWxH in mm: 4640x1770x1480, 68-litre fuel tank, 510-litre boot, 4 engines, 4 trims, 14 models in total.

PASSAT

The driver likes to pretend he's an exec, when in truth he's a rep that's made his monthly bonus. Fine car, though.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDI S	£23,170	10.8	128	120	185	70.6	105	7/10

2.0 TDI S	£24,295	8.7	137	150	251	70.6	106	7/10
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2.0 TDI SCR GT	£28,990	7.8	147	180	295	68.9	107	7/10
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Euro NCAP ***** LxWxH in mm: 4767x1832x1456, 59/66-litre fuel tank, 586/1152-litre boot, 4 engines, 5 trims, 26 models in total.

CC

CC is based on the Passat; good. But it's the old one: less good. Still, a cheap, able alternative to the Merc CLS.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI 184 GT	£28,940	8.6	141	184	258	64.2	114	7/10

Euro NCAP n/a, LxWxH in mm: 4800x1860x1420, 70-litre fuel tank, 532-litre boot, 3 engines, 5 trims, 10 models in total.

SCIROCCO

Still great looking, but now resting on a platform two gens behind the Golf. Minor facelift isn't enough to disguise this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TSi 180	£23,590	7.4	140	180	207	47.1	148	7/10

2.0 TSi 280 R	£33,390	6.7	156	280	258	35.3	187	8/10
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2.0 TDI 150	£24,255	8.6	134	150	199	67.3	109	6/10
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Euro NCAP ***** LxWxH in mm: 4256x1810x1406, 55-litre fuel tank, 312/1006-litre boot, 6 engines, 4 trims, 11 models in total.

TOURAN

New Touran sits on same MQB architecture as latest Golf. As before, a dull but capable way to ferry many people.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDI SE	£25,795	11.8	119	115	185	61.4	118	6/10

Euro NCAP ***** LxWxH in mm: 4527x1814x1628, 58-litre fuel tank, 137/1857-litre boot, 5 engines, 4 trims, 11 models in total.

SHARAN

More VW MPV-ery, this time quite good. It's comfortable, practical, seats seven easily and gets decent engines.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSi 150 SE	£29,485	10.7	122	150	177	43.5	150	7/10

2.0 TDI 150 SE	£21,105	10.3	118	150	251	58.5	110	7/10
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Euro NCAP ***** LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 300/2297-litre boot, 4 engines, 4 trims, 11 models in total.

TIGUAN

Smart-looking all-new Tiguan is bigger than the old car and now a much more able Discovery Sport alternative.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TDI SE Nav	£28,665	9.3	127	150	251	58.9	125	7/10

2.0 TSi R-Line	£33,495	7.7	129	180	236	39.8	165	7/10
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Euro NCAP ***** LxWxH in mm: 4486x1839x1632, 60-litre fuel tank, 615/1650-litre boot, 2 engines, 5 trims, 12 models in total.

TOUAREG

If a large SUV can be inoffensive, this is it. Shares much with the Cayenne, except the price and cock-waiving image.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.0 TDI SE	£44,850	8.7	128	204	332	42.8	173	6/10

3.0 TDI R-Line	£48,650	7.8	140	252	379	42.8	174	7/10
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Euro NCAP ***** LxWxH in mm: 4801x1940x1709, 85-litre fuel tank, 493/1555-litre boot, 2 engines, 3 trims, 5 models in total.

VOLVO

TopGear on Volvo:

Far removed from Volvo of old, and far more than just boxes on wheels. Even though they are boxy.

V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. Now facelifted with an XC90 front end.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D3 R-Des'	£25,345	7.9	130	150	236	74.3	99	TBA

2.0 D4 CC	£28,495	7.3	130	190	295	70.6	104	TBA
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Euro NCAP ***** LxWxH in mm: 4370x1857x1470, 62-litre fuel tank, 335/1032-litre boot, 7 engines, 7 trims, 87 models in total.

S60

At last, a BMW 3-Series rival that's actually a 3-Series size. Good engines, nice interior, but no 3-Series to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 T4 Business	£23,360	6.0	143	190	221	48.7	134	6/10

2.0 D4 Business	£24,545	7.1	143	190	295	72.8	102	7/10
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Euro NCAP ***** LxWxH in mm: 4630x1860x1490, 67-litre fuel tank, 339-litre boot, 8 engines, 5 trims, 36 models in total.

V60

Estate version of the S60, only Volvo insists it's not actually an estate, but a 'sportswagon'. It's an estate, Volvo.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Business	£25,745	7.2	140	190	295	70.6	104	7/10

D6 Plug-in	£58,175	5.8	143	220	325	55.4	48	7/10
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Euro NCAP ***** LxWxH in mm: 4628x1865x1484, 67-litre fuel tank, 430/1241-litre boot, 6 engines, 9 trims, 36 models in total.

S90

Think XC90, only a bit lower and without the two extra seats. Much Swedish coolness thrown in for free.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Moment'	£32,955	8.2	143	190	295	64.2	116	8/10

2.0 D5 Inscript'	£42,455	7.8	148	235	354	58.8	127	8/10
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Euro NCAP ***** LxWxH in mm: 4963x1895x1443, 55-litre fuel tank, 500-litre boot, 2 engines, 2 trims, 4 models in total.

V90

Big estates are back, and the V90 is our favourite. Get it in brown with a bright interior. Very zen.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 Moment'	£34,955	8.5	140	190	295	62.8	119	8/10

2.0 D5 Inscript'	£44,455	7.2	148	235	354	57.8	129	8/10
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Euro NCAP ***** LxWxH in mm: 4936x1895x1475, 55-litre fuel tank, 723/1526-litre boot, 2 engines, 2 trims, 4 models in total.

XC60

So stuffed with health and safety kit, it should come in yellow with a loud hailer as standard. All-new one soon.



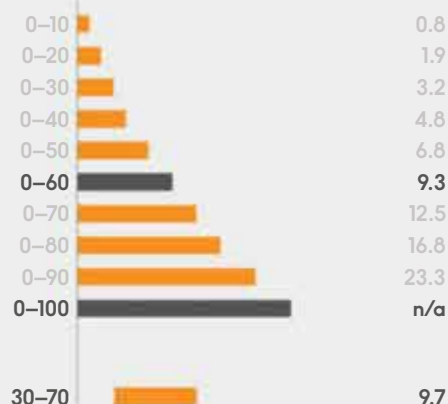
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 D4 SE Lux	£28,385	7.8	130	190	295	62.8	117	5/10

Euro NCAP ***** LxWxH in mm: 4630x1860x1490, 70-litre fuel tank, 495/1455-litre boot, 3 engines, 4 trims, 14 models in total.

XC90

Acceleration

(seconds)



0-60-0

0 9.3 accel + 3.5 brake 12.8
reaction time (0.7)

G-meter

0.61

Peak accel g

Peak decel g

0.92

Braking

100 0 60 0
n/a (we really tried) 3.56secs (45.28m)

Quarter-mile

(standing start)

17.21

seconds @ 80.7mph

Data NUMBER CRUNCHER

CARS PUT TO THE TEST AGAINST THE CLOCK, TAPE, G-METER, ETC

Smart Forfour Brabus



Yes, this page normally features 0-100mph data. No, the Brabus Smart wouldn't get there. Claimed top speed is 96, but we saw 99 before having to lift. It just takes too long to grab those last digits. Still, the Race Start launch control is the easiest to deploy ever: plant both pedals then lift the brake. Stable under brakes.

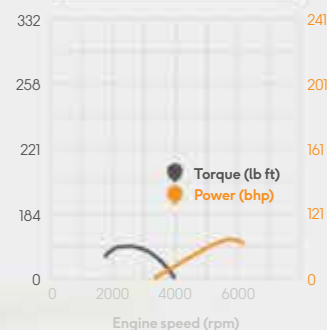
Top speed

(claimed)



Power/torque

109bhp @ 5750rpm
120lb ft @ 2000rpm

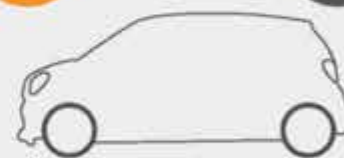


Weight

45%

Weight distribution

55%



L 3525mm x H 1543mm x W 1665mm

1095
kg

Kerbweight

98
bhp/
tonne

Power-to-weight
ratio

Economy/range

38.4
mpg
(est.)

337
miles

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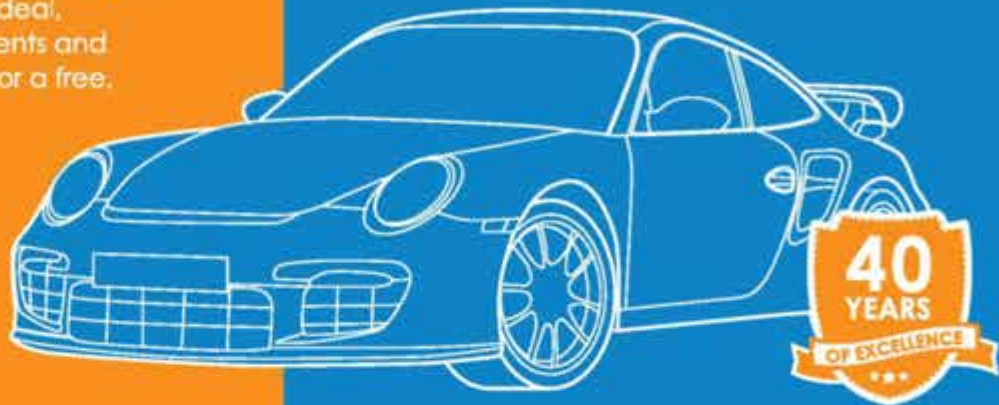
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R26 ANN	£995	A4 BUX	£895	X1 DMA	£1200
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R27 BEV	£995	J29 CON	£795	Y35 EMS	£1100
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13/14 May	Mini Festival
20/21 May	Dunlop MSA British Touring Car Championship
27/28 May	Masters Historic Festival with Historic F1
27/28 May	British GT and BRDC British F3 Championships
10 June	Vintage Festival
10/11 June	American SpeedFest V
17/18 June	Historic Wolds Trophy
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435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
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997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
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WHO: Chris Harris & Charlie Turner
WHERE: Abu Dhabi
 Eight dead coffees, one amused TV presenter and one guilty-looking editor with very wet, very hot shoes.



WHO: TG videographer
WHERE: Ice road
 Car-to-car shots in minus 40°C require much clothing and one take preferably...



WHO: Rowan Horncastle
WHERE: A car park
 Rowan auditions for a 2017 remake of *Dumb and Dumber*. Gets the part.



WHO: Ollie Marriage
WHERE: Reading
TopGear's motoring editor offers car valeting as a sideline. Reasonable rates, just call...



WHO: Stephen Dobie
WHERE: Rally Sweden
 Sometimes you're just happy when you discover which way is up, aren't you Stephen?



WHAT: Renault Sport Spider
WHERE: London
 Amazing what you see when you're en route to the unveiling of Renault's new F1 car.



WHO: Charlie Turner
WHERE: Kitzbühel
 Editor-in-chief tries on Mexico's official Winter Olympic team jacket for size.



WHO: Jack Rix
WHERE: Milton Keynes
 When Jack heard he'd be driving a rear-engined, rear-drive coupe on Monday, this wasn't what he had in mind.

Making it happen

BEHIND THE SCENES
THIS MONTH

TopGear

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