

**FREE 32-PAGE EV MAG INSIDE**

**YOUR HANDY GUIDE TO NAVIGATING THE ELECTRIC AND HYBRID REVOLUTION**

BBC

# Top Gear

JUNE 2017 £4.45

**McLAREN  
720S**

**"Magical,  
bewitching,  
brilliant"**

**FORD GT**  
**"Exuberant,  
fearless,  
focused"**

**Driven:**  
the most  
wanted  
supercars  
of 2017

# WILD ONES

**Plus**  
Matt LeBlanc's  
Life in Cars  
Hot wings: the  
flying car is here  
AMG GT R vs GT3  
RS vs M4 GTS vs  
Chris Harris

**Ford GT and McLaren 720S let loose on road and track**

BBC





## The all-new Audi Q5

Optional Audi Connect in the all-new Audi Q5 doesn't just link you to social feeds and internet weather, maps and traffic services. It's also possible to send things like directions and itineraries from your device to the car. Keeping you on track, even if you're off-road.

**Now is calling**



Official fuel consumption figures for the all-new Audi Q5 range in mpg (l/100km) from: Urban 25.7 (11.0) - 52.3 (5.4), Extra Urban real world driving results. Images shown for illustration purposes only. Models shown feature optional equipment. Choice of wheels and other options may affect fuel consumption and emissions data.



39.8 (7.1) - 58.9 (4.8), Combined 33.2 (8.5) - 56.5 (5.0). CO<sub>2</sub> emissions: 195-132g/km. Standard EU test figures for comparative purposes and may not reflect  
More information is available on the Audi website at [audi.co.uk](http://audi.co.uk) and at [www.dft.gov.uk/vca](http://www.dft.gov.uk/vca)



ICONIC

**THE NAVITIMER**  
SINCE 1952





#DontCrackUnderPressure



**TAGHeuer**

SWISS AVANT-GARDE SINCE 1860



TAG HEUER CALIBRE HEUER 01  
AUTOMATIC CHRONOGRAPH

TAG Heuer is the Official Timekeeper and Team Performance Partner of Red Bull Racing. Two teams who #DontCrackUnderPressure both on and off the track.

[www.tagheuer.com](http://www.tagheuer.com)



Issue 296 June 2017

# Welcome



# 085

McLaren **720S**



When, in 2010, Ron Dennis proudly revealed the MP4-12C at Woking and proclaimed that he could scientifically prove that it was better than the

competition in every parameter, it not only articulated McLaren's approach to engineering, but created a stick with which to beat its first home-grown supercar since the F1. Supercars have to be about more than just science, they have to appeal to your other senses – they have to tug on your heartstrings and spike your adrenal glands. In short, they have to have soul, and, while impressive, the 12C always struggled with its science-over-emotions approach.

With the mid-life refresh in 2014 which gave us the 650S, the science was still present but

the emotional element had been dialled up. However, for many, the 650S was still too clinical, the result of a very impressive science project, not a work of visceral art. Not least when compared with the naturally aspirated Ferrari 458 Speciale. But then came the 675LT, Woking's answer to Maranello's finest and a car that unequivocally proved McLaren had not just mastered the science, but could deliver soul as well.

Three years on, and the 720S arrives as an articulation of the very best of what McLaren Automotive stands for today – scientific development pushed to the very boundaries of understanding in the pursuit of performance, combined with a deep-rooted passion to deliver more of the X-factor that takes a supercar from "just" ballistically fast to emotive, engaging and enjoyable.

The science still runs deep. Take, for instance, Proactive Chassis Control II: a system for which the algorithm was developed over the past six years by the greatest minds at Cambridge University. It reads the road and processes it with a level of detail that remains incomprehensible to us mere mortals. But the 720S is more than a complex set of algorithms. It delivers the visceral too and it does it in a way that feels unique to McLaren and is a rolling articulation of the infectious passion of the entire team at Woking.

Britain has a proper home-grown cutting-edge supercar creator that is set to push the boundaries for years to come and that is very good news for UK plc and everyone reading this magazine.

Enjoy the issue.

Charlie Turner EDITOR-IN-CHIEF  
@TopGearEditor

NEW JAGUAR F-PACE

**ABOVE ALL,  
IT'S A JAGUAR.**



Welcome to Jaguar as you've never seen it before. Now you can enjoy the dramatic drive and beauty Jaguar is renowned for, with added practicality.

Inspired by F-TYPE, its powerful, muscular looks give the New F-PACE a head-turning road presence. And it delivers the connected steering feel and sharp, responsive handling of a sports car too, thanks to its aluminium double wishbone front and Integral Link rear suspension.

A master of sporting performance and everyday practicality, F-PACE raises the game.

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

## THE ART OF PERFORMANCE

Official fuel consumption figures for the New Jaguar F-PACE range in mpg (l/100km): Urban 23.2-49.1 (12.2-5.8); Extra Urban 39.8-67.2 (7.1-4.2); Combined 31.7-59.2 (8.9-4.8). CO<sub>2</sub> Emissions 209-126 g/km. Official EU Test Figures. For comparison purposes only. Real world figures may differ.



# Contents



074

## 074 Ford **GT**

Ollie gets to take the aero-obsessed US supercar to the PCH and Laguna Seca. Poor guy...

## 085 McLaren **720S**

Has Woking managed to make a car that the heart will love as much as the head?

## 096 Future **racing**

Wonder what motorsport will be like in 10 years' time? We got Renault, Porsche and Citroen thinking...

## 104 Volvo **V90 CC**

If you're planning on hunting down cryptozoological marvels, better take something that blends in...

## 112 Merc-AMG **GT R**

Chris Harris rags the German muscle car against other lairy German metal: M4 GTS and 911 GT3 RS

## 122 Flying **car**

It's all very well having a Ferrari, McLaren or Lambo. But they're still earthbound and therefore inferior...



112

## Harris



“Everyone makes decent cars, and the ensuing positivity is killing me” 025

## Reid



“When congestion is heavy, humans must not be permitted to drive themselves” 027

## the ten

- 012 Mini **Remastered**
- 014 Jeep **Trackhawk**
- 016 Citroen **C5 Aircross**
- 022 Honda **Civic Type R**

## Intake

- 034 Life **in cars**
- 035 Top **9**
- 036 Progress **report**
- 038 TG **gadgets**
- 040 Eye **witness**
- 042 A day **in the life**
- 044 Tech for **dummies**

## Drives

- 048 Alfa Romeo **Giulia QV** vs BMW **M4 Competition**
- 055 VW **Golf R**
- 056 BMW **M550i**
- 057 BMW **530e iPerformance**
- 059 Mazda **MX-5 RF** vs Toyota **GT86**
- 060 Mercedes-AMG **E63 S**
- 062 Porsche **911 GT3**
- 064 Skoda **Octavia vRS**
- 067 Bentley **Mulsanne**
- 070 McLaren **570S Track Pack**

## Garage

131 What **we're** running at TG: a grand hello to two GTs



**PEUGEOT**  
MOTION & EMOTION

peugeot.co.uk/3008SUV



# ALL-NEW **PEUGEOT 3008 SUV**

NEVER HAS AN SUV GONE SO FAR



**NEW PEUGEOT  
i-COCKPIT®**

**12.3" HEAD-UP DIGITAL  
INSTRUMENT PANEL**

**8" MULTI-FUNCTION  
TOUCHSCREEN**



**ALL-NEW PEUGEOT 3008 SUV**

**EXPERIENCE BUILT IN**

**PEUGEOT RECOMMENDS TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the all-new 3008 SUV Range are: Urban 37.2 - 67.3 (7.6-4.2), Extra Urban 55.4 - 80.7 (5.1-3.5), Combined 47.1 - 70.6 (6.0-4.0) and CO<sub>2</sub> 136-103 (g/km).

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

---

# the ten

THINGS WE'VE LEARNT THIS MONTH

---



# 1

## The Mini has been remastered

Tired of modern cars covered in retro slap? Well, this one's got real history in its bones



**R**emember the 2011 Mini Rocketman concept? Course you do. That was BMW flirting with the idea of building a Mini-branded city car, comparable in size to the Issigonis-designed original. But whether it was the financial case or crash regulations that killed it, it's gone awfully quiet since then.

Not to worry, because for all those that think a true Mini should actually be mini, a small British coach-building firm – David Brown Automotive (he of the £600k, Jag XK-based Speedback GT, of which they've sold 12 to date) – has come up with a solution. A £75k solution, but a solution nonetheless.

It's called the Mini Remastered and is, in essence, an original Mini retro-fitted with refurbished and improved mechanicals, a subtly

modified exterior and an interior upgraded to cope with the demands of a wealthy modern city type.

Built, or should that be rebuilt, by hand in DB's brand new, 18,000sq ft Silverstone factory (the Speedbacks were built in Coventry until now), it features new deseamed panels for a smoother look, additional structural beams to improve stiffness and extra sound proofing, so you might actually have a chance of hearing calls over the hands-free. The grille is aluminium, the rear lights LED and there are even Mustang-style puddle lights on the underside of the wing mirrors. Snazzy. All in, the whole thing weighs around 30kg more than the donor car, but still in the 700kg ball park – less than half of a modern Countryman.

Hang on a minute, did I say hands-free, in a Mini? Oh yes. DB has dragged the interior kicking and screaming into the 21st century with a built-in





**WHO IS DAVID BROWN?**

I'm standing next to David Brown admiring his Mini Remastered and sipping a delicious ale. His delicious ale, actually. When he's not sprucing up Minis, he also runs the Bad Co. Brewery. "The key is to keep the two separate, I can't indulge both my passions on the same day." Wise words. Other interests? Rally driving (he once won the historic Mintex championship in a Subaru) and singing in a rock band. Anyone's else's CV feeling a little sparse all of a sudden?

infotainment screen (complete with Apple CarPlay no less), a push button start, a four-speaker stereo system, USB sockets and remote central locking. Sculpted seats are leather-wrapped, naturally, and a cupholder has been added to the centre console. Whether any of this is actually a good thing we'll leave you to decide.

There's no arguing that more power from the fully rebuilt 1.3-litre engine is excellent news. You'll get 60bhp in the standard model, or between 75bhp and 90bhp in a pair of racier special editions – that's plenty to see off modern Coopers at the lights. All get a fully reconditioned 4spd gearbox, plus upgraded suspension and brakes, so you've got a fair chance in the corners, too.

Each customer is invited to choose their exterior paint (which takes up to 400 man hours to apply... no spray cans here), the colour of their



Interior includes all mod-cons, including gadget known as a "cupholder"

contrasting roof, their interior hue and wheel design. Though, if you can't be bothered, two launch editions – "Inspired by Cafe Racers" and "Inspired by Monte Carlo", will be offered. Each of these special editions will get a run of just 25 units a piece, but DB is banking on selling between 50 to 100 of the Minis overall each year.

Now back to that price, because around £75k for the "standard" Mini Remastered – and upwards from there once you start adding custom paint colours and extra power – is, well, quite a bit for a new-old Mini. But we've seen it up close and the attention to detail is pretty remarkable, not surprising when each car takes a combined 1,400 hours to complete. So, this or a modern BMW-engineered Mini and £60,000 change? That is the question. Not a very relevant question to the vast majority of us, but a question nonetheless. JACK RIX

# 2



Is there anything that can't be improved by adding a Hellcat engine? Nope



## America's actually lost it

Europe can keep its fancy turbos and hybrid whatnots – in America the supercharged V8 is king. But things are getting a little out of hand...

**I**t's official: America is goddamn drunk on horsepower. Just a month after unveiling the deranged, wheelie-popping 840bhp Dodge Demon, the FCA group has now decided to drop Dodge's wondrous 707bhp, supercharged 6.2-litre HEMI V8 from the Hellcat into something unusual. Everybody, brace yourself for the Jeep Grand Cherokee Trackhawk: the world's most powerful and quickest SUV.

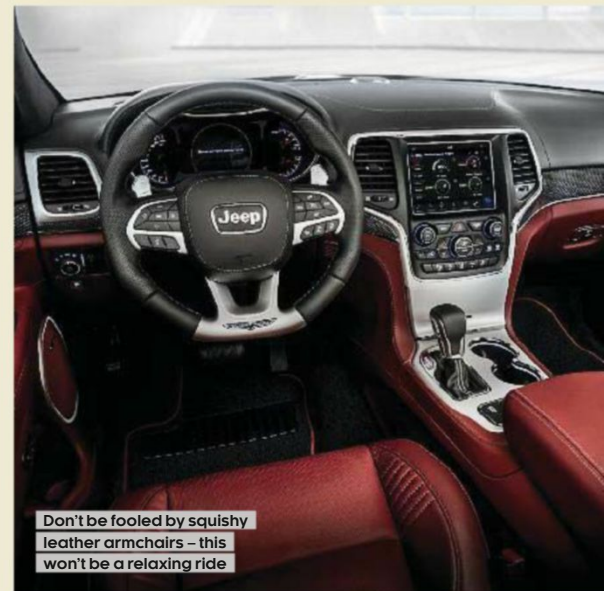
Want some numbers to chew on? How about 0–60mph in 3.5 seconds, quarter-mile in 11.6 seconds (at 116 mph), top speed of 180mph, 60–0mph in a dashboard-head-butting 35m and 0.88g pulled on the skidpad. All in a car that's meant to be a premium way to tottle over rocks.

With Ferrari and Lamborghini-rivalling power – plus 645lb ft of torque – some substantial beefing up has had to happen to prevent the Grand Cherokee's chassis looking like a cheese

twist with each squirt of the throttle. The 8spd automatic transmission has been strengthened, rear driveshaft bolstered and connected to a stronger, stiffer rear axle and the adaptive Bilstein adaptive dampers have been reworked to stop it wobble-wobbling like jelly on a plate.

To help try to shave off that 180mph top speed before you hit something immovable, Brembo was called upon to provide the largest-ever front brakes fitted to a Jeep – whopping 400mm two-piece vented rotors with six-piston yellow calipers. Then there's the noise. A cacophony of supercharger whirr and head-banging V8 woomph.

Like all proper Jeeps, the Trackhawk is 4WD with an electronic limited-slip diff at the back and a single-speed active transfer case. The torque split varies depending on what mode you're in, but in the most hardcore Track setting, you've got a 30:70 front-rear split. Given that the lower-powered SRT Cherokee is more than happy wagging its booty and



Don't be fooled by squishy leather armchairs – this won't be a relaxing ride



Soon to be a highly unlikely sight at every drag strip across America



### HENNESSEY EXORCIST vs DODGE DEMON

Meet 'The Exorcist'. John Hennessey's 1,000bhp Camaro ZL1 that's out to rid the Dodge Demon. Using Chevrolet's potty Camaro ZL1, John and his bhp monkeys have gone to work on the s'charged, 6.2-litre LT4 engine (that normally produces 640bhp and 640lb ft of torque) and turned it all the way up to four figures. When equipped with the optional drag radial tyres, it'll see off 0-60mph in under three seconds and tramp the quarter-mile in less than 10 seconds. Let the drag racing games begin!

lifting a front wheel, we're sure that this much more powerful Trackhawk will also oblige.

Looks mean, too. Swollen with wider arches, side sill cladding and a sculpted hood with two nostrils to help extract the colossal heat produced from the rampant supercharged V8. And if you look closely, the fog lights have been deleted and there's a scoop integrated into the front bumper, both allowing for plenty of air to be sucked into the 92mm throttle body and supercharger. Out the back, there are four black chrome exhausts.

The inside has been jazzed up with red and black leather suede seats complete with 'Trackhawk' emblems, a speedo that reads all the way to 200mph and flourishes of carbon fibre. Comfort and function are taken care of thanks to plenty of displays, Apple CarPlay and all the cubby holes you'd expect from a family off-roader.

So, a production Jeep with supercar power and the safety of a factory warranty. RH



3



### BMW is one letter from perfection

More power, less weight, sharper chassis for retuned M4 CS

So nearly, but no, not a successor to the E46 M3 CSL. This is the BMW M4 CS, sent to plug the gap between the M4 Comp Package and the M4 GTS.

The standard M4's 3.0-litre turbo-six has been wound up to 454bhp, a rise of around 30bhp over standard (or 10bhp over the Competition). Mated exclusively to the 7spd paddleshift 'box, you'll be completing 0-62mph in a scant 3.9secs.

The CS borrows aluminium suspension components from the Competition Package, and gets standard Adaptive M Suspension, with its own, more focused tune. The result is a 7m 38s Nürburgring lap time - as quick as a Lexus LFA.

There are exclusive M4 CS tunes for the steering and stability control systems, you get super-sticky Michelin Cup tyres as standard, a GTS-inspired carbon bonnet and a unique aero profile, which includes a carbon Gurney flap on the rear spoiler. Geeky goodness is everywhere.

Price? Um, £89,130. Almost £30,000 more than an M4 Competition Package, though admittedly £30,000 less than the M4 GTS cost when new, too. They've plugged that gap with spooky accuracy. SD



# 4

## SUVs don't have to look dull

Cacti come in all sorts of shapes and sizes these days...

UK buyers must wait until 2018 to get one of these, due to a strict PSA policy of one car per brand per year. Later in 2017 we get the C3 Aircross instead

Although there will be a hybrid, most Europeans will be petrol or diesel

**T**he Citroen C5 Aircross is the latest model in something Citroen calls its "SUV offensive".

Bigger, obviously, than the forthcoming C3 Aircross crossover (previewed at the Geneva motor show by the C-Aircross concept), it's set to launch in China this year, before European sales begin in 2018, the Aircross is based on the same EMP2 platform as the DS 7 Crossback, Peugeot 3008 and Vauxhall Grandland X. Not that you'd know, because like all good Citroens it distinguishes itself from the pack with Airbump-infused side sills, a trademark double-decker grille and many other design cues that most manufacturers would leave on the concept studio's cutting-room floor.

Like the DS and Peugeot, the C5 will eventually get a plug-in hybrid powertrain with 300bhp,

all-wheel drive and a near-40 mile electric-only range. In Europe, most will come fitted with PSA's conventional four-cylinder petrol and diesels.

Curiously, Citroen calls the C5 Aircross "people-minded". Name us a car that isn't people-minded if you can, please. We're confused.

In less vague terms, the comfort and wellbeing of passengers is top of its agenda. So there's lots of room, and super-comfy suspension with – in Citroen's words – "Progressive Hydraulic Cushions". We've tried this technology in a C4 Cactus prototype and can confirm it works rather well. The idea is that in homage to the 2CV's famously accommodating ride, ruts and bumps in the road are completely smoothed out. Given lots of SUVs roll on 20-odd-inch wheels and jitter about the place because, y'know, style (see the Jaguar F-Pace on 22s), it's a welcome idea.





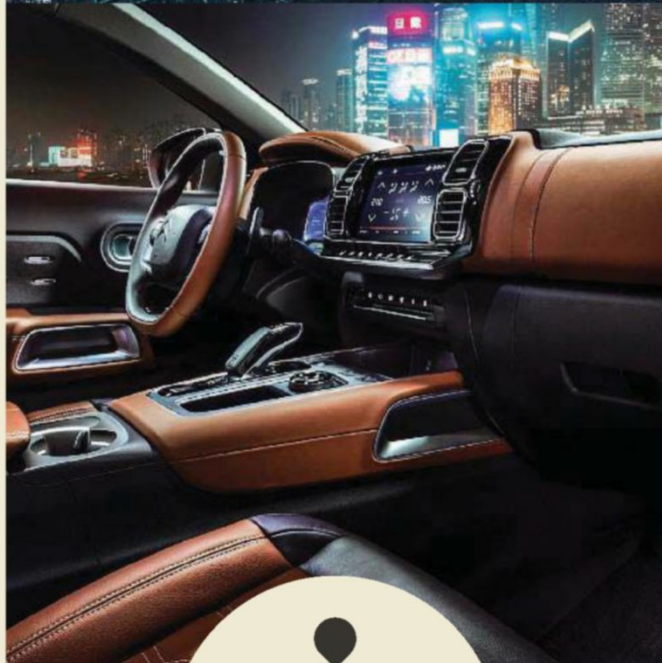
Inside, a 12.3in screen replaces conventional dials, while navigation, media and so on are handled by an 8in central screen. There are many active safety systems – as one would quite rightly expect on a brand-new car – such as adaptive cruise control and lane-departure warnings.

All boxes ticked then, and it looks far more interesting than any one of its Qashqai-sized rivals. And perhaps its contagious, because two other recent New York show debutantes showed visions of a less-derivative SUV future. The Toyota FT-4X is a shrunken update of the FJ Cruiser idea, and we're fully on board – just make sure you bring it to the UK this time Toyota. Meanwhile, the Infiniti QX80 concept is an intriguing cross between the Aston Martin Lagonda concept and a medium-sized apartment block. Finally, an Infiniti you might notice when it drives by. JR

Don't worry, folks, there are no progressive hydraulic cushions inside



Part of an SUV offensive. But not an offensive SUV...



What even is an SUV these days? Damned if we know, and the Infiniti QX80 and Toyota FT-4X are simply confusing matters



# 5

## We get it, VW Group... you're a fan of electric SUVs

Three new SUVs revealed in China, and not a spark plug in sight

**T**here's a pattern going on here, we just can't quite put our finger on it. Oh yes, crossovers are in, fossil fuels are out, or so says the VW Group, which revealed three EV SUVs simultaneously at the recent Shanghai motor show.

"If it was ever possible to make a 100 per cent certain prediction of what the future will look like, it is achieved here," says VW design boss Klaus Bischoff of the I.D. Crozz Concept.

All three are based on the new scalable MEB electric-car platform. It's a kind-of skateboard that contains the motors and batteries, freeing up passenger space and enabling VW to stick basically any body it likes on top of it – it just so happens that it chose to do the same BMW X6-style coupe-SUV silhouette with three different badges, in three different colours. And can you really blame those guys? The VW Group has set itself a target of selling a million pure-electric cars a year by 2025 – this is how it plans to get there.

There are varying power outputs – 490bhp for the Audi (for a 0–62mph in the Porsche Cayman S range) and a smidge over 300bhp for both the Skoda and the Volkswagen. All three claim a range north of 300 miles on a single charge, and the Skoda and Volkswagen talk about being fully autonomous; Audi is sticking to the performance claims for now. Sorry, Tesla, this is VW parking its tanks firmly on your front lawn. JR



# 6 Downsizing has claimed another one

The F-Type is now "affordable", but it's shed cylinders en route

You can now have an F-Type for under £50k, but you'll have to make do with a 2.0-litre 4cyl. Yes, an engine you'll find not unlike one in rep-spec XE saloons now powers Jag's coupe and

roadster. Thought the F-Type rivalled the 911? Well now it's going for the newly 4cyl Boxster and Cayman, too.

With the aid of a turbo – a break from every other,

s'charged F-Type – peak power and torque is 295bhp/295lb ft. Those are 40bhp and 37lb ft deficits on the near-£2,500 pricier V6 340PS, the old entry point to F-Type ownership. SD

7

Santa Fe Antarctic Edition  
– ideal for chilly mornings  
in the home counties



# Hyundai is more adventurous than we thought

A Santa Fe has crossed the Antarctic. We take it for an expedition of our own

**T**ry imagining a car journey that's so hard it takes 100 years. A Hyundai Santa Fe has just crossed the Antarctic continent and back, a 360-mile epic that passes the South Pole both ways. This completed the expedition abandoned by Sir Ernest Shackleton in 1916. This time around, the Hyundai was driven by Shackleton's great-grandson, Patrick Bergel. A touching resonance.

The Hyundai is the first passenger vehicle to make the crossing. In fact, before this expedition, no one had done the full traverse rather than reaching the pole from one side of the continent or the other.

To handle the conditions, the Santa Fe was left with its standard engine, a 2.2 diesel, albeit with an extra block heater, but fitted with huge flotation balloon tyres, running with portal reduction hubs, and new suspension arms with suitably supersized Fox shocks. But the regular transmission was left in place.



We were offered a go in it and took it to the only logical place – the Milton Keynes Snozone. An indoor ski slope with real snow. Bergel drove this Hyundai to the end of the earth. We drove it in a big shed in Buckinghamshire.

My word, those tyres add some heft to the visual impression. It towers over you. The door handles are at shoulder height. Just getting in is an exercise in minor mountaineering.

I set the Santa Fe to a tentative crawl and it claws its way to a level patch halfway up. The steering is mushy and the body pitches and rolls. Gradually given more of the power, it comes more alive. It kicks back the snow, the tyres shouldering the load.

At the bottom of the slope is an actual piste-bashing machine. The Snozone people say they're staggered a wheeled vehicle went up where that giant tracked contraption normally has exclusive access. But then, the Santa Fe has gone undefeated by unimaginably more intractable terrain than this. PH



# 8



Glow in the dark headlights.  
Hmmm, chocolate teapot  
springs to mind...



## The next A-Class will be creaseless

Ignore the China-friendly notchback design... this is your preview of an entire small Merc family

**D**oesn't Mercedes ever take a day off? This is the Mercedes Concept A. Revealed at the Shanghai show, it previews Merc's "next generation of compact vehicles", which means that with subtly different roof, ride height and boot treatments, this is more or less what the next CLA, CLA Shooting Brake, GLA, B-Class and A-Class will look like when they're launched in a couple of years' time. Although this actually previews an additional member of the small car family – the A-Class saloon. Think CLA, but more upright, more spacious, more... sensible. A traditional three-box sedan. Thinking it's a niche too far? You're not alone.

It's the latest implementation of Mercedes' Sensual Purity design language. Exactly what that means we're not sure, but if you like your cars

sensual and pure and without a crease in sight... you're in luck. Merc chief design officer Wagener says: "Our Concept A Sedan shows that the time of creases is over. With its perfect proportions and a sensual treatment of surfaces with reduced lines, the Concept A has the potential to introduce a new design era." Blimey.

The show car is 4,570mm long, 1,870mm wide and 1,462mm tall, making it shorter, wider and taller than the existing CLA. The wheels are 20s (which "radiate technical precision", apparently) and there's the Panamerica grille as featured on the AMG GT R supercar. It's all very high-end stuff for what (Smart ForTwo notwithstanding) will be the entry point for Mercedes ownership, but then concept cars are born to push the boundaries. **Expect full-fat AMG versions to**

closely resemble this, and lesser variants to make do with smaller wheels and a more modest grille.

Merc hasn't given us any technical details – as it's a concept, it may not even have an engine – but it does make a pretty big deal of the headlights and tail-lights, which feature a special UV coating on their complex internal structure. So, depending on which lights you have on at the time, they glow in an array of different colours. This won't further the human race, but it does look cool.

Merc is planning to replace all its current small car family, and add two new body styles to the line-up by 2020. This is one; the other is anyone's guess. But why such an emphasis on small? Because it has sold more than two million compact cars since 2012, contributing **to six years** of growth on the bounce. It's all **about** keeping that ball rolling. JR/SD



# 9

Jag and Bentley are on the phone – they want their sketch books back



## MG is (nearly) back doing what it does best

Is the E-motion concept the car to make us care about MG again?

Since its relaunch nearly 10 years ago, MG has majored on budget hatchbacks and a small, reasonably generic crossover. All fairly worthy, but nothing like its sports cars of the Sixties.

Enter the E-motion, a striking two-door concept that's properly got our attention. Unlike those Sixties sports cars – but rather like everything else on show at Shanghai – it's powered by electricity.

MG hasn't revealed quite what the set-up is, other than it's been developed in-house and sits on a modular platform. So expect more sensible hatches and SUVs to be able to use the same powertrain at relatively low cost.

It's also told us the E-motion can hit 62mph in under four seconds, which is close to supercar pace, and probably a hint that there are motors on both axles to make this all-wheel drive. The electric range is also quoted at around 310 miles.

Other points of note? It's very connected. "The supercar is fully internet-compatible, which MG believes will position it perfectly for the younger market," the company tells us, with hints of suspicious grandparent in its tone.

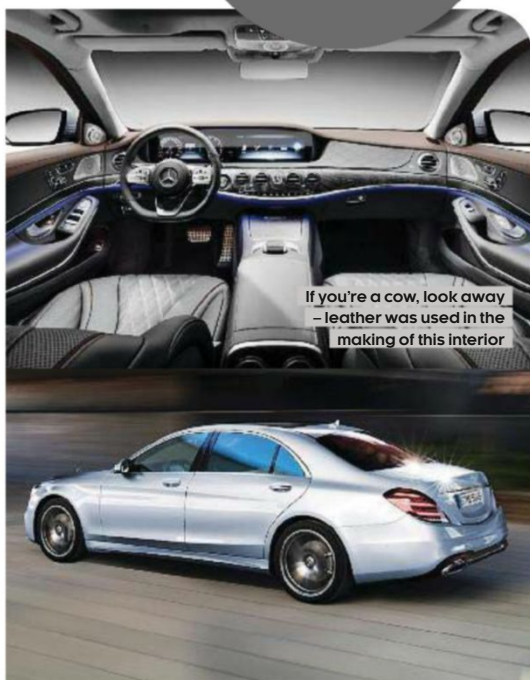
The front lights, meanwhile, are said to be inspired by the London Eye. As in, y'know, they're round. Like the London Eye is. SD



Want AMGs? The new S63 AMG gets the 4.0-litre V8 from the E63 with 604bhp, 664lb ft of torque (the same as a LaFerrari) and a 9spd automatic gearbox

### S-CLASS UPDATES

The overhauled S-Class looks almost exactly like the car it replaces, but it gets all the latest autonomous driving tech, most of which debuted on the E-Class last year. A 3.0-litre in-line six-cylinder diesel replaces the old V6 – in the S400d you get 335bhp and 516lb ft. Inside, it's as opulent as ever with widescreen LCD screens from the E-Class and you (or your chauffeur) can buy one from July.



If you're a cow, look away – leather was used in the making of this interior



Caution! Type R can cause photographers to lie down for no apparent reason



## Civic Type R is King of the 'Ring... again

New 316bhp Type R steals back FWD 'Ring record from VW, but nothing's as simple as it seems

**S**ceptics of Nürburgring lap times, avert your eyes: another record has tumbled. With much fanfare – though arguably little surprise – the new, UK-built Honda Civic Type R is the fastest FWD car around the Nordschleife.

By being crowned as such, it continues what's become a fiercely fought and frequently changing battle for hot-hatchback supremacy. Ever since the Leon Cupra took FWD below the eight-minute mark in 2014, Seat, VW, Renault and Honda have been transferring the trophy between each other's mantelpieces seemingly every few months.

With a 7 minute 43.8 second lap time, the new 316bhp Civic Type R has taken over three seconds out of the outgoing champion, the VW Golf GTI Clubsport S – although that car had its rear seats removed permanently, the Civic's two-seat arrangement was merely temporary. More on that in a minute...

Honda snaffled the record on 3 April, as part of the latest Type R's development programme. As well as taking several seconds out of its rival, the new fast Civic also lapped the Nordschleife almost seven seconds quicker than the previous Civic Type R. While the new Civic is a mere 10bhp up on before, its "best-in-class balance between lift and drag" (read: bigger wing than everyone else), wider track, longer wheelbase, multi-link rear suspension, more hardcore chassis settings and lower gear ratios for the six-speed manual 'box have seriously upped its cornering stability and therefore its cornering speeds, says Honda. Ryuichi Kikima, the lead chassis engineer, claims speed through Metzgesfeld is around 6mph higher thanks to this new set-up.

You may recall the controversy surrounding its **forebear's record**, which saw a Civic stripped of its back seats and officially wearing **prototype** status take the 'Ring

record two years ago. Well, we're afraid things aren't any simpler here.

"The development car that achieved the lap time was technically representative of production specification," says Honda. "A full floating roll cage was installed for safety reasons, but its presence did not provide any additional rigidity to the body.

"The extra weight of the cage was compensated for by the temporary removal of the infotainment system and rear seats. The car was using road-legal track-focused tyres."

So, back seats have once again been swapped for a roll cage, boosting safety but (apparently) providing no weight or strength benefits – those remain identical to the car we will soon be able to buy, so a body that's 16kg lighter and 38 per cent stiffer than its predecessor. Such nuances arguably have nothing on the effects of different drivers, temperatures and weather conditions, mind. Perhaps a shootout is what we really need... SD





## **ventus S1 evo<sup>2</sup>**

**The best balance between wet and dry performance**

A premium ultra-high performance tyre, the Ventus S1 evo<sup>2</sup> uses race technology to deliver sports performance with compromising comfort.



Be one with innovation

Hankook Tyre and Real Madrid

Together as one

**BE ONE WITH IT**



**WHATCAR?**  
**CAR OF  
THE YEAR  
2017**  
Best small car

Drive around in style  
in an award winning

# ŠKODA FABIA



**ŠKODA**



**2.9% APR representative#**

**£2000**  
towards your finance deposit

**3 YEARS**  
roadside assistance

**DRIVEN BY SOMETHING DIFFERENT**

\*At the end of the agreement there are three options: i) pay the optional final payment and own the vehicle; ii) return the vehicle: subject to excess mileage and fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

With Solutions Personal Contract Plan. 18s+. Subject to availability and status. T&Cs apply. Offer available when ordered between 4th April and 3rd July 2017 from participating Retailers. Indemnities may be required. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [04/17]. Freepost ŠKODA Financial Services. Model shown is ŠKODA Fabia Hatch Monte Carlo 1.2 TSI 90PS, £15,970 OTR

Official fuel consumption for the ŠKODA Fabia range in mpg (litres/100km): Urban 46.3 (6.1) to 65.7 (4.3); Extra Urban 67.3 (4.2) to 80.7 (3.5); Combined 58.9 (4.8) to 74.3 (3.8). CO<sub>2</sub> emissions for the ŠKODA Fabia range are 110 to 100 g/km. Standard EU test figures are for comparative purposes and may not reflect real driving results.



“Everyone makes passably decent cars these days, and the ensuing positivity is killing me”

# Harris

I always tell them to never read the comments.

Young people who ask me what the first rule of doing this thing that I do for a living is – which used to be called motoring journalist, but I think is now called Content Influencer Person, or vlogger, or something else. And I always tell them to never scroll down. Don't read the comments.

Whatever you call it, don't read the mayhem underneath the bit you did, because the chances are it will include speculation on your parentage, advice on all matters from faeces disposal to sexual orientation, and a few death threats. Or maybe all of them together. Sometimes they might even discuss the car you've vlogged over.

If that does happen, one of the few complaints I have any sympathy for is the general feeling that everyone seems to be so positive in new car reviews. When was the last time you read a one-star stinker or watched a video where the bloke pointing a camera at himself said: “You know what? This thing is total s\*\*t”?

I'd hazard, quite a while. And I'd love to tell you that it's because the new generation of vloggers are all in the employ of the carmakers and that objectivity died the day *Autocar & Motor* became just *Autocar*, but sadly that's not the reason. It's because these new cars are just too damn good. Really, they're too good.

And this is a real problem because however much you twist it and de-sugar the message, a positive review of a good car is never going to be as entertaining as a good, wholesome hatchet job on a pile of junk. Because we all love witnessing a decent shoeing. For the sake of entertainment and the sanity of **comments** sections throughout the interweb, we need **some bad cars**. Ten years ago I thought there was a **solution**, but it proved to be a false dawn: China.



The focus of that hope was when someone splatted a Windy Ssomething into a wall at 30mph and it dissolved into a puddle of soup. It was effectively a reimagined Vauxhall Frontera made from lasagne and Pritt Stick and it was excitingly terrible. I couldn't wait to get my hands on one and stamp all over it with sharp one-liners and casual xenophobia. Back then I used to prowl around motor shows snaffling out Chinese s\*\*tboxes, imagining the hilarity generated once

they landed in the UK. But they never came. Tragically, they were deemed too rubbish to be granted access to Europe.

Everyone makes passably decent cars these days, and the ensuing positivity is killing me. A whole generation now has no idea how tragic a Skoda once was, or an FSO Polonez – what I would have given to review a Polonez! But those were the low-hanging fruit. The real stars were the cock-ups from otherwise talented homes: the Suzuki X-90 or the Alfa 156 GTA. Or maybe just the raw tedium of the global tat that sold well in Africa and Brazil, but was sadistically foisted on the UK concession. Imagine being a Mazda salesman in the late Nineties trying to flog a Xedos 9 Miller Cycle as the bloke in the BMW site next door fondled his E39 5-Series waiting list. Poor sod.

The last truly bad car I drove was the last-gen BMW X1. I thought the power steering pump had failed. God knows, I've tried to find that next generation of rubbish cars – I even rented a Vauxhall Mokka in the hope that it would deliver a purity of **ineptitude** not seen since Luca Badoer's F1 career. But it **turned** out to be worryingly capable. So – word to the **carmakers** of the world. If you want vlogging to remain **entertaining**, please resurrect the terrible motor car.



BE ONE OF THE FIRST TO OWN

# ALL-NEW FORD FIESTA

SUMMER 2017



TO FIND OUT MORE  
**SEARCH:** ALL-NEW FORD FIESTA

Official fuel consumption figures in mpg (l/100km) for the All-New Ford Fiesta range: urban 40.9-80.7 (6.9-3.5), extra urban 67.3-94.2 (4.2-3.0), combined 54.3-88.3 (5.2-3.2). Official CO<sub>2</sub> emissions 118-82g/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.



**Go Further**

“When congestion is heavy, humans must not be permitted to drive themselves”

# Reid

We spend so much time on *TopGear* glorifying the automobile, celebrating the freedom, excitement and adventure that cars deliver. But that petrolhead dream is all too often rare and fleeting – driving these days mostly involves staring at the back of a stationary Vauxhall Zafira, inhaling diesel fumes and rueing the existence of your fellow motorists.

The sad fact is that there are too many cars on the road, so many that driving has stopped being fun. The world, particularly in big cities, has become saturated with the things and it's slowly driving me insane.

Elon Musk recently dreamed up a solution to this vehicular epidemic. He reckons building a network of tunnels, where cars are ferried on electric sleds at up to 124mph, could cut gridlock, but as much as I respect the man, that vision is too expensive, too complicated and sounds like the plot from a disaster movie.

I have a better solution: we must remove humans from the equation. I'm not talking about murder here – I'd settle for the rapid introduction of autonomous cars. Yes, Rory's banging on about self-driving cars again, but hear me out. You see, humans just aren't very efficient. We lack discipline, coordination and cooperation, which means traffic doesn't flow as quickly or as smoothly as it ought to. Tailgating, changing lanes and braking too hard all contribute to inefficient traffic flow and leads to gridlock.

Motorways are the simplest example; the road could be perfectly clear in your direction, but all it takes is one driver to slow down, which then causes a concertina effect that leads to traffic further down the chain.

Self-driving cars will allow traffic to move more fluidly through the roads. They'll be coordinated, predict each other's every move and – in theory – never have to stop. A lane



of autonomous cars will behave like a train, moving as a single entity. We won't even need traffic lights – as autonomous cars can talk to each other and make decisions in a split second, they'll sail through intersections from every angle, narrowly avoiding each other as they continue on their merry way.

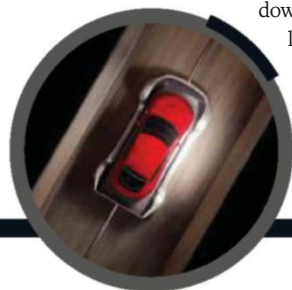
And even if they do come to a standstill, due to a pedestrian crossing, they'll get going again without any undue hesitation, every car in the entire queue accelerating simultaneously with purpose, instead of one at a time.

I'm not alone in my thinking. A Department for Transport study, which modelled traffic flow using computer software, predicted that there could be a 40 per cent cut in rush hour traffic if the majority of cars were autonomous. Even if only a quarter of cars were driverless, it could reduce delays by 12.4 per cent. That's the equivalent of cutting nearly eight minutes off a one-hour journey.

And no, this won't diminish the pleasure of driving, because my plan caters for that, too. I decree all new cars must have user-switchable autonomous systems. Outside peak hours, humans will be allowed to take control of their own vehicles. However, during peak times, or when congestion is heavy within that vehicle's immediate geographical area, humans must not be permitted to drive themselves. Rush hour commutes will be a fully autonomous affair.

If you're desperate to drive like a hooligan during peak times, you'll have to make arrangements to do so in a safe environment away from people who are trying to get from A to B. Go to a track day, learn to drift, enter a drag race.

This isn't rocket science, people. This isn't revolutionary thinking. It makes perfect sense. Yes, driving is supposed to be fun, but, like any fun task that starts becoming tedious, it's time to let the machines do the heavy lifting.



# CERTINA

SWISS WATCHES SINCE 1888

DS PODIUM



OFFICIAL TIMEKEEPER

# WRC

FIA WORLD RALLY  
CHAMPIONSHIP

Beaverbrooks – Ernest Jones – Jura Watches – WatchShop – [www.certina.com/store-locator](http://www.certina.com/store-locator)

“Two F1 world championships are in no way just rewards for Alonso’s talent”

# VIEW

## #3: Eddie Jordan



Can someone please tell me what the upside is for Fernando Alonso to miss the opportunity of scoring possible points at the Monaco GP, and race at the Indy 500 instead? He’s taking huge risks, both reputational and safety-wise, chasing around an oval with only four corners, when we all know that where he excels is on tight, twisty, fast tracks. For me, he shouldn’t be doing it.

So what’s in it for him? He’s looking at a career where two world championships is in no way just rewards for his talent. To be fair, he never would have thought McLaren could be trawling the dregs of a barrel so badly as they currently are. It’s appalling, McLaren should be ashamed that it’s in a position where the car didn’t even make the starting line in Sochi. It’s crazy. It’s one disaster after another.

Given his situation, you can see why trying to win the Indy 500, and maybe one day Le Mans – emulating Graham Hill – is some light relief for him. But can he actually win it? Of course he can, he has the talent to do so, but his skills are more suited to places like Spa and Suzuka – tracks that require deep braking, quick direction changes and planning your exit out of a corner – at Indy the exact opposite applies. You have steep banking, you’ve got no run-off and you’ve got to keep the speed of the car up. He must have looked at the past and seen that Nigel Mansell went there and won the championship, but then Mansell committed himself to that championship for a full season. This is a completely different thing.

And why give up on Monaco of all places? We all know it has a habit of being wet, and power isn’t so much of a factor. I don’t understand how the management agreed to let their star driver go off and drive for somebody else. If I was the boss I certainly wouldn’t have allowed it.

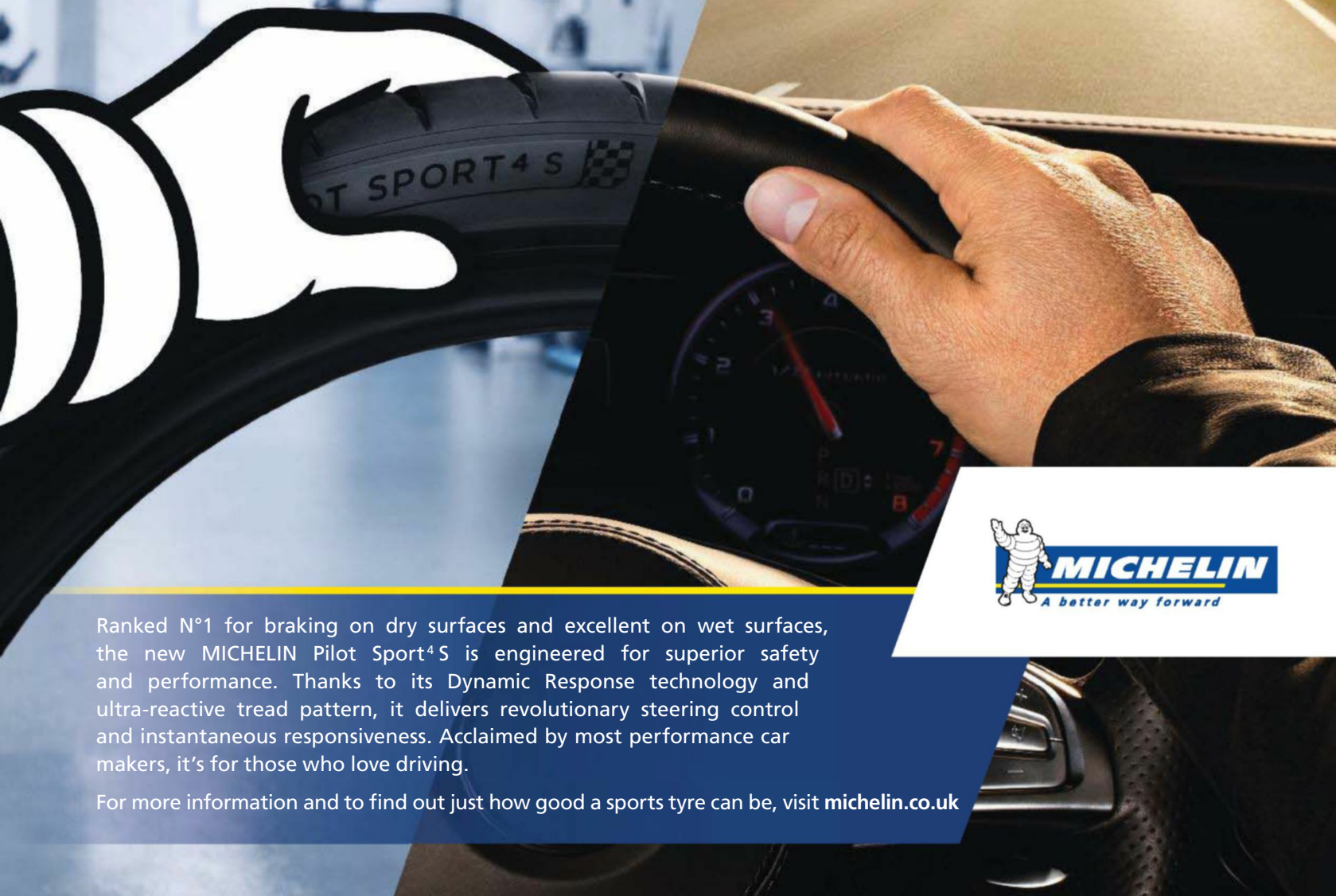
In F1 he knows who to look out for – who the wild guy in the pack is – and can plan his moves accordingly. At the Indy 500, he doesn’t have that; he’s arriving for a one-off race. Of course he has to learn the track and is going there to test, which is sensible, unlike his one-race replacement, Jenson Button, who thinks he can drive this new McLaren car in a simulator then go and compete at Monaco, which I don’t agree with. But that’s a separate issue.

Gone are the days when someone could go from Gaelic football to playing for Manchester United, as was the case with Kevin Moran in the Seventies. Professionalism, fitness and preparation is on a different level now; the sport has moved on and it’s impossible to reconnect with racers of the past, like the late John Surtees – a world champion on two wheels and four. In my opinion, these are targets that are no longer relevant, sensible or likely.

Do I see him at McLaren next year? Actually I don’t, but where would he go? Red Bull? No. Back to Ferrari? Not if Vettel stays. Mercedes? There’s no chance at the moment. That only leaves Renault. He could quit F1 and go and drive in sports cars, but honestly I don’t see that either. Whichever way you cut it, the situation isn’t good for him at the moment, but he has to apportion blame for his plight on himself and his management for the hole he finds himself in.



**MICHELIN PILOT SPORT<sup>4</sup> S**  
**GENUINE PASSION**  
**EXCEPTIONAL DRIVES**



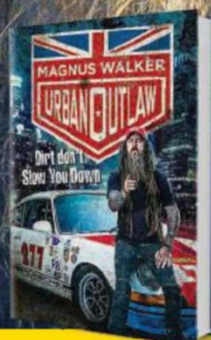
Ranked N°1 for braking on dry surfaces and excellent on wet surfaces, the new MICHELIN Pilot Sport<sup>4</sup>S is engineered for superior safety and performance. Thanks to its Dynamic Response technology and ultra-reactive tread pattern, it delivers revolutionary steering control and instantaneous responsiveness. Acclaimed by most performance car makers, it's for those who love driving.

For more information and to find out just how good a sports tyre can be, visit [michelin.co.uk](http://michelin.co.uk)

# Intake

EDITED BY JACK RIX

Faces. Retro. Entertainment. Car Culture. **Every month**



BOOK OF THE MONTH

## URBAN OUTLAW

If you've been waiting for the memoir of SoCal's most famous Sheffield-born dreadlocked fashion label mogul and vintage Porsche enthusiast... then you've got a very particular set of tastes and we are afraid of you. But good news: Magnus Walker has released a book telling his improbable story. Given he left school with two O-levels and has now built himself an empire across film, fashion and restomod 911s, it ought to be quite some read. There's even a quote from us on the cover. Still, perhaps one to hide from teenagers until after they've finished their exam revision...

# MY LIFE IN CARS

## Matt LeBlanc

TGTV's MLB isn't just into heavy plant machinery, he's got a surprise or two in his garage







I learned to drive in my Dad's pickup truck – a 1974 Datsun with a manual transmission. He was a mechanic, so I've worked on cars and had a big roller toolbox as tall as me since I was in fifth grade. He taught me to drive when I was 12 or 13, not out on the road, just around parking lots and stuff like that.

I took my driving test in my step-dad's AMC Javelin. It was beige with a brown vinyl top. It was the biggest s\*\*tbox: rusty, with a smashed-in passenger door and it had a wood block on the throttle pedal so when my mother drove it she could reach the gas pedal. Oh, and the floor on the driver's side was so rusted out you could literally see the road.

My first car was a 1984 Nissan pickup truck, four-wheel drive, standard cab, standard bed, manual transmission. I drove it for a year, sold it and bought a 1978 Chevy Blazer that had a six-inch lift kit and 36-inch Denman Ground Hawg tyres, jacked up to the moon. It needed a hands-on kind of person to keep it going and that's what I wanted. I sold it when I moved to New York to start studying acting, then I didn't have a car for a long time.

When I moved to California, I bought an Audi 5000, the one that used to jump into gear and kill people, remember that car? It never happened to mine, but I got rid of it anyway.

My next car was the Fiat X1/9 by Bertone. I drove past it in a used car lot, turned around and went straight in. It was the poor man's Ferrari. I'd never had a convertible before and I got sunburn on the tops of my ears... I'll never forget sitting at a traffic light and picking at it and the whole top of my ear peeled off in one piece. I was like, "Woah, no more cabrios."

I got rid of that and bought a Chevy S-10 Blazer, the small one, but there wasn't really anything aftermarket you could buy for it, so I got rid of it and bought a 1991 GMC Jimmy. I got a bit carried away with that truck and learnt a valuable lesson. I was paying for it in installments, about \$600 a month, but I still had some custom leaf springs in it, one-tonne axles, a big lift kit, and I put a Turbo 400 transmission in it –

the same shifter as the King of the Hammers' car. Then I ran out of money and couldn't afford the payments. I had to sell it for what I owed on it and took a big loss.

After that it was an old 1970 FLH Harley. That was all I had for a while, but I sold it because I needed food and had rent to pay. Next was a secondhand Nissan 240SX that I put a cat-back system on and just a cold-air intake. I've got to have something to customise. I don't know if that's just an American thing? Then *Friends* started. I got rid of the 240SX, bought a Jeep Grand Cherokee, kept that, and then I bought a 1970 De Tomaso Pantera with 30,000 miles on it. That was a poster car for me, just always loved it, because it looked like the GT40.

I took it to my accountant who was like, "You bought a what? Oh my God, why did you do that?" And I go, "I'm telling you it's awesome, I'll take you for a ride." On my way to his house, at a red light, the hat on a valve let go of the stem, fell down and twisted, and the piston hit it. It wedged itself into the top of the piston, split it and therefore split the block.

So I pulled the motor from it and built a Boss 351 Cleveland, which is basically a Cleveland with a roller valve train. I didn't do it myself, I was buried on *Friends* – it's quite nice having a project like that on the side, something that's so different from the day job. But it wasn't the power increase I was looking for, so then I built a real motor, spent like \$25,000. I built a 420 Windsor block with aluminium Yates racing heads, stud girdles, titanium valves, titanium springs, a big high-rise intake manifold that was all extruded hone ported. I put on an 850 Holley carburettor that was flowed to about 950. Also I installed a stronger clutch, and then I started going through the car.

I put bigger, wider wheels on it, stainless radiators and I cut louvres in the hood. I spent probably \$140,000 on the car and about two years building the thing – in the end, it made probably 575bhp on pump gas. It was stout. And it sounded badass. But then I got into Porsches and just stopped driving it. So I sold it, took a bath on it, obviously, and got rid of it.

MATT'S CARS



De Tomaso Pantera



Fiat X1/9



Ferrari 360 Modena



Porsche 996 Turbo



Porsche 1984 slant-nose Turbo



Ford Focus RS

# “I bought a 1970 De Tomaso Pantera. That was a poster car for me”

I remember going to a Porsche and Ferrari dealer that had a 996 Turbo and a 360 Modena parked in the garage in the back, and I was trying to decide which one to get. I went for the Ferrari. Black on black, F1 gearbox, really nice car. I had the Ferrari for like a week or two, maybe two weeks, and I went back and I bought the Porsche as well.

With the Ferrari I did all the factory updates that came out throughout that car's life; with the Porsche I had Gemballa come over to my place and reflash it to take it to 485bhp, then I put a set of TechArt wheels on it.

Eventually I sold the Ferrari because the dealers just made me so mad. I traded the 996 Turbo for a 2010 GT3, but I hated it because all the power was so high in the rev range, so I got a 2012 Turbo S. Then there's my 2011 GT2 RS, that thing scares me, but it's a keeper...

Then I started to look at the older ones, so I bought an '88 Carrera originally registered in Boston where I'm from. That's a keeper; I'll have that car forever. Then I found an '87 930, black over cashmere, with 8,000 miles on it, four-speed. So I bought that, took the motor out, resealed it, drove it for a while and then decided I wanted a little more power, so I put a K27 Turbo in it and a bigger intercooler.

Then I bought an '84 factory slant-nose Turbo. They didn't actually make the slant-nose until '86, this was the one-off factory prototype they took around America to generate orders – it only had 940 miles on it. I put another 40 on it getting it home... flat-out all

the way, but I knew it was the only time I'd ever drive it because you can't break 1,000 miles on that car. It's an investment.

Then I bought an RS America, a '94, so that's my first 964, which I didn't like at all, so I asked a friend of mine to sell it. This guy comes into the dealership who has a 2012 Carrera 4 GTS, silver on black, manual, which is a rare car. He offers to give me it plus \$13,000, and he'll take my RS America. I was like, “All day long.” I might put that SharkWerks X-Pipe on the back and delete the centre rear one just to get a little more noise out of it, but I don't know if you need it. Oh, then I bought the Focus RS.

What's next? I don't know, I'm trying to be reserved, I like the AMG GT R, that's cool, I could maybe play with one of those. I do like that car that Harris has been driving, too, the S63 coupe. Just don't tell him I said that.



CARRERA 4 GTS



FORD FOCUS RS



DE TOMASO PAN

# MOTORSPORT CAREER CHANGES



**SIR CHRIS HOY**

When six-time Olympic gold medalist Sir Chris Hoy retired from competitive cycling in 2013, he didn't completely forget how to go very quickly in circles.

He's since raced in the British GT championship and completed the 2016 Le Mans 24hrs in an LMP2 prototype. Really nice guy too.



**GRAHAM HILL**

A trained apprentice engineer, Hill rose to the rank of petty officer in the Royal Navy, serving on HMS Swiftsure. He didn't pass his driving test until he was 24, then went on to win two F1 world titles, the 24 Hours of Le Mans and the Indy 500 before his tragic death in 1975.



**FABIEN BARTHEZ**

Ex-Manchester United and French national side goalie won eight major trophies including the 1998 World Cup playing football. A decade later, he switched to GT racing, winning the 2013 French GT championship in a Ferrari 458 and scoring Le Mans finishes in 2014 and 2016.



**CAITLYN/BRUCE JENNER**

Jenner won the 1976 Olympic decathlon with a world-record point haul. That's cool. Winning the IMSA GTO class in the 1986 Sebring 24 Hours was even better. Now known as Caitlyn, she owns a Porsche 911 GT3 RS. Handy for keeping up with the you-know-whos.



**PATRICK DEMPSEY**

'McDreamy' has starred in blockbuster films and 11 seasons of Grey's Anatomy. He's more recently raced in the Baja 1000, the Daytona 24 hours (taking a class third place in 2011) and has recorded four Le Mans finishes, including a class second with Porsche in 2015.



**JANN MARDENBOROUGH**

Aged 19, this Brit beat 90,000 others to become the Nissan GT Academy champ – a competition to see if PlayStation racers could be handy in a real car. Since then, Jann's come a class third at the Dubai 24, won a GT race, competed in single-seaters and raced at the 24 Hours of Le Mans.



**SHANE LYNCH**

Once a member of a record-breaking, world-famous boyband. Post-Boyzone, Shane has raced in British GT and came second in the 2016 British Drift Championship. Why croon in a cloud of dry ice when you can create your own smoke, we suppose.



**ANDY GREEN**

That's Wing Commander Andy Green OBE, to you. Green has flown Phantoms and Tornados for the Royal Air Force, and in his spare time he's the fastest man on Earth. Current land-speed-record holder, and going for 1,000mph this decade with Bloodhound SSC.



**PAUL NEWMAN**

There's barely an award he didn't win. An Oscar, a Bafta... and four Sports Car Club of America championships. He saw action at Le Mans in 1979, finishing second overall and first in class, and won the 1995 Daytona 24. Aged 70. A year before his death in 2008, he took pole in an event at Watkins Glen.

**FROM FRESH  
NEWSPAPERS TO  
ALL NEW MUSIC RELEASES**

**ONLY ON**

**AVXHOME.IN**



**OUR SEARCH SITE HELPS  
TO FIND ALL YOUR  
FAVOURITE MAGAZINES**

**SOEK.IN**

---

**JOIN US ON  
FACEBOOK**

# PROGRESS REPORT

## Renault MPVs

Not afraid of blazing a trail, even if it's to a dead end, Renault's transport solutions for *la famille nucléaire* are a class apart

There's a line in the incomparable *Blackadder Goes Forth* in which our eponymous hero observes that a war "hasn't been fought this badly since Olaf the Hairy, high chief of all the Vikings, accidentally ordered 80,000 battle helmets with the horns on the inside".

It's difficult not to look at the Renault Avantime and arrive at a similar conclusion. The car business is at the apex of capitalism, wherein juicy profit is reaped by clever designers, engineers and product planners when they create something lots of people buy, a result rendered all the sweeter when it's something they never knew they wanted. Sadly, in the

Avantime's case, they never knew they wanted it because they didn't want it.

Renault, then trumpeting itself not inaccurately as a "*créateur d'automobiles*", served up a car that was effectively an Espace coupe, a bold proposition driven by avuncular design boss Patrick Le Quément's belief that space, light and height were key components in 21st-century luxury motoring (see also the Vel Satis). Squint a bit and the Avantime could have been part of a grand brand continuum back to 1905's Type S, and a generous soul could find merit in the idea of a palatial, decadent, pseudo-GT. But it was also created to fulfil a contractual obligation Renault had



### 2003 AVANTIME

Price: £28,450 (when new)

Engine: 2946cc V6, 207bhp, 207lb ft

Transmission: 6spd manual, FWD

Performance: 0-60mph in 9.0secs, 137mph

Economy: 24.0mpg, n/a g/km CO<sub>2</sub>

Weight: 1761kg



with Matra, who spent two years struggling to turn 1999's Geneva show concept into a production reality. With mixed results, it has to be said.

Full disclosure: I ran an Avantime for a year, back in 2003, and it's equal parts amusing and sobering being reunited. The fact is, I loved the silly old thing, and 14 years later I still do. Especially now that its rarity – 8,557 sold all told, just 435 in the UK – is accelerating, well, mildly speeding up, its future-classic status and you can pick one up for about £5k. The huge front doors, suspended on complex double-cantilevered hinges, always shuddered when you opened them, and the intervening years and the



105,000 miles this one has racked up obviously haven't improved matters. The Bridge of Weir leather on the vast armchairs is now heavily patinated, but they're mighty comfortable. The dashboard is a late Nineties timewarp, probably the clearest indicator of how far things have come (the audio system came with a remote control,



for heaven's sake). Yet despite France's rep for, um, fickle build quality, the Avantime remains a surprisingly solid thing. Not a bad drive either, with the creamy if rather lethargic, 207bhp 3.0-litre V6 gamely hauling its substantial mass along. This is a car for tree-lined boulevards rather than bendy B-roads, though.

As for progress, well, the latest Scenic is self-evidently a vastly more practical tool than its wacky forebear. Renault's commitment to mainstream weirdness was almost its undoing, but the Scenic is that rare thing: an MPV whose principal USP is its far-out design, capped by those audacious 20in alloys. It can't match the Avantime's party trick – the full-length glass roof and pillarless glass all-round still dazzle – but there's enough flair coursing through its veins to separate it from the herd. Convergence is a word you hear a lot in 2017, but Renault still has the balls to do things its own way. **JASON BARLOW**

IMAGES: MARK RICCONI



#### FANCY ONE IN YOUR GARAGE?



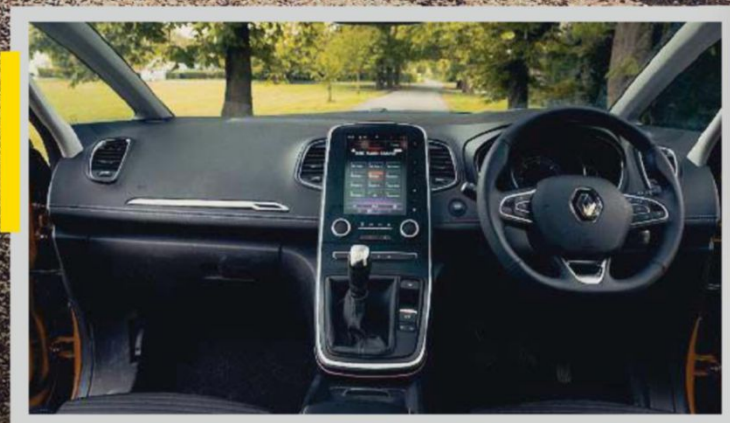
#### 2003 AVANTIME £3,995

Big miles and purple make this a slightly edgier proposition, but French barges don't come any more distinctive than this [carandclassic.co.uk](http://carandclassic.co.uk)



#### 2003 VEL SATIS £2,995

The other millennial luxury Renault. This one has had the one lady owner since '04, 52k miles. Max comfort, zero handling [autotrader.co.uk](http://autotrader.co.uk)



#### 2017 SCENIC

Price: £25,445

Engine: 1461cc, 4cyl TD, 108bhp, 192lb ft

Transmission: 6spd manual, FWD

Performance: 0–62mph in 12.4secs, 115mph

Economy: 72.4mpg, 100g/km CO<sub>2</sub>

Weight: 1430kg



GADGETS

## FAST FURNITURE

**AFTER THE RACE 'GULF 2'** If *TopGear* did art, it would look something like this. After The Race takes genuine steel bonnets (or fibreglass reproductions for €2,000 less) and doors from old 911s, then paints and ages them with "oil, tyre rubber and other ingredients we keep secret" so they look like they've come straight off a racecar. They're handmade, so each one's unique, and there's a load of liveries on offer. Gulf, Martini, Rothmans, the lot – or you can commission your own. Delivery takes four weeks. Worth the wait, we reckon. **Price from €2,911; [aftertherace.be](http://aftertherace.be)**



### FALLEN FURNITURE EXHAUST LAMP

Why exhaust lamp? Because the head, shade or whatever you want to call it is the exhaust from a BAE 146's jet engine – sanded, polished and heated for effect. Oh, and it stands over 6ft tall. Big house required. **£5,999; [fallenfurniture.com](http://fallenfurniture.com)**



### RIVA 1920/LAMBORGHINI DYNAMIK SOFA

Lambo has diversified into sofas. It's partnered up with Riva 1920 – manufacturer of lovely Italian furniture – for the "Authentic Living" collection, which has stuff like this in it. Wonder how many parts it shares with the Aventador? **£POA; [riva1920.it](http://riva1920.it)**



## #TWITS

Elon Musk

Celebrity 'wisdom',  
as seen on social media

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

*Traffic is driving me nuts. Am going to build a tunnel boring machine and just start digging...*

**WORTH READING SUPERINTELLIGENCE BY BOSTROM. WE NEED TO BE SUPER CAREFUL WITH AI. POTENTIALLY MORE DANGEROUS THAN NUKES.**

Am reading Robert Massie's book on Catherine the Great. Yeah, I know what you're probably thinking... did she really f\*\*\* a horse?

*I'm just saying that u shouldn't pass judgement based on one night of passion. Sometimes things just happen and u go with the moment :)*



# LA JAMAIS CONTENTE, 1899

The origins of the Land Speed Record, it turns out, are not lost in the mists of time. Back in 1898 a journal named *La France Automobile* staged a competition which caught the attention of two Parisian companies. Jeantaud was an established maker of horseless carriages, while Belgian engineer Camille Jenatton had just opened a plant and was keen to make a name for himself. In the space of five months from December 1898, the two pushed the record from 39.24mph to 57.59mph. Then Jenatton unveiled his trump card, the world's first purpose-built record car, *La Jamais Contente*. Shaped like a torpedo and powered by two 34bhp electric motors, it covered the flying kilometre at an average of 105.88kmh (65.79mph). And yes, it was electric. So was the Jeantaud. As you can read in our supplement, electric cars have come a long way since, but this is where they started. Faster than a G-Wiz, too.

EYE WITNESS

# THE TIME A JAGUAR F-PACE DID A LOOP THE LOOP

**Terry Grant**  
14.09.15

**“W**hen [JLR PR boss] Rich Agnew approached me about the F-Pace stunt, it wasn't going to be a record attempt. I didn't want to do it unless Tanner [Foust] and Greg [Tracy] were happy. I'd worked with them when they set the record in 2012, they were mates, you know? Tanner said: “Go for it... two wise-asses from America don't need it.”

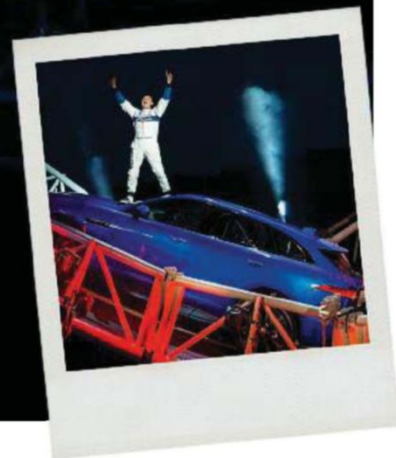
“We had to work out the physics involved in doing a loop in a 19m-high structure equivalent to six storeys. That was all done by a company called MLM in Ipswich, overseen by my mate Martin whose former assistant Matthew worked it all out using pencil, paper and calculator. “Do 52mph going in, you'll pull 6.5, stay in second, you'll be generating zero g at the top and doing 15mph.”

“I got hold of a smaller loop to get my head in the game, while the new structure was built at RAF Bentwaters. I did seven practice runs on it a day, but after that you get a bit queasy. The cars are usually built from the ground up, but this time we had two modified F-Paces. They were stripped out, had full roll cages, and the suspension was beefed up: the components are designed to break at 4g, for safety reasons, but we needed more out of them. Moving it all to Frankfurt was a huge logistical thing... eight flat-bed artics.

“We knew the car could do it, and that I could do it, but the one thing we didn't factor in was the weather. I did a run the night before, but on the day the weather was so bad, we came within a whisker of cancelling. The track was slippery, and if you watch in slo-mo you can see that I applied opposite lock on the way into the loop, over-corrected a bit, and got wheelspin at the top with no traction at all. The loop wasn't that wide, so there wasn't any margin for error.

“The most dangerous bit is the moment you enter the loop, when all the energy is slamming through the car. If the accident starts there, it's going to be big. It would only go wrong at the top if I slammed on the brakes, otherwise there's enough forward momentum to finish the job.

“We did the loop again in Shanghai this year. Apparently, it was watched by 27m people. People wonder how we can possibly top it. Wait and see...”





MY EPIC ROAD

## “THE TYRE SQUEAL IS UNBELIEVABLY LOUD”

### OU-212, Spain

Galicia is just like Wales. Not only for the friendly Celts, or the fact that there is a cow for every two people, or for the showers all year round, but as they have a very similar orographic profile.

Galicia is called “the land of the thousand rivers” and for every stream there is a road alongside. And what a road! Boom years saw huge expenditure on infrastructure.

The tarmac is mostly from the last decade and you encounter stretches of antiskid greyish tarmac where you can feel the extra stickiness and even hear it: the squeal of the tyres is unbelievably loud!

LittlePeter, topgear.com



# THE TG GUIDE TO... selling your car online

It's time to sell your old jalopy. And, young-fangled thing that you are, you decide to employ The Web for this task. But don't log on to the World Wide Internet before perusing *TopGear's* handy seller's guide!

### 1) Choose a website

The correct listings site rather depends what car you're offloading. If you're selling a run-of-the-mill Vectra, Vectra saloon or Vectra estate, a major site like Autotrader is likely your best bet. If you're selling a classic 205 GTI, a hot-hatch owner's forum could be the place. If you're selling a Triumph Dolomite Sprint, you're better off standing in your local town square, waving a bell and yelling a bit.

### 2) Write your advert

We live in a post-truth age. Facts that would once have been regarded as absolute – colour, mileage, number of wheels – are now open to debate. Is it truly possible, objectively, to define colour? Or mileage? Or number of wheels? Priorities have shifted. Forget facts, concentrate on rhythm. Iambic tetrameter will give your ad the oomph it needs to jump off the page.

### 3) Photograph your car

Cleanliness, of course, is a given,

but to secure that sale, you need to go a step beyond with your photography. You're selling a lifestyle here. Accessorise your car. A copy of Flaubert's *Salammô* poking suggestively from the glovebox. A mix-tape of Sade's greatest hits perched lewdly atop the steering wheel. A pair of lederhosen peeking licentiously from between the split-fold rear seats. Who doesn't want to be part of that world?

### 4) Place your advert

Description written, photographs photographed, all that remains is to hit the “print” button on the internet, and wait for those buyers to come flooding in. In *TG's* experience, a well-written, well-shot advert, correctly placed, could generate as many as three excited enquiries within the first year. Hope you've saved up some holiday time at work!

### 5) Reject the first offer

No one likes a desperate seller. Even if that first offer is way over your asking price, even if the buyer's prepared to hand over a blank cheque because your grotty Elantra was the very car in which their recently-departed Great Aunt Hortensia proposed to blah blah – you must, must stand firm. Say no.

If they really want it, they'll be back. Just you wait. Definitely coming back. Any time now. They're... not coming back, are they?

### 6) The test drive

Once you've finally snared a suitable buyer, they'll likely demand a “test drive”. Careful. This is a common scam, sure to see the buyer either making off with your car, or demanding a hefty discount for the “non-functional brakes” or “lingering smell of death”. Do everything you can to avoid offering a test drive, as the faults your car does have are unquestionably worse than those any sane buyer could imagine. If they do insist on a test drive, make sure you accompany them to prevent irresponsible behaviour. No handbrake turns when you're sat atop them in the driver's seat!

### 7) Seal the deal

It's common practice for the purchaser to demand a few quid off the asking price by revealing themselves as a “cash buyer”. Steal a march on them by, just before the handshake, revealing yourself as a “cash seller” and adding £100 to the asking price. Don't know what a cash seller is? Exactly! Neither will they!



# A DAY IN THE LIFE OF...

## Loris Biccocchi

Development test driver, Bugatti

*Some people prove that life just isn't fair. So if you're the jealous type, we advise that you approach this article with maximum caution...*

### 6:45am

Wake up, take a shower, have breakfast and drive to my office where I arrive an hour and a half later. I never have fully defined schedules for the day – everything always depends upon the kind of tests that need to be done.

### 8:30am

In a meeting with my colleagues we analyse the results of the previous day and develop ideas with the engineers to fit in the improvements of the previous day into today's new test schedule.

### 9:30am

After the meeting, I drive up to the Ehra proving ground where I double check that the Chiron test car is ready for testing. Today we will do Launch Control starts 0–200kph (124mph). Before we can start, we need to confirm the Launch Control driving procedure on how to hit the starting point in the best way. I do some practice runs to get familiar with the car.

### 1:00pm

After lunch a Launch Control

durability test is waiting for me, which means we are doing 200 Launch Control starts in a row today. To perform this, we need the large dynamic platform at the Ehra Proving Ground for exclusive use. The test needs to be finished today. It is a very stressful test for supersports cars, but the Chiron is managing perfectly. We do the 200 Launch Control starts one after the other without any problems. I'm convinced no other supersports car would be able to do this.

### 6:30pm

Finish my test, satisfied with the results. We drive the car back to the garage to take a quick look at the data. I also give some feedback to the engineers and the workshop guys about the feeling and the reactions of the car to give them a chance to prepare it for the next day.

### 7:15pm

On my way home I start thinking about the next test day while listening to the news on the radio. Tomorrow's schedule says "high-speed testing above 380kph (236mph)" on the Ehra high-speed track with its 10km long straight. I'm already looking forward to it. Pretty sure I have the best job in the world.

DESIGN FLUFF

Our monthly highlight from the world of the press release

“The headlamps with their striking grid structure guarantee a confident look – and a simultaneously high recognition value. The structural sculpture that has been broken down represents a technically based counterpole to the sensual exterior – ‘stimulating contrast’ is one of the six guiding principles of Mercedes design.”



Mercedes Concept A



WATCHES OF THE MONTH

# SEIKO ASTRON GIUGIARO DESIGN

Giugiaro and Seiko have had a bit of a thing going on since 1983, when the pair came together to design the collection of wristwatches – among the first quartz chronographs – this Astron apes. It has the same offset case that means you can use the chronograph buttons ‘even when travelling at speed on a motor cycle’, a titanium case and bracelet, and Seiko’s deeply clever GPS Solar tech. Limited to 3,000. **From €3,250 (est); [seiko.co.uk](http://seiko.co.uk)**



**TISSOT BALLADE**

A classic looker, but the story lies beneath. Headline news is the silicon balance spring, which is a big deal in a watch at this price because they’re normally found in much more expensive ones. COSC-certified movement too, which is nice.

£750; [tissotwatches.com](http://tissotwatches.com)



**TUDOR HERITAGE BLACK BAY CHRONO**

A two-in-one diver/chronograph from Rolex’s little brother. The Black Bay’s MT5813 mechanical movement is made by Breitling, then modified by Tudor with its own, bespoke bits. Good value.

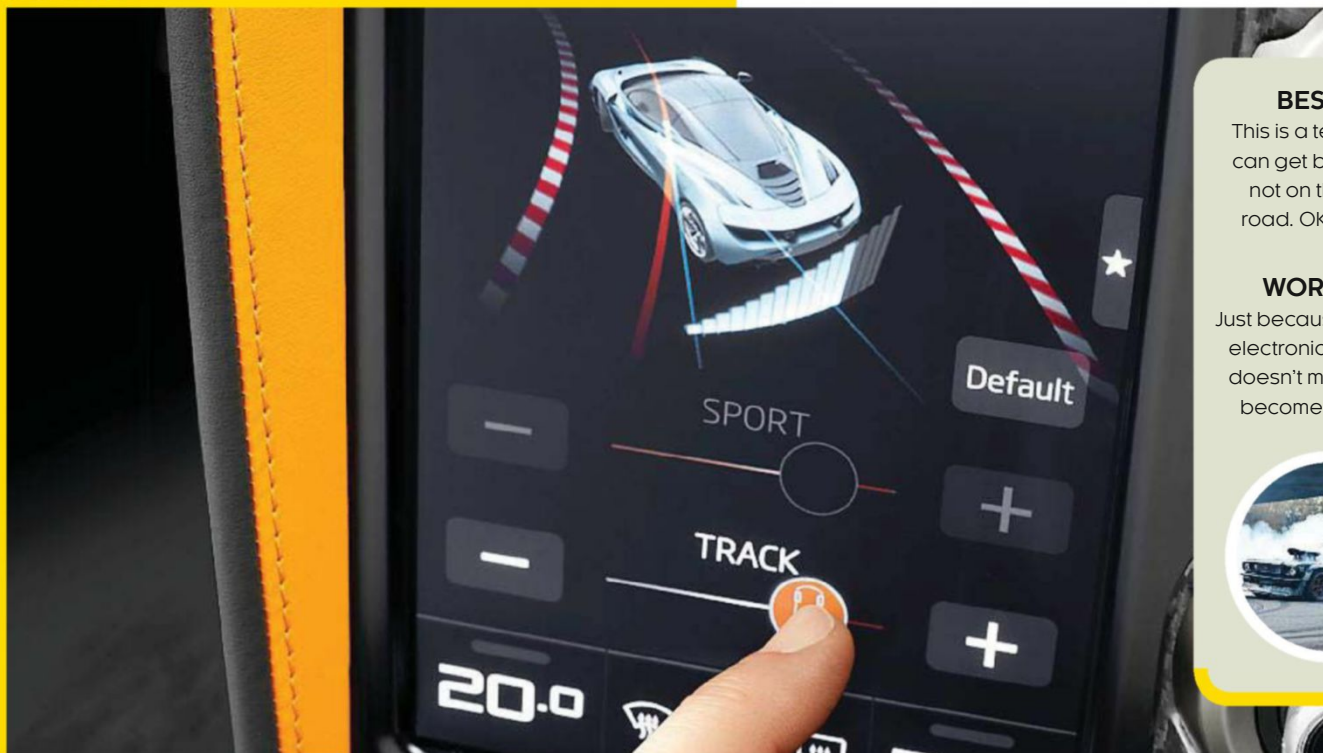
£3,430; [tudorwatch.com](http://tudorwatch.com)



**ORIS CHRONORIS DATE**

The original Chronoris (chronograph and Oris pushed together... who’d have thought?) stop-seconds chrono came out in 1970, and this is a pretty faithful reproduction of what was Oris’ first motorsport watch. Rotating inner bezel is a win.

CHF 1,600 (£1,250); [oris.ch](http://oris.ch)

**BEST BIT**

This is a tech use we can get behind. Just not on the public road. OK, people?

**WORST BIT**

Just because there's an electronic safety net, doesn't mean you've become Ken Block



# TECH FOR DUMMIES

## Drift assist buttons

It is a truth universally acknowledged that going sideways is a thrill. But where exactly does the thrill lie?

Do you just want tyre smoke with no skills from you? Or do you want to be a part of a delicate balance of car and driver? Or do you get your kicks from the jeopardy: is it worth doing only because it might go wrong? Depending on your answer, different skid-button systems might suit you.

McLaren's new 720S has "variable drift control". You can bring up a slider on the centre touchscreen: an upward movement twists a plan-view graphic of the car to a steeper angle to the direction of travel. This progressively reduces the intervention threshold of the traction control. Be

aware: even before the slider is at its max position, you can still spin the car if you don't pay attention. "It's not a hero mode," say the engineers, and now admit maybe they should have chosen another name.

On the new Mercedes-AMG E63 S, engaging the drift button summons two separate but equally dramatic consequences. First, it turns it from a four-wheel-drive saloon whose tyres can barely contain the stupendous power, to a rear-drive one whose tyres manifestly and hopelessly can't. Then for good measure it disables the ESP. This one really is for advanced students only. Well-insured ones.

The one on the Ford Focus RS is a bit more helpful. This hatch has a

variable torque split – both front to back and side to side – courtesy of an electronically controlled clutch pack for each of its rear driveshafts. Drift mode organises the torque to make the car more tail-happy, but you still have a safety net.

Perhaps the most sophisticated is Ferrari's Side Slip Control. This, like all of them, uses the various wheel speed and yaw sensors around the car to figure out when the tail is beginning to slide. It then monitors what you do with the throttle and the steering. If it figures you've got matters under control, it lets you drift further. If not, it controls power and the e-differential and dampers to rein the car straight. PAUL HORRELL

## MODS 'N' SHOCKERS

# GEMBALLA AVALANCHE

Is there something distasteful about launching a car called Avalanche at the quite-near-the-Alps Geneva motor show?

Well, yes. And that's not where the taste shortfall ends. Gemballa's third-generation Avalanche (yep, there have been two more) was one of many eye-wateringly modified supercars at spring's Swiss show, and perhaps the worst. Based on the already time-warping Porsche 911 Turbo, it gets another 276bhp (taking it to nearly 820bhp), as well as not just a ginormous wing, but an actual fin at the back. It makes the 2017 F1 grid look aerodynamically reserved. And we've not even mentioned that it's a lurid shade of purple... STEVEN DOBIE





**NEXEN**  
NEXEN TYRE

OFFICIAL PARTNER OF  
MANCHESTER CITY FOOTBALL CLUB

**KEVIN  
DE BRUYNE**

**RAHEEM  
STERLING**

**SERGIO  
AGUERO**

**DAVID  
SILVA**

**MOVE  
BRILLIANTLY**



**N FERA  
SUI**

**N blue  
HD Plus**

**N blue  
4Season**



VERY RECOMMENDABLE



TEST WINNER



RECOMMENDABLE

**NEXEN NEXEN TYRE**

NEXEN TYRE GLOBAL HOMEPAGE : <http://www.nexentire.com>

NEXEN TYRE UK HOMEPAGE : <http://www.nexen-tyres.co.uk>

NOT JUST

REASONABLY FAST

THE **TOYOTA GT86** IS PURE DRIVING PLEASURE. WELL, WITH A RANGE OF INNOVATIVE IMPROVEMENTS AND NEW FEATURES BOTH INSIDE AND OUT, IT SHOULD BE SHOULDN'T IT?





There's something about the personality of the new Toyota GT86 that tells you it wants to be driven. Sure, it's designed to be reasonably fast, but it's more than that. The way Toyota's engineers have improved its features – the 4.2-inch information display, the track mode, the optimised steering wheel – seems to speak of a good time. In fact, you may well have seen it recently being put through its paces by a few recognisable faces on a very famous airfield test track in Surrey.

That's not to say the improvements are all style-over-substance. Not a bit of it. The chassis is stiffer, and the aerodynamics have all been fine-tuned to make the car more responsive, but the visual cues and constant information the GT86 provides go a hell of a long way to making man and machine feel more at one.

#### 4.2-INCH COLOUR TFT MULTI-INFORMATION DISPLAY

Any motor racing on television these days comes with a plethora of real-time graphics, giving you an insight into exactly how the drivers and their machines are optimising every ounce of performance. Similarly, the GT86's high-grade meter display will give you the science behind that big beam across your face in forensic detail.

Designed for ultimate visibility and ease of use, you can of course access the necessities like instant fuel usage, average

speed and journey time, but go beyond that and it's suddenly driving nirvana for performance geeks everywhere. There's a G meter with and without peak hold, a torque curve and – for when the temptation to take it to a track day becomes overwhelming – a stopwatch and lap-time leader board, all easily operated using steering wheel-mounted switches.

#### TRACK MODE AND IMPROVED STEERING WHEEL

Speaking of track antics, the nifty track mode button allows you to balance fun and performance. One press minimises interference of the stability and traction control systems to a level that enables you to push the car hard, but with an ever-present, in-built safety net.

Indeed, when it comes to track-readiness, it would appear Toyota's Chief Engineer Tetsuya Tada really has thought of everything. The shape of the steering wheel has been subtly changed, all with the end goal of allowing you to be more fleet of hand. The inertia mass has been reduced by 10%, and the grip shape subtly adapted so that the driver's arms naturally turn inwards.

This, combined with the reduced wheel diameter and three sculpted metal spokes, feels sportier and stronger, and increases the speed with which you can apply the requisite lock to nail that apex more satisfyingly.



### AN UNFORGETTABLE RIDE

It's not all gadgets and gizmos. There have also been some engineering tweaks:

- Thickened tower bar and transition mount brackets, as well as elements of the rear panel, for a more stable base
- New Showa absorbers fitted to suspension for smoother handling
- Intrigued? Then take a look at the first limited edition in the Toyota GT86 Club Series range, available now

**GT86**  
CLUB SERIES



FOR MORE INFORMATION OR TO BOOK  
A TEST DRIVE [TOYOTA.CO.UK/GT86](http://TOYOTA.CO.UK/GT86)

EDITED BY OLLIE KEW

# DRIVES

Every new car that matters, rated or slated

## CONTENTS



BMW M550i  
p56



Coupe shootout  
p59



Mercedes-AMG E63  
p60



Porsche 911 GT3  
p62



McLaren 570S TP  
p70



# Saloon hoon

Alfa Romeo **Giulia QV**

£ £61,300

BMW **M4 Competition**

£ £60,965

**WE SAY:** IT'S THE ALFA vs BMW BATTLE WE'VE BEEN WAITING FOR. PLEASE SEND TYRES...

**A** battle royale, a slug fest, a proper ding-dong. Call it what you like, this is the face-off we've been waiting for: Alfa Romeo Giulia QV versus BMW M4. Not an M3 unfortunately; the four-door would have sat better with us both visually and psychologically, we simply couldn't get hold of one at the same time as the Giulia. But as any M3/M4 aficionado knows, BMW set the two cars up to drive identically, so while the suspension settings do differ fractionally, it's only to take account of the M3's extra 20kg.

This M4 is a Competition Pack, to try to narrow the gap in power and price to the more potent, pricier Giulia. Let's focus first on the M4 – the Giulia has had so much coverage lately you're probably fairly familiar with it. The Competition Pack is a £3,000 option that uses the same 3.0-litre twin-turbo straight-six, but now produces 444bhp instead of 425bhp.

Torque remains at a prodigious 405lb ft, available at just 1,850rpm.

The springs, dampers and anti-roll bars are all new both front and rear, the adaptive suspension's driving modes have been reconfigured and the rear differential settings have been changed to improve traction and reduce the fear factor when exiting corners.

Outside there's black: black badge, black exhaust tips, black grille, plus 20-inch wheels. But not on this car. The ride on the 20s is firm to the point of harshness, so this one is equipped with 19s. That's sensible spec'ing. All told, the front-engined, rear-drive, twin-clutched M4 weighs in at £60,965 and 1,572kg.

The cash in your wallet sorts out the price difference between this and the £61,300 Giulia Quadrifoglio. Separated by only £335 they might be, but the Italian still has healthy 59bhp and 37lb ft advantages and is some 48kg lighter. The chassis is aluminium and steel, there's



# “The Alfa wouldn’t go above 6,800rpm, but it’s already dispatched the BMW”

double-wishbone front and multi-link rear suspension, and the torque is divvied up by a vectoring diff able to send 100 per cent of thrust to either wheel.

Ahead of the carbon prop shaft sits ZF’s 8spd auto (some markets offer a 6spd manual, but it’s no great shakes) and shoving the whole thing along is the 2.9-litre twin-turbo V6 “inspired by Ferrari expertise and technologies” that just happens to share bore and stroke measurements with the eight-cylinder Ferrari California T motor.

We’ll start inside, because one thing serves to characterise each car – the steering wheel. The BMW’s is fat: thick-rimmed and squidgy; the Alfa’s firmer, more

slender. Now it’s possible that personal preference plays a role here, but if you like the BMW’s better, you’re wrong. The M4’s makes the car feel clumsy and hard to get hold of, while the Alfa’s implies delicacy.

Both have good driving positions – seats that can be tilted to cup your thighs and steering wheels that pull a long way out. The full touring car. The Giulia is more simply laid out inside – Alfa hasn’t tried to pack too much functionality into the infotainment or too much data into the dash. So revs and speed are easy to read and you can find your way between destinations and radio stations without faff. Until you want to zoom in to the map. Then things get trickier.



The BMW is better organised in terms of information hierarchy and accessing it, but the area where it really pulls out a lead is, inevitably, build and material quality. It feels like you’d hope a £60k car would. The Alfa doesn’t. You can overlook most of the Alfa’s trim and plastic issues because they’re not too intrusive, but the gearlever and central screen control wheel really deserve to be better. They look fine, but the actions of both are cheap and there’s play in them which shouldn’t be there.

I’m going to ignore practicality. You can get people in the back and luggage in the boot. Enough for four of you to go away for a weekend, but there’s not much dignity involved with posting yourself into or out of the M4’s back seats, so have the M3 if that’s your thing. Personally I think the 4dr BMW looks better, too. Bigger arch blisters...

So, the driving. The Alfa feels notably faster. I know the figures suggest it should (330bhp/tonne plays 282), but BMW has always provided extremely healthy horsepower and I hadn’t expected to be able to detect much of a difference in the way these motors picked up and went.

But you really, really can. The BMW is so muscular low down, drips torque and



This wasn’t intentional. We just wanted to hear the sports exhaust...



Black and gold versus red. It's like Seventies F1 racing all over again

**01** Simple, fuss-free layout for heating controls is reflected in other places: Giulia is easy to get on with **02** The steering wheel might be made of several different materials, but it's a delight to hold... **03** ...and those paddles are super-tactile **04** Compartment lid doesn't fit very well **05** Sparco carbon seats are £2,950. They're lovely, but there's not much wrong with the standard chairs

delivers it with a deep, rorty note. But it never builds enough from there. It's just colossally fast wherever you go in the rev range. Although the engine note varies a little, there's not enough of an improvement in noise or acceleration to make it necessary to venture beyond 5,500rpm.

I kept on being disappointed the Alfa wouldn't go beyond 6,800rpm. It would be nice if it revved a bit higher, but, to be fair, it's already dispatched the BMW in a straight line. It needs more revs to really wake up, but once past 3,000rpm it forces itself down the road harder than the M4. The BMW cannot match the Alfa's top-end surge, which feels more vibrant and hedonistic, nor is the exhaust note as zingy. I know the figures say that the Alfa is only a tenth faster to 62mph (3.9secs plays 4.0), but don't forget the BMW is assisted by a quicker-shifting twin clutch, where the Alfa 'makes do' with a regular automatic.

You might think this gives the BMW's 'box the edge, but no. I've said this before, but I think BMW was so nervous about the shift to turbocharging with the current M3/M4, that it deliberately made it a bit savage in other areas – traction specifically, but also gearbox response. Up the shift speed



(which you can in the configurable settings) and an uncomfortable surge accompanies each shift. The Alfa's ZF auto makes a far better fist of being a sports transmission than you'd credit. It's best when you pull the paddles yourself, but that's no bother because they're a tactile delight.

But we have an issue. In the BMW you have control over all the settings for engine, suspension, steering and 'box, whereas in the Alfa there's the DNA mode dial – you twist (Advanced Efficiency, Normal, Dynamic, Race) and the car configures itself to suit. But the sport exhaust is only activated in Race, and in Race the traction control is turned off. As in disabled. Hmm.

You see, you want the sports exhaust always, as it sounds great, but when it's on, the safety net is off. This is daft. Because 442lb ft of torque will easily overcome near-slick Pirelli P Zero Corsas. Imagine what's going to happen when owners attempt to depart a Cars and Coffee morning...

The Competition Pack makes the M4 a much more cohesive car. It brings more feel and control to the back axle so you can manage it better out of corners. In isolation it's terrific – grippy and well balanced, it's got great turn-in grip, there's little roll, it delivers plentiful speed and as we've found in the past, it's a sharper-handling, more satisfying car than a Merc-AMG C63.



But alongside the Alfa it feels rather blunt and inert. The Alfa is not only a tremendously magnanimous car to drive, but its sharper, much faster steering rack (2.2 turns between locks) lends it a sense of energy and response that's missing from the BMW. That could easily make the Alfa feel edgy, but the genius of this car's set-up is that it never feels less than stable, so although sharp, it's also more friendly at the limit than the BMW.

Through medium- and long-radius corners, it's nothing short of glorious: the tyres take up an edge and it's all tippy-toey. You feel it moving around, it's adjustable and controllable. Yeah, it has a little more roll and that ought to make it feel lazier on turn-in, but the super-fast steering overrules that.

The springs are detectably softer to the benefit of the ride and although the road roar from the semi-slick rubber means it's no quieter or more comfy on long journeys than the BMW, around town it's calmer. It also has a terrific turning circle. All the systems: steering, back axle, differential, chassis, engine power delivery feel better



The alloys. Just look at them. No better way to spend £350...

integrated and amalgamated. It's a purer, simpler and more satisfying car to drive.

On track, the more tautly suspended BMW does stage a slight fightback, but it still never flows as happily as the Alfa, isn't as playful and generous in a tight spot. Is there any dynamic area where the BMW has the edge? Well, it has the more positive brakes (both had ceramics) and they're firmer underfoot from the word go, while the Alfa's need some heat in them before they start working properly.

I ran an M3 for a year and quickly grew to adore it – in fact, I think it's one of the best cars I've ever run, but given a straight choice now, I'd have the Giulia QV. Yes, a part of me would (let's hope groundlessly) be concerned about mechanical reliability and electrical functionality – there is a hint of frailty to it – but I'd totally take a punt on this Alfa Romeo. Fundamentally this is a better sports saloon than the BMW M4. More hedonistic, more exciting, more rewarding, faster, better balanced, brighter. Fully deserving of all the praise heaped on it, in other words. **OLLIE MARRIAGE**

ALFA SPECIFICATION

- 2891cc V6 twin-turbo, RWD, 503bhp, 442lb ft
- 34.4mpg, 198g/km CO<sub>2</sub>
- 0–62mph in 3.9secs, 190mph
- 1524kg

**VERDICT:** A better sports car than the BMW M4. That says it all, really. Brilliantly designed and engineered throughout. Wonderful.

9  
10

BMW SPECIFICATION

- 2979cc 6cyl in-line twin-turbo, RWD, 444bhp, 405lb ft
- 32.1mpg, 204g/km CO<sub>2</sub>
- 0–62mph in 4.0secs, 155mph
- 1572kg

**VERDICT:** Still a very capable and intense road car, but here bettered by one that's more fun, faster, and brighter to drive.

8  
10

“Although the Alfa is sharp, it's also more friendly at the limit than the BMW”

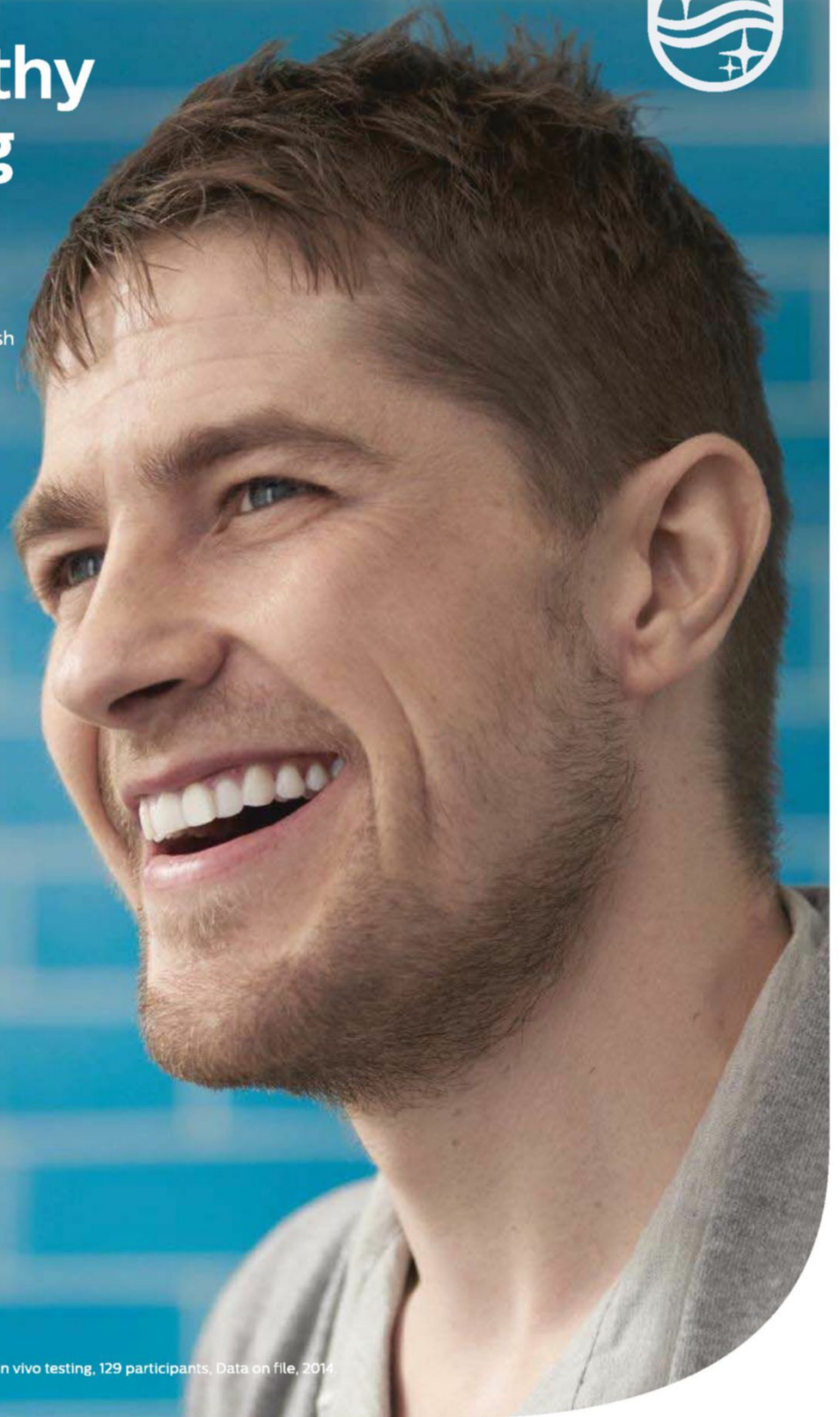




# Get that healthy mouth feeling

When your mouth feels this healthy, you can't help but show it. With 62,000 powerful movements per minute, Philips Sonicare DiamondClean gently removes 10x more plaque\* than a manual toothbrush for healthier teeth and gums in just two weeks.† So you can get the feeling of a fresher, smoother and healthier smile.

innovation ✦ you



\*with AdaptiveClean brush head, in vivo testing, 129 participants, Data on file, 2014.  
†Data on file, 2011.

Available at



DiamondClean  
Learn more at:  
[www.philips.co.uk/sonicare](http://www.philips.co.uk/sonicare)

**PHILIPS**  
sonicare

↙ Bulova, Bulova Curv are registered trademarks. © 2017 Bulova Corporation. 98A162. Photo: Michael Furman

BULOVA.COM



# *The World's First*

Introducing the world's first curved chronograph movement.  
Once again, Bulova adds to its long history of firsts with the CURV watch.

A History of Firsts

# BULOVA



TG'S ONE MINUTE EXPERT

**GOT 60 SECONDS SPARE? READ THESE**



**Nissan X-Trail dCi 177**

The Nissan X-Trail gets a new diesel engine. Woohool! Sarcasm aside, though, this is pleasing news. So please stick with us.

X-Trail's are very good – more mud-pluggy Qashqais with the option of seven seats, basically – and this engine only adds to that.



This 175bhp 2.0-litre is nearly 50bhp up on the next diesel down. So performance is stronger, as is refinement.

It rides comfily, grips well and can have a whole Currys worth of tech on board. A very solid family SUV, made better.

Engine: 1995cc 4cyl turbodiesel, AWD, 175bhp, 280lb ft Performance: 0–62mph in 9.4secs, 127mph, 50.4mpg, 149g/km CO<sub>2</sub>, Weight: 1670kg Price: £29,555



**Mercedes GLC350d**

Mercedes has fitted its age-old 3.0-litre V6 diesel to the GLC crossover, a car that usually comes with the rattly 2.1-litre four-cylinder.

Predictably, it's rather good. More cylinders means more speed and more refinement. Also, more money – £5k-ish over the 250d.



Feels it, too. Sensible money sticks with the four, but the six is worth it if budget allows. Turns the GLC into a luxury good.

Six pairs well with 9spd auto – bags of torque mean you're rarely caught out. Drives as well as the 4cyl car, which is quite.

Engine 2987cc V6 turbodiesel, AWD, 254bhp, 457lb ft Performance 0–62mph in 6.2secs, 148mph, 47.9mpg, 159g/km CO<sub>2</sub> Weight 1890kg Price £45,630



**R for refreshing**

Volkswagen Golf R

£32,520

**WE SAY:** VW DOESN'T ROCK THE BOAT WITH ITS TWEAKING OF ITS HOT-HATCH FLAGSHIP



**A** Golf R with DSG will now get to 62mph in 4.6 seconds, by VW's usually pessimistic estimates. This is in no way hanging about. It's a massive 0.3 seconds quicker than last year's.

What's new? Not what you'd think. None of the usual Clubsport/RS/Superveloce trickery: air-conditioning and the back seat are still mercifully present, there's no carbon-fibre roof, and power rises by a mere 10bhp.

Main credit goes to a seven-speed DSG, supplanting a six-speed equivalent. The standard six-speed manual hasn't altered, and so remains at 5.1 seconds 0–62mph. It's quick enough against the clock, and even faster in real life because of all the mid-range wallop, and the near-inexhaustible traction to make use of it. The engine is game as you like, revving hard to a soft limiter somewhere near 6,800rpm.

If it boosts performance only a little, the new engine does bring vital *TopGear* kudos. It's the exact same motor fitted to the Golf GTI Clubsport S, as pedalled by Sabine on telly to overtake a million pounds' worth of metal on a lap of the Nordschleife.

The mechanical remainder – AWD system and chassis – is unaltered. The steering isn't the over-quick kind, but it's reactive and precise, and not bothered by the bumps and cambers that so upset the Ford Focus ST. And you don't have to get to the R's cornering limit before you feel



It's business as usual at *TopGear*... if you want an all-rounder, get a Golf

messages from its tyres. If the headbanging Focus shouts at you in CAPS LOCK, and the Audi RS3 in a sparse few emoji, the Golf speaks poetry.

Cosmetic tweakage on the outside is limited enough that last year's owners won't be alienated. A new bumper holds slightly different intakes and headlamps, which are LED, as are the tail-lights, with sweeping indicators. The bumper has black-lipped ears on its outer edges to gulp air in – but without strakes and red stripes it's subtler than a GTI.

Indoors, the virtual cockpit TFT dials are standard, but I find myself defaulting back to the setting that looks like real clocks, so what's the point? The standard navigation/comms is uprated, and is good. Don't on any account get the optional all-glass nine-incher, which is too fiddly and distracting. **PAUL HORRELL**

SPECIFICATION

- 1984cc 4cyl turbo, 4WD, 306bhp, 280lb ft
- 37.7mpg, 180g/km CO<sub>2</sub>**
- 0–62mph in 4.6secs, 155mph
- 1483kg**

**VERDICT:** Brilliant to drive, quick enough for pretty much anyone, and a perfect fit for your life, whatever it is.

9

# Eight into five

BMW M550i  
£ €82,700

**WE SAY: FOREVER IN THE M5'S SHADOW, BUT A SUPERB DARK HORSE**



**I**f you're a glass-half-full person, it shows the breadth of ability of the new 5-Series that BMW's launched in the same month – at the same event, no less – a hybrid, low-CO<sub>2</sub> version that you can read about opposite, and this here 4.4-litre, 462bhp bi-turbo V8 M550i that's unfashionably above the 200g per kilometre habit. Half-empty glassers will shout hypocrisy and probably mention that a Tesla is faster and greener than both. I think the rest of us would rather get on and find out what the fastest Five you can buy (unless you're a Brit, because no UK sales are planned) – until the new 600bhp M5 arrives – is actually like.

Fast, obviously. But faster than the outgoing M5 is a bit of a shock. Thanks to standard AWD and perhaps BMW's best execution yet of its 8spd paddleshift auto gearbox, the M550i rockets to 62mph in a claimed 4.0secs – four tenths ahead of the supersaloon old guard despite being almost 100bhp down. It sears off the line, a party piece all the more delicious for the Five-Fifty's Q-car status. Where an M car is all swaggering arches and gaping bumper bravado, the M Performance bridesmaid version is a dead ringer for a regional manager's 520d M Sport.

The noise isn't a giveaway either. Bit disappointing? Perhaps. Plenty has been left on the table for the M5. Thumb the starter and there's a brief V8 *thrrumble*







Fast. So fast you won't believe your eyes. Or lack of licence

before the revs settle into a professional hum. But the V8's baritone is always restrained. No crackles on the overrun, only the merest whump on the upchange. No histrionics of a marketing department eyeing a viral social media win.

Caveat time: winter tyres hamstringing our M550i because the Germans were wary of some intermittent snowstorms around Munich. That said, it steers faithfully and accurately, and it'll neutralise its balance by pushing power to the rear, then leap from bends.

Just remember to lift back off before speed becomes liberty-threatening. It is *rapid* point to point, with quicker throttle response, sharper turn-in, and a more rounded character than a Mercedes-AMG E43. That's merely a big comfy Merc barge with a naughty but incongruous motor. The Five's feels more honed, with a bit more M Division blood in its veins than the E43 has AMG in its system. **OLLIE KEW**

## SPECIFICATION

-  4395cc bi-turbo V8, AWD, 462bhp, 479lb ft
-  31.7mpg, 204g/km CO<sub>2</sub>
-  0–62mph in 4.0secs, 155mph
-  1810kg

**VERDICT** Surely there's a market for a tastefully under the radar weapon like this in the UK? Hurry up, M5...

8

10





# Honey, it's the 5-Series

BMW 530e iPerformance

£43,985

## WE SAY: PETROL-EV WITH i8 NOUS IS CLEVER... ON PAPER

**J**ust so there's no nasty surprises with this 5-Series, let's establish right away that, yes, you can buy the plug-in hybrid

530e in the UK with right-hand drive. However, it has plenty of competition – from within its own rank. Price-wise it slots in between the four-cylinder petrol 530i and six-pot 540i. It's also within 20 quid of the Goldilocks 530d, which claims 60mpg and 0–62 in 5.7 seconds. But the 530d will rack up £750 in tax in its first three years, while the 530e... won't. More like £580 (£310 of which is the penalty for costing over 40 grand...)

A useful if not life-changing saving against the Chancellor, then, but what about economy? PHEVs live and die by how their appealing but limited repertoire fits with your specific driving lifestyle. So, BMW claims 29 miles of electric-only range after a four-and-a-half hour charge (2hrs 45 on BMW's i Wallbox – and we only saw 19 miles of zero-emission juice), plus a meaningless combined economy of 141mpg. Post-charge, we found 62mpg is a more realistic average – still useful, given we drove the 530e in Germany and sat on the autobahn at 110mph for a few minutes.

It's a largely relaxing car to cover ground in too. No electric motor whine. A smooth handover between electrons







Savings are good. But not good enough. Yet

and fossil fuels – though the four-cylinder, 181bhp petrol turbo motor itself is too gruff, too ever-present in the Five's luxuriant, tech-encrusted cabin. Especially when wind and road noise are absent, the ride so pillowy. The engine interrupts the ambience like a snorer at the cinema.

Glass-half-full person? You'd be pleasantly surprised how well the Five has survived being saddled with a 155kg gain in battery, cabling and motors. Half-empties will concentrate on this being the least-sorted new 5-Series to drive – the steering is lighter and airier than a 520d's, the body control floatier, the sense of inertia greater. But we can forgive a car that's never going to be flung around not erring towards ultimate driving machine prowess. It rides superbly, cossets and offers palpably useful economy and qualifies for an air-quality sainthood. **OLLIE KEW**

## SPECIFICATION

-  1998cc 4cyl turbo + electric motor, combined power 276bhp, 310lb ft
-  **141mpg, 41g/km CO<sub>2</sub>**
-  0–62mph in 6.2secs, 142mph
-  **1770kg**

**VERDICT** Impressive economy in isolation, but savings aren't generous enough versus a diesel (yet...)

7

10

# P ZERO™

## ACCESSORISE THEM WITH YOUR FAVOURITE CAR.

(CAR NOT INCLUDED)



### INTRODUCING THE NEW P ZERO™ TYRES.

**P ZERO™**

#### **Pirelli P Zero™. Custom-made performance since 1986.**

For more than 30 years, P Zero™ tyres have been the choice of the most prominent carmakers, for the best vehicles in the world. Today, based on this experience and on its cutting-edge technology, Pirelli launches the new P Zero™, the custom-made tyre for the next generation of cars, designed to draw out an even greater range of driving emotions. For custom-made performance, look no further than P Zero™.

Discover more on [Pirelli.com](http://Pirelli.com)

The new P Zero™ tyres are now available. The coloured limited edition version shown in the image will be available to order from September 2016, in selected sizes only.

For further information, please contact us at [limitededition@pirelli.com](mailto:limitededition@pirelli.com)



**POWER IS NOTHING WITHOUT CONTROL**



QUICK TWIN TEST

# Mazda MX-5 RF vs Toyota GT86

**WE SAY: BOTH ARE REASONABLY FAST, BOTH ARE VERY FUN. BUT WHICH £25k SPORTS CAR IS BEST?**

**What's new here?**

By giving the RF a folding hard top, Mazda has produced its closest model yet to an MX-5 coupe. Hence why it now treads properly on the Toyota's toes. It costs a couple of grand more than a comparable MX-5 roadster, but you get a far fancier roof for your money.

Toyota has refreshed the GT86 after five years on sale. On the surface, the changes are slight. Some new lights and a spoiler, basically. Beneath, though, there have been many, quite geeky tweaks to make it even sharper to drive than before. And drifter.

**How does it drive?**

It's very approachable. There is plenty of grip, and the 2.0-litre 4cyl's power delivery is linear. In typical MX-5 fashion, there's lots of body roll before any slip occurs. That doesn't mean it's not fun. It just gives you lots of confidence.

Notably sharper than its rival. Grip falls away quicker than in the MX-5, especially in the wet. But the GT86 is just more exciting, more addictive. Its steering is superb and there's a joy in purely operating its controls.

**What's the performance like?**

You've a choice of two engines but you want the bigger 2.0-litre. With 158bhp, it's hardly a firecracker, but it revs in a much keener manner than the Toyota's 2.0-litre, and it returns better mpg, too (if you care). If you don't, its 7.4sec 0-62mph time is also 0.2sec ahead of the GT86.

Despite its extra 39bhp, the GT86 simply doesn't feel as keen as the MX-5. With its power all at the top end, though, it's more enjoyable to rev out. The engine could be more exciting, but the GT86's bhp-to-grip ratio is about right. Tune it up and you'd only need better tyres, too.

**What's this car's USP?**

The roof. Its folding mechanism is a minor work of theatre. But you need to be below 6mph to operate it, and things get blustery at speed with it folded. The roadster is a better, easier-to-use cabrio, if not as cool to look at.

Back seats that accommodate small adults and a decent boot. Alcantara interior bits, a power and torque curve display on the dash and stability control with a track mode prove this is the drivers' choice here.

7

**Mazda MX-5 RF**  
£ £25,695

- 1998cc, 4cyl, RWD  
158bhp, 148lb ft
- 40.9mpg, 161g/km CO<sub>2</sub>
- 0-62mph in 7.4secs, 134mph
- 1120kg

**VERDICT:** Appealing and the most premium MX-5 ever. Still fun to drive.

1225mm  
3915mm

8

**Toyota GT86**  
£ £26,410

- 1998cc, 4cyl, RWD,  
197bhp, 151lb ft
- 36.2mpg, 180g/km CO<sub>2</sub>
- 0-62mph in 7.6secs, 140mph
- 1275kg

**VERDICT:** Interior is old and it's not as cool as the Mazda. But it's more exciting.

1285mm  
4240mm

WORDS: STEPHEN DOBIE / PHOTOS: ALEX TAPLEY



# Super duper

Mercedes-AMG E63 S

£ £88,295



AMG Driver's Pack means the top speed is raised to 186mph. Speed limit is 70...

## WE SAY: STUTTGART NAILS THE SUPER-SALOON BY MAKING IT DRIVER-FOCUSED

Usually for a car of its ilk, the E63 S is exciting to drive. Other big super-saloons, such as the BMW M5 and Audi RS6, are amusing, but they're having a constant battle with themselves to remain under control. Neither of them is as exuberant or rampantly rapid as this new E63 S. Of course, that may change later in the year when the all-new BMW M5 arrives, but even then, I will be surprised if it's as driver-focused as this Mercedes.

This is a tremendously positive car. With new twin-scroll turbos for its 4.0-litre V8, the engine hits like a sledgehammer, but it's nothing the new 4WD system and chassis can't cope with. Well, unless you engage the infamous Drift mode (the front driveshafts are disconnected, the traction control's off,

it's just you and 604bhp), in which case you're on your own, sunshine. Honestly, I love that Mercedes has included it, but it's a recipe for disaster. That's only fitted to this S version, not the standard £78,935 E63. The S (41bhp more, bigger brakes, vectoring diff, etc) is the one you need.

On a bucking B-road, body control is exceptional for a car of this size and weight, but you will have to be prepared to notch the damper stiffness up – just twist the knob to Sport and you'll be fine. Go further than that (Sport+ and Race are both available), and it becomes too snatchy and edgy. Your family won't enjoy it much either way.

There's not as much steering feel as you'd want, but aside from that this is a superb machine to drive. The engine does the full *Jurassic Park* – it feels gutsy and determined and you don't detect the 4WD system working beyond being impressed by how tenacious it feels coming out of corners. For a car weighing 1,950kg to feel this sharp is a real achievement.

The thing to remember before you get carried away is that this is a super-saloon first, an executive car second. Comfort sacrifices have been made. This does not cruise as gently as a standard E-Class. Don't get me wrong – it's still quiet and the seats are cossetting, but you will always be aware you're driving something special. But you won't care because you get to uncork 604bhp whenever you like. **OLLIE MARRIAGE**

### SPECIFICATION

- 3982cc twin turbo V8, 4WD, 604bhp, 626lb ft
- 31.7mpg, 207g/km CO<sub>2</sub>
- 0–62mph in 3.4secs, 155mph
- 1950kg

**VERDICT:** Engine is bananas; rest of the car follows suit. A super-saloon with a sense of humour to match its massive ability.

9

10

IMAGES: ROWAN HORNCASTLE



## Chevrolet Camaro ZL1

£ £62,135

Engine 6162cc V8, RWD, 640bhp, 650lb ft  
Performance 0–62mph in 3.5secs, 198mph, 16.0mpg, n/a g/km CO<sub>2</sub>, Weight 1780kg

With all this talk of Demons and Exorcists, you might be forgiven for forgetting a bit about the standard Chevy Camaro ZL-1. Don't. As crucifix-explodingly fast as both those cars are, the standard ZL1 is still a

proper beast. Using the same 640bhp/650lb ft LT4 supercharged engine as in the C06 Vette, plus a rigid and active chassis and some sticky special Goodyear tyres, it steers as fast and true as it accelerates and brakes. It's a proper Mustang GT350R competitor, this. **PAT DEVEREUX**



6



## UNMISTAKABLE. RAW. ORIGINAL.

Our range of Sevens have to be driven to be understood. Are you ready to get behind the wheel of an icon?

**BOOK YOUR TEST DRIVE TODAY**

### **Caterham Gatwick**

Caterham House - Dialog,  
Fleming Way, Crawley,  
West Sussex, RH10 9NQ  
+44 (0) 1293 312300  
[caterhamcars.com](http://caterhamcars.com)

### **Caterham Williams Automobiles**

TotterOak Courtyard, Horton,  
Chipping Sodbury,  
Bristol, BS37 6QG  
+44 (0) 1454 315112  
[williamsautomobiles.com](http://williamsautomobiles.com)

### **Caterham BookaTrack**

Donington Park Circuit,  
Castle Donington,  
Derby, DE74 2RP  
+44 (0) 843 2084635  
[bookatrack.com](http://bookatrack.com)

### **Caterham Oakmere Motor Group**

Manchester Road,  
Northwich,  
Cheshire, CW9 7NA  
+44 (0) 1606 41481  
[oakmeremotorgroup.co.uk](http://oakmeremotorgroup.co.uk)

# CATERHAM

**F**amously, this is the car that proves the manual gearbox is not dead. When the current 911 GT3 first appeared in 2013, it was only available with Porsche's twin-clutch transmission. Four years down the line and after customers kicked up a fuss, Porsche has back-tracked. The GT3, Porsche's hardcore road/track car, is now available with the 6spd manual first seen on last year's retro-inspired 911R.

But a new gearbox does not warrant this much magazine real estate (we've written about it in the column, right) and besides, the red one in the pictures here is a PDK. Which is probably the better gearbox. Although I'd have the manual. Confused? Let's wind back and start at the top. So this is a mid-life facelift for the 991-generation GT3. It's lifted some of the features seen on the even more track-focused GT3 RS and had a gentle fettle all round. The rear spoiler has been moved back 20mm and up 10mm, delivering 20 per cent more downforce, the bumpers are



Anyone remember when 911s were small and had 200bhp? Us neither

marginally lighter, the dampers have been retuned and the springs are a little stiffer.

And the engine? Well, that used to be a 469bhp 3.8-litre flat-six, but now it's a 4.0 that has identical power and torque figures (493bhp and 339lb ft) to big brother GT3 RS. Porsche says it's not the same engine, but instead a lightly altered version of the motor in the 911 Cup and RSR racers (where it produces 485bhp and 510bhp respectively). But that's basically a lightly altered version of the GT3 RS motor, so we're just going round in circles here.

What is true is that this one revs to 9,000rpm, 200rpm beyond the RS. That's thanks to new internals including a different crankshaft and pistons, lowering friction and operating temperatures, and enabling that lofty rev peak. Whatever they've done has worked – this engine is utterly transcendental. Maybe it's because more cars have switched to turbocharging, but the first time I accelerated hard in the GT3 it actually shocked me with how hard it hit at the top end. I mean it's rapid everywhere and deliciously responsive, but the final 2,000rpm is properly nuts, the noise a yelping, screaming crescendo. Prickles your nape, snaps your synapses, a world beyond turbos, etc. It's a reminder of what an art form the naturally aspirated engine is.

PDK is a brilliant partner, the shifts not even a punctuation mark on the GT3's progress to astonishing speeds. Yes, it's light on torque low down, but heck, this is the GT3, a car you're meant to *drive*. So just concentrate.



Not pictured: Porscheophile going weak at the knees

# Natural selection

Porsche **911 GT3**

£ from £111,802

**WE SAY:** TEN OUT OF TEN, FOR A PORSCHE. WHO'D HAVE THOUGHT IT?





The handling, the whole dynamic package is a perfect complement to the drivetrain. The damping is firm, but so polished and communicative, the steering provides stability and information and confidence in abundance. So much so that you notice the front end just misses a fraction of turn-in bite at road speeds. I know that'll be there on track, where you'll have higher tyre temperatures and be able to trail brake to the apex, keeping weight on the nose – just what a rear-engined 911 loves.

The rear axle is mega. The drive is so prompt that it feels like there's a rigid link from right foot to rubber and the behaviour as the speeds build is perfect. Corners get zapped, the engine howls, the suspension dances – it's all good. And it rides with such dexterity that, while you wouldn't call it comfortable, you can say that you always move in sync with the car, so you're not jiggled about inside, but instead move in time with it. Yep, you really could run one of these as your daily motor and not suffer.

Inside, the driving position is perfection. This car came with the one-piece carbon buckets (£3,324) that hug hard. You're sat low, hands on a small, 360mm diameter steering wheel, and there are few settings to mess around with. Dampers on/off. Exhaust on/off. Gearbox sport mode on/off. That's it. It means you have a natural, unadulterated car, one the engineers want you to drive, not one the marketing department insists that you have. [OLIE MARRIAGE](#)

SPECIFICATION

- 3996cc flat 6cyl, RWD, 493bhp, 339lb ft
- 22.2mpg, 288g/km CO<sub>2</sub>**
- 0–62mph in 3.4secs, 197mph
- 1430kg**

**VERDICT:** You drive the GT3 on a B-road and wonder why almost everyone else gets it wrong. Sensational. Cheap at the price.

10

IMAGES: ROWAN HORNCastle



# Owner's manual

Porsche **911 GT3**  
 £ from £111,802

**Engine** 3996cc flat 6cyl, RWD, 493bhp, 339lb ft **Performance** 0–62mph in 3.9secs, 198mph, 21.9mpg, 290g/km **CO<sub>2</sub> Weight** 1413kg



So Ollie thinks he's wrong wanting the new Porsche 911 GT3 with the 6spd manual? He's right. It is wrong, oh so wrong, the 6spd three-pedal 911 GT3 is an anachronism. An amazing one, though, which elevates Porsche's purist GT3 to another level.

So what if it loses some acceleration over the PDK paddle-shifter? You. Just. Won't. Care. One perfectly blipped, wrist-flicked downshift and you'll be convinced. And then some.

He's already told you the engine's epic (it is), the chassis incredible (again, yes), and the PDK is sensational (he's absolutely right). But then I know Ollie, and if he chose the manual, he'd be absolutely right, however wrong it might be. [KYLE FORTUNE](#)





# Czech box

Skoda Octavia vRS Estate  
 £ £26,330



Typical VAG product: solid, reliable and not cannibalising its cousins

## WE SAY: A CHEAPER, MORE SPACIOUS, LESS FUN VERSION OF THE GOLF GTI

**P**redictably, very little is different about the facelifted Skoda Octavia vRS. There's more modern infotainment, better active safety and so on. And the headlights from a circa 2009 Mercedes E-Class, because plainly more is better.

The biggest mechanical change is probably the extra 10bhp that's been liberated from the 2.0-litre turbo petrol (the diesel is unchanged), which makes the base vRS effectively the same as the old vRS230 range-topper, minus that car's trick VAQ LSD (from the Golf GTI Performance Pack). Skoda is saving that for the slightly more powerful vRS245, which is also set to get the Golf's new seven-speed DSG. For now, petrol and diesel Octavias get unchanged six-speed manual and DSG transmissions. Driven here is a petrol vRS estate with the former.

Of course, despite the extra 10bhp (for a 227bhp total) the new vRS feels no faster than the car it replaces. The difference from rest to 62mph is just a tenth of a second – which is less time than it takes to blink. On the hot-hatch spectrum – because that's what this thing is, even though it doesn't look like it – the vRS is about as quick as a Focus ST, ie fast enough to enjoy, but not so fast that every time you go anywhere near the throttle pedal you're in very real danger of having your driving licence taken away and torn into tiny pieces.

A Focus ST Estate is around £200 more than this Octavia, and in some ways it's a better car. More involving to drive, certainly. The Skoda's good – with pretty natural, well-weighted steering, a good manual gearbox (the DSG is good too, but not quick enough on the way down and the kick-down step in the throttle pedal is poorly defined), adequate grip and a relatively game chassis – but it left us feeling a bit cold. It's as though Skoda's

engineers were instructed to make the vRS precisely 36 per cent less entertaining than a GTI – no more, no less.

But the interior is brilliantly solid. Material quality is beyond reproach in all but a couple of places and there's loads of space. Way more than you get in the Focus. A good, fastish family car, then. A bit by-the-numbers, but you could levy that criticism at anything the VW Group's released in the last decade. **TOM HARRISON**

### SPECIFICATION

- 1984cc 4cyl turbo, FWD, 227bhp, 258lb ft
- 43.5mpg, 149g/km CO<sub>2</sub>**
- 0–62mph in 6.8secs, 153mph
- 1367kg**

**VERDICT:** Much space, adequate pace, but feels like a Golf GTI that's had the fun precisely and Germanically dialled out.

7

10



Skoda Octavia Scout  
 £ £28,675

**Engine** 1968cc 4cyl turbodiesel, AWD, 181bhp, 280lb ft  
**Performance** 0–62mph in 7.8secs, 136mph, 55.4mpg, 133g/km CO<sub>2</sub>, **Weight** 1484kg

You're looking at an off-roady version of the Skoda Octavia Estate. Think Audi A4 Allroad or VW Passat Alltrack, only cheaper and more Skoda-y. A handy 30mm of extra ride height, underbody protection, a

dedicated off-road mode with hill-descent control, standard all-wheel drive and some black plastic body mouldings are the big things that separate it from a normal Octavia wagon. Off road it's no Discovery, but it is more capable than most owners will ever require. On road the softer suspension actually makes the Scout really comfy. Pricy and not fun, but fit for purpose. If only it was more obvious what that purpose actually is. **TH**

6



# TURNING 30

A FEW GREAT THINGS TURN 30 THIS YEAR, FROM U2'S *THE JOSHUA TREE* TO

**THE DLR. AND BRITISH CAR REGISTRATIONS SHARES THAT ESTEEMED COMPANY, OFFERING THE VERY BEST IN PRIVATE NUMBER PLATES SINCE 1987**

**P**ersonalised number plates: just a bit of good, clean fun, right? A way to splash a bit of your personality on a cherished car, to ensure a tidy spike in value for an iconic model (with a tastefully reverential plate), or to disguise the age of a beloved old favourite.

Well, you're not wrong. For over 30 years, British Car Registrations has been the market leader in private plates, helping Britain's movers and shakers personalise their cars with an excellent service, guaranteed seven-day transfers and a buy-back guarantee. The company is so good at what it does, its little black book could easily bring together a damn fine Premier League team and a musical supergroup to rival anything Wings ever did.

You'd be wrong to think plates like these are about flashiness or self-aggrandisement, though. In fact, they're a canny investment, especially when interest rates are so low, and that's reflected in the kind of



Andrew Dixon

people who buy them. You see, these plates are great if you're promoting a business, but want to have a little fun with it. Nothing but a hound dog? ELV IS. Got a need for speed? Go with FI CAR.

However you want to make your mark, British Car Registrations should be your go-to company. Go online or head to its showroom to buy a new registration and you'll be guided through the process from start to finish, by the company's experienced and professional staff.

Buy your personal plates online and you can use a state of the art online tracking facility to track the progress of your registration transfer. You'll also be guaranteed the lowest prices; all you need to do is enter your dream plate and they'll do the rest. There are flexible finance options available, so you can pay how you want, with plans from 24, 36, 48 or 60 months at competitive rates. There's a reason the company's been behind half a million registrations and growing, with 50 million new plates on its books.

So here's to 30 years of British Car Registrations being the UK's only showroom for personalised car registrations, helping the UK's smartest car owners make their mark on the world.



Search for your dream plate now by visiting  
[britishcarregistrations.co.uk](http://britishcarregistrations.co.uk) or calling 0121 353 3333

# **EVERYONE LOVES THAT FAST CAR SMELL.**



## **NOW ANYTIME CAN BE GO-TIME.**

K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.

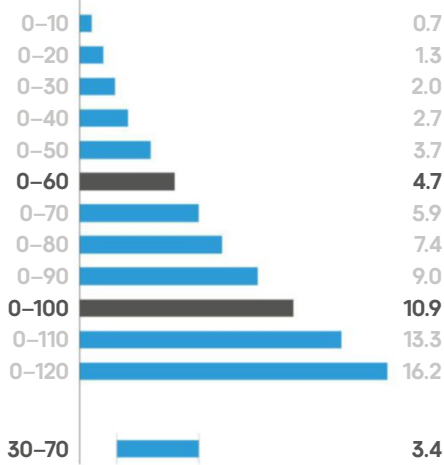
[KNFILTERS.COM](http://KNFILTERS.COM)®



**SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™**

## Acceleration

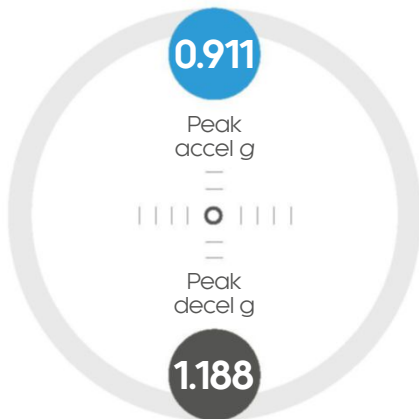
(seconds)



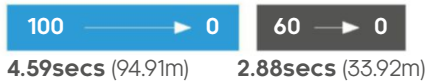
## 0-100-0



## G-meter



## Braking



## Quarter-mile

(standing start)

**13.19**

seconds @ 108.9mph

TopGear

# NUMBER CRUNCHER

CARS PUT TO THE TEST AGAINST THE CLOCK, TAPE, G-METER, ETC

## Bentley Mulsanne Speed



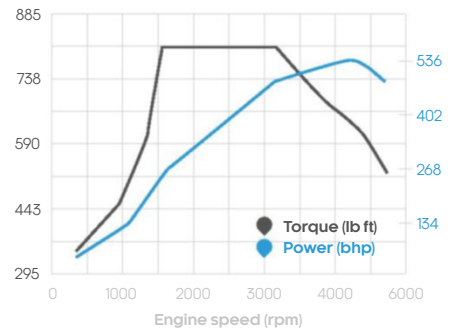
Does it matter that Bentley's flagship is slower than its SUV (the Bentayga is 1.3 seconds faster to 100mph)? Well, as far as bragging rights go, yes it does. The 2,685kg Mulsanne Speed is just too lumbering, its engine too lazy, to thump out punchy acceleration times. But 811lb ft is its own reward, so just select a gear and let it dig deep.

## Top speed

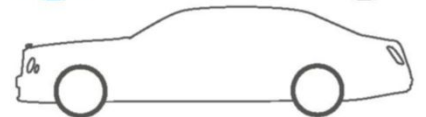


## Power/torque

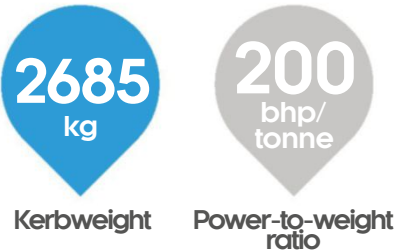
537bhp @ 4000rpm  
811lb ft @ 1750-3200rpm



## Weight



L 5049mm x H 1423mm x W 1937mm



## Economy/range



SO, WHAT ELSE IS NEW?



6 10

**VW Tiguan BITDI**

**What should I know?**

This top-of-the-range Tiguan, with a 2.0-litre bi-turbo diesel dishing out 237bhp and 368lb ft of torque, is quite feisty.

**Should I care?**

Well, it comes at a price: £37,080 for the SEL model or £39,270 for the racier R-Line. We'd recommend going for the R-Line, otherwise, you've just got a very pricey, relatively standard-looking Tiguan that's capable of dispatching 62mph in 6.5secs – plus outrageous overtaking manoeuvres – but not much else.



6 10

**BMW 430i Cabrio**

**What should I know?**

The facelifted 4-Series in laid-back boat shoes. This has to be one of the world's most minor car tweaks: new LED lights front and rear, and some new colours for the top-selling compact premium 2dr...

**Should I care?**

This isn't the strongest spec of 4-Series: massively heavy and leaden with an effective but joyless engine. It's still competitive, but we'd go C-Class Cabrio in this class. Coupe 440i is a superb fast and sonorous mini-GT, though.



7 10

**Mercedes E400 4Matic AMG Line**

**What should I know?**

That until Merc inevitably AMGs it, this is the fastest and most expensive E-Class Coupe you can buy: 333bhp, 0–62mph in 5.2 and £50,775 base. Most buyers in the UK will ignore it and buy one of the diesels.

**Should I care?**

It isn't about outright speed, it's a waffer. A GT. An S-Class Coupe at half the price. It needs to feel effortless, not necessarily fast. So while the petrol V6 is great in a money-no-object kind of way, we'd be tempted to wait for the V6 diesel. Does the same job, but more economically.



# Fit of pique

**Kia Picanto GT Line**

£12,450

**WE SAY: SO JUST HOW SPORTY IS THE SPICED-UP PICANTO GT LINE?**



**W**hen you're on holiday abroad and you see a word like "Picanto" on a menu, you might wonder if you're man enough. Nobody, anywhere, has ever had the same feeling about Kia's pint-sized city car. The Korean company wants to change all that with the brand new MkIII model by launching it with a sporty-looking GT Line version from the outset.

It gets a more stylish bodykit that includes larger front intakes, thicker sills and a rear "diffuser" with twin exhaust pipes. Plus the obligatory flashes of red detailing. A longer wheelbase and fancy LED indicators also make the new entrant considerably more interesting-looking than the old Picanto. It's not all about the looks, either, as the GT Line cars get stiffer springs and unique 15in alloy wheels.

On the inside, Kia has made big strides in improving the Picanto. A new dashboard layout, complete with 7in freestanding infotainment touchscreen, makes the Picanto look and feel like a more grown-up car (and less like something you'd rent cheap for the aforementioned holiday). Buyers can add flashes of colour to the doors and air vents with personalisation packs and the seats are comfortable and supportive.

You'll have to wait until later in the year for a promising 1.0-litre turbo engine with 98bhp. Until then there's a 66bhp 1.0-litre three-cylinder or a larger 1.2-litre four-cylinder (driven here). The latter makes 83bhp at 6,000rpm and develops a useful 90lb ft of torque. A five-speed



I like my cars like I like my pizza – small and spicy

manual gearbox comes as standard, though you can have an automatic with the 1.2.

Power delivery from the 1.2 is smooth and linear; however, with a 12.0secs 0–62mph time, the GT Line isn't going to set any speed records in this guise. It can, however, maintain its hard-won pace with ease. Even the standard car handles well, while the GT Line gives you more confidence to carry speed through the corners with well-contained body roll. Even on less-than-perfect tarmac, the Kia feels reassuringly surefooted. There's more to like: the Picanto's steering is more direct than many of its rivals' and the manual 'box has a positive feel to each shift, making the experience more pleasurable than it strictly needs to be in a car of this size.

Among the tasty dishes on the city car menu, it's a good effort. And you don't have to spec this paint either. **DAVE HUMPHREYS**

SPECIFICATION

- 1248cc 4cyl, FWD, 83bhp, 90lb ft
- 61.4mpg, 106g/km CO<sub>2</sub>**
- 0–62mph in 12.0secs, 107mph
- 976kg**

**VERDICT:** Kia's new Picanto isn't particularly spicy, but it lives up to the GT Line tag better than you might expect.

7 10



A dive watch capable of being water-resistant to 600m needs to be constructed from the finest materials available. That's why we've made this Trident: limited to 316 pieces - a celebration of the premium 316L steel alloy used in its bezel and case - and with a vibrant matte orange dial, the Trident 316L LE will stand out anywhere.

 Swiss movement  
 English heart

Discover the new breed of watchmaker...  
[christopherward.co.uk](http://christopherward.co.uk)

**Christopher  
Ward**



Q & A

# Fine fettle

McLaren **570S Track Pack**

£162,650

**WE SAY: EVER FELT YOUR 570S WASN'T SHARP ENOUGH? US NEITHER. BUT...**

**McLaren's answer to the AMG GT R and new 911 GT3, then?**

You could look at it that way, but let's get one thing straight – this is not a standalone model. Instead it's a £16.5k option pack for any 570S (but not 540C or 570GT). Also it boasts no more power and no suspension changes. Instead the Track Pack is chiefly about weight saving. It takes 25kg off the 570S's 1,313kg dry weight, or – expressed another way – you pay £660 for each kilo saved.

**Hmm, quite costly. Is it worth it?**

In terms of weight saved, probably not – you just don't notice. But in terms of the attitude the alterations lend the car, then quite possibly. You gain even lighter lightweight wheels, a matte sports exhaust, a Dark Palladium roof and a rear spoiler that is 12mm taller and delivers an extra 29kg



A McLaren for men's size medium, small or extra small. No larges allowed

of downforce at 150mph. So at high speeds all those weight savings are cancelled out. Inside, everything is swathed with Alcantara, there's the Track Telemetry software from the 675LT and a pair of one-piece, fixed-back carbon seats.

**So would you spend the extra?**

Probably, yes. The seats are perhaps too tight across the hips, but the steering wheel is sublime to hold. But really this is about the driving experience. The best thing I can say about the Track Pack is that it takes the 570S closer in feel and texture to the 675LT.

**That's high praise...**

I know, but I don't think the 570S has ever felt more tactile, responsive, agile and intuitive than here. And it's so unflappable. You turn, you enjoy fabulous steering feel, and the car goes around the corner. Simple pleasures. It's supremely flattering and utterly secure. And the speed it dials up once the blowers are puffing post-3,000rpm is nuts.

**How's the refinement?**

Undented. McLaren says it's for owners "who enjoy occasional track-day activity without compromising the car's all-round usability". That's pretty accurate. There's noise on coarse surfaces, but you'd accept that for the transcendental dynamics. And the ride is exceptional. All told, the Track Pack simply adds a bit of polish and sharpness to what was already a stunning sports car. **OLLIE MARRIAGE**

SPECIFICATION

- 3799cc V8 twin-turbo, RWD, 562bhp @ 7500rpm, 443lb ft
- 26.6mpg, 249g/km CO<sub>2</sub>**
- 0–62mph in 3.2secs, 204mph
- 1510kg**

**VERDICT:** A mostly cosmetic enhancement, yet the Track Pack still manages to make the 570S feel even more focused/rewarding.

9

10

**DRIVE IT BEFORE YOU DIE**  
A4069, Black Mountains, Wales



**Which bit?**

From Upper Brynamman to Llangadog. Then do it the other way around. You won't be able to help yourself.

**I still can't find it...**

Here are some irrelevant numbers: 51.818128, -3.860826. Or just type "Upper Brynamman".

**When should I go?**

Late mornings are good, after the initial rush of school buses, dog walkers and handyman vans.

**Why the 570S?**

It may be named Track Pack, but it handles the cambers, lumps, ruts and crests of this road with stunning control.

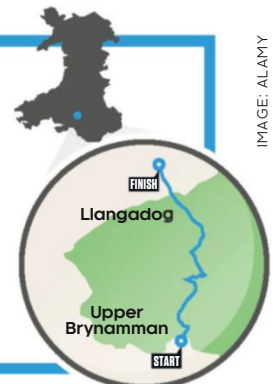


IMAGE: ALAMY



# 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](http://www.skill-builder.uk), search for 'Snickers' and then make your choices at [www.snickersworkwear.co.uk](http://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](http://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](mailto:info@snickersworkwear.co.uk)

Subscribe to

**TopGear**  
MAGAZINE

# 13 ISSUES FOR £29.99

Subscribe to TopGear magazine and pay £29.99 for 13 issues  
and receive a remote-control LaFerrari, RRP £24.99

## Great reasons to subscribe

- Pay only £29.99 for 13 issues by direct debit – saving 48%
- Receive a remote-control LaFerrari
- Britain's best-selling car magazine  
delivered direct to your door
- Money-back guarantee – you can cancel at any time
- Unique and collectable covers  
– only seen by our subscribers

\*This offer is subject to availability and valid for UK delivery addresses only, you will continue to pay £29.99 every 13 issues. Please allow 28 days for delivery. Gift for first 70 subscribers only, we reserve the right to offer an alternative if out of stock. All savings are calculated as a percentage of the full shop price. Should the magazine ordered change in frequency, we will honour the number of issues and not the term of the subscription. Full UK subscription price for 13 issues: £57.85, Europe/Eire £89, rest of the world £99.50. Calls will cost 7p per minute plus your telephone company's access charge. This offer closes on 14 June 2017.

\*\*Your personal information will be used as set out in our privacy policy, which can be viewed online at [immediate.co.uk/privacy-policy](http://immediate.co.uk/privacy-policy). Immediate Media Company Limited would love to send you newsletters, together with special offers, and other promotions. Please tick here if you'd prefer not to receive these by email [ ] text message [ ] regular post [ ] telephone [ ]. Branded BBC titles are licensed from or published jointly with BBC Worldwide (the commercial arm of the BBC). Please tick here [ ] if you'd prefer not to receive regular newsletters, special offers and promotions from BBC Worldwide by email. Your information will be handled in accordance with the BBC Worldwide privacy policy, which can be viewed online at [bbcworldwide.com/privacy.aspx](http://bbcworldwide.com/privacy.aspx).

SUBSCRIBERS' EDITION

BBC  
**TopGear**



BONUS GIFT  
WORTH  
**£24.99**



Order by **phone** or **online** to start your subscription today...



[buysubscriptions.com/  
TGP617](https://buysubscriptions.com/TGP617)



**0844 848 9757** and quote TGP617  
(OVERSEAS: +44 1795 414 714)

→ PLEASE HAVE  
YOUR ACCOUNT  
NUMBER AND  
SORT CODE  
READY.

The Pacific Coast Highway, Laguna Seca  
and the new aero-obsessed Ford GT. Just  
another humdrum day at the office...

---

# BLUEBIRD

WORDS: OLLIE MARRIAGE /  
PHOTOGRAPHY: ROWAN HORNCASTLE



H

ere we are with the Ford GT. Low, isn't it? Now don't get distracted by the stripes, just come around to the back. Stand directly behind it, just mind your thighs against the exhausts – they're a bit hot. Now take two paces back and sit down. Yes, I know we're in a dusty car park on the Pacific Coast Highway, but do as you're told. It'll be worth it. You're now in the correct position to learn about the new Ford GT.

Today's lesson is bonkers aero. What you see in front of you – pointing straight at you, in fact – are the menacing barrels of the twin exhausts. Imagine you're behind it while it spears along this coast-draped masterpiece of a road, hot gases being blasted into your face. Either side of that, torrents of ambient air sweep through those gaping channels, ducted under wing-profile flying buttresses, compressed and shaped and then flowing off the back.

Your eyes are at the taper point, where the airflow fuses itself back together. From here you see up and through the car; it looks hollow. It looks like nothing else. Except maybe a pod racer. Or

the Starship Enterprise. Those filmic teases are only enhanced by outriggers that house the rear wheels and lights.

And what fresh madness is this? Peer inside those round LEDs and you'll see radiators – they vent air from the intercoolers behind. More air passes over the turbos and around the engine bay, subtly channelled in and out. Now look lower down, to the 11 carbon bars of the underfloor diffuser, extracting and organising air that's been sped up to reduce underbody pressure.

So as you sit there, imagine what the air is doing as the Ford GT heads into it. The air isn't shredded or tattered, but carefully arranged and processed, peeled apart, teased into the right shapes and places, morphing through and around; used, then discarded. But discarded as carefully as it was collected in the first place, the various streams flowing back together, probably a bit hotter, but as uninterrupted from their original path as possible. Free once again to be used to nature's purpose out over the California coast.

So, lesson one: the Ford GT is not about downforce, but aero-efficiency. You may now stand up and dust yourself down.



Have a wander around the GT, look at the shape of the central canopy – get it from the right angle (nose on, high up) and you’ll see the teardrop shape: two passengers ahead of one engine. It explains the V6, it explains the fixed seating position. Those allowed Ford to shrink the greenhouse, lower the frontal area, reduce the drag. How weird would it be if this bleeding-edge aero work was teamed with an old school big-banger V8?

It’s now late afternoon, and I’ve spent most of the day sat in this lay-by next to Bixby Bridge, watching Matt LeBlanc pound up and down. OK, that’s not strictly true – Ford brought a spare along as well, so I drove that to Monterey and back accompanied by Jamal Hameedi, the chief engineer of Ford Performance. This was valuable because I got chapter and verse on how the car came about (in the chicken and egg of which came first, road or race, they both did – the versions were developed jointly, with both teams feeding in their needs and wants) while discovering two people fit better than I expected, and that the infotainment screen is simply lifted from the Fiesta.

Which is puzzling me slightly. Mainly because the seats aren’t very aggressive. You push a flap, the door pops up, you pull a toggle and the pedals slide back to meet you. The cabin is bare, naked carbon, the luxury layer is absent, two levers under the steering wheel control macro and micro adjustment, all of which says “racer”. But the seats are slightly soft with shallow thigh bolsters and mounted a touch high in relation to the rest of the cockpit. As an initial message it’s slightly confusing. I’d expected hard, sculpted buckets, but these make me concerned Ford is aiming the car at, well, a Ford buyer.

Fortunately I can’t find much other evidence of pandering. The 11-litre boot is smaller than most gloveboxes. There isn’t one of those. No cupholders either. Barely anywhere for a phone or wallet. But forget all that, because what matters is the way the cabin makes you feel, which aside from your comfy buttocks, is very, very eager to get going.

The Pacific Coast Highway is weird. It’s Sunday afternoon, the views are stunning and we’re set for a perfect peachy sunset.



**“It’s like I’ve entered dreamland, or maybe California is just one big film set and it’s been locked down for us”**



The TV crew have wrapped, the road's been reopened, but still, at 5pm, everyone evaporates. It's like I've entered dreamland, or maybe California is just one big film set and tonight it's been locked down for us. So I go for a drive. Not hard, just letting the car find its own pace.

The GT doesn't seek speed unless you demand it, doesn't run away with you or leave you clinging on. Instead it moves with you very naturally, seeming to concentrate on communicating all the sweeps and ducks of this magnificent road. Pedals and steering respond smoothly and evenly, it corners without effort, it feels lithe and athletic, unstressed, happy with whatever pace I choose. Sunset isn't a time for forcing the pace, or screeching about, is it? The GT tunes itself into sunset.

One thing: it is very positive on the road. Very. It's like the suspension is rose-jointed, the engine rigidly mounted to the carbon chassis, as if all rubber was banished from its construction. It zizzes and chatters, so although it's content to move gently, I wouldn't call it relaxing. Comfortable? Hmm. The suspension is clearly beautifully damped, and has a lovely dexterity which speaks of long wishbones, but the movements are tiny and taut. This, and occasional jabs of the throttle to provoke the V6, merely serve to heighten anticipation for tomorrow – Laguna Seca day.

The light fades and we head back north. I angle the door mirror so I can enjoy the view *through* the gap between buttress and body as orange fades to purple, to black. I'm surprised the transmission has creep built in, but admire how smoothly it pulls away, that visibility is good, that it's calm and quiet around town.

The car spends the night in the bowels of the Marriott Hotel in Monterey. This is Ford's base, and with the GT's international launch still three months away (we're the first people in the world, outside the factory to drive the car), the engineers are protective of their baby. Photographer Rowan, videographer Neil Carey and I watch it being put to bed, then have a stumble around the underground car park. In a darkened recess we discover a black McLaren 675LT on Michigan plates.

We eat dinner with the engineers at the Turn 12 diner. It's motorsport memorabilia central, inspired by the track nearby. The mood is relaxed as the TV show has finished filming, so for tomorrow the crew shrinks from 30 to just us three. We talk about rivals to the GT, and Hameedi admits they started benchmarking against the 458 Speciale, but then got their hands on a 675LT. We talk about the work Multimatic has done on the long-wishbone suspension and active set-up. We don't talk downforce figures, because Ford won't – that might allow rival teams to calculate how much downforce the racing version produces.

The pit lane at Laguna Seca. For the next seven hours, the track is ours, but at 2pm Ford insists we're gone. I suspect they'll be running lap times on the GT and 675LT. Right now, I'm more concerned about Track mode. It takes a McLaren P1 30 seconds to suck itself down and stick its wing up. You'll have seen footage of the GT doing it. It feels even more mad when you're sat in it – it's the heightened sense of anticipation. A suggestion that the good-natured GT you knew last night is no more.

We're now just 41.7 inches tall and the wheels have disappeared inside the arches. I'm not sure how it's actually able to steer. The simplicity of the cockpit now makes more sense, the presence of cruise and sound controls on the wheel seems superfluous, somehow diluting your enjoyment of the slatted metal paddles and knurled thumb controls.

No matter, as I move up the pit lane I'm instantly aware of a condensed, focused energy. No slack, no slop, just this delicious sense of being strapped to a very honed, precisely engineered machine. Again, I call the seat into question. But my position in the car is faultless, X marking the spot drawn in diagonals between the four wheels. It may have two seats, but I feel almost perfectly



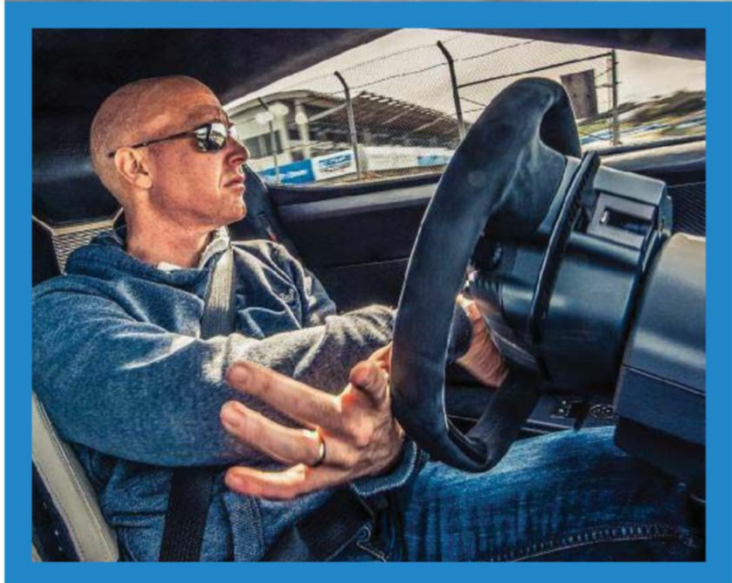
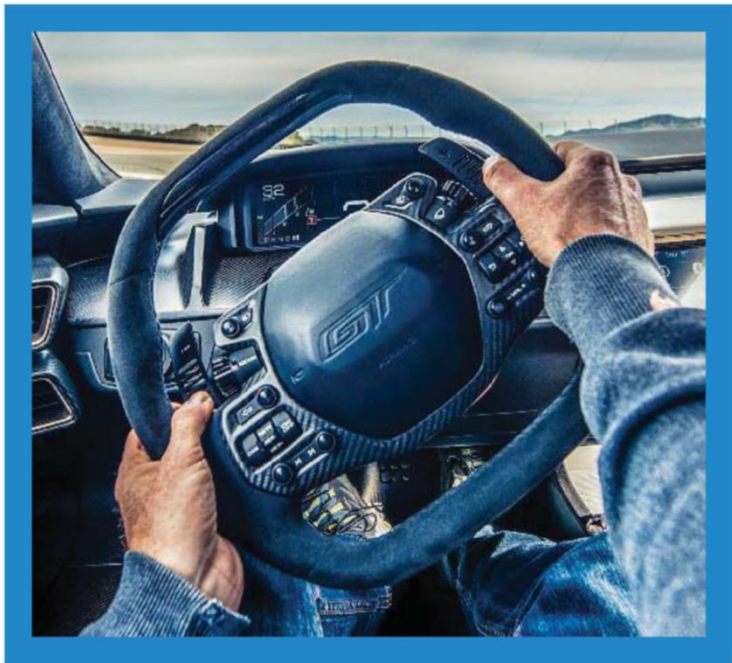




## TRACK ATTACK

Twist the mode knob to 'T', and up pops this graphic, then hit OK and enjoy the plummet... Now check out the clearances in the picture below. Not once did we detect the tyre touching the arch. That's precision engineering.





### FORD GT

**Price:** £320,000 approx  
**Engine:** 3497cc V6 twin-turbo, 647bhp @ 6250rpm, 550lb ft @ 5900rpm  
**Performance:** 0-62mph in 3.0secs, 216mph  
**Transmission:** 7spd twin-clutch, RWD  
**Economy:** 16.8mpg (US figure), n/a g/km CO<sub>2</sub>  
**Dry weight:** 1385kg







**“You very quickly become aware that the GT is a chassis car, not an engine car”**

---



central, shunted inwards, backside equidistant from front and rear axles and about four inches off the deck.

It's like being the conductor of an orchestra – you're not only perfectly positioned to feel what's happening, but also to give instruction. So, when you add in superb hydraulic steering, an ultra-low centre of gravity, tautly controlled movements, superb aero stability and stunning brake power, it comes together as a harmonious whole. It does your bidding. And almost flawlessly, too.

What of the engine, though? Well, for a V6 it's certainly impressive. Noise is... well, there's more quantity than quality. Power is... plentiful. It's not as charismatic as a V8, lacks the ultra-visceral make-it-stop delivery of the 675LT, but blends very well with the chassis. And that's

the thing. You very quickly become aware that the GT is a chassis car, not an engine car. The V6 is there to provide acceleration and to do that as effectively and responsively as it can, but you get your thrills, your value for money, from the handling, the cornering, the suspension.

Once in Track mode, lag is practically eradicated by an anti-lag system, but the power delivery itself is a bit one-dimensional. From both aural and acceleration perspectives there's not much point seeking out the 7,000rpm red line – the good work has been done by 5,500rpm and the gears are closely stacked enough that the next one in the chamber will force you onwards with plentiful urge. It punches very hard indeed, but it's nothing the chassis can't handle, so very quickly you feel

confident using a lot of the power, knowing the brakes, steering and suspension will do what you ask them to.

This set-up is what impressed me most. Around Laguna Seca I could build a rhythm so quickly and easily: there's little weight transfer, so braking into corners doesn't destabilise the GT, there's a slight warning push of understeer at the apex, but that's neutralised by power and suspension geometry, so you exit flat, fast and fearless. It handles heroically well, because the lines of communication are so clear and the behaviour so predictable.

The Ford GT made Laguna Seca glorious. The Corkscrew should be super nerve-racking, but the blind braking zone held no fears, and it pitched in hard, flat and accurate, drove itself down the cliff, scooshed the carbon splitter in the compression, and carried a dizzying amount of speed onwards to Rainey Curve and the addictive camber at Turn 10. There's no downtime anywhere as 647bhp hits the straights hard and clean, no energy wasted thanks to the diff apportioning torque beautifully and the grip generated by 325-width tyres and aero pressure. Small mention here for the seats, which have better lateral support than I expected.

But what's more, it wasn't just efficient but exciting. All those sensations: it was joyful, exuberant, made me want to whoop and sing my way round the circuit. And when we did some skids for the camera, proved to be as delicately balanced beyond the limit as at the limit. That may seem irrelevant, but it's the sign of a well set-up car when throttle, steering, back axle and suspension prove to be so biddable.

That the Ford GT is better balanced than a McLaren 675LT I have no doubt. I don't think its engine is as eye-popping as the McLaren's, but as a package it's right up there. It's a pure driver's car, a faithful representation of a road-going racing car and true to its origins. If it looked less radical, I think Ford would struggle to justify the £320,000 asking price, but that's the point. This is what it looks like, and it looks like this because aero said so.

Time to go. The temptation to lurk behind a tree while Ford battles McLaren is strong, but I've seen and experienced enough today. I'll let that particular mystery live on a little longer. Right now I'm just happy the Ford GT is every bit as good as I hoped. **TG**

**“It made me want to whoop and sing my way around the circuit”**



## WING THING

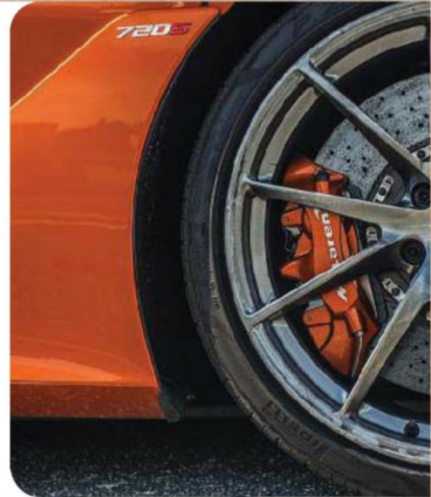
The GT has an active wing. It flips up under braking, trims itself automatically and is lowered for vmax mode.



The Corkscrew. Not only Ollie's favourite corner, but also his favourite perm style



**BORN**

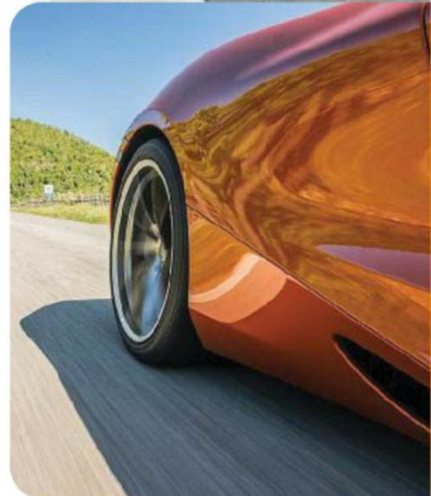


**SLIPPY**



Six years on from the paint-by-numbers MP4-12C, has McLaren finally learned that science isn't everything?

WORDS:  
PAUL HORRELL  
PHOTOGRAPHY:  
LEE BRIMBLE









pen this new McLaren and insert a fat bloke into the passenger seat. Add another one, strapped across its rear wing. Fill the boot with bottles of their beer. There. Now you've equalled the weight of a Lamborghini Aventador SV. And yet the McLaren's new twin-turbo V8 is only a few horsepower shy of what Italy's dozen finest cylinders can muster. Thanks to two turbos, the British car actually yields a whole lot more torque. Now release your victims (it was a thought experiment, OK? *TG* does not condone kidnapping) and return the McLaren to its manufactured weight. With just you on board, it'll send the McLaren, as if on a trebuchet, from a standstill to 125mph in 7.8secs. Seven point eight. The boss Lambo is still clawing towards that mark for another 0.8secs.

The 720S's performance pretty much hits it out of the park. Full-noise away from an Italian motorway toll booth or slip road, it's quite the rocketship. The gears shift so fast they kind of merge, but once you're into fourth it's plainly possessed of the wherewithal to resist the usual decline in acceleration. I know this because I later tried it on a track, and the sensation is that speed simply reinforces its greed for yet more speed.

To an extent, this isn't even an illusion. As with Ferrari's turbo V8 (and also as with the 675LT, although McLaren made less fuss about it than Ferrari), the 720S's engine delivers more as you climb the gears. There's a different boost map for each gear, so that in the low ones the mid-range torque is moderated. That keeps wheel-spin under control, and also makes it feel more naturally aspirated since with reduced boost there's less lag, and it means it's worth climbing right to 8,200rpm to collect the full 710bhp (720ps).

So it doesn't feel *too* turbocharged. That isn't the only reason of course. It's now 4.0 litres instead of 3.8 and is heavily reworked

in other ways. It answers the pedal sharpish at mid revs, and if you keep it planted then the red line exerts a black-hole gravitational pull on the rev needle.

Its noise begins soft and smooth, and as you climb it progressively strengthens its tenor. But that's it. Progressive and well-mannered. Only in a car fitted with the optional sonic combo of intake resonator and sports exhaust does the music change from earbuds to actual gig. From 6,000rpm upwards there's real excitement there. Even so, it's recognisably the sound of a turbo engine and, as when I drove a 488, my fingers involuntarily type these words: Audi R8 V10.

But, of course, McLaren is leaving space here for an LT model of the new series. The engineers' 720S target was that it can be almost as fast and engaging around a track as the last 675LT. Yet by the same token, if specced with electric seats and the quiet pipe, as refined and comfy as the 570GT. I'd agree this highly stretched aim has pretty much been met.

It'll hum through a town with a soft throttle, gently greased take-up of its clutches and very little noisy disturbance of the streetscape beyond this one's loud orange paint. On a motorway, there's some tyre roar and slap over expansion joints, but otherwise it just hums along. And it's so usable. A front boot is augmented by a big space behind your head. The infotainment system is worth the name, and in contrast to the 488's and R8/Huracán's, is shared with the passenger. The doors open diagonally, so they don't need much space alongside the car and they present a huge aperture through which you drop to your seat. Once there, your outward vision is panoramic. The door-hanging and the vision are intrinsic advantages of the new structure, which uses carbon fibre for the pillars. It's so strong they can be made uncommonly thin, and the ones behind you are split into two fine spars with glazing between.

**“Full-noise away from an Italian motorway toll booth, it's quite the rocketship”**





In traffic, and I'm talking the mayhem of Rome, it's a huge confidence-booster to be able to see so much.

Looking backward is all very well, but this is a supercar and we need to see ahead. For that we have deep windscreen pillars far back, and LED active headlamps. Even the instrument panel does its bit. The readout doesn't just alter its graphics depending on need and situation. That's so last-year. It also physically moves. Go to track mode and it drops towards you to show only the vital info, via a second shallow screen embedded in the panel's edge.

Cabin theatre doesn't stop there. It's a swoopy space, the architecture of dash and doors and sills all positioned with the

degree of craziness a supercar requires, but at the same time remaining usable and comfortable. The switches and selector knobs are knurled metal, the work of human craft. It's special, but the operating logic is friendly. You can have carbon-fibre fixed-back buckets, or electrically adjustable seats that still maintain a determined grip on your skeleton.

Sorry, I've approached things inside-out. The outside is a thing of beauty. You probably don't want me to waste your time regurgitating designer claptrap about "form following function", or "if it looks right it is right" or "taking inspiration from the wind-driven shapes of nature" or the most worn-out of the lot:

## MIND THE GAP

To keep the car's side view neat, a non-turbulent layer of moving air is channelled into a sandwich between door inner and outer panels. You see it when you look down on the car, or open the door. This feeds the main engine air intakes

## SPOILER ALERT

Just ahead of the rear spoiler, intakes on top of the car gulp air into the main water radiators. When the spoiler's up at speed, it creates more pressure there and forces more air in. It exits out of the mesh between the rear lights



## SEE THE LIGHT

The headlamps sit in 'eye sockets' rather than mounting flush in the surrounding panels. Air rushes past the LEDs, feeding the low-temperature radiators for the aircon and transmission coolers. Layout helps keep the light beam cleaner than faired-in covers

## MINTY AERO

Lower intakes feed the brakes. Air is also bled out by vents behind the headlamps, going past the front wheels in a curtain, to be cleaned up by sweeping boards attached to the doors. Aero efficiency, as downforce versus drag, is twice as good as 650S

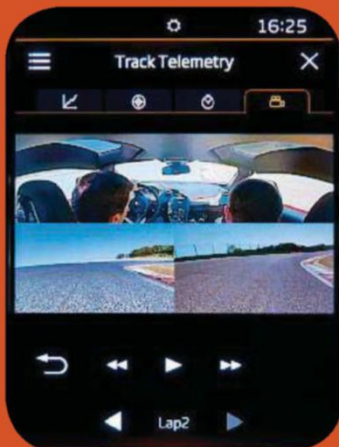
# 720S AERO

All you need to know about the McLaren 720S

# TRACK MODE



An optional track telemetry kit links into the car's electronic bus, plus a set of cameras, and maps of tracks



It records every fraction of a second of every lap: the cam-feed, plus dozens of data points from the car



Look back at speed, throttle, steering, brakes, g-force, and many more. Then download to USB for further analysis, you geek



“it looks like it’s moving even when it’s standing still”. And yet, as a shorthand, maybe they’ll do. The front end has a shark-like profile, and the air intakes around the headlamps give them an eye-like nature. The side profile is stretched, for two reasons. First the gloss-black glass bubble effectively lowers the painted bodyside, and also because the doors and wings hide their air-channelling. Instead, you have a smooth dune-like surface that dances with the light. The outer panels are aluminium, because it can be painted to a better finish than carbon fibre.

Round the back, it’s long and low. In fact the engine’s top is significantly lowered versus the 650S’s. The engine is lit by red LEDs when you first unlock it. The tail-lights, more LEDs, define the swelling form of the rear wings. It’s lovely. One quibble: the number of cut-lines in the cockpit, because of all those pieces of glass and the doors carving into the roof, make matters a little messy in the rear-three-quarter view. But the tint of the glass helps disguise it, and anyway most onlookers will be gazing at exhausts and transmission casing, visible through big grilles as if in museum display cases.

Above those mechanical parts, a compound-curved spoiler is raised, angled and lowered again at the behest of a complex series of algorithms whose inputs include the aero mode you’ve selected and the speed you’re going. Plus whether that speed is rising or falling, and how much you’re steering – respectively DRS, air-braking, or downforce.

At the moment, I’m on the road and the corners are too tight for downforce to play. Here I’m all about the fun, not about the absolute grip. Every other carmaker claims that electric steering is needed to save the odd gramme of CO<sub>2</sub>. I’m not convinced: its endless march is being perpetuated by the fact it enables lane-keeping and self-parking and other stuff



that has little place on a sports car. But whatever, McLaren has dug its heels in and stuck with the hydraulic sort. It's even improved the system, via front-end geometry changes.

The result is magical. This is no mere command-and-control apparatus from you to the tyre treads. It talks back, engaging you with endless *billets doux* on the state of affairs down there. Yet it has discretion too: despite all the feedback on grip, it never blurts too much about potholes or cambers. It filters these out amazingly effectively. The weight and gearing are spot-on too. It appropriately draws itself back to the centre whether out of a second-gear hairpin or a long motorway curve. And it avoids the fashion for gearing that's so high it's nervy. No, this system remains calm and collected, even as you ask it to do hectic works.

The coolness of the chassis' reactions stems in part from McLaren's cross-linked adaptive (they call it proactive) suspension. It was present on the 650S and 12C, but for the new car it gets more sensors and operates with even more boffiny complexity and lightning speed. Fluid pipes link across the car, giving roll control. And conventional electronic damping control adds to the mix. Despite years of attempting to get my head around this system, the only thing I confidently understand is that I don't understand it.

That doesn't mean I don't know it's working.

If you think Britain's roads are unkempt, you've never been to Italy. Some of the roads north of Rome where I drove the 720S were diabolical. It's a lot cheaper to put up a load of "bumps"



warning signs than it is to fix the bumps. So I'm using comfort mode a lot (the 720S offers Comfort, Sport and Track, each putting a successively high priority on control and grip over a smooth ride). A lot of sports cars aren't happy in their Comfort modes, because the dampers are then too floppy for the springs and anti-roll bars. Which makes them wobble from side to side and float a bit. Not the 720S. Because it can modify damping and roll stiffness, it keeps a level head as it passes over lumps and ridges and dips and craters.

Oh, and by the way, there's little wheel hop, because McLaren's used new wishbones and uprights that total 16kg lighter than the old ones: the car soon tells you its unsprung mass has fallen.

Yet the moment the need presents itself, it can stiffen itself in roll as well as damping, so the Comfort mode is actually all you need for most road driving. In too many cars you're ceaselessly fidgeting the knob between different chassis modes without ever being satisfied. In the McLaren, Comfort or Sport modes are both perfectly OK, both beautifully harmonious in themselves.

Most bewitching of all, though, and equally most surprising, is the stream of chat you get from the chassis long before you're at the limit. So many cars with huge grip are pretty much mute until you're about to exhaust it. That's boring, because on the road you seldom will. If you want to have a good time all the time, the 720S is your supercar. You're always in the loop about the state of the front-end grip and the rear-end traction, and the remaining reserves of both. And if the chance does present itself, you can be confident of probing them.





### **McLAREN 720S**

**Price:** £218,020

(£253,740 as tested)

**Engine:** 3944cc, twin-turbo  
V8, 710bhp, 568lb ft

**Transmission:** 7spd  
dual-clutch auto, RWD

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

**Economy:** 26.4mpg,  
249g/km CO<sub>2</sub>

**Weight:** 1419kg



# “As always with this car, it sends out the town crier good and early to tell you what’s happening”

And then to the track. Time to switch to Track mode. This one really locks the car to the tarmac. The chassis-control system’s job description now becomes keeping the tyres upright and consistently pressing down. The active aero does its bit, securing you to the ground with vehement intensity through fast curves.

The renewed rear suspension geometry is supposed to make things more stable under brakes, though I never noticed that was a problem before. Anyway, as the air brake rises, it pushes down on the rear tyres so they can carry more braking load, again keeping things straight. That’s why you stand up and lean backward on your pushbike when you’re braking hard over bumps. The brakes themselves have epic power, which is a mighty fine achievement considering how velvety-progressive they are at road speed. Whether in the positive or negative longitudinal direction, this car has properly sewn up the business of the second derivative of distance over time.

As you’d expect, if you come into a corner too suddenly it’ll understeer a little. Only a little, because the brake-steer gadget is retarding the inner rear wheel and pivoting the car to your advantage. Lift off and the tail begins to move out. But as always with this car, it sends out the town crier good and early to tell you what’s happening. On a long corner you get time to feel this balance, because you mustn’t get on the power too early. There’s just too much of it. They’re grippy, those back tyres, but give them a chance. It’s like trying to fill a paper cup with a fire hose. You’ve got to get a good grip on the cup before you turn on the water or it’ll be jetted out of sight. So, get a good view of the exit before summoning the turbochargers.

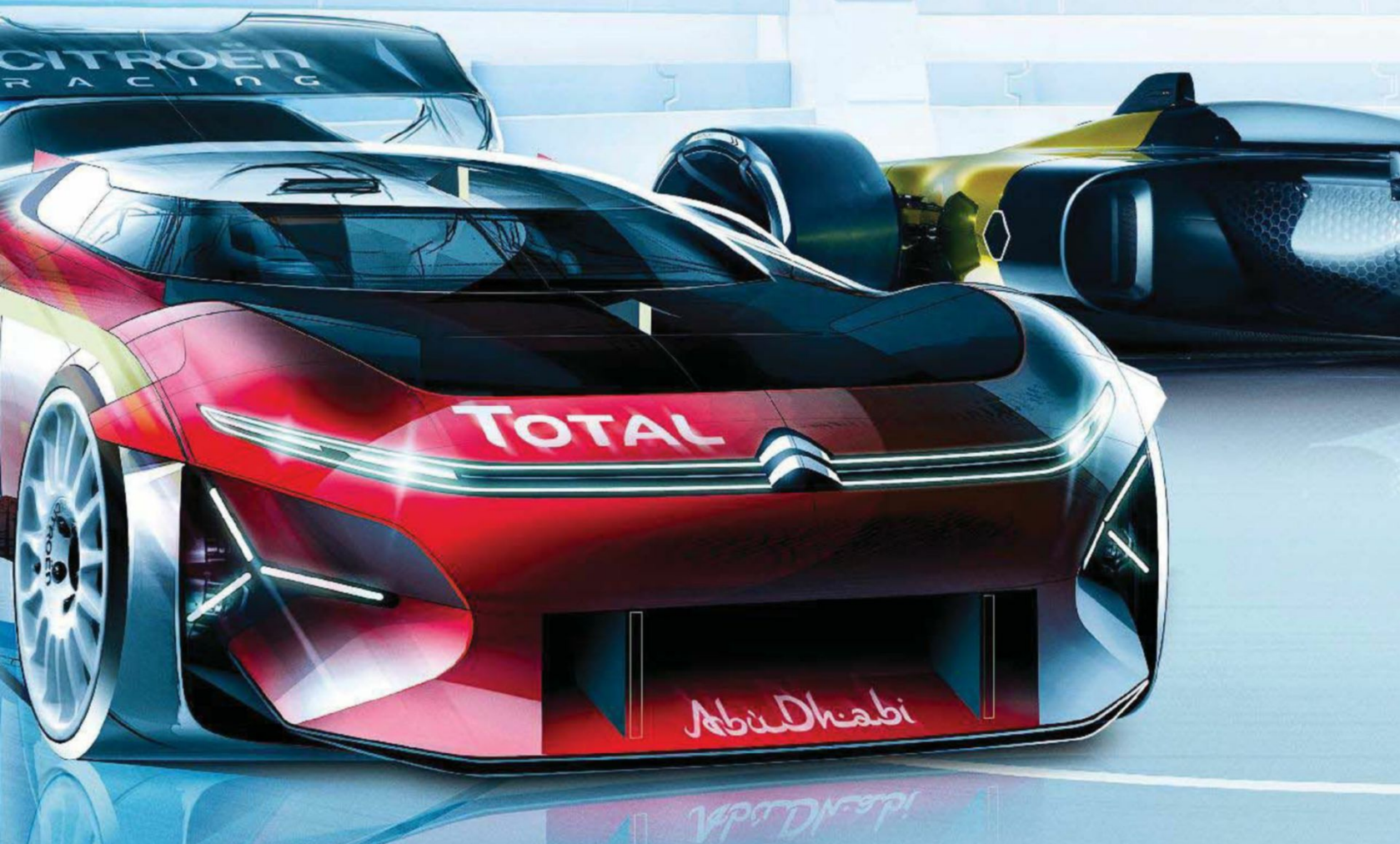
With that comes a departure down the straight with almost ridiculous haste. Or, to taste, a bit of a slide. The slidey business isn’t controlled just by how you’re driving. It’s also affected by the

positions of a few controls. Touch the ESP button and it’ll let the car move around more. Or get into the touchscreen and summon variable drift control. This is basically a set of calibrations for the traction-control part of ESP. Move the slider down and it’ll cut the power early and you can’t spin. Move the slider up and you go towards a state where intervention is more lax, and at the extreme setting, absent. In the upper portions of the scale, if you don’t actually add some opposite lock or reduce the throttle yourself, you can spin. It’s not a hero button then. Get it wrong and you could still land up, depending on your luck, embarrassed, poor, or hurt. McLaren people now wonder if the drift control part of the name was wise after all. It’s a track trainer. Well, fair enough to have this sort of thing on this car. It’s not a car for car-park burnouts. It’s at home on a track, and not just awesomely competent like a racer, but ready to give immense fun as it goes. Even when, as in my case, it’s manifestly better than its driver.

After a day encompassing all these conditions, we need to sum up the 720S. But that’s a troubling job. Because it’s almost all peak and no trough, it doesn’t lend itself to caricature. If not, does it have a character? The first new-generation McLaren, the 12C, was also a dramatically competent car for its time, yet it was called soulless. Now we have the second full generation and again it’s a car with immense speed but a surprisingly subtle nature. But this time, don’t pigeonhole it the same way.

Some people, when you first meet them, dazzle you with their creativity and enthral you with their humour. And their dominant nature slowly starts to drive you mad. Others reveal themselves to you more slowly yet end up, because of the mutual understanding, as the ones you really want to spend your life with. That’s how the 720S is. It’s not about telling you how great it is. It’s brilliant, but it brings you along. **TB**

# COMING TO A NEAR YOU...



# RACETRACK IN 2027

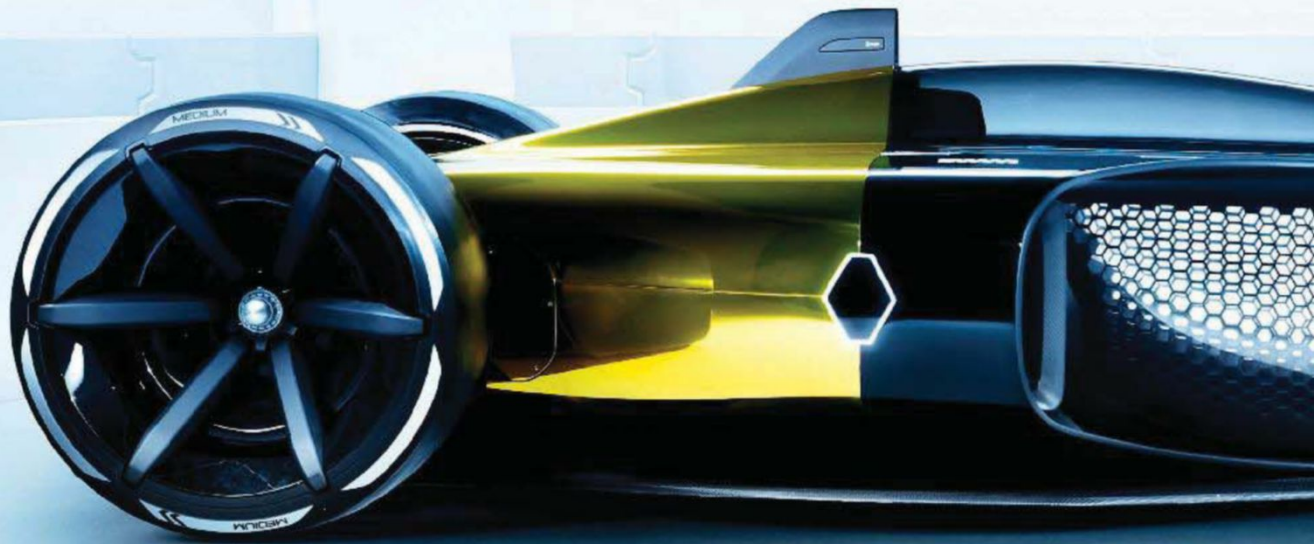


Ten years is a long time in motorsport – who knows where we're heading? Cue Renault, Porsche and Citroen with their crystal balls...

WORDS: JACK RIX /  
PHOTOGRAPHY: WILSON HENNESSY

**For car manufacturers, 10 years is almost tangible.** New cars we're writing about this month began on a sketchpad five years ago, and were twinkles in their designer's eye eons before that. In motorsport, 10 years is an ocean of time, whipped up by abrupt regulation changes, technological breakthroughs and fickle fans. It's impossible to predict where top-flight motorsport will find itself a decade down the line. But that hasn't stopped us from prodding the greatest minds in the sport until they agreed to speculate.

It's all Renault's fault. Once we got wind of the R.S. 2027 Vision F1 Concept, we set about convincing the reigning Le Mans 24hrs champion, Porsche, to have the same hypothetical conversation about an LMP1 prototype for 2027, before sketching its ideas, just for us. Then we asked Citroen Racing, the most successful team in WRC history, to do the same. The results are radical, but in all cases grown from the seeds of technology that already exists – you'll find no flying cars or nuclear fission here...



# FORMULA ONE

**L**et's start with the facts and move on to the why. Renault's racer of the future is a real thing. Not real as in Nico Hülkenberg could sneak off in it for a hot lap anytime soon, but it's a physical model with a bevy of theoretical numbers attached. Utilising hybrid power, the Vision concept has a turbocharged V6 as well as a KERS system running 500kW (nearly five times current cars) thanks to not one, but two KERS-K units, at the front and the rear.

These feed high-capacity batteries, which are twice as dense as those currently in F1 cars and power two 250kW electric motors on the front axle. Yep, this Formula One car is 4WD, and has 4WS. It's also mighty powerful, as in 1,340bhp powerful, and thanks to a 3D-printed bodyshell made from advanced composites, a smaller fuel tank (capable of carrying 60kg of fuel, compared to

105kg today) and a refreshing lack of aero addenda, it weighs a mere 600kg. Should be quite a handful to drive, then, which is precisely what Cyril Abiteboul, MD of Renault Sport Racing was after.

"We've started to lose a bit of interest and respect for the driver because people think they can do what F1 drivers are doing. We need to change the perception of how difficult it is to drive these cars. We must have respect for what the driver is doing and when you look at them you must think to yourself, 'Wow, I couldn't do that.'"

That's the thinking behind the see-through, honeycomb-patterned closed cockpit - reducing drag down the straights, improving safety (the canopy is framed by two titanium pop-up roll-over bars that fire up in milliseconds should the car capsize), and placing the driver where the fans can see them - recasting them, not the tech, as the hero. By 3D-printing the entire fuselage, the seat can also



**ACTIVE AERO**

It's all about pop-up spoilers. Well, it is when the cars look this slippery with them tucked away, but still stick like glue in corners. Adjustable suspension gives the driver more options mid-race.

**CLOSED COCKPIT**

A 3D-printed goldfish bowl in which the driver is cradled, on full display, brings the attention back to the human. Added benefits include safety, reduced drag and looking ridiculously cool.

**WHEELS**

Rubber is the same width as 2017 cars, low-profile alloys are a little far-fetched, while LEDs embedded in the wheels form an image when the wheel spins. Could show race position, how much energy remains, or an ad...

**KERS**

A system five times more powerful than today's loads up a pair of batteries, that unload through two electric motors (335bhp each) on the front axle. Boost in final laps is controlled by fans' like or dislike of the driver.



be integrated into the shell and custom-shaped for that particular driver. Hell, the entire car could be custom-sized to the driver's measurements, placing the wheel and pedals all in the perfect positions without a booster cushion in sight.

If you're a fan of the minimalist F1 cars of the past, Renault's got your back, too. Over to Stéphane Janin, head of concept design: "In my team most of us were big fans of F1, but are a bit disappointed, to be honest, by the look of the cars now. In the past you could understand how it worked just by looking at it. We wanted to go the opposite way of these modern cars with so many little winglets and stuff that you can't understand the shape of, hence the soft and clean body." Beautiful, isn't it? It just looks fast, even parked up on the grid, and the lack of obvious downforce adds just a soupçon of danger.

Of course, it can still drill its tyres into the tarmac, but via an active pop-up rear spoiler rather than a fixed one, and the aero isn't the only thing that's active; the suspension is too, to allow for set-up changes mid-race. And then there's the clever stuff. A pure EV mode allows it to creep around cleanly and silently in the pits and on formation laps, and an autonomous setting – signalled by the huge C-shaped LED lights at the front illuminating – can be activated remotely by the stewards, making safety



cars redundant and eradicating false starts after an accident and dodgy overtakes under a yellow flag.

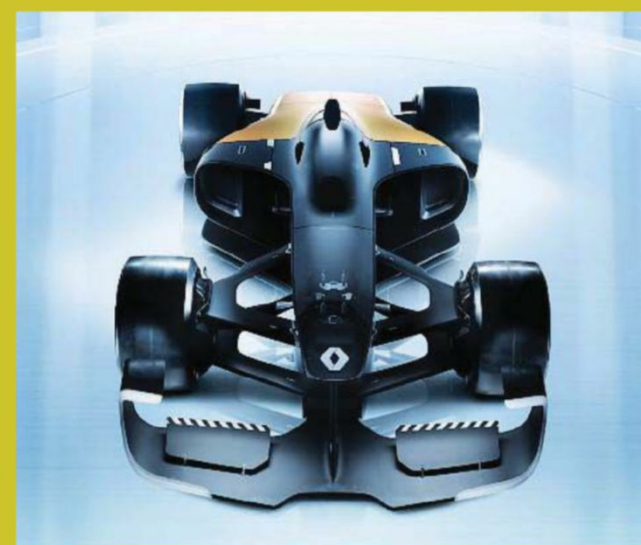
There's also LED lighting incorporated into the wheels that forms an image when they spin, showing what position the racer is holding, how much energy they have stored or – if the coffers are running low – providing handy advertising space. There's even a digital display in the centre of the steering wheel that tells each driver their "fan ranking" position. This ranking is determined by spectators' interaction on social media, rewarding drivers on the track with an additional boost of power in the last laps if they do something entertaining or exciting. But also punishing them if they're idiots.

Renault also wants to change the race format. Friday night would see a Rookie Night Race, featuring the teams' reserve drivers and drivers in their rookie year. The main race on Sunday would be divided into two parts: a long race and a second, shorter sprint known as the Final Sprint.

So why do a concept like this? "Because I have no doubt that F1 is a product that can be improved," Abiteboul tells us. "I think we've already made a big step between last year and this year, but F1 is always about constant refinement and improvements. I'm not saying what we have today is bad, I'm saying it will have to evolve. If you don't evolve, you're dead."

### LIGHTS

Renault reckons F1 will leave the full autonomy to Roborace, but, in a safety-car situation, the driving would be handed over to the computer to enforce single-file running. Lights on the front wing tell you the computers have control.



**“The entire car could be customized to the driver”**



### ENGINE

A turbocharged V6, drives the rear wheels. Combine that with two electric motors at the front and you've got 4WD, 4WS and 1,340bhp pushing 600kg. That's more like it – we want to see the fear in the driver's eyes.

**WEIGHT**

A current Porsche 919 weighs 950kg including the driver, but that's with a turbo V4 and stacks of those old-world lithium-ion batteries on board. Even more carbon and a miniaturised powertrain will bring big savings.

**ENERGY**

LMP1 rules work like this: your fuel allowance depends on the amount of electricity you use per lap. More electricity, less fuel. Come 2027 more elec' will be the norm, so will a smaller engine. 3cyl Porsche, anyone?

**SLIPPERY**

Key to winning Le Mans is how efficiently you can use the shrinking parcel of energy the FIA allows. Current cars already coast down part of the straights to conserve it – so expect a move to ever more slippery shapes.



## ENDURANCE RACING

**E**

asily the trickiest assignment of the three, this one. Porsche was happy to sketch out its endurance racing vision, but wouldn't talk about any of the theoretical

technical details – the speculation was up to us. Boo, hiss. They were wary about two things: giving away any information about future tech that might give their competitors a leg-up, and giving the impression that this was them committing to the sport for another 10 years – they're not, necessarily. Hard to blame them for being cautious about their future – even Audi, who stuck around for 18 years, collecting a baker's dozen of Le Mans 24hrs wins in that time, ducked out recently, swapping its phenomenally expensive WEC campaign for the more cost-effective and squeaky clean Formula E.

Then there's the issue that its closed-cockpit, 2016 Le Mans-winning LMP1 prototype – the 919

– already looks like something from a decade down the line, and already combines petrol and electricity (via a 500bhp 2.0 V4 turbo and two hybrid systems, producing up to 750bhp) to devastating effect.

So where to from here? Well, fair to say top-flight prototype racers won't be dialling down the extra-terrestrial aesthetic anytime soon. Porsche's 2027 LMP1 racer is as alien as you'd expect, but elegant in a way that the bluff front end of the current LMP1 crop simply doesn't permit. The gentler, more organic radius for the wheel pods and the lower, smoother roofline show the emphasis will move on from ever-increasing downforce, to reducing drag and hiking up terminal speeds on the Mulsanne Straight – even the spokeless wheels are in on it. Downforce will be present and correct, of course, just more carefully managed by fins behind the rear wheelarch, gaping Ford GT-style cavities between the fuselage, surfboard-sized side sills and

rear wheels, and a socking great front chin spoiler, diffuser and a rear wing mounted on what appears to be a moving arm.

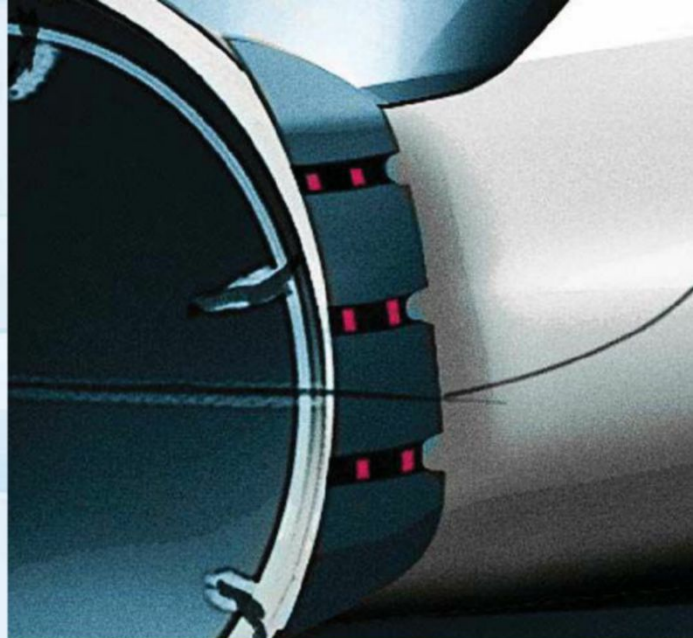
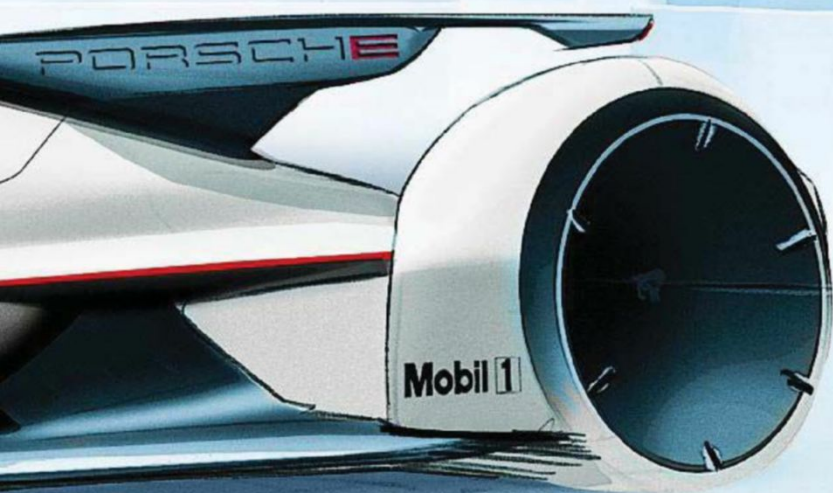
Dare I say there's a little Aston Martin Valkyrie in the passenger cell? A sprinkling of McLaren X-1 concept in those stretched rear pontoons? Some Bugatti Vision Gran Turismo in that dorsal-fin spoiler? OK, you get the idea, it's chocka with design cues only the planet's most extreme four-wheeled creations can pull off.

The powertrain? No spec sheet, but the designer has all but spelled it out for us. The 'E' in Porsche, highlighted in red signifies significant electrical assistance, as we'd expect, and unless Mobil 1 is about to branch out from synthetic engine oils to battery coolant any time soon, the other suggestion here is (just like our 2027 WRC and F1 cars) petrol, and therefore noise, will still have an important role to play. Hip hip, and indeed, hooray.



#### POWER

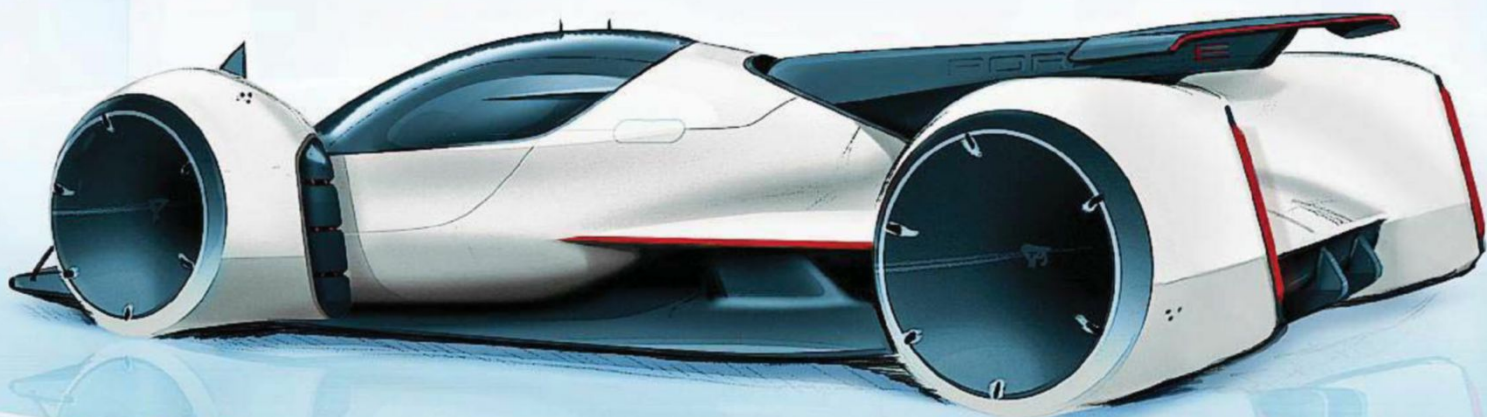
Expect maximum output approaching 1,500bhp but with more efficient energy recovery systems and better battery density, the 'E' element will take a leading role. Four-wheel steer, 4WD, and full torque-vectoring to each wheel.



**“Porsche’s LMP1 racer is as alien as you’d expect”**

#### WINGS

Will this car produce more downforce than the current 700kg at 80mph? Possibly, but active aero, like a yoyoing rear wing, means downforce only where it's required (in the corners) – and minimum drag elsewhere.

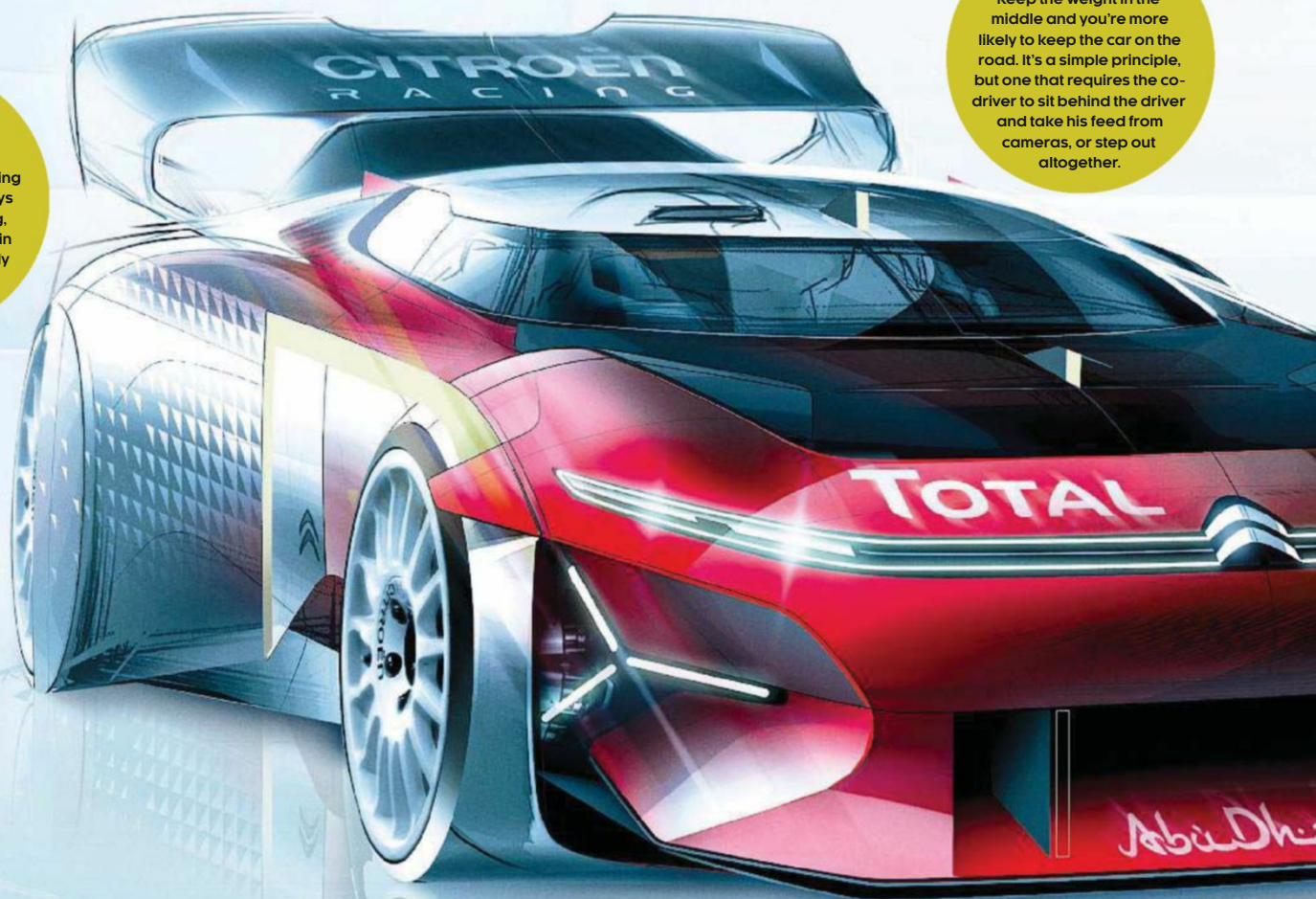


## WING

Surely too much downforce eventually prevents a WRC from moving as it needs to? Not so, says Citroen – hence this wing, side skirts and a front chin spoiler that could happily double as a plough in wintry climes.

## DRIVER

Keep the weight in the middle and you're more likely to keep the car on the road. It's a simple principle, but one that requires the co-driver to sit behind the driver and take his feed from cameras, or step out altogether.



## WORLD RALLY CHAMPIONSHIP

**T**he World Rally Championship is experiencing something of a resurgence in 2017, and it's not just a mildly dull F1 that it has to thank. Between inspired rule changes (that have attracted two new works teams and spawned spectacular cars with more power, more downforce, active diffs and wider tracks), four different winners in the first four races and Kris Meeke forgetting what the difference between a car park and a road is, it's once again become the series to watch. But where does it go from here? The drivers can't get any braver, the bobble-hatted spectators can't get any dafter, so how does WRC stay relevant and exhilarating? We spoke to Alexis Avril, project manager for Citroen Racing's 2017 car, and here's how.

First off, the outrageous aero (we're looking at you, Toyota) isn't about to calm down anytime

soon. Sure Citroen's sketch is exaggerated for effect, but there's clear intent there to increase the rear wing, the rear diffuser, the side sills and the protruding chin. Ground clearance appears to be a secondary consideration here, although that can always be added in later. According to Avril, "You can never have too much downforce." Sounds like our kind of guy. Citroen's designers have even envisaged a semi-closed, Honda Insight-aping rear wheel to reduce drag and capture vital tenths on those rarest of WRC sights – straight bits.

Under the bonnet of this suspiciously low-slung future C3? Downsizing gone mad. "We imagine something like a 1.0-litre turbo, maybe even less. Three cylinders, maximum, with hybridisation of course to help drive the front wheels in certain specific stages. Four-wheel drive and four-wheel steering" Avril explains. So 400bhp-plus, from a 1.0-litre or less with some electric assistance.

Compensating for the weight of the hybrid batteries will be a carbon-fibre-intensive construction, and aluminium in parts where there's currently steel – a fair reflection of the sort of materials mainstream superminis should be using come 2027, but Avril's biggest weight-saving measure cuts 70kg in one swoop – ditching the co-driver. It's radical, we know, but hear him out.

"For safety, we know that having the crew close to the centre of the car is important, so why not have the co-driver behind the driver in the centre, or better still lose them altogether? Technology could effectively take over the co-driver's job, and feed automated notes to the driver."

Anyone that's carved up rally stages on their home console will know a computer is more than capable of delivering the right note at the right time. And if it also improves safety and speed, then co-drivers could soon be a relic of the past. **TB**

### ENGINE

Want to keep the lineage to your road-going supermini real? Then WRC will have to keep embracing downsizing and electric assistance. A 1.0-litre turbo 3cyl with e-boost delivers a 400bhp-sized hustle here.

### STEERING

You could argue, as a 2017 WRC car slides by, that the rear tyres are very much for controlling the car's direction. But in 2027, there will be a new meaning to "steer from the rear" with 4WS boosting agility and stability.



**“The biggest weight-saving measure cuts 70kg – ditching the co-driver”**



### MATERIALS

As prices for aluminium and carbon fibre decrease, even superminis will feature exotic composites. The WRC car will broaden their use and drastic weight cuts will be made, leading to even faster straight-line speeds.



If you go down to the woods today in search of hairy creatures, you need an unassuming, unobtrusive car. Tiptoe this way, Volvo V90 Cross Country...

WORDS: TOM FORD / PHOTOGRAPHY: MARK RICCIONI

Fantastic  
beasts  
and  
where  
to  
find  
them



# Stood on a giant downed tree some 40 feet in the air and dressed like a compost heap with a face,

I can't help thinking that James Bond was an idiot. As spies go, he totally sucked. Yes, I know he has the get-out clause of being fictional, but despite the fact that he's made-up, he still grates. Why? Because he's rubbish at hiding – one of the essential skills of a spy – yet no one ever calls him out on it. And I'm here, in a Redwood forest in the very northern reaches of California, being very good at hiding, and thinking about a game of hide and seek that's been going on for nearly 60 years. Sorry, this is getting confusing already.

I'd better explain.



The thinking so far goes something like this: if you want to hide in plain sight, you do so by being utterly, painfully normal. So glassily *nothing* that you slide off someone's consciousness like soap off stainless steel. You certainly don't turn up everywhere with your Aston Martin cocked at a jaunty angle and your libido spraying everywhere.

Equally, if you're going to sneak up on something, be quiet. Be unobtrusive. Move slowly, and be dull to the senses. If you're unexciting to both eyes and emotions, chances are, you'll be able to get close to your target without being spotted. This week, therefore, I must be the anti-Bond, because I must be both the sneaker and sneakee. I'm going to try to paparazzi a notoriously shy-yet-legendary celebrity, an individual who has a particular penchant for living on a rather large forested estate, and does not do photocalls even when asked nicely. He doesn't do publicity at all. Partly because he's not fond of the camera, and partly because he might not actually be y'know... real.

We're going to find Bigfoot. In a Volvo.

Yeah. Said that out loud. And we're going to do it by being boring. And practical. And a bit Zen. We're going to rely on a joyous and confusing pudding of cognitive dissonance, lazy brand prejudice and blind hope. We're going to use a Volvo and a florist's onesie. It's obvious, really: if you need to do the unnoticed thing, you inevitably conclude a Volvo is suitably dull. Not fast or slow, not expensive or cheap. A grey Volvo 4cyl estate is perfectly anonymous. Fabulously anodyne. Even better, it turns out there is a new version, a V90 Cross Country with some light off-road capability, which makes it even more low-key suitable.

And it is, it has to be said, pretty damn perfect when you're the newest unaffiliated members of the BFRO – the Bigfoot Field Researchers Organisation (a trove of information, should you wish to find out more about our furry hominid friend) and you find yourself in the Redwood forests of Northern California trying to catch a glimpse of what is probably the planet's most famous hair-monger. And it works by being a kind of lightning rod to the romantic notion of a secret population of hairy myths that live in a giant forest. Mainly because Volvos don't do romance or

adventure. They chime with beige and knowing scepticism, practicality, and proven world views.

Except they don't. First problem; the V90 Cross Country is not boring-looking, dammit. It's a mildly lifted V90 wagon (up 2.3in on standard and only an inch or so shy of a steel-sprung XC90) with both extra height and plastic arches, and it looks annoyingly handsome and well resolved. People look at it. They appreciate it. They *notice* it. Which won't do at all. It's also not really got the stealthy slowness that I was looking for – this one's a T6 petrol, which provides 316bhp/295lb ft from a turbo- and supercharged 2.0-litre 4cyl engine and actual performance figures. We would be much less obvious in some sort of Eighties pickup if we really wanted to blend in. Still, you work with what you have and, at least on the long, endless schlep up the Pacific Coast Highway, the V90 proves to be the kind of gently compliant that leaves you with a comfortable glassy amnesia about the journey.

It is utterly brilliant at distance; it has the kind of pothole-soaking ability and absorbent seats that make you glad to be old enough not to care about what people think, and the interior is by far the least intimidating and most emotionally pleasing of the major makers, though the functionality doesn't match some of the German's relentless efficiency. It is, however, constantly surprising: at one point on the trip, we find a beach called Pismo Dunes, pay our five bucks and follow a Baja Beetle down onto the sand, the Volvo filtering some of its 4x4-ness into the slippery surface. And far from being a show pony, the V90 CC actually turns out to have some off-road chops. No, it's not going to be stumpjumping and ditch crossing, but on a very loose surface, this car can build traction like a Land Rover. Its comforting to know – especially when you start splashing through the Pacific in sand with the tensile properties of a bagful of marbles. Suffice it to say though, Bigfoot was not found on the beach.

Still, thanks to the CC's ability to almost teleport distance, it's not long before we're into wine country, a place where, when it isn't being 100-acre almond groves, turns into a kind of extreme rolling hills arrangement, etched with the ranks of vines ready to produce next year's Chardonnay. But even this falls away as the waist of the world thickens and the hills rise, the trees crowding the horizon. And the trees are getting bigger. Mile by mile, town by town, the Redwood forests take over. The roads start to swoop, and the Volvo starts to demonstrate that it can handle bends. And then, suddenly it happens... and we get mugged by serious arbors.

These aren't trees, they are wooden tower blocks; 30- and 40-foot boles, creviced and cracked with a thousand years of seasons. Megafloora. Alive. The world's biggest and tallest trees, and some of the world's largest living entities. The V90 looks like a toy. Stop, and the megaforest pauses with you, watching, breathing, silent. As if it's considering your next move. And then, when it decides you're not a threat, it gently revives itself; birds start



Believe it or not, there's a V90 hidden somewhere in this image. Can you spot it?



“Stop, and the  
megaforest pauses”  
with you, watching”





singing, there are rustles and flutters from too many angles to count, life, gnawing, chittering, chirping life. But there's a feeling here – I swear I'm not making this up – of the forest being present in more than just the sense that it's full of great big trees. A 40ft tree trunk is impressive, but when you think that these things are hundreds – if not thousands (some of the sequoia are thought to have seen 3,000-years-plus on this planet) – of years old, and they're *alive*, you get the feeling that sentence isn't that far a jump to make.

Or maybe it's just imagination. After all, if these behemoths were conscious, it would be on a timescale so vast that we'd flutter too fast to be noticed, not even a blur in an aeons-long photographic exposure. But there's something going on, in the same way that concrete city centres feel innately brutal and dead and sharp-cornered. The forest is alive. Am I being watched? Of course I am. There's a crow cycling its head from side to side to figure out if I may drop some tasty morsel, some sort of squirrel off to my left, and just moments ago I saw a cat-sized ball of greyish fur shotgun into the undergrowth. It's a place made for legends. And we, as humans, love a bit of legend.

It goes a bit like this: folklore all over the world often refers to ape-like man-creatures living in out-of-the-way places. There's the most famous, our North American Bigfoot – or Sasquatch (a First Nation Halkomelem word anglicised and warped around western syllables), the Florida "Skunk Ape" – named after the nose-wrinkling stench that it supposedly carries with it – and in more defiantly foreign climes (Nepal, Bhutan and Tibet), the Yeti. But these are just the best-known – there have always been legends of wild men and ape-men and things that walk on two legs that aren't quite human. But the reason we struck north from Los Angeles has nothing to do with American Indian legends and more to do with a much debated and hotly defended/derided short film shot up here by two men who claimed to have captured documentary evidence of Bigfoot. It's called the Patterson-Gimlin film, and it was shot in 1967. Blurry, shaky footage that apparently shows a two-legged ape-thing striding confidently along through the woods and looking back at the camera. A film that has caused raging debate, although I'm afraid it looks shambolically fake to me.

But there's still science to be had here. Bigfoot is a cryptid, according to the Oxford English "an animal whose existence or survival to the present day is disputed or unsubstantiated; any animal of interest to a cryptozoologist"... the key words I'm going for here are "disputed" and "unsubstantiated" – because they don't say "fake". So off we head to the big forest, towards a place called Willow Creek in Humboldt County, the place where Bigfoot was first sighted in 1958. To a place called the Bigfoot Scenic Highway. Which sounds like as good a place to start as any...

Unfortunately, the world's biggest museum of Bigfoot in Willow Creek is... er... shut. So we decide to mount our own random search and simply head out into the forest. To disguise myself, I have purchased a thing called a ghillie suit – which is my ridiculous lawn-spec tracksuit. High fashion in the forest, apparently. And lightly remarkable: watch me walk into the forest and turn so that you can't see my face or my



**VOLVO V90 CROSS  
COUNTRY PRO T6 AWD**

**Price:** £39,755

**Engine:** 1969cc,  
4cyl turbo- and  
supercharged,  
316bhp, 295lb ft

**Transmission:** 8spd  
automatic, 4WD

**Performance:** 0-62mph  
in 6.3secs, 143mph

**Economy:** 36.7mpg,  
176g/km CO<sub>2</sub>

**Weight:** 1834kg

boots, and... I've gone. I'm not even wearing deodorant, thinking that the strong smell of Lynx Africa might give the game away to sensitive Sasquatchian noses.

It is at this point I remember that in August 2012, a man in Montana was killed by a car while "perpetrating a Bigfoot hoax using a ghillie suit". There is another documented case of a man being accidentally shot by inebriated friends while pretending to be Bigfoot, and I decide that running as fast as I am able through the Redwoods is possibly not the best idea I have ever had.

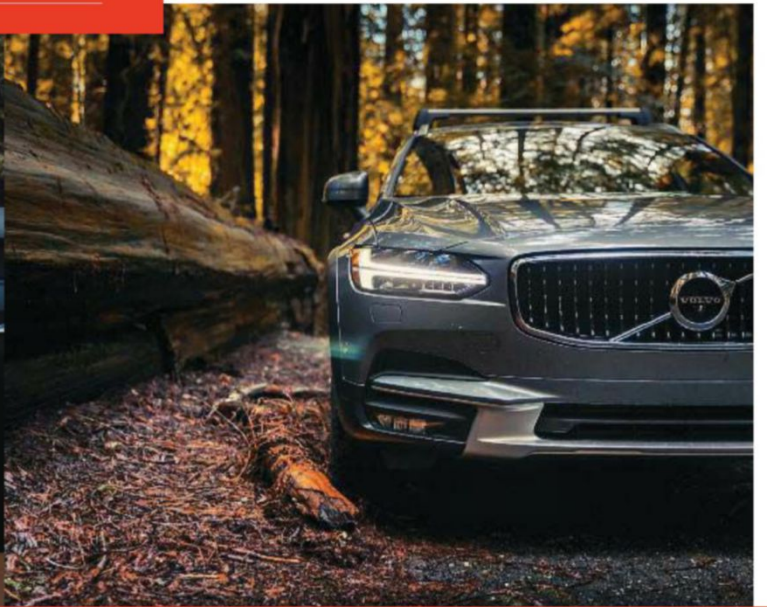
So I stick to the Volvo as a means of observance, and head down as many off-road tracks as inhumanly possible. All of them. Memorably one road. Well, more of a track. Maybe if you look at it in the right way, kind of a trail. But it wound up and away from the road and toward the mountain top. Which means there might be a better vantage. So we drove. Now, it's probably wise to point out that the Volvo isn't on snow tyres, just the all-season rubber it came on. Volvo doesn't expect you to need something as rufty-tuftu as an actual spare tyre, so it hasn't got one. And the track became a trail became a trial very quickly. You know when you reach a point that you might as well keep going because it can't be any worse than going back the way you came? We reached that point. And drove past it, on sheet ice and hope, until we came to a point where the road was closed and only snowmobiles had gone further. The Volvo was majestic. Very little wheelspin going up, and

## "We drove past the point of no return on sheet ice and hope"

with hill-descent engaged on the way down, only the least important of the panics – when I realised that the car was slipping gently sideways off a cliff and the "guardrail" consisted of a foot of semi-frozen slush.

Bigfoot was not up this mountain.

In fact, the Hairy One wasn't up the mountain in the snow, or on the beach, or variously in Humboldt County, the Redwood National and State Parks, Shasta Trinity National Forest or indeed the Pacific Coast Ranges. After three days of searching, we are forced to give up. It was perhaps a little hopeful to think we'd discover and document Bigfoot's existence in under a week, when the hunt has been going on for more than half a century, but there's nothing wrong with trying. I also think the real reason we didn't find him is because the Volvo hasn't been very good at being all the things we wanted it to be. It's not boring or slow or forgettable. It's too brilliant and passionate and striking. Which makes it a useless stalking horse. Which is where, I think, we came in. I don't think the Big Hairy is really any good at hiding. I just think he's good at being anonymous, possessing an innate ability to steer people away from their remembrances. The art of unmemory... Volvo used to be able to do that, but has now completely lost the ability to move through a crowd unnoticed. And while we didn't find the legend we came looking for, I reckon we may have found a new one. **TG**



California's Redwood National Park. Where you can't see the Wook for the trees



# Lap danc



# nce clubo



Porsche's 911 GT3 RS has long been the go-to choice for track work... but a German civil war is brewing. Chris Harris is mediator

WORDS: CHRIS HARRIS / PHOTOGRAPHY: ROWAN HORNCASTLE



Hairy man tackles hairy car. Close shaves ensue



# Were someone foolish enough to appoint me as some kind of advisor to the motor industry, there would be two basic tenets to the philosophy I would preach.

1. A good-looking bad car will always outsell an ugly good car.
2. Never try to beat the Porsche GT3 RS, because that way trouble lurks.

The reasoning behind the second point is quite simple: every time someone comes along and professes to have bettered Porsche's road-cum-track missile they end up failing. My warped imagination conjures an image of Porsche GT cars boss Andreas Preuninger channelling Ivan Drago's evil trainer from *Rocky IV*: "It's simple: whatever the RS challenges, it destroys!"

And it really does. Over the years they've all tried and been pummelled: BMW, Mercedes, Maserati, Audi – even Ferrari has never produced a machine that could match an RS's mix of driver appeal, speed and stubborn durability.

At this point, I'd be tempted to introduce the Mercedes-AMG GT R with a note of inevitable disappointment. But even before I'd driven it, just one look at the list of modifications Mercedes has slapped onto its GT sports car identifies this as the most serious challenger the

Porsche has ever encountered. Remember when Drago's torso was first unveiled? Gulp. And, yes, I'll stop with the *Rocky* references now.

These are the expurgated highlights: 46mm wider front track, 57mm wider rear track. Active front aerodynamics, a massive rear wing, a carbon propshaft, three-way adjustable dampers, nine-stage traction control and Michelin Pilot Cup 2 tyres. And Bernd Schneider. No, you don't get him thrown in with the £143,245 price, but you do get his genius for the car's set-up.

Power is now 577bhp and torque from the 4.0-litre twin-turbo V8 is 516lb ft. It weighs 1,555kg and has lapped the wiggly place in Germany in 7:10. So, to recap. It is a small RWD coupe with a massive amount of power that has been subjected to a very comprehensive set of changes and then been to finishing school with some of the best drivers and engineers. And it's from the Stuttgart area, where we know the DNA is strong for drivers' cars. The on-paper game is strong from AMG.

But the reality is even more eye-opening. It takes half a lap of any normal-sized racetrack to know you're in something special, the GT R





Dunsfold's localised fog epidemic strikes again



AMG GT R pursues GT3 RS. Manufacturers of bootlid letters rejoice



Harris demonstrates his much-admired 'GTS Werk'



# “The traction control’s intervention is so soft that at times it feels like an autonomous drift button”

confirms as much even sooner. The steering is heavy and the direction changes are so, so crisp. It feels quite different to the standard car, and so it should because a quick check of the spec sheet afterwards shows that, just like the RS, it has rear steering.

The car feels taut and flat. Turn-in is absolutely superb (the front tyre is a 275/35) and then the grip just builds down the side of the car. It will understeer if you’re lazy with the throttle, but the torque delivery is so violent and the differential so tight that at pretty much any point you can move the slip angle to the rear axle. Or just do a skid.

But here’s the surprising bit. Until now, all very fast AMGs, even the ones supposedly optimised for track use, have been traction-limited thugs. Hugely enjoyable, yes, but lacking the breadth of ability to pound out accurate laps. The GT R completely changes that. It’s effectively front-mid-engined, and the new spring/damper combination working with the sticky tyres have given it the kind of traction the basic S model can’t even dream of. And this is the key to that car’s character: post-apex you find yourself issuing small corrective steering inputs as the rear just moves around and hunts for traction. It’s not scary – it’s actually beautifully controlled.

And you can lean on that fancy new traction-control system. Slacken it away from maximum assistance and it allows a fair degree of controlled slip – the intervention is so soft it does at times feel like an autonomous drift button.

The ceramic brakes are immense, but you don’t concentrate on them because the motor fills your senses. With the DNA toggle in Race mode, the exhaust flaps are open and the thing blares and screams on any throttle opening, then snaps and bangs on the overrun. It’s an immense powertrain because the gearshift is so damn good both up and down the ‘box. The GT R is the best AMG I’ve driven on track by a factor of 10.

The M4 GTS, sadly, comes nowhere close to matching it. I’ve never fully understood why this track-addict M4 fell so far short of expectations – actually that’s not the case. It didn’t feel 68bhp faster than the standard car, traction was poor, grip not that impressive and it just wasn’t that exciting to drive. I just don’t understand how BMW thought this was worth an extra £64,075 over the standard M4. And before I’m accused of bashing all turbocharged M cars, I’m one of the few genuine E80 M3/M4 advocates out there.

The GTS pushes a claimed 493bhp, but at 1510kg, while lighter than the AMG, it feels much heavier. Being based on a physically bigger machine than the other two doesn’t help, nor does the higher seating position. There’s an aloofness

to the controls after the AMG, everything is light and lacking in a sense of connection. And it simply can’t work the same sticky Michelins the way the Mercedes can. Once they’re fully up to temperature you can chase the throttle coming out of turns, but before that point this is one of the most tail-happy cars I’ve driven in years. I should love that, but the fact is the GTS is a very spiky character. I don’t always trust it, even in the dry. In the wet I would normally choose to wear some kind of adult nappy before buckling up.

The traction control isn’t as sophisticated as the GT R’s, so you really need to switch it off and grow a pair. The motor is strong and in isolation I’d be telling you how impressive it is for a turbo unit in terms of response and high-rpm appetite, but it loses to the Mercedes in every single area. And the gearbox isn’t as quick either.

But what I find truly baffling about the BMW is that I actually prefer driving a standard M3 saloon to this exotic limited-numbers special. And that just shouldn’t be the case. I can’t really pass judgement on the

looks, I suppose it’s down to the individual. But if both the Porsche and the Mercedes carry about them a sense of real motorsport DNA, the BMW somehow seems a little, well, aftermarket. Judge a man by the size of his spoiler, and all that.

The BMW poses no threat to the Porsche whatsoever. Its 4.0 flat-six is the only atmospheric motor here and it screams most of the way to 9,000rpm. It is the lightest, has the most aggressive aerodynamic appendages and those rear tyres offer a 325 section to the road surface.

Turbochargers may bring massive mid-range shove, but the moment you open up the Porsche and ping an 8,500rpm gearchange you know that however hard Mercedes has tried with the GT R, it just can’t match the emotional appeal of this machine. It is one of the great, unsullied mechanical experiences.

The gearbox is the fastest, most race-like here. The soaring intake noise that changes pitch several times as it climbs towards the red line is the best here, the steering is also the best here – I think you might be getting some idea of how I feel about this car.

And it goes such a long way to fixing the problems that have plagued fast track-going 911s for decades. The clever combination of locking differential, rear-wheel steering and startlingly wide 265-section front tyres keep the understeer to a minimum. It doesn’t turn in quite as sharply as the Mercedes, but it can be bullied into an apex by trail-braking in a way no other fast 911 can. Traction is immense and the accuracy with which you can place the thing borders on the telepathic.





“It’s simple: whatever the





When the Porsche GT3 RS challenges, it destroys”





“You perspire as the 911 GT3 challenges your ambitions and flatters your inputs”



“Proves that something other than a 911 can straddle the circuit/road divide”



“The BMW M4 GTS somehow seems a little, well, aftermarket”

I'm pretty sure the Mercedes has it covered both in a straight line and for overall lap time, but that doesn't tell the full story. Once you're comfortable in the Porsche, once you've had the confidence to switch off the systems and started to push it harder, it reveals something I think no other performance car can match. It gets up on its toes and genuinely feels like a racecar. It goads you into braking later and later, the motor keeps zinging into the upper-eights like you're locked in a Supercup race. It makes you perspire as it both challenges your ambitions and simultaneously flatters your inputs. There are faster cars for sale, but, for the sheer buzz of lapping a circuit, nothing can beat a 991 RS.

Certainly not the M4 GTS. On the road, the BMW actually makes a little more sense – well, as much sense as a 4-Series with a gold roll cage can make. The real surprise on the road is the GT R. It carries no obvious compromise over the less exotic S – the ride is no worse and it didn't have any rear seats to lose in the first place. It's the most comfortable car of the three over a long

distance, and the motor offers the most low-speed theatre with all those bangs and pops.

And the Porsche? Irritatingly good, given how keenly modified it has been for the purpose of fast lapping. It has a radio, navigation and you can see out of it. The main impediment to using one daily is the way pedestrians tend to walk into things while gawping at that rear wing.

No other car has come as close to rattling the RS as the new AMG. It's a stunning achievement on two levels. First, it unlocks the talent we always knew was stored in the AMG GT, and second, it proves that something other than a 911 can straddle the circuit/road divide.

But Porsche is the master of this trade through decades of experience, and the RS offers a depth of both ability and personality that the Mercedes can't quite live up to. It saddens me that so many of these brilliant driving devices lie garaged and commoditised awaiting some kind of financial reward because, when the petrol runs out, the RS will be considered one of the best driver's cars ever produced. **TG**

### PORSCHE 911 GT3 RS

**Price:** £131,296  
**Engine:** 3966cc, 6cyl, 493bhp, 339lb ft  
**Transmission:** 7spd PDK dual-clutch, RWD  
**Performance:** 0–62mph in 3.3secs, 193mph  
**Economy:** 22.2mpg, 296g/km CO<sub>2</sub>  
**Weight:** 1420kg

### MERCEDES-AMG GT R

**Price:** £143,245  
**Engine:** 3982cc, V8 twin-turbo, 577bhp, 516lb ft  
**Transmission:** 7spd DCT dual-clutch, RWD  
**Performance:** 0–62mph in 3.6secs, 198mph  
**Economy:** 24.8mpg, 259g/km CO<sub>2</sub>  
**Weight:** 1555kg

### BMW M4 GTS

**Price:** £121,770  
**Engine:** 2979cc, 6cyl, twin-turbo 493bhp, 442lb ft  
**Transmission:** 7spd M DCT dual-clutch, RWD  
**Performance:** 0–62mph in 3.8secs, 190mph  
**Economy:** 33.2mpg, 199g/km CO<sub>2</sub>  
**Weight:** 1510kg

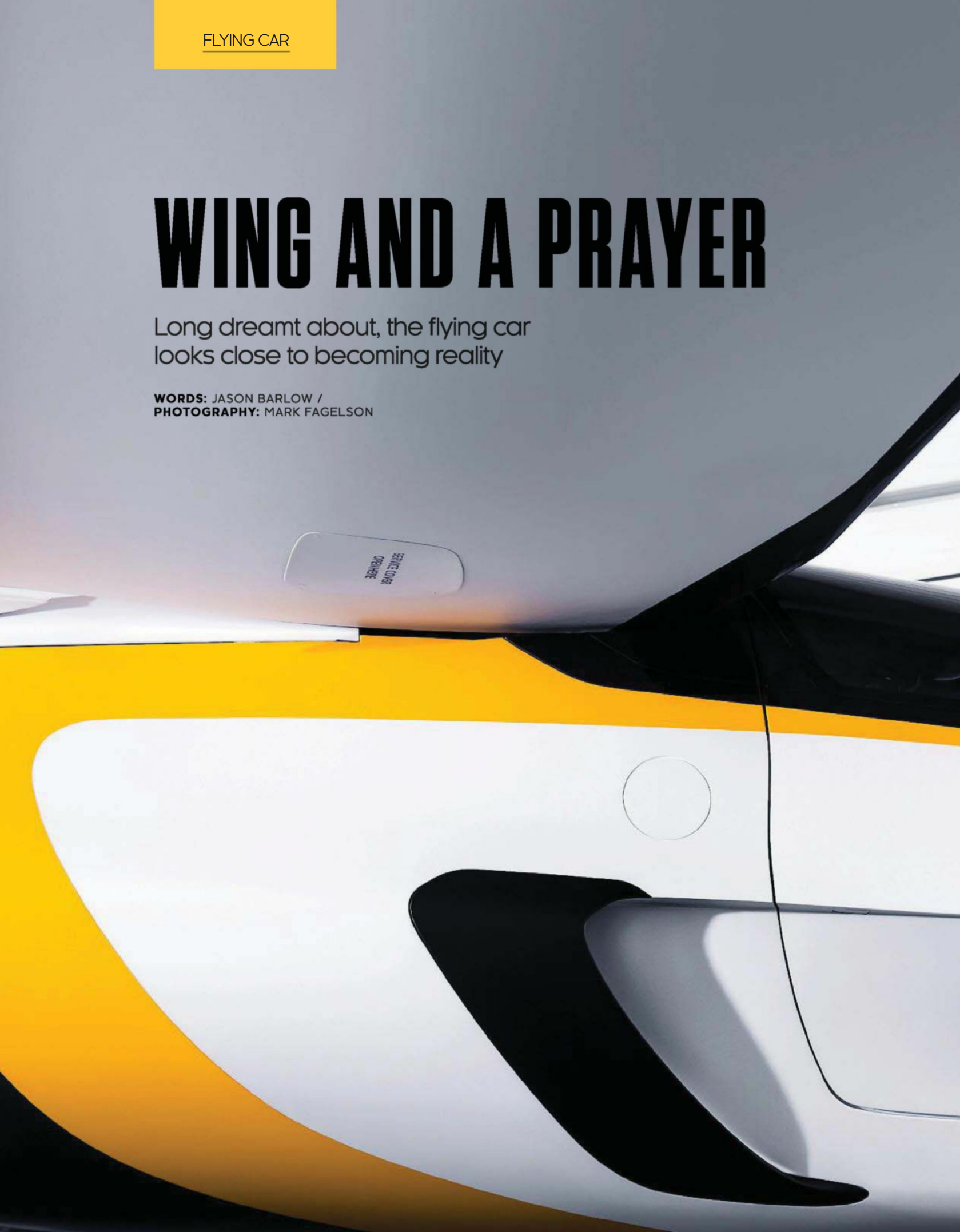


FLYING CAR

# WING AND A PRAYER

Long dreamt about, the flying car looks close to becoming reality

**WORDS:** JASON BARLOW /  
**PHOTOGRAPHY:** MARK FAGELSON





Things You Don't Want  
To Fail At 35,000 Feet. A  
Spotter's Guide



AeroMobil demonstrates  
its cruising altitude of  
0.75 feet (nose only)

**J**uraj Vaculík is not an engineer or aviator. In fact, he's the first to admit that he's an unlikely avatar for the flying car, a concept that has fired a thousand sci-fi movies without ever actually getting off the ground. But nor is the man behind AeroMobil's magnificent flying machine an entrepreneur dilettante.

"Freedom to travel", he tells me, "is what propels this idea. It's deeply rooted in us, as people. I grew up in a former Communist country, and we used to stare across the River Danube at Austria and imagine what life must be like. I have personal experience of how a small group of people can change everything. Now I am ready for another revolution."

Vaculík was studying theatre direction in Czechoslovakia in 1989 when the spirit of revolution that razed the Berlin Wall spread east and ultimately ripped through the Iron Curtain. The young Vaculík was one of the prime movers in the so-called Velvet Revolution, which soon saw rebel playwright and human rights activist Václav Havel elected President. Now, in an admittedly unexpected twist of fate, he wants to democratise the skies. "Our transport infrastructure is at breaking point. We need to find the intersection between road and air," he says, gesturing to an empty blue sky. "Remember when the cellphone first appeared? Some observers

said its growth would be linear, not exponential, and we all know what happened next. We believe the flying car has that potential."

Slovakia is not Silicon Valley, but don't be too hasty about making judgements. AeroMobil's HQ is an impressively polished facility on the outskirts of Bratislava, a region that currently produces more cars per capita than anywhere else in the world, home to huge PSA and VW manufacturing facilities, and soon a shiny new £1bn JLR factory. Costs are lower in eastern Europe while still guaranteeing access to the EU, but there's also massive expertise here. By the time an old school friend called Stefan Klein started selling him on his vision for a flying car, Juraj had prospered in the advertising industry and was supporting start-ups in Slovakia.

AeroMobil was founded in 2010, and the first prototype, v2.5, appeared in 2013. It looks a bit shonky now, but at a global aviation gathering in Montreal, the industry acknowledged that there was more than just pie in the sky going on here. And it flew; not far, but far enough. Ten months later, v3.0 appeared, the work of 12 people, deepening the proof of concept, and developing the company's IP to an extent that AeroMobil now found itself registering multiple patents and on the radar of heavyweights like NASA and Boeing. "We presented v3.0 in Vienna," Juraj says, "which was personally very emotional for me. We got a great response, but of course plenty





**How it works**

The AeroMobil features a swing-wing design, so when driving the wings pivot back and lock on to the rear structure. It takes three minutes to convert back into flight trim

**“I have personal experience of how a small group of people can change everything”**



Before opening door, please ensure you're not highly airborne



Welcome on board the AeroMobil, where every seat's a window seat



"And today's in-flight movie will be a succession of baffling maps..."



The ravages of time had not been kind to Jedward



That awkward moment when you realise your parachute is actually a small red hammer



of people still looked at what we were doing as a... curiosity. How credible can a bunch of Slovaks in a big garage building a flying car really be?"

He approached more investors and industry OEMs than he's ready to admit, and faced down a lot of rejection. It was deemed just too risky. But when a consultant called Glenn Mercer, McKinsey & Company's former head of automotive practice, told him he was really on to something, and introduced him to a guy called Antony Sheriff, the path to v4.0 was set.

Sheriff is now chairman of Princess Yachts, but you might remember him as a former VP of Fiat and MD of McLaren Automotive. Having presided over the development of the SLR and the creation of McLaren as a standalone carmaker, Sheriff is a man with a finely honed bullshit detector. "He told me he flew to Vienna not knowing what to expect. When he arrived, he spent 20 minutes examining every element of the car," Juraj recalls. "Finally he said, 'OK, I'm in.' His involvement has made a huge difference, as we move the project towards the production phase."

McLaren's ex-boss tipped off a former colleague, Doug MacAndrew. Doug began his career working on the original Discovery, and developed the new Mini, before moving to Woking. "Antony said, 'You really need to check these guys out,'" he tells me. "I looked at v3.0, and was searching for the smoking gun. I figured there had to be a reason why no one had ever done a flying car, why it just couldn't happen. But I couldn't find it."

A decade or two ago, he probably would have. But he agrees that a number of factors are converging to turn the mirage that is the flying car into a reality. Primarily, the tech now exists to merge what are two wholly different if not incompatible sets of requirements, in engineering the thing so that it actually works, but also in navigating the labyrinthine legislative framework – both in automotive and aerospace. Design software and CFD (computational fluid dynamics) mean that the tools now exist to prove the physics virtually in a way that a start-up could never have imagined previously. Finally, modern avionics are now vastly lighter and easier to package. "V3.0 has racked up 50 flying hours, and we've done many thousands of flying hours on the simulator, so we know what v4.0 can do," Doug says. "The next phase is to build a validation prototype."

Like all aircraft, the AeroMobil is ruthlessly weight-optimised: its maximum take-off weight is 960kg (720kg without occupants or fuel); get up close to it, and it's clear that it isn't just plausible, it's convincingly engineered and expertly executed. "We've maxed out on the use of carbon-fibre composites to achieve the weight targets we'd set ourselves," MacAndrew says. True, its form and surfacing posits a third way somewhere between car and plane without looking like either, but if you picture a McLaren flying car you wouldn't be far off.

Serious credit must go to designer Adam Danko. Car designers, in their more fanciful moments, tend to describe the body-side as a fuselage; the AeroMobil genuinely has one, and it's beautifully sculpted. In fact, it gets less car-like the further your eye travels along it and more intriguing. The waisted fuselage and empennage – the rear section that houses an aircraft's stabilising surfaces – culminates in the mounting for the propeller, but does such a convincing job of looking like a jet turbine that more than one person has asked the team if they've thought about doing exactly that.

The chassis is similar in concept to McLaren's Monocage: it's a pre-prep carbon tub with an extruded aluminium crash box mounted on the front. The ducts on the side funnel cooling air into the engine, and a second set ahead of the rear suspension struts dispel exhaust gases. The central section consists of an integrated carbon cradle that houses the power unit,

with a 'cruciform' underneath for additional rigidity, and mounting points for the wings. These motor on actuators into a stowage position above the fuselage on beautifully designed pivots, whose 'load case' benefits from aerospace rigour to withstand six times the safety requirement. The wings themselves are also made of carbon composites, and feature flaps for additional surface area, something of a novelty in an aircraft that fits the 'general aviation' remit (a light plane rated to fly at altitudes up to 10,000ft). It takes three minutes to switch from car to flight mode.

From behind, you really could be looking at an enlarged LMP1 endurance racer, fitted with the world's biggest diffuser. Yet there are strips of light down the tail-fins, and because it's a car it also needs a bumper. This deploys on the road, and folds away in the air. The propeller blades also stash away in an ingenious housing. The whole thing is a serious challenge to everything you thought you knew about cars and planes, but in a good way. It's also a whopping 5.9m long, the optimum length for providing good pitch control, longitudinal stability, and to deliver a flying experience accessible to owners who lack the skill set of a Hollywood stunt pilot. You will need a PPL, though. And balls of steel when reverse parallel parking.

The AeroMobil is powered by a Euro 6-compliant 2.0-litre turbocharged four-pot that acts as a generator for twin electric motors producing 110bhp, driving the front wheels, which themselves slide out of the body on actuators to provide the necessary track width for stable road use (much engineering effort has gone into developing the suspension geometry). The ICE power unit delivers 300bhp in flight mode, with direct

drive to a variable pitch propeller, and the cruising range is 750km (466 miles) at 75 per cent throttle. Prodrive has developed the engine specifically for AeroMobil, another gold standard indication of 'proof of concept'. MacAndrew says the engine is capable of much more, although they're being deliberately conservative, and on skinny rubber it's not about pushing any handling envelopes. "OK, so it can only do

100mph, but can you think of a better car in which to make an entrance?" Doug notes drily.

A Smart roadster lurks at the back of the hangar: its interior packaging has provided the model for the AeroMobil's cabin. You drop into it almost like you would a single-seater racing car, and the seats are similar in concept to a LaFerrari's: the cushion is fixed to the tub, with an element that slides out under your thighs, and a movable pedal box. It's elegantly done, and the Garmin display systems are state-of-the-art. The glass area in the doors extends above your head for the necessary in-flight visibility, and safety features run to a ballistic parachute system.

It's a colossal feat of engineering and imagination. It also pioneers some clever tech that may well find its way into the flying Ubers and Amazon drones that are on the horizon.

Note, also, that Larry Page, one of Google's founders, has invested \$120m of his own money into flying cars. AeroMobil's IP is clearly highly prized, and the Slovakian government is on board, too. It costs from \$1.2m, so you'll need to be a well-heeled early adopter: Gisele Bündchen, Harrison Ford, and Jay Z are all on AeroMobil's target list.

"Why now?" Juraj answers. "Because we desperately need this sort of innovation. We need to make medium-distance travel faster. The World Bank is predicting that \$8tn is going to be spent on infrastructure in China and Africa in the next decade. That means more deforestation and damage. Look up! AeroMobil is a niche product, but it will prove the market, prove the technology, and prove the brand."

For once, the sky truly is the limit. **TG**

## "How credible can a bunch of Slovaks in a big garage be?"

### AEROMOBIL

**Price:** from £950,000  
**Engine:** 2.0-litre, 4cyl turbo, 110bhp, two motors on front axle (road); 300bhp variable pitch propeller (air)  
**Transmission:** FWD, adaptive for road/air  
**Economy:** 67.0mpg (road), 466 miles range  
**Performance:** 0–62mph in 10.0secs, 100mph (road), 223mph (air)  
**Economy:** 36.7mpg

# Your ultimate guide to buying a new car



**NEW LOOK!**  
ON SALE NOW



## → 200+ REVIEWS

TopGear experts give their opinions on hundreds of vehicles



## → GREATER ANALYSIS

Best-in-class group tests written by TopGear journalists



## → COMPREHENSIVE DATA

Full specifications and detailed information on every new car

EDITED BY OLLIE MARRIAGE

# Garage

TopGear's long-term cars. Tested & verified



**135 Citroen C3**  
Exclusive! The inside story on the new C3!



**137 Toyota Prius**  
Stop press: Prius revealed as excellent family car



**140 Mitsubishi L200**  
Frankenstein's pickup is nearing completion



**141 Fiat 124 Spider**  
Recalcitrant windows #firstworldproblems

# DB11 vs 570 GT

Hello

McLaren **570GT**  
 £154,000/£199,485  
 Aston Martin **DB11**  
 £157,900/£187,005

**CHARLIE TURNER & OLLIE MARRIAGE**

**T**he *TopGear* Garage is suddenly looking more... British. And considerably more handsome, sporting, exotic, upmarket and a whole bunch of other adjectives. More pertinently, on paper they do similar jobs – both are pitched as grand tourers. The Aston obviously so, with its front-mounted V12, rakishness and four seats; the McLaren less obviously so, but, well, it's called the GT and has load bays front and back, so we'll go with it.

To see how they compare, we're going to try something new. After a couple of months of Charlie in the 570GT and Ollie in the DB11, they'll swap. But here's where we start, though: in the car park with two happy chappies...

**Ollie Marriage:** Right, you first, since that car is all your own work.

**Charlie Turner:** Yes, I specced the 570GT myself, and thinking GT thoughts I avoided the supercar staple bright orange paint and went for £1,380 Pacific instead (a colour created to reference the original F1 XP5). But then my hand slipped, and I have the



The advantages of spec'ing your own car: Charlie's £200k Mac

MSO carbon-fibre exterior package and additional carbon side intakes (an eye-watering £20,820).

**OM:** And more carbon inside, by the looks of things.

**CT:** Yes, the cabin's full of carbon. That was another £5,400. Alcantara, too. Plus I went for the sports exhaust (£3,240), lightweight diamond-cut wheels (£4,160) and yellow calipers and belts for a bit of contrasting highlight colour. All of which takes the GT to £199,485. And it looks considerably more sporting than yours.

**OM:** Which was hardly the point. And besides – how much?! My DB11 is a paltry £187,005. And mine's a proper GT. Got seats in the back and everything.

**CT:** Yeah, but you'll never use them and anyone you do insert in there would be happier on the 570GT's parcel shelf.

**OM:** You'd be surprised how keen 12-year-olds are to travel in an Aston. Yours don't even get that choice. Anyway, my car: I didn't get to choose the spec myself, but I've been on the configurator, and bar a couple of small things and one massive thing, this



is pretty much exactly as I'd spec my DB11. Cobalt Blue, black roof, smoked alloys outside. Together those added £6,180. This is ridiculous, isn't it? The options prices on these cars are bananas. On the Aston, the choice of colour, embossing, stitching and trim is never-ending. Having said that, there's only one thing I actively dislike.

**CT:** It's that melamine kitchen surfacing, isn't it...

**OM:** Bang on. The chopped carbon trim inlay that looks and feels like a plastic interpretation of marble. It's awful. Every time someone opens the door, I have to launch into an explanation. Do you have any regrets about the state of yours?

**CT:** None, it's perfect. Mind you, it's at the outer reaches of the GT brief. McLaren says it's 10-15 per cent softer than a 570S and yeah, on a motorway it's a lovely supple mileage-killer, but activate the dynamics and it'll destroy your favourite road better than any GT and leave the Aston trailing in its wake.

**OM:** I have to say I was initially quite envious that you drew the 570GT straw -



DB11 door inlay looks like a melamine monster has been violently sick

I saw the DB11 as a bit too grown-up for me until it arrived. I think this spec gives it athleticism, and it's received a rapturous response from everyone who's seen it.

OK, one of them was my mum. You done anything good in yours yet?

**CT:** Collected it from McLaren's MTC HQ, in a handover I won't forget in a hurry. That started with a guided tour of the facility by Amanda McLaren (Bruce's daughter and a passionate petrolhead), followed by the reveal in their special handover room - dramatic music, then a wall slides aside revealing your car beautifully lit on a turntable. Managed not to drop it in the lake on departure, so all's good.

**OM:** Very cool. Mine had a baptism of fire at St Athan for the feature last month. I got to skid it about indoors which was tremendous. I've done around 500 miles so far, and seem to be averaging about 21mpg.

**CT:** Really? I'm currently getting 15mpg out of the 570GT on my daily 100-mile round trip. Not very GT-ish.

**OM:** OK, let's hook back up in a couple of months and see how we've got on.

**DB11 SPECIFICATION**

- 5204cc V12 twin turbo, RWD, 600bhp, 516lb ft
- 24.8mpg, 265g/km CO<sub>2</sub>
- 0-62mph in 3.9secs, 200mph
- 1875kg

**TESTER'S NOTES** Odd door cards aside, life with the DB11 is off to a grand start. Now for some touring.

**MILEAGE: 508 OUR MPG: 21.4**

**570GT SPECIFICATION**

- 3799cc V8 turbo, RWD, 562bhp, 443lb ft
- 26.4mpg, 249g/km CO<sub>2</sub>
- 0-62mph in 3.4secs, 204mph
- 1495kg

**TESTER'S NOTES** Superb factory handover has set us up perfectly for life with McLaren's GT car.

**MILEAGE: 725 OUR MPG: 15.8**





## Eco amicable

Report 6

Audi Q2

£23,245 OTR/£28,655 as tested

SAM PHILIP

**E**xciting news! I have discovered how to consistently obtain 100mpg-plus economy from the Q2's 1.4-litre turbo engine. The trick is simple: start your journey at the top of an Alp, finish it at the bottom. OK, it's a strategy that requires ignorance of the brakes through flatter sections, and ignorance of the throttle the entire time. But, as m'colleague Paul Horrell has often pointed out, beginning a journey with the potential energy gained by parking atop a large mountain is no different to plug-in hybrids quoting ludicrous economy figures by starting with their batteries charged. So I'm claiming that the Q2 Alpine Edition is more economical than a Prius.



How do you get 117mpg from a turbo petrol? Just bend the rules...

Beyond its altitude-assisted frugality, the Q2 has proven an excellent vacationer. Big-car unflustered on the autoroute, with the adaptive cruise control and subtle lane assist making easy work of the very long, very empty French m'ways. Decent boot capacity if you remove the false floor, enough clearance to negotiate bumpy Alpine tracks and, when you're *ascending* that mountain pass – no economy records in this direction – a surprising pleasure to drive. The engine is cheerily zingy, the Q2's ride compliant enough to absorb the ice-cracked potholes. In non-technical terms, you can whang the Q2 about in a way you just couldn't with a trad SUV.

With diesels soon to be classified as treasonous, the Q2 proves you don't need a hybrid to return super-efficient SUV motoring. You just need a modern turbo petrol engine. And an Alp.

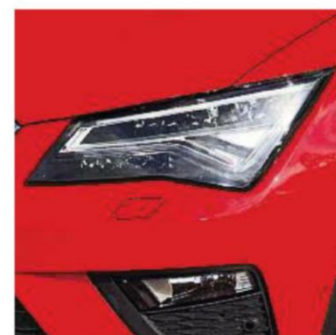


### SPECIFICATION

- 1395cc, 4cyl, FWD, 148bhp, 184lb ft
- 52.3mpg, 124g/km CO<sub>2</sub>
- 0–62mph in 8.5secs, 131mph
- 1340kg

**TESTER'S NOTES** Still not sold on this whole coupe-SUV idea. How about a Q2 estate, Audi?

MILEAGE: 7660 OUR MPG: 42.8



## Screen test

Report 7

Seat Ateca

£27,425/£30,700

ESTHER NEVE

**O**f late, I've had a great deal of motorway miles to cover, and as a result, I've realised something momentous about the Ateca. Prepare yourselves for a bit of a shock...

The reason I get through a lot of screenwash is because I drive with my headlights on dipped beam all the time... and when you have dipped beams on, the car always washes the headlights as well as the screen. Meaning you get through the soapy stuff about twice as fast as if you drive with daytime driving lights or sidelights on.

This hangover from my motorcycling days (be safe, be seen) means that I am refilling the Seat's washer bottle with alarming frequency. Not that I'm going to change my "lights on all the time" policy, it's just good to have realised it's what's causing the Ateca's thirst for screenwash.

### SPECIFICATION

- 1968cc 4cyl TD, 4WD, 148bhp, 251lb ft
- 55.4mpg, 129g/km CO<sub>2</sub>
- 0–62mph in 9.0secs, 122mph
- 1548kg

**TESTER'S NOTES** Phenomenal all-round capability makes the Ateca a top choice for families or active types.

MILEAGE: 12500 OUR MPG: 42.9





# Cabin fever

**Report 2**  
**Citroen C3**  
 £16,825/£18,710 as tested

OLLIE KEW



# Loan/Lease

**Report 4**  
**Ford Mustang**  
 £35,745/£37,830

TOM FORD

**H**ere's the thing about running a Mustang; quite a lot of which you assume about this American car... isn't actually true. It's not actually that bad on fuel (26mpg average is what you get from most sportscars, never mind 5.0-litre n/a V8s), it's got proper handling ability even on UK roads, and it's comfortable enough to be considered sophisticated. So some of the initial forms are old-school – big manual, long clutch, grabby brakes, rumbly exhaust – but I like that character. And when you dig deep, it's a very complete car. I'm looking forward to feeling what it's like on some summer rubber, happening soon. The only problem is, I've had to hand it over to my colleagues for a bit – the irony is that I'll be exporting myself back to where the Stang comes from for a while. Be gentle, chaps. And don't kerb the wheels!

**T**his month I am addressing personally the team who dreamt up the C3's interior.

All of you, take a bow, an ovation, and the rest of the week off. The details inside this little Citroen are what loads of us been crying out for years. Hang about, you lot from the tech workshop sneaking off towards the exit. You aren't going anywhere.

Anyone with common sense accepts soft-touch car dashboards are stupid. No one, beyond the interior-fetishising hermits Audi keeps locked in a bunker below Ingolstadt, cares about squidgy dash tops, because you never touch it. What you do want are expensive-feeling materials where you do actually touch



Usually, the devil is in the details. The C3's is in its hellishly fiddly touchscreen...

the car. The C3 gets this. The top of the dash is shiny, cheap plastic. Rock-hard. Tinny. So what? The door handles and dash trim are real, waxy leather. The seat fabric is pillowy and inviting.

There's real metal, cool to the fingers, on the gearlever and surrounding all switchgear. The clasps that hold those leather door handles look like they've come off a Hogwarts school trunk – except 50 years in the future. The supple steering wheel rim is identical to a Bentley Bentayga's – the seam faces the driver, so it's comfy in your hands.

Citroen has realised spending money where humans put their hands is more important than simply copying German tactics. As a result, the C3 has a more intelligently upholstered cabin than a Mini or VW Polo, but feels no less hard-wearing. Encore, design team.

A pity, then, that there aren't a few more buttons for heaters and satnav. This touchscreen is light years better than a Peugeot 208's or Renault Clio's but it's still too much style = too much time with eyes off the road. Zooming in on a map is a heart-in-mouth gamble. Most of the time, I choose to bake in the glass roof's greenhouse heat than risk jabbing for the aircon. Minimalism works for materials, but tech-wise, give us bloody hard points!

## SPECIFICATION

- 1199cc 3cyl turbo, FWD, 109bhp, 151lb ft
- 61.4mpg, 103g/km CO<sub>2</sub>
- 0–62mph in 9.3secs, 117mph
- 1050kg

**TESTER'S NOTES** If only the MMS had been subject to the same fresh thinking as the interior design...

MILEAGE: 1239 OUR MPG: 46.2

## SPECIFICATION

- 4949cc V8, RWD, 410bhp, 391lb ft
- 20.9mpg, 299g/km CO<sub>2</sub>
- 0–62mph in 14.8secs, 149mph
- 1720kg

**TESTER'S NOTES** Time for someone else on the team to enjoy the Pony Car. Yee and indeed ha!

MILEAGE: 4100 OUR MPG: 25.8



# Tune deaf

**Report 2**  
**Nissan Micra**  
 £18,010/£18,560

**TOM HARRISON**

**N**issan wants the new Micra to appeal to young folk like me (23). For that to happen it needed to nail the infotainment – and it hasn't. Ours is a top-spec Tekna, but it doesn't have Apple CarPlay. For now that's reserved for the mid-spec Acenta. Theory is you don't need it when you've got built-in nav, which ours has. Nonsense. I (and 50m others) use Spotify for music, and so far as I can tell, there's no support for it whatsoever. It'll play alright (providing you hit play on your phone before you set off), and you can skip ahead to the next track, but if you want to listen to a different album or artist, you'd have to use your phone. I thought Nissan's own app interface would have a solution, but no – that gives Facebook and Twitter access, isn't as easy as it should be to set up and is largely pointless. Screen and graphics are low-rent too. Shame.

### SPECIFICATION

- 898cc, 3cyl turbo, FWD, 89bhp, 103lb ft
- 61.4mpg, 104g/km CO<sub>2</sub>
- 0–62mph in 12.1secs, 109mph
- 1083kg

**TESTER'S NOTES** Much commuting reveals annoyances with Micra's infotainment. Not good enough.

**MILEAGE: 2404 OUR MPG: 43.7**

# Westward ho!

**Report 2**  
**Volvo V90 D5 Inscription AWD Auto**  
 £44,555 OTR/£50,530 as tested

**PAUL HORRELL**



**L**ondon to Cornwall and back with lots of stuff and people is what a big estate is all about. No surprise in its shrugging off that job with nonchalance. It's also done a weekend away with a complete bike in the boot (slightly dismantled) plus a load of other stuff, all without folding the back seat. Its length can be a challenge – it barely wedged through a farmyard gate and is a pain to berth in my London street – but the compensating virtue of interior space is abundant. That and its relaxed dynamics make it the stereotypical Swedish car.

Much of Britain's car industry is far-flung, both in philosophical distance from the mainstream, and geographic position. Over two days the Volvo took me to a pair of fascinating outfits making alt-lightweights, more or less at opposite sides of this mainland.



Volvo shares similar paintjob with Lotus but not much else...

I went to Riversimple to see what's up now it has completed its crowdfunder to build production examples. The HQ is in Llandindrod Wells, deep in Wales. Getting there from the M5, down the Teme valley, is a gorgeous drive on a spring day. It exposed the laggy engine, indecisive transmission and soft steering, but even so yielded more driving fun than a supercar confined to the Home Counties.

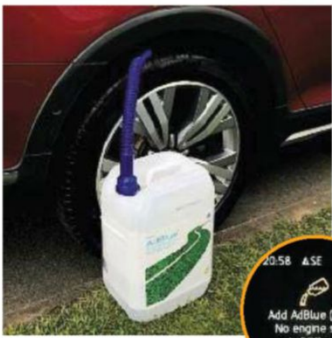
From West to East. From a carbon-fibre-bodied fuel-cell-powered little coupe to an aluminium-structured petrol-powered roadster: the new Elise Sprint. Volvo's steel-bodied diesel-fuelled barge was back in its comfort zone up the dual-carriageway of the A11.

### SPECIFICATION

- 1969cc 4cyl TD, 4WD, 235bhp, 354lb ft
- 57.6mpg, 129g/km CO<sub>2</sub>
- 0–62mph in 7.2secs, 145mph
- 1783kg

**TESTER'S NOTES** Volvo beginning to exert its calming influence, even if I'm not sure I can live life so large.

**MILEAGE: 2064 OUR MPG: 38.1**



# Add AdBlue

**Report 7**  
**VW Passat Alltrack**  
 ££32,215/£34,795

ANDY FRANKLIN

**A**t 12,000 miles, the Passat AdBlue refill warning sign came up on my dash.

If, like me, you are a novice to AdBlue, let me explain what it is. AdBlue is, in very basic terms, demineralised water and urea squirted into the exhaust to get rid of all the nasty fumes. Your car monitors its AdBlue level and gives you warning signs that you have “X” amount of miles left until it runs out and your car won’t start.

I needed to fill the VW with about 10 litres. I bought a 10-litre tub of AdBlue (£12.99) to refill it. And it made me wonder if lugging that increased weight around is actually worth it for the decrease in fuel burning. I’ll have to ask.

Once you’ve filled up, just turn the ignition on for 30 secs so the car can register the level and off you go for another 10,000 miles, knowing you aren’t destroying the world. Happy days.

## SPECIFICATION

- 1968cc 4cyl TD, AWD, 148bhp, 251lb ft
- 57.6mpg, 130g/km CO<sub>2</sub>
- 0–62mph in 9.2secs, 127mph
- 1670kg

**TESTER’S NOTES** Next month we wave goodbye to the Passat, and I really don’t want to. Sad face.

**MILEAGE: 12,156 OUR MPG: 37.5**



# Family holidays

**Report 4**  
**Toyota Prius**  
 ££28,255/£28,800

OWEN NORRIS

**I**s the Prius just a taxi or does it make a good family car? Given the recent heat on diesel cars, this is a question I assume potential buyers might be asking right now.

Practically, the low-slung cabin gives a good amount of interior space, but you do feel low when sat in traffic and that’s not popular with her indoors. In the boot, we’ve got a decent space for our buggy and some shopping, but it is shallow, so no big suitcases for that weekend away.

Having not yet driven the Prius on the motorway, I assumed economy would suffer on long runs, but to my surprise a trip down to Hampshire and back on a grey bank holiday returned 70mpg with some careful throttle feathering and 50mph roadworks. That’s up there with the most efficient diesels, making the Prius much more than just urban Uber fodder for any buyers out there.



Date	Distance (miles)	Average MPG
14 / Apr	167.8	70.6
13 / Apr	29.0	69.4
12 / Apr	45.6	65.2
11 / Apr	24.5	37.6
Daily		Select

The mpg doesn’t come from press materials, honest. Featherfoot Norris is my name



Put your foot down on the motorway, though, and you’re met with a loud drone from the poor engine, as the CVT gearbox tries to give you all that’s available to it. Combined with the roar of the skinny tyres, it’s quite a wearing place to be on a long journey.

Back into town, I’ve had a couple of eye-opening moments recently under braking. Not only is the inconsistent brake feel very unnerving, you never quite know what you’re going to get depending on what the hybrid system needs to harvest, but I’ve locked up brakes a couple of times while being forced to brake over a bump or pothole. Not great when someone slams on their anchors in front of you at a junction.

## SPECIFICATION

- 1798cc, 4cyl + e-motor, FWD, 134bhp, 153lb ft
- 85.6mpg, 76g/km CO<sub>2</sub>
- 0–62mph in 10.6secs, 111mph
- 1375kg

**TESTER’S NOTES** Makes a surprisingly decent family runabout considering its taxi image.

**MILEAGE: 2833 OUR MPG: 63.3**

# Got the RS blues

**Goodbye Ford Focus RS**  
 £31,250 OTR/  
 £35,765 as tested

JACK RIX

**A**nd so it is, with a heavy heart and a marginally lighter wallet, that the time has come to wave goodbye to the Focus RS. I loved it before, and I love it still, but the question is: has it gone up in my estimation or slipped slightly from its perch in the past six months? Unfortunately, it's the latter, and I'll tell you why.

During my first introduction to the Focus RS (2,500 miles across Europe in issue 279), problems that come into sharp focus during day-to-day running of a car in and around London weren't exactly front and centre in my mind. Yes, I know I'm a professional motoring journalist and should be considering the relative merits of every possible attribute of any car at any moment, but when you have an empty Route Napoléon and a 345bhp hot hatch you've been waiting to drive for years beneath you, you'll understand why the engine, gearshift, balance and hoonage potential were more immediate concerns.



Jiggly ride, high seating position, squeaks and rattles – still love it, obvs

Back to everyday reality and fuel economy under 25mpg and a ride over speedbumps and potholes that's robust at best (my wife eventually refused to travel long distances in it, although our four-month-old loved the constant vertical jiggling, so did I – it sent her straight off to sleep) isn't great. Forgivable, ignorable even, for brief adrenaline-soaked encounters, but in the long run it grinds you down.

And there were other issues. The seat is perched too high and the Recaro buckets have no vertical adjustment. This has been well documented, and mine also developed a squeak every time I hit a bump, but only in the exact tooth of the forward/back seat rail that worked for my 5ft 8in frame. That's just malicious. I should probably mention that a company, JCR, has now stepped up to the mark and will sell you SuperLow seat frames for the MkIII RS that lower both the driver and passenger seat by up to 55mm, for £545. Buy them.





And then there's the gimmicky nature of the car. Ford decided to fit the RS with a trick 4WD system, and take the chunky weight penalty that brought. As a result it had a car that could easily handle 345bhp (and more, as the 370bhp Mountune upgrade proved – you should buy that too) and flies in the face of convention by being able to throw 70 per cent of its power to the rear axle in Drift mode. It captured the imagination of us all, and was as much a clever marketing trick as a smart piece of engineering.

There are those out there that shun the RS, dislike what it stands for – a world obsessed with electronic trickery and synthetic sensations. Some say a true hot hatch shouldn't cost much over £20k, be front-drive and disappointingly cheap in some way. To those people I say get with the times, Grandad.

Because every time I wrung that engine, heard the exhausts explode on the overrun, snicked another gear, gave it a bung and caught a smooth powerslide without fear of the front and rear axles swapping positions, I wasn't thinking about electronic intervention. I wasn't thinking about fuel economy, or ride comfort. I wasn't thinking about anything in fact, I was just grinning like a little kid.

**SPECIFICATION**

- 2261cc 4cyl turbo, 4WD, 345bhp, 347lb ft
- 36.7mpg, 175g/km CO<sub>2</sub>
- 0–62mph in 4.7secs, 165mph
- 1547kg

**TESTER'S NOTES** Firm ride, squeaky seats and philosophical issues aside, the RS has done us proud.

**MILEAGE: 15,600 OUR MPG: 24.8**



# Pulling power

**Report 4**  
**Volkswagen Caravelle**  
£45,540/£52,606

**OLLIE MARRIAGE**

I have a twin-axle trailer. It's a hugely useful bit of kit for everything from garden clearance to, well, house clearance. Behind any normal car it looks huge, behind the Caravelle, you ask yourself why you're bothering. Well, chiefly because I don't want to be picking leaves and mulch out of the trim for the rest of eternity.

It tows very ably, although being front-drive I wouldn't want to be pulling speedboats up wet slipways with it. If that's your criterion, then go for the 4Motion version. One word of warning for towing, though: you won't be able to open the tailgate because it swings out over such a wide arc. But 6,700 litres of bootspace with all the seats removed means you rarely need the £606 towbar. Take that, Skoda Superb (1,950 litres) or Merc E-Class (1,820 litres).

**SPECIFICATION**

- 1968cc 4cyl TD, FWD, 201bhp, 332lb ft
- 44.8mpg, 164g/km CO<sub>2</sub>
- 0–62mph in 9.9secs, 126mph
- 2416kg

**TESTER'S NOTES** Even a van needs a hand sometimes. Towbar is easy to fit, Caravelle tows with aplomb.

**MILEAGE: 5800 OUR MPG: 34.3**



# Channel switching

**Report 5**  
**Mercedes E220d**  
 £38,430/£55,480

ADAM WADDELL

**Y**ears ago, a mate of mine made the curious decision to buy a Renault Megane Coupe for no other reason than it was the one car within budget that had stereo volume controls on the steering wheel (like I said – it was a long time ago).

The point is, very often it's the small things that sway car-buying decisions and I'm delighted to report that the new E-Class is full of such details.

One of my current favourites is the huge wide screen which displays all the infotainment and driving data, and in particular the fact that you can choose between Sport, Classic and Progressive layouts for the dials.

Every E-Class owner will have their preference but it's a nice touch to be able to change the look of the dash every now and then. As I said, it's often the small things that matter.

## SPECIFICATION

- 1950cc 4cyl TD, RWD, 194bhp, 384lb ft
- 72.4mpg, 112g/km CO<sub>2</sub>
- 0–62mph in 7.3secs, 149mph
- 1680kg

**TESTER'S NOTES** Plenty of nice details on the E-Class – alternative dash layouts just the start of it.

MILEAGE: **9330** OUR MPG: **40.7**



# Labour of love

**Report 6**  
**Mitsubishi L200**  
 £24,949 OTR/£29,938 as tested

TOM FORD



L200 now has the king of roll cages and pretty lights

**S**o the L200 continues apace. In fact, it's stretched slightly past the constraints of a monthly magazine, and is probably a little further on than I can talk about here. After sterling work by the team, we now have a full exo-cage by Protection and Performance, now with a little silver on black pearl/flake courtesy of Dave the Paint.

SuperPro suspension is on, modified from a heavy-duty set-up popular in Australia apparently, as are the chunky tyres and Speedline wheels. Brad has got the arches sorted – with help from his rod-building father – and Ralph has been variously wiring, bending, shaping, hitting things with hammers and drinking lethal quantities of PG Tips. There are a LOT of Lazerlamps LED lights on board, and plans are afoot to mount the large quantity of GoPro mounts, as well as the wing, which will contain a drone. Phew.



## SPECIFICATION

- 2442cc 4cyl TD, 4WD, 178bhp, 317lb ft
- 37.7mpg, 196g/km CO<sub>2</sub>
- 0–62mph in 11.8secs, 149mph
- 1860kg

**TESTER'S NOTES** What started off as a crazy idea in a pub has grown into something plain crazy.

MILEAGE: **4** OUR MPG: **0.0**



## Radio activity

### Report 3

#### Renault Scenic

££25,445/£28,080

JASON BARLOW

**T**he Renault has been annoying me this month. Unfortunately, the DAB is worse than useless, seemingly incapable of holding a signal. BBC 6Music breakfast host Shaun Keaveny sounded like R2-D2 falling down a lift shaft the other morning, forcing me back on to FM. Which in itself is a bit of a faff on Renault's overly complicated yet glacially slow R-Link system.

Digital irritation was later trumped by an analogue problem in the form of the Renault's screen-wash receptacle. These are usually mounted high at the base of the windscreen, but not here. Cue grazed knuckles and sloshage.

Then there's the Scenic's unpredictable keyless entry. It locks the car nanoseconds after you've exited, presumably for security reasons, but is randomly tardy about unlocking when you approach it. An inconvenient convenience feature.

### SPECIFICATION

- 1461cc, 4cyl TD, FWD, 110bhp, 192lb ft
- 72.4mpg, 100g/km CO<sub>2</sub>
- 0-62mph in 12.4secs, 115mph
- 1430kg

**TESTER'S NOTES** I have to disagree with Buggles. It wasn't video that killed the radio star, it's R-Link.

**MILEAGE: 5850 OUR MPG: 45.9**

## Expert roofer

### Report 2

#### Fiat 124 Lusso Plus

££23,295 OTR/£23,645 as tested

STEPHEN DOBIE



**B**asing your affordable roadster on a Mazda MX-5 is a very clever move. And not just for its approachable rear-drive chassis and weight-saving wisdom. Nope, it's also smart because you get a very accomplished little cabrio.

While Fiat has plonked on new lights, badges and bumpers, it's been very sensible and left the MX-5's roof well alone. A roof which remains a gloriously simple fabric set-up. You might ask for a folding time in seconds, a number often traded between fancier, folding hard-top rivals. With no electronics at play, the Fiat's (and Mazda's) roof folds as fast as your hand can unclip it from the windscreen and fling it backwards. For me, it's three seconds.

Opening it is easy right up to 30mph; pulling it closed is best reserved for slow traffic or a standstill. But either is so simple, you wonder why electronic roofs are so ubiquitous elsewhere. Just a minor quibble: the windows drop automatically when you unlatch the roof, to make the operation easier, but you have to whirr them back up with the switches afterwards. I know, hard times.

The 124 arrived with the spring sun, so I've learned a lot about how it performs with the roof stowed. Up to



Windows don't return to position unless you pull the switches. #firstworldproblems

60mph, very well indeed: like most two-seaters, you're nicely cocooned inside, so very little wind reaches the interior. You need to crank the heater right up when it drops below 10°C, mind, and further towards zero you'll want something woolly. But unless it's raining, this is a great all-season soft-top.

With caveats. As you approach the national speed limit, the blusteriness grows and the stereo – or your conversation – will be drowned out. Drive a long distance with a mate and you'll want the roof up. Anyone over 6ft, meanwhile, will find their forehead is directly catching the wind. As a 5ft9in shorty, though, I'm OK. And all told, the roof's down more than it's up so far...

### SPECIFICATION

- 1368cc 4cyl turbo, RWD, 138bhp, 177lb ft
- 44.1mpg, 148g/km CO<sub>2</sub>
- 0-62mph in 7.5secs, 134mph
- 1050kg

**TESTER'S NOTES** Like the MX-5 it's based upon, the 124 has a brilliantly simple roof set-up.

**MILEAGE: 6966 OUR MPG: 36.3**



Download the interactive  
**iPad & iPhone editions**



---

**TopGear**  
MAGAZINE



# Data

Everything you need to know about buying new cars

How it works

## VOLKSWAGEN

### TopGear on Volkswagen:

1 Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

## GOLF

2 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
2.0 R 5d	£32,520	5.1	155	310	280	37.7	180	9/10
2.0 GTD 5d	£27,720	7.5	143	184	258	61.4	125	8/10

3 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

## McLaren Super Series

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
720S	£208,600	2.9	212	720	568	26.4	249	9/10



## Suzuki Swift

	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SZ-T	£12,999	10.6	121	111	125	61.4	104	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	£15,090	7.8	131	145	152	47.1	139	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	£28,565	6.8	144	170	184	44.1	148	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	£61,000	3.8	180	510	442	34.4	188	9/10
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	180	240	258	41.5	157	5/10
1.7T Spider	£58,505	4.5	180	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	£64,800	2.5	155	330	243	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3410x1890x1195, 42-litre fuel tank, n/a-litre boot, 4 engines, 4 trims, 4 models in total.

## NOMAD

Part special forces all-terrain fast attack vehicle, part latter-day beach buggy. This is Tamiya made real, and it's mega.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.4 Nomad	£33,000	3.4	125	235	221	N/A	N/A	10/10

Euro NCAP n/a, LxWxH in mm: 3215x1850x1425, 42-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

## ASTON MARTIN



### TopGear on Aston Martin:

Achingly cool cars that make up in beauty and charisma what they lack in technical and dynamic ability.

## VANTAGE

The car that took on the 911. And lost. But it's an Aston, which means brogues to the Porsche's two-a-penny trainers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12 S	£140,495	3.7	205	573	458	17.2	388	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. Turbos rob character but as an intercontinental GT it's world class.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.2TT V12	£154,800	3.8	200	600	516	25.0	255	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	£199,950	3.5	201	800	485	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	£149,500	4.4	203	560	465	21.9	300	8/10

Euro NCAP n/a, LxWxH in mm: 5019x1929x1360, 90.5-litre fuel tank, 317/886-litre boot, 1 engine, 1 trim, 1 model in total.

## AUDI



### TopGear on Audi:

Aspirational premium brand is inventing so many niches, if there's not one for you today, there will be by tomorrow.

## A1

Essentially a posh Fabia, the A1 is prince to Skoda's pauper. Or maybe the emperor's new clothes. Either way, it's not £20k good.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£17,245	8.8	127	125	147	57.6	115	6/10
S1	£25,940	5.8	155	231	272	48.3	162	8/10

Euro NCAP \*\*\*\*\*LxWxH in mm: 3973x1740x1416, 45-litre fuel tank, 270/920-litre boot, 4 engines, 4 trims, 14 models in total.

## A3

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	9.7	128	115	147	62.8	104	8/10
S3	£32,790	5.2	155	310	280	40.4	162	7/10

Euro NCAP \*\*\*\*\*LxWxH in mm: 4241(4313)x1777x1424, 50/55.1 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	149	190	236	50.4	127	7/10
2.0 TDI SE	£30,200	8.9	130	150	236	74.3	99	7/10

Euro NCAP \*\*\*\*\*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	354	369	38.2	170	7/10

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	189	605	554	28.4	223	8/10
2.0 TDI SE Exec	£33,720	8.4	144	190	280	65.7	113	6/10
3.0 BiTDI SE Av'	£49,955	5.2	155	320	479	45.6	164	7/10

Euro NCAP \*\*\*\*\*LxWxH in mm: 4910x1870x1460, 65-litre fuel tank, 535/1680-litre boot, 8 engines, 6 trims, 23 models in total.

## A7

Audi's niche-busting continues. The A7 is basically an A8 hatch, with the added suggestion that you might drive yourself.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 7 Perf	£33,560	3.7	189	605	554	28.4	223	7/10
3.0 BiTDI S Line	£58,705	5.2	155	320	479	46.3	162	7/10

Euro NCAP n/a, LxWxH in mm: 4970x1911x1420, 73-litre fuel tank, 535/1390-litre boot, 6 engines, 5 trims, 13 models in total.

## A8

Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.2 TDI SE Ex' L	£78,440	4.9	155	395	628	38.7	190	6/10

Euro NCAP n/a, LxWxH in mm: 5135/5270x1949x1460, 90-litre fuel tank, 520-litre boot, 5 engines, 6 trims, 17 models in total.

## TT

It won't chase away the old stereotypes, but the 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	£31,175	7.1	150	184	280	62.8	116	8/10
2.0 TT S	£40,315	4.9	155	310	280	38.7	168	7/10
2.0 TFSI S Line	£33,830	6.0	155	230	273	46.3	141	7/10

Euro NCAP \*\*\*\*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	205	610	413	22.8	289	9/10
5.2 V10 Spyder	£131,140	3.6	197	540	398	24.1	277	9/10

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	114	6/10

Euro NCAP \*\*\*\*\*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'	£31,100	7.9	136	184	170	53.3	138	8/10

Euro NCAP \*\*\*\*\*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	£37,170	7.9	135	187	295	56.5	132	7/10
3.0 TDI 240	£39,490	6.5	139	240	368	37.6	199	5/10

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.



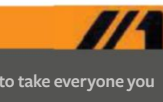
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
e-tron	£66,000	6.2	143	258	517	156.9	48	6/10
3.0 TDI 272 SE	£52,095	6.3	145	272	442	49.5	153	8/10
3.0 TDI 218 SE	£49,505	7.3	134	218	369	48.7	150	7/10
4.0 TDI SQ7	£72,020	4.9	155	435	664	39.2	190	8/10

Euro NCAP \*\*\*\*\*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	£150,000	2.8	170	280	206	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3952x1800x1110, 35-litre fuel tank, NA-litre boot, 1 engine, 1 trim, 1 model in total.

## 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	£148,800	4.3	192	528	502	25.7	246	8/10
6.0 W12 Speed	£168,900	4.0	206	635	605	19.5	338	8/10
6.0 W12 Conv'	£165,600	4.4	195	575	517	19.0	347	8/10

Euro NCAP n/a, LxWxH in mm: 4806x1920x1400, 90-litre fuel tank, 358-litre boot, 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.

## BMW

### TopGear on BMW:

i cars good, 2-Series Active Tourer bad. We'll leave you to put the rest of BMW's range on the swing-o-meter.

### i3

The future is here, its electric and we love it. The rest are now playing catch up. From a long way behind.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
i3 EV 94Ah	£32,380	7.2	93	170	184	n/a	0	8/10
<b>i3 EV REX 94Ah</b>	<b>£35,530</b>	<b>7.9</b>	<b>93</b>	<b>170</b>	<b>184</b>	<b>470</b>	<b>13</b>	<b>9/10</b>

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 hatchers 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
<b>M140i 3d</b>	<b>£32,205</b>	<b>4.8</b>	<b>155</b>	<b>340</b>	<b>369</b>	<b>36.2</b>	<b>179</b>	<b>9/10</b>

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
<b>M2</b>	<b>£44,320</b>	<b>4.5</b>	<b>155</b>	<b>365</b>	<b>369</b>	<b>33.2</b>	<b>199</b>	<b>9/10</b>

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
<b>330d xDrive M</b>	<b>£40,020</b>	<b>5.3</b>	<b>155</b>	<b>258</b>	<b>413</b>	<b>53.3</b>	<b>139</b>	<b>9/10</b>

Euro NCAP \*\*\*\*\* LxWxH in mm: 4624x1811x1429, 57/60-litre fuel tank, 480-litre boot, 10 engines, 7 trims, 66 models in total.

### 4-SERIES

The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
M4	£57,065	4.3	155	431	406	32.1	204	7/10
<b>M4 GTS</b>	<b>£121,780</b>	<b>3.8</b>	<b>190</b>	<b>500</b>	<b>443</b>	<b>34.0</b>	<b>194</b>	<b>8/10</b>
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
<b>530d SE</b>	<b>£43,835</b>	<b>5.7</b>	<b>155</b>	<b>285</b>	<b>458</b>	<b>80.1</b>	<b>124</b>	<b>8/10</b>

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
<b>640d GC SE</b>	<b>£52,385</b>	<b>6.4</b>	<b>155</b>	<b>313</b>	<b>484</b>	<b>50.4</b>	<b>148</b>	<b>9/10</b>

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
<b>740Li M Sport</b>	<b>£76,555</b>	<b>5.6</b>	<b>155</b>	<b>331</b>	<b>332</b>	<b>40.4</b>	<b>184</b>	<b>7/10</b>

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
<b>i8</b>	<b>£104,540</b>	<b>4.4</b>	<b>155</b>	<b>367</b>	<b>238</b>	<b>134.5</b>	<b>49</b>	<b>8/10</b>

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 one in every single way.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
<b>xDrive25d</b>	<b>£37,130</b>	<b>6.6</b>	<b>148</b>	<b>231</b>	<b>332</b>	<b>55.4</b>	<b>133</b>	<b>8/10</b>

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
<b>xDrive35d M Sp'</b>	<b>£47,135</b>	<b>5.3</b>	<b>152</b>	<b>313</b>	<b>465</b>	<b>47.1</b>	<b>157</b>	<b>7/10</b>

Euro NCAP \*\*\*\*\* LxWxH in mm: 4648x1881x1675, 67-litre fuel tank, 505/1600-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
<b>xDrive30d XLi'</b>	<b>£45,500</b>	<b>5.8</b>	<b>145</b>	<b>258</b>	<b>413</b>	<b>49.6</b>	<b>149</b>	<b>4/10</b>

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?



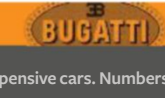
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
<b>xDrive30d SE</b>	<b>£52,510</b>	<b>5.8</b>	<b>142</b>	<b>258</b>	<b>413</b>	<b>47.8</b>	<b>156</b>	<b>7/10</b>

Euro NCAP n/a, LxWxH in mm: 4896x1938x1762, 85-litre fuel tank, 650/1870-litre boot, 3 engines, 3 trims, 5 models in total.

## BUGATTI

### TopGear on Bugatti:

Makers of the world's fastest, most expensive cars. Numbers matter here, so pay attention.



### CHIRON - NEW

A "car that does things no other car can," says a certain Mr Harris. A landmark piece of engineering, nothing less.



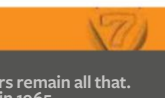
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
<b>Chiron</b>	<b>£2.5million</b>	<b>&lt;2.5</b>	<b>261</b>	<b>1478</b>	<b>1180</b>	<b>12.6</b>	<b>516</b>	<b>10/10</b>

Euro NCAP n/a, LxWxH in mm: 4544x2038x1212, 100-litre fuel tank, NA-litre boot, 1 engine, 1 trim, 1 model 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
<b>0.8 160</b>	<b>£18,995</b>	<b>6.9</b>	<b>100</b>	<b>80</b>	<b>79</b>	<b>57.6</b>	<b>114</b>	<b>8/10</b>

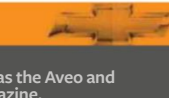
2.0 360	£26,995	4.8	130	183	143	n/a	n/a	7/10
620 R	£49,995	2.8	155	310	219	n/a	n/a	8/10

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.



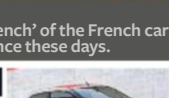
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
<b>6.2 V8 SC Z06</b>	<b>£87,880</b>	<b>3.4</b>	<b>188</b>	<b>650</b>	<b>850</b>	<b>20.8</b>	<b>322</b>	<b>8/10</b>

Euro NCAP n/a, LxWxH in mm: 4495x1620x1430, 35-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.



### CI

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
<b>1.0 Touch 3d</b>	<b>£8,715</b>	<b>14.3</b>	<b>98</b>	<b>68</b>	<b>68</b>	<b>68.8</b>	<b>85</b>	<b>8/10</b>

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
<b>1.2T 110 Feel</b>	<b>£15,235</b>	<b>TBA</b>	<b>117</b>	<b>110</b>	<b>151</b>	<b>61.4</b>	<b>103</b>	<b>8/10</b>

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
<b>1.2 110 Feel</b>	<b>£17,085</b>	<b>9.3</b>	<b>117</b>	<b>110</b>	<b>151</b>	<b>65.7</b>	<b>100</b>	<b>8/10</b>

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,

## 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	7.5	135	165	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	£28,110	10.6	127	150	272	65.7	113	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4530x1870x1540, 60-litre fuel tank, 465-litre boot (Hybrid 325l), 5 engines, 3 trims, 9 models in total.

## FERRARI

**TopGear on Ferrari:** Art and science blended into the most alluring and diverse supercar range in the company's history.



### CALIFORNIA T

The Ferrari that everyone thought was a Maserati now has a turbo V8. Purists will hate it, but it'll bring in buyers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 V8 T	£155,230	3.6	186	580	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	£183,884	3.0	205	670	560	24.7	250	8/10
488 Spider	£204,391	3.0	203	670	560	24.7	260	9/10

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	£241,053	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

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	£240,430	3.4	208	690	514	18.3	360	8/10

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	£11,245	11.2	110	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	£13,525	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

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	10.5	116	120	236	68.9	109	6/10

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	8.6	124	120	158	47.1	139	5/10
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	£20,986	7.5	134	140	177	44.1	148	8/10
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.

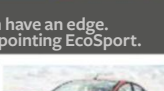
## FORD

**TopGear on Ford:** Proof that mass market motoring can have an edge. Note: this does not apply to the disappointing EcoSport.



### FIESTA

Arguably the best supermini on sale. New one claims to be better in every way. We'll see about that.

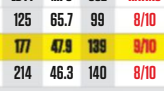


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0T Zetec 3d	£14,795	11.2	112	100	125	65.7	99	8/10
1.6T 182 ST 1	£18,145	6.8	139	182	177	47.9	139	9/10
1.6T ST200	£23,145	6.7	142	200	214	46.3	140	8/10

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
2.3T RS	£31,785	4.7	165	345	325	36.7	175	9/10

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 Tit'	£27,095	9.5	130	150	258	67.3	109	7/10
2.0T ST-Line X	£29,995	7.9	149	240	251	38.2	171	TBC
2.0 Vignale Hyb'	£31,615	9.2	116	187	128	67.3	99	TBC

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	£19,585	11.2	117	125	147	57.7	114	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4080x1860x1600, 48-litre fuel tank, 319/1386-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 Tl' Gr'	£28,145	9.8	126	150	273	61.4	119	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4380/4519x1860x1620, 53/60-litre fuel tank, 432/1723-litre boot, 4 engines, 3 trims, 20 models in total.

## 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	£27,345	10.8	123	150	258	56.5	129	8/10

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	9.9	119	150	273	54.3	135	6/10

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.

## 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	91	58.5	118	8/10

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	£18,335	10.8	126	127	148	58.9	110	8/10
1.5T Sport	£22,470	8.2	136	179	177	48.7	133	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	£18,695	10.7	119	130	114	50.4	130	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4294x1685x1605, 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	£29,480	9.6	125	160	258	57.7	129	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	£130,000	<3.0	191	573	406	TBA	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	£10,500	14.7	97	66	85	60.1	108	8/10

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	10.9	109	100	126	58.9	110	8/10
1.2 S Air	£12,045	13.6	99	75	90	58.9	112	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	£20,645	11.0	1178	110	207	74.3	99	7/10

Euro NCAP n/a, 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
1.6 hybrid SE	£19,955	10.8	115	106	108	83.1	79	8/10

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
2.0D 2WD SE	£24,895	10.8	116	136	275	58.9	127	8/10
2.0D AWD SE	£26,525	10.9	114	136	275	54.3	139	8/10
2.0D 185 AWD	£27,400	9.9	125	185	295	47.9	154	7/10
1.6 GDi SE	£21,300	11.5	113	132	119	44.8	147	6/10

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.



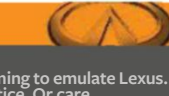
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.2 CRDi Prem	£32,230	9.8	118	187	311	48.3	161	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4660x1890x1760, 70-litre fuel tank, 434-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
1.5d SE	£21,500	12.0	118	108	192	68.9	108	6/10
2.2d Business	£28,280	8.6	134	170	258	64.2	115	6/10

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
2.2d SE	£29,700	8.7	144	170	295	65.7	114	5/10
Hybrid S Sport	£41,450	5.4	155	364	403	45.6	144	5/10
3.0t S S' Tech	£46,470	5.1	155	405	350	31.0	206	5/10

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 unnerving non-mechanical steering. As alternative as it gets.



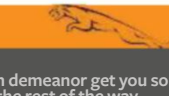
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0T Premium	£33,990	7.3	146	211	258	41.5	156	6/10
3.0T AWD S Sp't	£42,990	5.0	155	405	351	31.0	208	7/10

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
2.0T SE	£26,995	7.7	147	200	206	37.7	179	8/10
3.0 V6 S/C S	£44,995	5.1	155	340	332	34.9	194	8/10
2.0D 180 SE	£30,275	7.8	140	180	317	67.3	109	8/10

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
3.0 V6 S/C S	£49,955	5.1	155	380	332	34.0	198	7/10
2.0D 180 R Sp'	£35,100	7.7	136	180	317	65.7	114	7/10
3.0D V6 S	£49,995	5.8	155	300	332	51.4	144	8/10

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
5.0 V8 XJR	£91,775	4.4	174	550	502	25.5	264	7/10
3.0D V6 R-Sport	£70,980	5.9	155	300	516	48.8	148	8/10

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
2.0D Prestige	£34,170	8.5	130	180	317	57.7	128	8/10
2.0T R-Sport	£44,460	6.8	135	250	251	38.2	170	TBC
3.0 S Diesel	£51,450	5.8	150	300	517	47.1	159	8/10
3.0 S S'Charged	£53,365	5.5	155	380	332	31.7	209	7/10

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
3.0 V6 S Coupe	£60,775	4.9	171	380	339	31.8	213	8/10
5.0 V8 R AWD	£81,680	3.9	186	560	601	25.0	269	8/10
5.0 V8 SVR	£110,000	3.5	200	575	517	25.0	269	8/10

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
1.6 Sport	£17,495	11.9	111	112	112	47.1	141	6/10
1.4 MAir Longi'	£20,895	10.9	112	142	170	47.1	140	6/10
2.0 MJet Trail'	£28,495	8.9	122	170	258	47.9	155	7/10
1.4 MAir Lim'	£28,395	8.8	122	170	184	40.9	160	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4236x1805x1667, 48-litre fuel tank, 351/1356-litre boot, 5 engines, 5 trims, 15 models in total.

## CHEROKEE

After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 MJet 140	£26,345	10.9	116	140	258	53.3	139	6/10
2.2 MJet 200 4x4	£37,245	8.5	127	200	324	49.8	150	6/10

## KIA

**TopGear on Kia:**  
Seven year-warranty-backed range of whitegoods with barely a duffer among 'em. We're as surprised as you are.

### PICANTO

A Kia cracker. Latest Picanto looks good, drives well, costs little and is warrantied to the max.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 1 3d	£8,345	13.9	95	68	70	67.3	99	7/10
1.25 2 5d	£10,745	11.0	108	85	89	85.7	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 LP	£20,420	10.3	118	118	26	57.6	115	7/10
1.6T GT	£23,810	7.3	143	201	195	38.2	170	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4310x1780x1470, 53-litre fuel tank, 380/1318-litre boot, 3 engines, 5 trims, 18 models in total.

### 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	£22,795	11.1	101	141	186	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	113	130	119	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

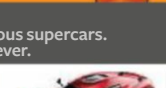
Euro NCAP \*\*\*\*\* LxWxH in mm: 4480x1855x1635, 62-litre fuel tank, 491/1480-litre boot, 5 engines, 6 trims, 13 models in total.

### KOENIGSEGG

**TopGear on Koenigsegg:**  
Swedish purveyors of deeply outrageous supercars. Big and shouty - yes. But also quite clever.



True to form, latest 'Segg is maddest yet. Petrol-electric hybrid with a weird single speed 'box. It's a huge achievement.

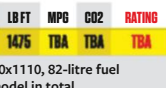


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
5.0 V8 T PHEV	£145m	2.8	250	1480	1475	TBA	TBA	TBA

Euro NCAP n/a, LxWxH in mm: 4560x2050x1110, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 model in total.

### LAMBORGHINI

**TopGear on Lamborghini:**  
The supercar for those who don't care about lap times. Or The Green Party. Or visibility. But like hexagons.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 580-2	£156,575	3.4	199	580	398	23.7	278	9/10
LP 610-4	£181,895	3.2	202	610	413	22.6	290	8/10

Euro NCAP n/a, LxWxH in mm: 4459x1924x1165, 80-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

### 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	£156,575	3.4	199	580	398	23.7	278	9/10
LP 610-4	£181,895	3.2	202	610	413	22.6	290	8/10

Euro NCAP n/a, LxWxH in mm: 4459x1924x1165, 80-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

### AVENTADOR S

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	£318,073	2.8	217+	750	509	17.7	370	9/10

Euro NCAP n/a, LxWxH in mm: 4780x2030x1140, 90-litre fuel tank, n/a-litre boot, 2 engines, 2 trims, 4 models in total.

## CENTENARIO

Hyper-Aventador celebrates Ferruccio's 100<sup>th</sup> 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	9.4	117	180	317	53.3	139	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4599x1895x1724, 54-litre fuel tank, 195/1698-litre boot, 2 engines, 4 trims, 4 models in total.

### DISCOVERY

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	258	443	39.2	189	9/10

Euro NCAP n/a, LxWxH in mm: 4970x2BAX1888, 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.

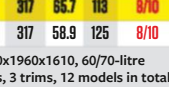


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Si4 Conv'	£48,200	7.8	130	240	251	32.9	201	8/10
2.0 eD4 SE 2WD	£30,600	10.6	113	150	317	55.7	113	8/10
2.0 TD4 SE Tech	£35,200	9.5	124	180	317	58.9	125	8/10

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	£83,100	6.8	130	308	517	40.4	185	9/10
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

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	£68,710	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: 4803x1930x1655, 60-litre fuel tank, 558/1731-litre boot, 5 engines, 6 trims, TBC models in total.

### RANGE ROVER

This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or G.A.L.C. 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	£78,350	7.4	130	258	442	40.9	182	9/10
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: 5000x5199x2070x1840, 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	£29,425	7.0	143	180	258	39.2	167	7/10
IS 300h Exec	£28,995	8.3	125	181	221	67.3	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	187	450	384	28.2	252	7/10
RC 200t F Sport	£38,495	7.5	143	245	258	39.2	168	6/10

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.

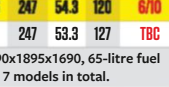


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RX 200T S	£41,495	9.2	124	238	258	36.2	181	6/10
RX 450h SE	£48,495	7.7	124	266	247	54.3	120	6/10
RX 450h F Spt	£53,995	7.7	124	266	247	53.3	127	TBC

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	£36,500	4.6	145	217	184	37.7	173	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:

## 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	£64,610	5.0	177	410	405	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 engine, 2 trims, 3 models in total.

### QUATTROPORTE

Noooo - what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 TT V8 GTS	£110,405	4.7	191	630	623	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	393	19.7	331	8/10
4.7 MC Stradale	£110,765	4.5	188	450	376	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, 260-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	8.9	142	275	443	39.2	189	8/10

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.

### 3

The 6's design language moves to the 3. So does the handling verve. After that we're less sure why you'd have one over a Golf.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
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
1.5D SE	£18,895	11.0	116	105	199	74.3	99	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.

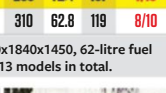


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Sport Nav	£24,795	9.1	134	165	154	47.8	135	6/10
2.2D Sport Nav	£28,595	9.1	131	150	280	72.4	107	7/10
2.2D 175 S' Nav	£26,995	7.8	138	175	310	62.8	119	8/10

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	£18,495	8.3	127	131	111	47.1	139	9/10
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

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
1.5D SE	£19,295	10.1	110	105	199	70.6	105	7/10
1.5D SE-L Nav	£21,395	10.1	110	105	199	70.6	105	7/10
1.5D S'Nav AWD	£23,795	10.5	107	105	199	60.1	123	7/10
2.0 SE	£17,795	8.0	119	120	151	47.8	137	8/10
2.0 S'Nav AWD	£22,495	8.7	124	150	150	44.1	150	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4275x1765x1535, 48-litre fuel tank, 350/1260-litre boot, 3 engines, 3 trims, 12 models in total.

## CX-5

Better than the already very good car it replaces. As good to drive as anything else in this class. And better looking.



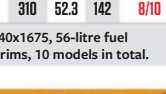
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE-L Nav	£23,695	10.4	125	165	155	44.1	149	7/10
2.2 S'Nav 150	£28,695	8.4	127	150	280	56.5	132	8/10
2.2 SE-L AWD	£27,695	9.6	124	150	280	52.3	142	8/10
2.2 S'Nav 175	£31,395	9.0	130	175	310	52.3	142	8/10

Euro NCAP n/a LxWxH in mm: 4550x1840x1675, 56-litre fuel tank, 506/1620-litre boot, 3 engines, 2 trims, 10 models in total.

## McLAREN

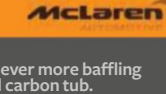
### TopGear on McLaren:

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.

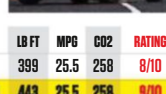


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
540C	£126,020	3.4	199	540	399	25.5	258	8/10
570S	£143,270	3.1	204	570	443	25.5	258	8/10
570GT	£154,015	3.4	204	570	443	26.6	249	9/10

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 - NEW

720S replaces the 650S. Much is new (91 per cent, it claims). Looks and tech are truly next level.



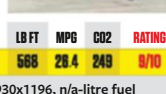
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
720S	£208,600	2.9	212	720	568	26.4	249	8/10

Euro NCAP n/a, LxWxH in mm: 4543x1930x1196, n/a-litre fuel tank, 360-litre boot, 1 engine, 1 trim, 1 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.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
AMG A 45	£40,895	4.2	155	381	351	40.9	162	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.

## 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	381	351	40.9	162	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	70.6	104	6/10
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	£74,450	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	149	194	295	72.4	112	9/10
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	50.4	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

**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
<b>AMG GLA 45</b>	£45,555	4.4	155	381	351	38.2	172	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
<b>GLC 43 AMG</b>	£47,875	4.9	155	367	364	34.0	189	8/10
<b>GLC 250d SE</b>	£38,735	7.8	138	204	389	56.5	129	8/10
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
<b>GLE 350d</b>	£57,075	7.1	140	258	458	42.8	179	7/10
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
<b>GLS 350d</b>	£70,685	7.8	138	258	458	37.2	199	7/10
GLS 350d Des'	£78,680	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.

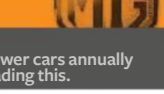


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
G 350d	£88,800	8.9	119	245	443	28.5	261	4/10
<b>G 63 AMG</b>	£132,680	5.4	130	571	561	20.5	322	4/10

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
<b>1.5 3Time</b>	£8,388	10.8	108	106	101	48.7	136	6/10

Euro NCAP \*\*\* 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
<b>1.5T Explore</b>	£14,995	9.8	118	188	185	46.3	139	6/10

Euro NCAP n/a, LxWxH in mm: 4500x1855x1665, 45-litre fuel tank, 235/1,366-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 rideance.



**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
<b>Cooper S</b>	£18,605	6.8	146	192	206	49.5	133	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
<b>Cooper</b>	£18,240	8.8	129	136	162	57.6	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
<b>Cooper</b>	£20,720	9.1	127	138	162	55.4	118	8/10
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	180	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
<b>Cooper</b>	£22,465	9.8	126	136	162	51.4	126	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.

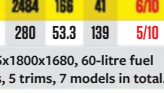


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
<b>PHEV 3h</b>	£34,804	11.8	106	200	2484	156	41	6/10
2.2 DI-D 3	£28,084	10.2	124	150	280	53.3	139	5/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4655x1800x1680, 60-litre fuel tank, 436-550/1755-litre boot, 2 engines, 5 trims, 7 models in total.

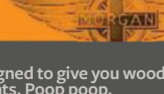
**OUTLANDER**

No-nonsense seven-seat SUV. Fair to middling. Plug-in hybrid version offered too. Green, but only gets five seats.



**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
<b>2.0 Bespoke 2d</b>	£30,000	4.5	120	110	100	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: n/a, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

**CLASSIC**

The only car to look like a restoration when actually new. The reasonably new Plus 8 is a fearsomely fast thing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
<b>4.8 Plus 8</b>	£95,280	4.5	155	367	370	23.8	282	7/10

Euro NCAP n/a, LxWxH in mm: 4010x1500/1720x1220, 50-litre fuel tank, n/a-litre boot, 4 engines, 6 trims, 6 models in total.

**AERO 8**

Some ash still lurks in the frame of this sports car. Creaks a bit, but otherwise not as antiquated as you might think.

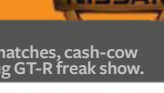


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
<b>4.8 V8 S'sports</b>	£128,800	4.5	170	367	370	25.0	256	8/10

Euro NCAP n/a, LxWxH in mm: 4120x1770x1200, 57-litre fuel tank, 227-litre boot, 1 engine, 2 trims, 2 models in total.

**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
<b>0.9T Acenta</b>	£14,995	12.1	109	90	103	64.2	95	8/10
1.5 dCi Acenta	£16,345	11.9	111	90	162	88.3	85	8/10

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
<b>1.6T Nismo RS</b>	£22,180	7.0	137	218	207	39.2	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
<b>EV Visia</b>	£26,830	11.9	90	109	206	n/a	0	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4450x1780x1570, no fuel tank, 330/680-litre boot, 1 electric motor, 3 trims, 3 models in total.

**QASHQAI**

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.





## GT-R MY17

Cheap at twice the price, the GT-R is an über-techy, violently capable, ruthlessly rapid speed machine. Drive one.



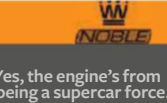
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
Pure	£78,995	2.7	196	570	469	23.9	275	9/10
Nismo	£149,995	2.7	196	600	480	23.9	275	9/10

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	£248,184	3.0	225	650	604	n/a	n/a	9/10

Euro NCAP n/a, LxWxH in mm: 4360x1910x1120, 68-litre fuel tank, n/a-litre boot, 1 engine, 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.



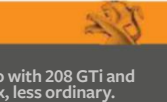
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.0 V12	£990,000	N/A	230	730	811	23.5	300	8/10
6.0 V12 BC	£2million	N/A	N/A	789	811	N/A	N/A	8/10

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 reformed 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	93	69	70	68.9	95	8/10

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	£20,950	8.6	143	208	221	52.3	125	7/10
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. Gobs 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	128	207	91.1	82	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	£27,840	9.8	130	150	279	67.3	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 Allu'	£19,565	11.3	112	100	107	78.3	97	6/10

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'	£27,845	13.1	108	120	221	67.3	104	7/10

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	£51,105	4.8	177	350	310	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	£50,758	4.2	177	350	309	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
4.0 GT3 RS	£131,298	3.3	193	500	339	22.2	296	10/10
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	£92,198	4.5	177	422	627	42.2	176	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.

## MAGAN

Porsche's Range Rover Evoque is a tidy looker that has image by the bucketload. 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	£62,540	4.8	165	400	405	31.7	208	8/10
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.

## CAVENNE

Sporting SUV that's very capable and now better to look at. If no longer has a ride that ruins your spine, either.



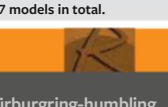
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
S E-Hybrid	£64,512	5.9	150	422	435	83.1	79	7/10
Turbo	£94,063	4.5	173	527	554	25.2	261	6/10
S Diesel	£65,495	5.4	156	383	626	35.3	209	8/10

Euro NCAP n/a, LxWxH in mm: 4855x1939x1705, 100-litre fuel tank, 670/1780-litre boot, 7 engines, 7 trims, 7 models in total.

## RADICAL

**TopGear on Radical:**

Super-fast, super-intense range of Nürburgring-humbling race cars. Wait - what, they're road-legal? Oh my.



## SR3

Few are as extreme, and few cope as badly with British roads. A car for dry, smooth, clear tarmac. Such as a track.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 245 Std	£69,850	3.4	160	245	265	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4100x1790x1130, 50-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

## RXC

Now here's a trick: Radical's second road car has much more power and a roof, but is far tamer to drive.



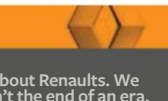
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6	£94,600	2.8	176	360	320	n/a	n/a	8/10
3.5 V6 Turbo	£107,500	2.6	185	454	500	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1960x1127, 50-litre fuel tank, n/a-litre boot, 2 engines, 1 trim, 2 models in total.

## RENAULT

**TopGear on Renault:**

Still a 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	100	65.7	99	7/10
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	100	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,							

## 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+	£14,945	12.5	106	90	89	56.5	116	7/10
1.5 dCi Exp+	£16,785	12.6	106	90	182	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	£21,050	11.3	116	110	192	76.4	96	7/10

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	11.3	113	112	192	74.3	99	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	192	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	9/10
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	£373,824	6.1	160	453	531	18.9	349	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	£235,416	4.4	155	624	590	20.2	327	9/10

Euro NCAP n/a, LxWxH in mm: 5269x1947x1507, 82-litre fuel tank, 470-litre boot, 1 engine, 1 trim, 1 model in total.

## DAWN

This is how you do luxury in 2016. Not just a car, but a practically unbeatable luxury experience.



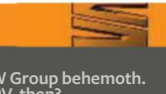
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
6.6 V12	£264,000	4.8	155	563	575	18.9	330	9/10

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 L <sup>i</sup> 3d	£11,065	13.2	106	75	70	60.1	108	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 238/951-litre boot, 2 engines, 5 trims, 12 models in total.

## IBIZA

First car with compact version of MQB platform. Big on useful tech. And just plain big. A good drive, if a bit po-faced.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 TSI 115 FR	£16,830	9.3	121	115	148	60.1	108	7/10
1.0 TSI 95 FR	£780	10.9	113	95	129	60.1	106	TBC

Euro NCAP n/a LxWxH in mm: 4059x1780x1444, 40-litre fuel tank, 355-litre boot, TBC engines, TBC trims, TBC models in total.

## LEON

Seat has really upped its game with the all-new Leon. Super-hot Cupra 300 now has optional AWD.



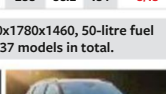
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 EcoTSI FR	£21,190	8.0	134	150	184	57.6	114	7/10
1.6 TDI SE Tech	£20,065	N/A	N/A	115	184	70.6	105	7/10
2.0 TDI FR SC	£23,710	7.5	142	184	280	62.8	118	7/10
2.0 TDI XC <sup>+</sup> ST	£25,815	7.8	142	184	280	61.4	121	7/10

Cupra SC £30,165 N/A 155 300 280 40.8 168 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.

## ATEGA

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?

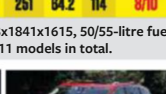


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 TSI S	£17,990	TBA	113	115	148	54.3	121	7/10
2.0 TDI SE	£22,930	TBA	125	150	251	64.2	114	8/10

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	£29,540	10.2	126	150	251	55.4	132	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 267/2297-litre boot, 4 engines, 4 trims, 8 models in total.

## SKODA

### TopGear on Skoda:

Supposedly the cheap'n'cheerful arm of the VW Group behemoth. So why does it make a £30k barge, then?



## CITIGO

Of course you recognise it – the Citigo is a lightly altered VW Up. Which makes it a very fine city car indeed.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Green SE 3d	£9,765	14.4	100	60	70	68.9	95	7/10
1.0 Gre <sup>+</sup> SE L 5d	£11,085	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	£14,000	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
1.6 TDI SE	£20,350	10.6	122	110	184	74.3	99	8/10

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	£28,790	8.1	148	180	286	67.3	110	9/10

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.

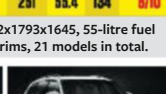


	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI S	£17,610	10.9	111	110	129	52.3	124	7/10
2.0 TDI SE L 4x4	£25,275	9.1	121	150	251	55.4	134	8/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4222x1793x1645, 55-litre fuel tank, 322/1760-litre boot, 4 engines, 5 trims, 21 models in total.

## 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	£30,585	9.5	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.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 Passion	£11,125	14.4	94	71	67	68.9	93	6/10
0.9T Prime	£12,415	10.4	96	90	83	57.3	97	8/10
0.9T BRAB Cab	£15,950	10.8	96	90	83	65.7		

## 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	£17,495	9.9	115	178	295	48.7	152	6/10

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-school WRX.

## OUTBACK

More of the unfashionable same from Subaru, but that's what owners love. New one is handily sized, very capable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D SE	£27,995	9.7	119	150	258	50.4	145	6/10

Euro NCAP n/a, LxWxH in mm: 4815x1840x1605, 60-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 3 models in total.

## LEVORG

Yet another big estate from Subaru. Hard to see where it fits in, particularly with just a single petrol engine choice.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DIT GT	£27,495	9.9	131	172	185	39.8	164	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4690x1780x1490, 60-litre fuel tank, 522/1466-litre boot, 1 engine, 1 trim, 1 model in total.

## WRX STI

The Scooby turbo is back, minus the Impreza name but with the same huge wing and heinous thirst.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.5T STI	£28,995	5.2	159	237	300	27.2	242	7/10

Euro NCAP n/a, LxWxH in mm: 4595x1795x1475, 77-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 1 model in total.

## BRZ

An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86...



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 SE Lux 2d	£23,995	7.6	130	200	151	36.2	181	9/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 55-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

## FORESTER

Lacks school run glam, but that's not the point - this is rugged transport. Pity the 240bhp XT Turbo is so ignorable.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0D XC	£26,995	10.2	118	147	258	47.9	156	7/10

Euro NCAP n/a, LxWxH in mm: 4560x1780x1700, 64-litre fuel tank, 450/1610-litre boot, 3 engines, 4 trims, 6 models in total.

## SUZUKI

### TopGear on Suzuki:

Only the old Swift Sport appears to have been fed the enthusiasm from Suzuki's mental motorcycles.

## SWIFT - NEW

Like the old one, by not trying too hard, this no-nonsense supermini succeeds in being rather good. Pity about the nose.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.0 SZ-T	£12,999	10.6	121	111	125	61.4	104	7/10

Euro NCAP LxWxH in mm: 3840x1735x1495, 37-litre fuel tank, 265/579-litre boot, 2 engines, 3 trims, 5 models in total.

## IGNIS

A car that proudly wears its cheapness on its sleeve. Do you like unpretentious unpretentiousness? You'll love this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 SZ3	£9,999	11.8	106	90	89	61.4	104	7/10

1.2 SZ-T AGS £12,299 12.2 106 90 89 61.4 104 7/10

1.2 SZ5 SHVS £12,999 11.8 106 90 89 65.7 97 7/10

1.2 SZ5 4x4 £13,999 11.5 103 90 89 60.1 106 7/10

Euro NCAP \*\*\* 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	£18,499	11.8	112	111	125	58.4	113	6/10

Euro NCAP \*\*\*\*\* 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.



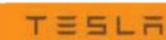
	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 DDIS SZ-T	£18,249	11.5	112	120	238	70.6	106	7/10

Euro NCAP \*\*\*\*\* 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	£118,435	3.2	155	532	713	N/A	0	9/10

Euro NCAP \*\*\*\*\* 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 'fal-con' 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	£100,180	3.8	155	773	713	N/A	0	9/10

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	£10,785	14.2	99	70	70	68.9	95	7/10

Euro NCAP \*\*\*\* LxWxH in mm: 3455x1615x1460, 35-litre fuel tank, 168-litre boot, 1 engine, 5 trims, 10 models in total.

## YARIS

A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.33 Icon 5d	£14,520	11.1	109	98	92	57.6	114	4/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3890x1700x1510, 42-litre fuel tank, 347/768-litre boot, 4 engines, 4 trims, 11 models in total.

## 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	10.9	112	138	105	80.7	79	6/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4330x1760x1475, 50-litre fuel tank, 435/1199-litre boot, 5 engines, 5 trims, 30 models in total.

## PRIUS

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	£23,800	10.6	112	99	105	84.2	70	7/10

1.8h Business + £26,300 10.6 112 99 105 86.0 76 7/10

Euro NCAP \*\*\*\*\* 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	£66,000	9.6	111	162	247	N/A	0	7/10

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	36.2	180	9/10

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	£20,995	10.9	118	115	137	47.8	135	8/10

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	£48,955	11.7	108	171	302	34.9	213	5/10

Euro NCAP n/a, LxWxH in mm: 4760x1885x1890, 87-litre fuel tank, 403/1695-litre boot, 1 engine, 3 trims, 3 models in total.

## VAUXHALL

### TopGear on Vauxhall:

Along with Ford, the bread and butter of British motoring. Thing is, Vauxhall forgets to put tasty fillings in.



## ADAM

They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 100 Slam	£16,280	11.6	116	100	96	53.3	126	6/10

1.4T S £17,935 8.5 130 150 162 47.9 139 6/10

Euro NCAP \*\*\*\* 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	£8,965	13.1	108	75	70	62.8	104	6/10

Euro NCAP \*\*\*\*\* 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

1.0T 90 SE 5d £15,775 11.9 112 90 122 65.7 104 6/10

## INSIGNIA G' SPORT

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'	£19,700	N/A	N/A	136	236	N/A	114	TBC
2.0 CDTi E' Nav'	£25,140	N/A	N/A	170	295	N/A	136	TBC

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	£55,500	4.9	155	584	545	18.5	363	7/10

Euro NCAP n/a, LxWxH in mm: 4940x1900x1470, 73-litre fuel tank, 495-litre boot, 1 engine, 1 trim, 1 model in total.

## MERIVA

Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a Black Cab, minus vomit.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 CDTi Tech L'	£17,980	8.9	122	136	236	64.2	116	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	120	140	148	47.1	140	8/10
1.6 CDTi Desi'	£19,915	9.3	119	136	236	68.9	106	6/10

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	8/10

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 chucked 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	8.8	114	90	116	60.1	108	8/10

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	118	60.1	107	8/10
1.8 TSI GTI 3d	£19,430	6.7	146	192	236	47.1	139	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 3970x1682x1462, 45-litre fuel tank, 280/952-litre boot, 9 engines, 8 trims, 32 models in total.

### GOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TSI 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
2.0 R 5d	£32,520	5.1	155	310	280	37.7	180	9/10
2.0 GTD 5d	£27,720	7.5	143	184	258	61.4	125	8/10

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	£21,840	8.7	126	150	186	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
2.0 TDI SCR GT	£28,990	7.8	147	180	295	68.9	107	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4767x1832x1456, 59/66-litre fuel tank, 586/1152-litre boot, 4 engines, 5 trims, 26 models in total.

## CC

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	£30,940	8.5	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	5.7	155	240	258	35.3	187	8/10
2.0 TDI 150	£24,255	8.6	134	150	199	67.3	109	6/10

Euro NCAP \*\*\*\*\* WxH in mm: 4256x1810x1406, 55-litre fuel tank, 312/1006-litre boot, 6 engines, 4 trims, 11 models in total.

## TOURAN

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	£25,785	11.9	118	115	185	61.4	119	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	£31,115	10.3	TBA	150	251	58.5	130	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 300/2297-litre boot, 4 engines, 4 trims, 11 models in total.

## TIGUAN

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	£33,465	7.7	128	180	238	38.8	185	7/10

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	£49,950	7.3	140	262	373	42.8	174	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4801x1940x1709, 85-litre fuel tank, 493/1555-litre boot, 2 engines, 3 trims, 5 models in total.

## VOLVO

**TopGear on Volvo:** Far removed from Volvo of old, and far more than just boxes on wheels. Even though they are boxy.

## V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. 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	£28,405	7.3	130	190	295	70.8	104	TBA

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

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	£50,175	5.8	143	220	325	155	48	7/10

Euro NCAP \*\*\*\*\* LxWxH in mm: 4628x1865x1484, 67-litre fuel tank, 430/1241-litre boot, 6 engines, 9 trims, 36 models in total.

## 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 Inscrip'	£42,455	7.0	143	235	354	58.9	127	8/10

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 Inscrip'	£44,455	7.2	143	235	354	57.8	129	8/10

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	£36,385	7.6	130					

**GWC**  
OXFORD | LONDON

**Megir Mesh Chrono**

£49

Gilchrist Watch Co. is home to an unrivalled collection of unique affordable timepieces for men.

The strikingly minimal Mesh Chrono from Megir boasts a steel mesh band, precision stopwatch and calendar wheel at 4 o'clock. 3 variations.



**Affordable Luxury. Perfect for an adventure.**

10% off use "TGJUNE"  
[WWW.GWCWATCHES.COM](http://WWW.GWCWATCHES.COM)

# RACING LEGENDS

Audi 90 quattro IMSA GTO

WORDS: JASON BARLOW

**W**hen Trans-Am banned 4WD just after the Audi 200 won the 1988 season, Audi switched to the IMSA series and set about creating an all-new tubular steel spaceframe, clothed in a body that resembled the 90 quattro but only if you'd consumed your body weight in strong liquor. We like the fact that it effectively shoehorned the gizzards of the highly successful world rally car – and Walter Röhrl's Pikes Peak '87 record-setting monster – into a silhouette track car. Remember, then, Audi was still something of a niche concern, for whom the endurance racing and Le Mans-slaying dream was still a decade or more away.

The 20v, 5cyl 2.2-litre had a massive KKK turbo bolted onto it, and now made about 720bhp. Most of the engine was sited ahead of the front axle. The exhaust exited, in hugely unsubtle fashion, through what would have been the passenger door on the road car; the only thing carried over from the real-world 90 was its roof. Various carbon composites were used in the body, and a lot of wind tunnel effort was expended on the air dam and large rear wing. The suspension used double wishbones and coil springs, with ventilated discs all round.

Audi of America ran the IMSA campaign itself. With the Trans-Am champ Hurley Haywood

retained, alongside the mighty Hans-Joachim Stuck, the team won seven of the series' 13 races, but was beaten to the punch by the Mercury Cougars being run by Roush Racing.

Electing to miss both that year's Daytona and Sebring races, as the car was still being tweaked, the mad Audi debuted in Miami, where gearbox problems distracted from its pace, a glitch swiftly overcome. Stuck and Haywood scored a one-two at Summit Point; in May 1989, Stuck won again in Mid-Ohio, then again in Topeka, at Sears Point, at Watkins Glen, Lime Rock, and at Laguna Seca. He finished third overall, while Audi was runner-up in the constructors' championship. If they'd raced at Daytona and Sebring, they'd have won both.

Despite this strong showing, Audi's German bosses preferred to focus its motorsport efforts on the domestic DTM series, pulling the plug on the US exploits after just one glorious season. This brevity is another reason the 90 quattro lingers long in the memory. "When we came to the States with this car," Stuck remembered 20-odd years later, "nobody can believe what we can achieve... small engine, five cylinder, it's a German saloon car! We could use a later braking point, and practically any line we wanted. When I crossed the finish line, I started yodelling!"

IMAGE: BOB HARMMEYER



## ENIGMA CERAMIC DETAILING WAX



Angelwax ENIGMA is the ultimate hand applied detailing wax. Created in our laboratory using only the finest natural raw materials and the most technologically advanced ceramic components, ENIGMA gives outstanding gloss, spectacular durability and ease of use.

[www.angelwax.co.uk](http://www.angelwax.co.uk)  
RRP £45.00 - £180.00



## DU MAURIER WATCHES

The Commodore by Du Maurier Watches. This Swiss-made diving watch is a Limited Edition of only 125 pieces. A classic combination of style & performance, a true dress-diver that looks as good with a suit as it does in the water.

**The Commodore  
with tan leather strap**  
[www.dumaurierwatches.com](http://www.dumaurierwatches.com)  
01462 220720  
RRP £465.00

## KITSOUND PARALLAX SPEAKERS

Experience music the way it should be, in spectacular stereo with the KitSound Parallax. The bookshelf speakers with built-in amplification that bring your audio to life and make it easier for you to enjoy every beat, with your choice of connectivity, an impressive sound experience, and a stylish design that fits into your home. Say hello to two simply beautiful boxes.



Available online and in-stores  
[www.kitsound.co.uk](http://www.kitsound.co.uk)  
RRP £150.00

## EXTREME PORTABLE BLUETOOTH SPEAKER

HANGTEN is the perfect pocket-sized speaker, small enough to squeeze into your back pocket but big enough to kick out a great sound. Styled taking in influences from skate park bowls and breaking waves, it embraces the active lifestyle.

**Check out the full range of features**  
[www.extremetuned.com](http://www.extremetuned.com)  
RRP £79.99



## DESIGN YOUR OWN SHOES

Gilbert & Bailey hand lasts the finest quality Men's footwear in Northampton, England. All of their shoes are handmade to order, allowing customers to tailor their shoes to suit their personal style from anywhere in the world via the unique self build website. Their expertise lies in the unusual and very special from hand painted calf skins to crocodiles and ostrich.



**Contact us now on**  
[hello@gilbertandbailey.com](mailto:hello@gilbertandbailey.com)  
+44 (0)121 745 7590  
Prices from £690.00

## KITVISION IMMERSE 360 ACTION CAMERA

The world isn't flat and one dimensional, so why should your photos and videos be? Discover the Immerse 360 Action Camera; transform the way you capture life's adventures and relive every experience in 360°. Share more with built-in Wi-Fi, interact with your footage and photos through the purpose-built app, and jump straight back into the action at the push of a button.



**Available online and in-stores**  
[www.kitvision.co.uk](http://www.kitvision.co.uk)  
RRP £199.99

## TOM DICK AND HARRY DRIVING GLOVES+

Hand-made lamb-nappa, deerskin or luxury carpincho leathers. Over 36 styles of fine leather road-driving gloves for men and women. With four generations experience behind us, we know quality.



**To find out more please visit**  
[www.tomdickandharry.co.uk](http://www.tomdickandharry.co.uk)  
or call: 020 371 7716  
RRP £45.00

## ZEOS® QU3 FACE WASH

ZEOS QU3 Face Wash with cutting edge skincare technology - First-line defence that helps regenerate your skin's natural glow by cleansing deeply into the pores. Natural Vitamins E & B5 helps the skin to feel fresh, clean and invigorated. Winner of Best face wash 2016.



**Available from BOOTS.com**  
[www.zeosformen.com](http://www.zeosformen.com)  
RRP £7.95

# WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?

**16** YEARS OF THE MONEY BACK GUARANTEE

**30** DAYS MONEY BACK GUARANTEE

**95%** POSITIVE FEEDBACK

**5** YEAR AWARD WINNING

**Auto EXPRESS** RECOMMENDED

If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

**An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang!** All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

**Prices start from just £19 per month.** Best of all its been designed by motoring consumer champion, Quentin Willson.

*Quentin Willson*  
Designed by **Quentin Willson**

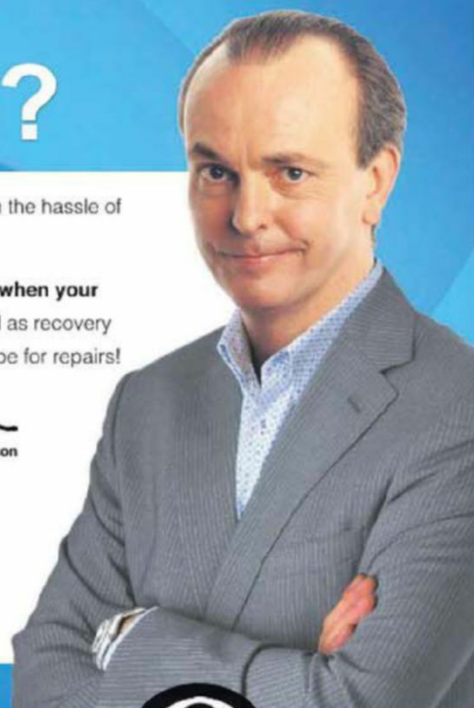


### QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide  
[www.warrantywise.co.uk/guide](http://www.warrantywise.co.uk/guide)

Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online  
[warrantywise.co.uk](http://warrantywise.co.uk)

Call us on Freephone  
**0800 678 3705**

  
**Warrantywise**  
Simply the Best in the Business

## Great Insurance Deals

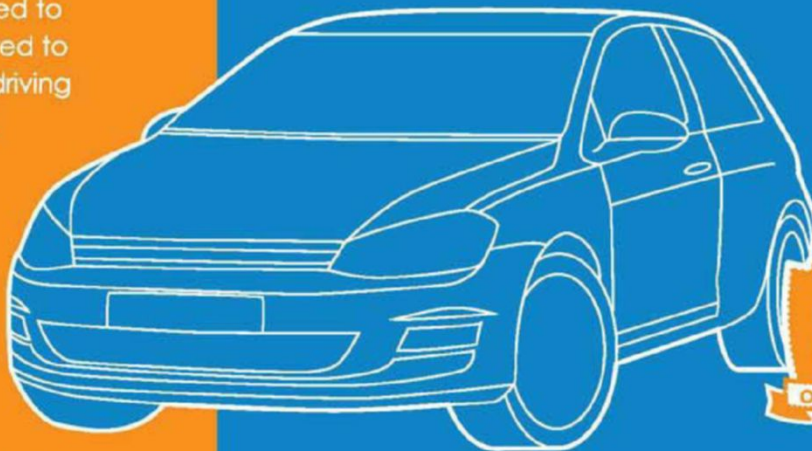
Adrian Flux how much you love your car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



**0800 085 5000**  
**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority

## Get Your Insurance In Gear



Benefits available can include:

- EU Cover
- Breakdown Cover
- FREE Legal Cover
- Club Member Discounts
- Limited Mileage Discounts
- Modifications Cover





# MidlandCredit.co.uk

Getting the Nation Driving

## NEED CAR FINANCE?

# BUY ANY CAR from any DEALER



**FAST DECISION WITHIN 1 HOUR** ✓ **NO DEPOSIT** ✓

**POOR CREDIT** ✓ **NO FEES** ✓

26.9% APR REPRESENTATIVE



**FINANCE FROM £3,000 to £50,000**

**NO ADMIN FEES**



**APPLY ONLINE NOW!**

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



Or Call us NOW on **03339 00 00 00**



Midland Credit Ltd is a licensed credit broker and not a Lender and is authorised and regulated by the Financial Conduct Authority for consumer credit  
FCA no. 732202. 26.9% Apr representative written quotations available upon request , the rate you will be offered will depend upon your personal circumstances

Insurance & Finance

Registrations

Track Days & Events

Prestige Car Hire

Car Sales

Lifestyle

Products & services

Tuning & Styling



**WE ARE LOOKING FOR  
PRESTIGE PLATES FOR  
WAITING CLIENTS**

Established 1974

61E Seamoor Road, Westbourne,  
Bournemouth BH4 9AE



The Personalised Numbers Agency

www.pna.co.uk sales@pna.co.uk

<b>No 1's</b>	1 JUL	THN 1	AK 4	F 1	5 JF	NO 4	2 SLK	B111 ALS	NAS1R	LL10 YDS
1 AEK	1 LSA	1 TMJ	4 AK	FC 6	9 JF	18 O	5 SPY	B11 RDE	1 RAT	R16 HDU
BHT 1	1 MFN	1 TNK	AK 6	2 FMW	JJ 2	OI 3	1111 T	CH11 NNA	777 ROB	RUG 6Y
1 BMG	1 MPD	TNR 1	AK 7	111 GJ	JJ 3	OO 77	94 T	2 DOG	4 RON	R931 UTH
1 BVT	1 MUU	1 TOC	AK 25	7 GS	333 JJJ	5 OOT	500 T	D1 SHY	13 ROB	S4 YAD
1 CEO	MWT 1	1 TTJ	911 AK	911 GUY	321 JK	50 OT	111 TK	5 DOS	ROV 3R	M4 SLK
1 CGU	1 NFU	TTJ 1	38 AS	HAJ 1G	4 K	11 OU	TOM 3Y	E13ONY	TH11MAS	SH11 LMA
1 CLR	NRH 1	VSN 1	3 BF	HB 7	88 K	1111 P	898 TR	F1 TTA	T1 TCH	S45 KEY
1 CTE	NST 1	VBW 1	BF 50	4 HER	K4 AHN	21 P	1 UA	F111 ASH	TON 9	27 SU
CTG 1	1 NUU	1 XAJ	BF 11	HH 2	KW 48	11 PF	36 V	FAT 1E	TES5S	45 SU
1 DGM	OCN 1	1 XB	BN 6	HM 33	KS 17	999 PH	WM 6	GEM 444	1 TUG	46 SUE
EVJ 1	OWK 1	1 XD	C 144	1 HKV	KS 5	POR 5H	WC 45	GRA 66E	5 HER	82 SUE
1 EVY	OKM 1	1 YAY	4 CAT	HU63 HES	KS 6	PR 8	96 X	GW11 SON	TON 17	SAM 924N
1 EWV	1 OXX	1 YH	5 CAT	10 HY	LJ 2	16 PR	6 XK	555 HRH	UN17 LET	SAN 124S
FCU 1	PCY 1	1 YOR	8 CAT	3333 J	LJ 3	11 RC	20 Y	JON 1N	V1NEE	SAY111D
1 FUG	1 PHL	1 YUC	4 CEO	4 JAK	LJ 4	1 RH	<b>Names</b>	JOY 1S	W6 RAY	SAZ 595
1 GBW	1 RCH	<b>Prestige</b>	DI 11	34 JB	MJG 90	2 RW	AD11 DAS	K1 RRK	91 MC	SAZ 616
1 GJO	1 REY	AAS 8	DT 6	29 JB	M 36	5 RY	AMY 6	K4AHN	E16EN	SCO 111
1 HJY	1 RYL	6 AH	E 33	JB 39	FSO 1	59 RS	AMY 62	KH15 HAN	J4 HNY	YE54SFX
1 HWX	SHJ 1	AH 33	EG 6	53 JB	4 NJU	6 S	AS11 LEY	LOU 15S	LOS 9	ST07BBS
1 HYP	1 SUU	AH 66	EMA 2	4 JEY	NT 2	8 S	AND 1P	MA55 AGE	MAX 960	ST08BBS



Telephone Now 01202 877395

WE HAVE MILLIONS MORE PLATES AVAILABLE

# Elite Registrations

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

Tel: 01380 818181 [elitereg.co.uk](http://elitereg.co.uk)

We have been specialising in value for money registrations for over 40 years. We buy for stock and therefore we have become the source of supply for these registrations. All are offered on a first come, first served basis, subject to availability. We will be surprised if you find better alternatives, at a similar price, elsewhere. All are subject to VAT and the £80 Dept. for Transport transfer fee. Prices may fluctuate. See website for full terms. Write: P.O. Box 100, Devizes, SN10 4TE

V2 ABC £895	442 BLG £1200	D89 DAV £895
ABE 2S £1400	877 BME £995	A18 DAY £1300
P28 ABS £895	P19 BMW £895	DAY 7DN £1400
ACH 154 £1900	W26 BMW £795	4155 DD £1900
6501 AD £2200	P24 BOB £1300	65 DE £4700
P21 ADE £795	K100 BOB £1100	P26 DEB £1400
400 AE £3900	612 BON £1300	23 DEE £995
J9 AGR £795	P23 BOX £895	207 DEL £1600
H111 AJH £1700	M66 BOX £795	P24 DEN £1300
Y6 AJR £995	R25 BRY £995	548 DER £1300
J44 AKY £2100	V88 BRY £895	K9 DES £995
V29 ALF £795	R123 BRY £795	L66 DES £795
ALW H1Y £1200	673 BRY £1900	516 DES £1400
P23 ALX £795	BS 8072 £1600	DEW 12F £895
P24 ALY £995	BSK 153 £895	3468 DG £1300
N25 AMB £895	573 BSM £1600	V53 DJB £795
P21 ANA £995	I7 BU £4900	S44 DJM £995
P25 AND £795	C8 BUG £995	D21 DJS £995
P24 ANG £995	I27 BUL £1300	228 DKG £895
ANN 13Y £3700	853 BUR £1300	531 DLT £995
R26 ANN £995	A4 BUX £895	X1 DMA £1200
T7 APS £1100	BXG 862 £695	140 DMR £1400
D6 ART £3000	2192 BY £1400	DOC 83K £895
C55 ARY £1995	1984 C £3900	351 DDC £2200
E14 ARY £1500	1985 CA £2900	91 DON £795
P31 ASH £1300	553 CAB £1800	W81 DON £795
J505 ASH £795	F11 CAD £995	472 DON £2900
B600 ASH £895	CAM 12A £2300	994 DOT £1400
F14 AUD £895	P123 CAM £795	VI DOW £895
9716 AW £2400	CAR 121S £795	824 DS £4100
586 AYD £395	P29 CAS £995	75 F10 £1300
800 BA £3200	P26 CAT £895	DTS 618 £1100
BAL 55E £1300	CDJ 757 £1200	DUG 672 £1700
BAZ 494 £895	JH 80M £795	61 DY £3600
A5 BEA £1300	CEC 7D £1200	845 E £5900
195 BBP £795	824 CFJ £795	EB 712 £3500
BCZ 29 £795	R19I CHD £795	831 EBY £1300
BEA 2L £2100	CHE 8M £995	EC 826J £1400
587 BEA £895	P5 CHS £795	87 EG £4500
BEL 5X £1400	C1G 383 £695	200 EJ £3900
P27 BEN £1300	683 CLN £1200	286 EJV £995
R2 BE5 £795	NS CLS £895	600 EJK £795
BES 615 £995	1995 CM £2500	6977 EL £995
P3 BEV £1700	A4 CMC £995	P25 EMA £895
D13 BEV £1200	K70 COL £1400	Y3S EMS £1100
R27 BEV £995	J29 CON £795	57 EN £2900
TI1 BEV £895	213 CPW £1400	24 EO £4100
P23 BEX £895	154 CS £4300	EO 8769 £995
BEZ 38 £695	CSU 618 £695	222 EOD £895
BF 5870 £995	35 CY £4900	86 EP £4100
BHZ 24 £795	299 DA £3300	479 EPB £695
BIL 6908 £895	9718 DA £1500	92 ER £4800
BJZ 27 £695	P321 DAN £895	N4 ERN £795
67 BL £4400	B35 DAV £795	ESS 8Y £995

17 ESS £2400	GER 148 £1700	E72 JAN £1300	555 JXY £695	LEN 408 £1700	S29 MAX £1500	NJ 5555 £2700	
N99 ESS £795	GF 146 £3500	78 JAN £4900	NI KAB £995	J7 LER £895	MAZ 646 £995	49 NN £3900	
6036 ET £1200	M8 GGS £5500	M700 JAN £1100	L14 KAY £995	P5 LES £1700	MCR IR £1700	44 NNS £2100	
861 ETJ £695	400 GJ £3900	9G JAP £795	P23 KAY £895	TIO LES £895	R6 MDB £795	NOS 11A £795	
9156 EV £795	333 GK £3100	D9 JAR £1100	KAZ 848 £895	A16 LES £1200	4010 ME £1400	920 NPA £695	
P2 EVE £1500	424 GLY £795	P24 JAS £995	59 KE £3600	P90 LES £795	MEG 38W £1100	222 NR £695	
R28 EVE £895	1990 GM £2700	R121 JAS £895	P21 KEL £895	M19 LEW £795	X55 MEL £1300	213 NPK £995	
W70 EVE £795	GN 4861 £1600	W9 JAW £995	T5 KEN £1700	300 LEX £3900	W800 MEL £795	90 NY £3900	
R29 EVO £795	GNH 904 £695	P25 JAY £895	1522 KEN £1200	LHM 607 £995	Y1 MES £795	270 NY £3400	
RS EVD £895	179 GNM £695	V2 JCD £795	X40 KEN £995	83 LK £4900	S5 MET £995	156 OF £895	
95 FD £3500	1966 GR £2500	F6 JCM £895	86 KEN £3300	3302 LJ £895	737 MFK £795	869 OHW £895	
38 FE £3800	GTF 559 £995	Y5 JEF £1400	N222 KEN £795	54 LN £4900	MGF 4Y £795	B2 OOB £895	
FREE IIS £995	788 GTV £795	R7 JEL £795	KEV 82N £2400	J1 LMB £995	402 MHO £795	86 OR £4400	
FEN SW £995	G37 GUY £795	JEL 867 £1100	S19 KEV £1200	54 LN £4900	1969 MJ £2500	99 OYR £895	
I879 FH £1200	26 GY £4900	P24 JEM £795	VIII KEV £995	R21 LOR £795	W27 MJC £795	09 Y75 £895	
FHR 947 £795	G2 7348 £695	R23 JEN £1500	4692 KF £1100	R31 LOU £1200	L8 MMS £2200	N4 PAB £995	
75 FJ £4100	8179 HA £1300	S200 JEN £1300	59 KN £4900	880 LPJ £795	MR 6646 £2500	H8 PAM £1400	
FJ 6159 £1500	52 HE £4300	R24 JES £1100	CI KOS £795	LPS 8 £2800	Y1 MSR £995	J12 PAM £995	
FJV 741 £695	V17 HEL £995	776 JGW £795	KP 8655 £1400	831 LS £3800	36 MU £4900	3333 PAM £795	
P21 FLY £795	P23 HEL £795	JH 5 £52000	3898 KR £1500	411 LY £6500	7426 MU £1200	56 PAN £795	
G25 FOX £1200	C8 HEM £795	JIL 363 £895	KRM 893 £1300	LYN 21M £2500	P21 MUL £795	P121 PAS £795	
FRE 545 £995	R21 HEW £795	JIL 636 £895	548 KTW £795	P29 LYN £1200	D11 MUM £795	A98 PAT £1200	
2378 FS £1800	1418 HJ £995	JM 1444 £3500	A20 LAD £895	1972 M £4900	R7 MUR £895	D98 PAT £995	
FW 8041 £1600	K1 HJG £895	H2 JMR £895	B5 LAW £895	P26 MAC £1200	8539 MX £795	847 PAT £2500	
44 FJY £695	80 HJX £895	4457 JN £1400	S26 LAW £795	P23 MAC £795	7002 MY £1200	H3 PAW £895	
55 FY £2900	23 HO £895	R26 JOE £1300	R80 LAW £895	K3 MAG £1400	222 MYX £695	81 PBB £795	
384 FYC £895	37 HN £3600	4200 JON £1600	S26 LAW £895	P24 LEE £1500	NAR 594 £995	PBB 335 £995	
V4 GAM £795	34 FNC £795	JON 386W £1200	R24 LEE £1500	M40 MAL £1300	W25 NAT £895	PBZ 41 £795	
GAS 319 £1800	F7 HOP £895	P777 JON £1400	P29 LEE £1400	103 MAL £2300	W444 NAT £795	1978 PC £2500	
W31 GAV £795	F6 HOP £795	C922 JON £895	V777 LEE £1100		89 ND £4900	A6 PCH £795	
1990 HS £2300	151 HTA £1300				103 NDY £895	A4 PCW £795	
333 GCG £1200	16 HU £4900				573 NDY £795	1978 PD £2800	
901 GCR £795	30 HV £2900				ND NE £3100	A9 PDL £795	
121 HW £3400	I20 HX £3400				P1 NET £795	X4 PDM £795	
M2 GEF £1600	T3 JAC £1400				SN NET £1200	PDX 191 £695	
E999 JAC £1200					73 NET £795	M9 PEG £895	
T55 JAG £1100					R33 NET £795	R65 ROS £895	
JAH 12D £895					P28 MAT £895	Y1 ROY £995	
S222 JAK £895					P121 MAT £995	E15 ROY £895	
					R26 MAX £1300	NEZ 90 £895	

**REGISTRATIONS ALSO WANTED  
FOR IMMEDIATE OUTRIGHT PURCHASE**

1520 PH £2100	481 ROY £2700	P121 TEL £895
PHZ 35 £795	P777 ROY £795	A8 TEN £795
1567 PJ £1200	RP6 728 £1600	S555 TEV £795
S13 PJM £795	R1 RPS £1100	G557 TF £1300
L2 PMS £795	RRG 374 £795	TIB 313 £895
97 PN £4200	R23 RUS £895	353 TMD £1700
4014 PP £1600	R20 RUS £795	PI THM £895
P21 PPS £995	RV 4863 £895	783 TPT £795
PSL 583 £695	RXV 879 £695	67 TN £4900
30 PU £4900	I14 RY £4500	39 TO £4900
2195 RA £1400	SAL 5T £3900	R13 TOM £1400
555 PYH £695	L10 SAL £1300	P26 TOM £1300
RAB 40Y £1100	R23 SAL £995	TOM 21Y £995
RAG 9M £2100	SAM 50Y £3100	TPB IL £1500
D20 RAG £895	S121 SAN £895	I25 TR £3500
R23 RAG £795	P24 SAR £795	J8 TRA £1400
V20 RAJ £895	SAW 689 £1700	835 TS £5500
P23 RAJ £795	SBU 823 £795	4025 TU £1200
M99 RAM £795	P24 SCO £795	SG TVE £895
E3 RAW £1400	1970 SD £2400	9137 UB £1300
T22 RAY £1500	SDD 332 £1300	URK 780 £695
R29 RAY £1300	R22 SER £1700	17 US £4900
RC 5420 £2300	P21 SER £895	720 V £3900
12 SFC £895	STU 8F £895	BAV 63 £1200
EG RDC £795	SIL 808 £895	M10 VAL £995
A7 REC £895	SLK 4J £1500	S30 VAL £895
B7 REG £795	DE SMM £895	J300 VAL £795
200 REG £1700	X4 SMM £1400	8855 VB £1300
REG 751 £1400	SNT 517 £795	1055 VC £1400
T777 REV £1200	P31 SON £795	90 VE £4400
5204 RF £1400	P3 SRH £795	VF 3092 £995
RGC 890 £995	SRP 463 £895	720 VFC £695
200 RK £3000	204 STD £1200	VG 120 £3100
476 RPK £895	STU IL £5400	4352 VR £1300
P28 RKR £795	STU 8T £6300	2799 VT £1100
991 RRF £995	ST6 STU £1400	6729 WE £995
42 RO £3600	STU 521J £795	A14 WEB £1100
J10 RO £1600	S55 SU £4300	WES IY £3100
S27 ROB £1500	J9 SUE £2600	W16 G26 £1400
X44 ROD £895	P27 SUE £1400	WJA 608 £695
W100 SUE £995	W100 SUE £995	WLR 145 £995
S375 SUE £795	99 XEA £895	99 XEA £895
030 XA £6300	030 XA £6300	030 XA £6300
D3 ROL £1200	D5 TAL £795	400 XHD £895
S11 TAM £1900	S11 TAM £1900	3650 XJ £695
E50 RON £895	R23 TAM £795	XLA 308 £895
TAM 78Y £1300	XMD 998 £695	XMD 998 £695
TBY 415 £695	XWJ 908 £795	XWJ 908 £795
312 TD £1200	67 YE £2700	67 YE £2700
M20 TED £995	YFM 858 £795	YFM 858 £795
W66 TED £895	41 YS £5500	41 YS £5500
P99 TED £795	YWH 965 £695	YWH 965 £695
F74 TEL £795	YY 285 £1800	YY 285 £1800



01582 967777  
8am-10pm 7days



THE UK'S LARGEST PRIVATE NUMBER PLATES DEALER  
Established 1982 • Over a Million Satisfied Customers  
Over 48 Million Numbers Online • Free Celebrity Magazine

INITIALS INITIALS INITIALS INITIALS

<b>CKL I</b>	AAD I 8 ACN 754 AD 22 ADC	I BVM I BWF I BWG 88 BWP	I DDF 7 DDG I DDW 30 DFH	EGV I I EHB EIG I EJA 6	I FET I FFB I FFR I FHF	5 GJD 3 GJE GJK I I GJY	KRB I 9 KRL KJ9 I KJN	I LRT I LSG I LSN I LSW	NGM 89 I NHD I NHH I NJD	I PGV PHB I I PHE I RLD	I RKD I RKR I RLF I RLD	SHG I 6 SHR I SJJ I SKE I	I UY VAG 9 I VAJ I VAM	WFH I I WFM I WG9 I WGE
<b>I GNH</b>	41 ADF 5 AEK AFP 6	52 CAF CBS 4 I CEE I DMV	6 DHG 7 DHJ I EMT I EN	8 EJR I FJK FJO I FJP I	FJS 22 29 FK I ENB I ENC	85 GLM 5 GME GMS 77	KWC 3 I KWE I KWG I LWD	I LSG I LSN I LSW I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>6 DWE</b>	77 AGA AHC II 10 AHS	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>KWC 3</b>	AN I I APD APJ I	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>I AOC</b>	ARW I I ATL I AU	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>PJF I</b>	II ATU I4 AU 4 AVP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>10 GDC</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>DDD 14</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>9 AHH</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>WDB 40</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>I KHR</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>HAS I</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>FH I</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>I HFE</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>T 6</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>I VRG</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>RWK I</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1
<b>I GKE</b>	II AWC I AWM I AWP	4 CEJ 4 CEU I CER 46	6 DRD 12 DRG 20 DRJ	77 EKM I EMT I EN I ENB	8 EP 6 EP I ENH I ENH	I GNA I GNH I GNJ	48 KY 20 LAA 90 LAS	I LWD I LWB I LWB I LWB	I NND I NHH I NJD I NLA	I PHE I PHE I PKF I PLD	I RLF I RLD I RLO I RLU	I SJJ I SKE I I SKE I I SKE I	I VAJ I VAM I VAP I VBI	I WGE I WGT I WGV I WJ1



Dealing with Regtransfers is as good as it gets. These guys know their business inside out.  
Lindsay & Lyn Gibbons

I HFT	4 HPM	68 JGA	JWA 74	KHE I
59 HG	I HSO	JGS I	JWG 28	I KHJ
38 HGB	HSW 5	10 JHD	55 JWM	I KHR
I HHT	I HTP	JHY I	JYK	KUE 52
3 HJN	HW 9	JJK 66	KBB I	I KJY
HJP I	I HWS	JMD 50	I KBE	I KJY
55 HJR	100 YA	14 JMS	I KBL	I KKE
I HJV I	800 JA	I JN	5 KCP	I KLD
I HJW	I JBG	I JNH	I KCY	4 KLE
HKA I	50 JBR	I JPK	I KDC	KML 65
I HKW	JCG 88	JS 6	KDJ I	67 KMT
I HL	II JDD	53 JTD	I KDO	I KMW
HLB I	16 JDP	88 JTF	KE I	I KNL
5 HLJ	I JDU	I JTK	I KFA	5 KNM
I HMK	9 JEG	I JTT	I KFO	I KNR
HMO I	I JEX	I JUW	I KFR	KN P I
I HNB	JFF 4	I JVG	I KGO	KP I
I HOR	I JFJ	I JVK	I KGS	I KPV

NAMES WORDS NAMES WORDS NAMES

<b>LOR 377A</b>	ABB 333Y XAB I	BEG 6S BEN 6H	BUT 70N BYF I3ID	C24 FTY CRA I1IK	EDM 4N ELI ZAZ	GI AND G13 NDA	HOY 7E HUII XXX	LAV 32Y LAW 21E	M647 EER MCB 41IN	NAJ 4T NAL 50N	POI DER POL I7T	SAIL CES S4 ULS	STE I1IN S71 LES	UGI EST LUN I73D
<b>DUT 50N</b>	A824 HAM A82 AMS	BEI 2ER B3 RTH	BYW 20N BYW 473R	C121 CKY C200 KES	ELN 70N EMS 51E	GOA 21A GOA 73R	HUII AND HUII IIE	L423 NBY LEA I1H	MCC 413E MCC I34N	NAN 377E NAS I1H	POO I7T POO I3Y	SAV 463E SAY 6D	STO 88S STO 6K	VUN I1E VA55 ELL
<b>WEL 8Y</b>	ACK 207D ADR 214N	B32 THA BES 5T	CAB I1IE CAI2 NSY	C120 OKS CRO 77Y	ERIN 35T EUS 746E	60I DEN 60E RGE	HUN I1T HUS 4M	L3 AKE LEA 2P	MCC 60Y MCC I1E	N61I UNL N397 UNE	POR 2T PRII ZES	SAY 32S SEA I2S	S70 K6 S70 OWE	VEI I ON VEI2 NON
<b>BOV 3Y</b>	AI DOO 417 KEN	3 ETS 83 TTY	CAN I1AN CAN 333E	CRO 77Y CRO 77Y	EVE I17N EVE 235T	GOS 51P GOU I7T	HUII AND HUII IIE	LEA 2P LEA 2P	M63 WEN MCL 41R	NEW 80ID NEW 802N	P205 SER I PRU	SEE I3Y SEE I3Y	S72 EET S72 ONG	VUL 64N VYN I
<b>CAT 3R</b>	ALD 32R ALE 78	BEW I6K BHA 47IA	CAN 7T CAR 2D	CUR 2L CUT 73R	EXL 3Y FAI2 EST	GOW 31Y GOW 31Y	HYW 33L JAC 6K	LEE 350N L3 GGE	MCL 130D MCN 41R	NEW 550R N188 LER	PUB 80Y PUD 51E	SEE I3Y SEE I3Y	SUE 4 SUE 4	W40 CKO W444 GER
<b>CHA 73R</b>	ALI XAE ALII ARD	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>PEN 70N</b>	AMB 813R AND 23S	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>CLU 3R</b>	ANG 61N ANN 37T	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>BAS 50N</b>	AR17 ONY AR63 NEL	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>MAII ORY</b>	ASA 22E ASC 607T	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>MAY IIE</b>	A55 HBY A578 URY	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>J46 GER</b>	AST I3Y AWA 4N	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>TON I1IE</b>	BA66 OTT BAIL LDY	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>LAM 8E</b>	BAL 3E B41 BER	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>ELS 70N</b>	BAR I14M 842 NRY	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>NEE 50N</b>	BAI2 RRY BAS 537T	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>DUN 570N</b>	BAT 3S B473 SON	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>Y34 TES</b>	BAY 70N BEI4 VEN	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M	PGR 33D G236 ORY	JO63 LYN JOK 6S	LEN 44A LEI SES	MCN 6E MEE 3K	NI16 HLL NOO I2R	PUII LEN PUT 7Y	SEE I3Y SEE I3Y	SUE 4 SUE 4	W41 GHT W41 LTT
<b>ASK 3Y</b>	BEE 3S BUT 77IE	B16 PEA 81 END	C42 MEN C41 RNE	CYR 7L FAN 770M	FAL 660N FAN 770M									

Beaulieu

# SUPERCAR

*Weekend*

5 & 6 August 2017



JOIN US AS WE CELEBRATE THE MOST EXCLUSIVE AND DESIRABLE MOTORS IN THE WORLD

Find out more:

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



**BOTB**  
WIN YOUR DREAM CAR

ADVERTISED ON  
**TV**

**BOTB.COM**  
**WINNER**  
**BOTB.COM**

feefo 95% TRUSTPILOT

**WIN YOUR DREAM CAR WITH BOTB**



Weekly Winner - Neil Read  
Porsche 718 Cayman S



Weekly Winner - Mitchell Cowan  
Ford Mustang GT + £10k Cash



Weekly Winner - Emmanuel Omubo-Dede  
Ford Fiesta ST

**WIN YOUR DREAM CAR AT BOTB.COM**  
**FREE £5 ON SIGN-UP - WINNER EVERY WEEK!**

# Supercar Driving Experiences



**THRUXTON**  
MOTORSPORT CENTRE

Brilliant new **McLaren 570S** comes to the fastest track in the UK! Test drive it against the established Superstars, the Ferrari 458 and Lamborghini Huracan.

**Plus other McLaren driving options as well!**

Full details of all Thruxton Driving Experiences at:

[thruptonracing.co.uk](http://thruptonracing.co.uk) **T: 01264 774921**

Photo: © Pete Gibson

# PROTECT ALL FOUR WHEELS

for less than it normally costs to refurbish just one!

- Protect your wheels from kerb damage
- Suits 98% of wheel and tyre combinations
- Tyres can be changed with AlloyGators in place
- Suitable for run-flat tyres
- Protects tyre wall from damage

**PROTECT ENHANCE CUSTOMISE**



**ALLOYGATOR**  
WHEEL PROTECTION

For more information please visit [www.alloygator.com](http://www.alloygator.com) or call us on 08450 707078



BRITISH MADE

# Create a garage to suit your lifestyle



**10 YEAR WARRANTY**

**Garageflex**  
Your garage. Your lifestyle. Your choice.

GET YOUR **FREE BROCHURE**  
01491 579975  
[www.garageflex.co.uk](http://www.garageflex.co.uk)

Your garage. Your lifestyle. Your choice.



# WeatherTech®

## FloorLiner™

Laser Measured, Custom-Fit

### Quality Vehicle Protection

Boot Liner



Side Window Deflectors



CargoTech®



LIFETIME LIMITED WARRANTY



100% MONEY BACK GUARANTEE



CASH ON DELIVERY AVAILABLE



SHIPS FROM PARMA, ITALY WAREHOUSE IN 3-4 DAYS



SPECIALISTS IN ORIGINAL EQUIPMENT AND AFTERMARKET AUTOMOTIVE ACCESSORIES



**+442036081598**

Monday-Friday 8am - 6pm Saturday 8am-1pm

**WeatherTech.co.uk**

E-mail: **wte@weathertech.com**

### Accessories Available for

Alfa Romeo · Audi · BMW · Cadillac · Chevrolet · Chrysler · Citroen · Dacia · Daihatsu · Dodge · Fiat · Ford · GMC · Honda · Hyundai · Infiniti · Jaguar · Jeep · Kia · Lancia · Land Rover · Lexus · Maserati · Mazda · Mercedes-Benz · MINI · Mitsubishi · Nissan · Opel · Peugeot · Porsche · Renault · Saab · SEAT · SKODA · Smart · Subaru · Suzuki · Tesla · Toyota · Vauxhall · Volkswagen · Volvo

© 2017 by MacNeil IP LLC

# GWC OXFORD | LONDON

## Megir Mesh Chrono £49

Gilchrist Watch Co. is home to an unrivalled collection of unique affordable timepieces for men.

The strikingly minimal Mesh Chrono from Megir boasts a steel mesh band, precision stopwatch and calendar wheel at 4 o'clock. 3 variations.

10% off use "TGJUN"  
[WWW.GWCWATCHES.COM](http://WWW.GWCWATCHES.COM)



# ADVANCED COOLING TECHNOLOGY

Power Cool 180° is the coolant of choice for many professional racing teams and performance car specialists including - Noble, Honda MX Mosler Racing, Eagle, The Historic Porsche Collection, John Surtees and many more.



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



# POWER COOL 180°



# TOUGH STUFF

COMPOSITE CERAMIC TECHNOLOGY

**7 YEAR GUARANTEE**

LEADING THE WAY IN AUTOMOTIVE DETAILING TECHNOLOGY

**GTECHNIQ**  
SMART SURFACE SCIENCE

Like no other product, **Crystal Serum** provides paint protection with previously unachievable levels of gloss, durability, scratch and chemical resistance.

Its composite structure offers the ultimate in ceramic protection plus the same slick finish and candy-like gloss as the very best carnauba waxes.

**PROFESSIONAL**

service.gtechniq.com

DESIGNED & MANUFACTURED IN THE UNITED KINGDOM

## RIMSAVERS

PERFORMANCE, STYLE & PROTECTION

Cover up rim damage and save on wheel refurbishment costs by protecting your rims from kerb rash.

Our easy to fit kits are suitable for either DIY or professional installation.

Suitable for all weather conditions.

One size that fits most modern alloy wheels up to 22".

Made from a tough and durable UV stable plastic.

Wipe clean surface - not discoloured by brake dust.

BEFORE

AFTER

[www.RIMSAVERS.com](http://www.RIMSAVERS.com)

## CHIP EXPRESS™

tuning specialists

### Plug-in Diesel Upgrades

Enjoy up to 40% more POWER and 20% better ECONOMY!

Diesel Tuning for Cars, Commercials, Tractors & Boats  
Fit yourself in minutes - instantly improve drivability!

MONEY BACK  
14 DAY  
GUARANTEE

Easy to:  
- Fit  
- Remove  
- Transfer

**tüv**  
CERT

**CE**

ISO  
9001  
QUALITY  
ASSURANCE

The CHIP Express™ tuning system is without doubt the most advanced plug-in diesel upgrade available. It works in harmony with your engine, retaining all safety functions without needing to interfere with the vehicle's existing on-board computer. It can be self fitted in minutes, adjusted for more performance and easily removed. It will free your vehicle from its manufacturer's limits.

[www.chipexpress.com](http://www.chipexpress.com)

Visit our website, see your vehicle's true potential, order online.

e: [email@chipexpress.com](mailto:email@chipexpress.com) t: 01727 730 956

# BEST SOLUTIONS FOR EVERY DEMAND

*KW street comfort*



*KW hls hydraulic lift system*



*KW coilover spring kits*



*KW ddc coilovers*



*KW dlc airsuspension*



## STREET COMFORT

*KW coilovers* 



*KW coilovers* 



*KW coilovers* 



*KW coilovers* 



## STREET PERFORMANCE

*KW clubsport 2-way*



*KW clubsport 3-way*



*KW competition 2A*



*KW competition 3A*



## TRACK PERFORMANCE

THE PERFECT SUSPENSION FOR EVERY PURPOSE.

KW automotive UK Ltd  
Phone: 01634 255506  
eMail: info@KWautomotive.co.uk



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

www.MediaTel.biz



THE ULTIMATE IN PERFORMANCE UPGRADES  
AT DMS AUTOMOTIVE  
WE'VE BEEN UNLEASHING  
AUTOMOTIVE PERFORMANCE  
FOR OVER 19 YEARS



**DMS CLS563 AMG (EVO AUGUST '14)** "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER"

**DMS 1M (EVO MARCH 12)** "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

**DMS SL65 BLACK SERIES (EVO OCTOBER '10)** "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

**DMS 135i (BMW CAR MAY '09)** "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

**DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)** "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

**DMS 997 TURBO 3.8 PDK (EVO JUNE '11)** "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE. WE ARE ABLE TO UNLEASH PERFORMANCE FROM SMALL FOUR CYLINDER DIESEL ENGINES UP TO V12 SUPERCARS.

**AUDI**  
AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)  
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)  
AUDI R8 V10 » 592+BHP (+DE-LIMIT)  
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)  
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)  
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)  
AUDI 3.0TDi (ALL MODELS) » 315+ BHP  
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP  
AUDI Q7/A8 4.2 TDi » 400+ BHP

**BMW**  
M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618+ BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M135i/ M235i » 402 BHP  
M4/M3 3.0T » 520+ BHP  
M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 305 BHP  
X6 X5.0i 4.4 » 500+BHP  
X6 M50D/X5M50D/550D » 450 BHP

**MERCEDES-BENZ**  
A200CDi/C200CDi/E200CDi » 175 BHP  
A250/C250 » 260 BHP  
A45/CLA45 » 420 BHP  
C300 HYBRID » 285 BHP  
A220CDi/C220CDi/E220CDi » 215 BHP  
C350/CLS350/E350/S350 » 315 BHP  
E400 /C450 » 420+ BHP  
C400 » 400 BHP  
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP  
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP  
S65 (W222) » 780 BHP  
SL65 BLACK » 720+ BHP (+DELIMIT)  
SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

**C63 AMG 4.0T** » CALL FOR DETAILS  
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 420+ BHP (+DELIMIT)  
320 CDI V6 » 274 BHP  
350 CDI V6 » 312 BHP  
420 /450 CDI V8 » 358 BHP

**ALL 2015 RANGE ROVERS AVAILABLE**  
R ROVER SC 5.0 » 580+ BHP  
R ROVER 4.4 SDV8 » 395+ BHP  
R ROVER 3.0 TDV6 » 315+ BHP  
R ROVER 3.0 SDV6 » 345+ BHP  
EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

**PORSCHE**  
997 TURBO/S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 315+ BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 315+ BHP

**EXOTIC / MISC**  
FERRARI CALIFORNIA » 487 BHP  
FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 608+BHP  
LP640 » 707 BHP  
HURACAN » 640+ BHP  
AVENTADOR » CALL FOR DETAILS  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI GHIBLI 3.0S PETROL » 470 BHP  
MASERATI GHIBLI 3.0 PETROL » 400 BHP  
MASERATI GHIBLI 3.0 DIESEL » 312 BHP  
MASERATI GT/OPTO » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP  
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP  
BENTLEY SUPERSPORT » 720+ BHP

FOR ALL OTHER MAKES AND MODELS, PLEASE CALL US.

SALES@DMSAUTOMOTIVE

WWW.DMSAUTOMOTIVE.COM

WORLDWIDE OFFICES AND INSTALLATION

UK: 0800 030 5555 INT: +44 800 030 5555

f /DMSAUTOMOTIVE  
FOLLOW US FOR OUR LATEST NEWS

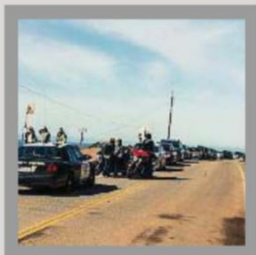




**Who: Ollie Kew**

Where: Soho

Ollie gets wedged in a low car park. Hasn't been seen in the office since.



**Who: cross motorists**

Where: Pacific Coast Highway

TG asked for the PCH to close so we could get our amazing GT photos. Sorry y'all in the queue.



**What: Ford GT**

Where: Dunsfold

One of this issue's cover stars arrives for its big moment down at the TopGear track.



**What: Renault F1 2027**

Where: Paris

When F1 cars look like this, we'll all be going to work in teleporters. Probably.



**What: PH's EV decision tree**

Where: the TG office

Paul Horrell's original work of art for the EV supp in all its glory. Props to Elliott for translating.



**Who: Tom Ford**

Where: California

Before he went searching for mythical creatures, Wook went beach-buggy hunting. Success!



**Who: Neil Carey**

Where: Dunsfold

AMG GT R and 911 line up for some action. Videographer hides in back of Discovery.



**Who: Doug**

Where: Henham

Dog photobombs Progress Report. Entire TopGear contingent wants to take it home.

# TopGear

## Charlie Turner

EDITOR-IN-CHIEF

- DEPUTY EDITOR **Jack Rix**
- MOTING EDITOR **Oliver Marriage**
- ASSOCIATE EDITOR **Tom Ford**
- CONSULTANT EDITOR **Paul Horrell**
- EDITOR AT LARGE **Jason Barlow**
- ROAD TEST EDITOR **Ollie Kew**
- STAFF WRITER **Tom Harrison**
- BRAND MANAGING EDITOR **Esther Neve**
- HEAD OF COMMERCIAL CONTENT **Chris Mooney**
- EDITOR, TOPGEAR.COM **Vijay Pattni**
- DEPUTY EDITOR, TOPGEAR.COM **Stephen Horrell**
- DIGITAL EDITOR AT LARGE **Rowan Horncastle**
- SOCIAL MEDIA PRODUCER **Simon Bond**
- SUB-EDITOR **Tom Cobbe**
- DATA SUB-EDITOR **Craig Jameson**

### Creative team

- CREATIVE DIRECTOR **Andy Franklin**
- ART EDITOR **Elliott Webb**
- DIGITAL ART DIRECTOR **Owen Norris**
- REPROGRAPHICS EXECUTIVE **Chris Rowles**
- SENIOR DESIGNER **Peter Barnes**

### Contributing Editors

- Pat Devereux, Chris Harris, Eddie Jordan**
- Sam Phillip, Dan Read, Rory Reid**

### Contributing Photographers

- Webb Bland, Lee Brimble, Mark Fagelson, Alex Howe,**
- Jamie Lipman, Richard Pardon, Mark Riccioni, John Wycherley**

- ADVERTISING DIRECTOR **Rob Walsh**
- HEAD OF PARTNERSHIPS **Phil Holland**
- SENIOR X-MEDIA SALES EXECUTIVE **Liam Kennedy**
- SENIOR BRAND BUSINESS DEVELOPMENT MANAGER **Jack Ellis**
- PARTNERSHIPS EXECUTIVE **Edd Cornforth**
- AD DIRECTOR - THE NORTH **David Downs**
- CLASSIFIED SALES EXECUTIVE **Emma Hartmann**
- INSERTS EXECUTIVE **James Law-Smith**

### DIRECTOR OF INTERNATIONAL LICENSING AND SYNDICATION **Tim Hudson**

- INTERNATIONAL PARTNERS MANAGER **Anna Brown**
- SYNDICATION MANAGER **Richard Bentley**

- PRODUCTION MANAGER **Jo Beattie**
- GROUP PRODUCTION MANAGER **Koli Pickersgill**
- CIRCULATION MANAGER **Gareth Viggers**
- AD SERVICES COORDINATORS **Tony Dixon, James Webb**
- INSERT SERVICES COORDINATOR **Sabeena Atchia**
- HEAD OF AD SERVICES **Sharon Thompson**

- MARKETING MANAGER **Tom Townsend-Smith**
- MARKETING EXECUTIVE **Amy Donovan**
- SUBS MARKETING MANAGER **Natalie London**
- PUBLISHING DIRECTOR **Simon Carrington**
- FINANCE DIRECTOR **Stephen Lavin**
- SENIOR MANAGEMENT ACCOUNTANT **Len Bright**
- MANAGEMENT ACCOUNTANT **Noma Pele**
- GROUP PUBLISHING DIRECTOR **Alfie Lewis**
- CEO, IMMEDIATE MEDIA CO. LTD **Tom Bureau**

### MANAGING DIRECTOR, TOPGEAR **Adam Waddell**

TopGear Magazine, Second Floor A, Energy Centre, Immediate Media Company London Limited, Media Village, 201 Wood Lane, London W12 7TN

Printed by Wyndeham Group in the UK

### BBC WORLDWIDE, UK PUBLISHING

- DIRECTOR OF EDITORIAL GOVERNANCE **Nicholas Brett**
- PUBLISHING DIRECTOR UK **Chris Kerwin**
- DIRECTOR OF CONSUMER PRODUCTS AND PUBLISHING **Andrew Moultrie**
- UK PUBLISHING COORDINATOR **Eva Abramik**

EDITORIAL ADVISORY BOARD MEMBERS **Steve Goodman, Alex Renton, Katie Taylor, Tony Wheeler**

UK.PUBLISHING@BBC.COM / WWW.BBCWORLDWIDE.COM/UK--ANZ/UKPUBLISHING.ASPX  
© Immediate Media Company London Limited 2016

### TOPGEAR PROGRAMME

Second Floor B, Energy Centre, Media Village, 201 Wood Lane, London W12 7TN

### HOW TO CONTACT US

All subscription enquiries 01795 434 744  
Back issues enquiries 0844 848 9767  
General enquiries 020 7150 5122

Subscription enquiries and back issues: topgear@servicehelpline.co.uk  
General enquiries: queries.tgmag@bbc.com

Subscription enquiries: TopGear, Building 800, Guillat Avenue, Kent Science Park, Sittingbourne, Kent ME9 8GU  
General enquiries/Letters page: TopGear, Second Floor A, Energy Centre, Immediate Media Company London Limited, Media Village, 201 Wood Lane, London W12 7TN

### FOR MORE TOPGEAR VISIT TOPGEAR.COM

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

BBC Magazines/Immediate Media is working to ensure that all of its paper is sourced from well-managed forests. This magazine can be recycled, for use in newspapers and packaging. Please remove any gifts, samples or wrapping and dispose of it at your local collection point



MAGAZINE IS PUBLISHED IN THE FOLLOWING TERRITORIES: AUSTRALIA, BULGARIA, CHINA, CROATIA, CZECH REPUBLIC, ESTONIA, FINLAND, FRANCE, GERMANY, HONG KONG, INDIA, ITALY, LATVIA, LITHUANIA, MALAYSIA & SINGAPORE, MIDDLE EAST (ENGLISH), MIDDLE EAST (ARABIC), NETHERLANDS, NORWAY, PHILIPPINES, POLAND, PORTUGAL, ROMANIA, RUSSIA, SOUTH AFRICA, SOUTH KOREA, THAILAND AND TURKEY

We abide by IP50's rules and regulations. To give feedback about Top Gear magazine, please visit immediate.co.uk or email editorialcomplaints@immediate.co.uk or write to BBC Top Gear Magazine, Immediate Media Co., Vineyard House, 44 Brook Green, London W6 7BT

# Making it happen

BEHIND THE SCENES  
THIS MONTH

# SAVE UP TO 52% ON THE PERFECT FATHER'S DAY GIFT

SAVE UP TO 52% with a unique and thoughtful magazine subscription gift this Father's Day... from gardening to fast cars, science to history, inspiration for his next holiday or the essential guide to TV and radio, there's a magazine to suit every man's taste. Order today for the perfect gift this Father's Day.\*



Call **01795 414746\***  
Quote Code **FD17SP**

Visit **buysubscriptions.com/fathers**  
Quote Code **FD17SP**

**More great offers available online at [www.buysubscriptions.com/fathers](http://www.buysubscriptions.com/fathers)**

\*This offer closes on 30 June 2017 and is valid for UK delivery addresses. If placing an order as a Father's Day gift, online or by phone, request the first issue after 18th June to ensure an issue is not despatched before that date. Annual subscription prices start from £17.99 by Direct Debit. The discounts shown are savings calculated as a percentage of the full shop price, excluding Radio Times which is calculated as a percentage of the Basic Annual Rate. For overseas rates visit [www.buysubscriptions.com/fathers](http://www.buysubscriptions.com/fathers) or call 01795 414 746. Should the magazine ordered change in frequency, we will honour the number of issues and not the term of the subscription. Radio Times subscriptions are for 26 weekly issues (6 months). The Basic Annual UK Subscription Rate of Radio Times is £142. This price is for 51 issues which includes the Christmas double issue and a contribution towards postage. †Calls will be charged at your local rate, calls from mobiles may vary.



**IT'S AWARDS SEASON.  
CELEBRATE THE AWARD  
WINNING NEW SEAT LEON  
WITH AN EXTRA £500 OFF\***



**TECHNOLOGY TO ENJOY**

**BOOK A TEST DRIVE TO GET AN EXTRA £500 OFF\***

The award winning New SEAT Leon is here. Awarded best family car by WhatCar? it's filled with technology to be as ready as you are. Right now you could be at the opera. Or dancing swing. You could be on your way to an important dinner, or grabbing a bite to eat with friends. Because in this moment, you can do anything. The New SEAT Leon – fully equipped with technology like Full LED Headlights and a Wireless Phone Charger. A car that's been designed to let you enjoy the ride, whatever you choose to do. A car that's as ready as you are. The award winning New SEAT Leon. **Visit [SEAT.co.uk/leon](http://SEAT.co.uk/leon) to book a test drive and get £500 off on top of all existing offers.\***

FOLLOW US ON: **SEAT.CO.UK**

Official fuel consumption for the SEAT Leon range in mpg (litres per 100km); urban 31 (9.1) - 65.7 (4.3); extra-urban 46.3 (6.1) - 74.3 (3.8); combined 39.2 (7.2) - 70.6 (4). CO<sub>2</sub> emissions 164 - 102 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

SEAT Leon 1.0 TSI Ecomotive 115 SE Technology winner of What Car? Best Family Car £18-20k. Model shown is a New SEAT Leon 5dr 1.4 TSI 125PS FR Technology from £19,640 with optional metallic paint worth £575, Winter Pack worth £365, electric sunroof and LED interior illumination pack worth £790 and optional 18" 'Performance' machined alloy wheels worth £785.

\*Subject to availability. Orders between 16 May - 3 July and registered by 30 September 2017. Over 18s. Retail customers only. No test drive is required for All-new Ibiza orders. T&Cs apply. Visit [SEAT.co.uk](http://SEAT.co.uk) for more information.