

Old Halesonians Rugby Club
Wassell Grove
Hagley

Saturday 7th
10am-5pm
Sunday 8th July
10am-4pm

Admission Free
Car Park £2

Postponed until:
Saturday 28th July 10am - 5pm
Sunday 29th July 10am - 5pm

Dudley NEWS

Stourbridge NEWS

Halesowen NEWS

Site Plan



WEST MIDLANDS
MOTOR SHOW
THE RACE IS ON



● Last year's West Midlands Motor Show was hailed a huge success.

Welcome to a great show

WELCOME to the West Midlands Motor Show 2007.

This popular event is brought to you by News Group, publishers of the *Stourbridge News*, *Halesowen News* and *Dudley News*.

News Group has been running the show in conjunction with ProShows for the last seven years.

This year, more than 30 franchises will be displaying their latest models.

There is everything from smart cars to Maseratis and the whole range inbetween.

It is the second year the show has been held at Old Halesonians Rugby Club, which has proved the ideal venue.

Last year, the show attracted more than 10,000 visitors and was hailed a huge success by organisers, dealers and the public.

No doubt, this year's event will be even better.



AURIS

The new Toyota has arrived.



Come and experience it for yourself at Westlands Toyota.
And bring along this ad for a £100 discount on any new Auris purchased before 31.8.07.

 **2 DAY**
on selected models.

WESTLANDS

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Amblecote
Tel: 01384 393047
www.toyota.co.uk/westlands-stourbridge

Bromsgrove
24 Buntsford Drive
Bromsgrove
Tel: 01527 836511





● See the fabulous range of Toyotas on display at Westland Toyota's prestigious showroom.

Number one for customer care

Advertisement feature

WESTLANDS Toyota, located in Brettell Lane, Amblecote, have once again raised the bar in setting even higher standards.

So many customers have given the dealership top marks that they've scored their highest ever ranking in Toyota's regional customer experience survey.

Shiv Trikha, general manager of the top-performing business, explains: "This survey is completed by all our customers after they've purchased a new car from us.

"It's extremely in-depth and covers 30 different criteria – from browsing in the showroom through to taking delivery of their chosen vehicle.

"They are also asked to give an evaluation on the quality of the car itself, making the survey a valuable tool in ensuring our standards remain among the best in the industry.

"These results really do reflect Toyota's aspirations to be the market leader and to consistently excel in all areas of service."

A relaxed and friendly environment, along with a stress-free sales approach, goes a long way towards contributing to Westlands' success.

They have always prided themselves on their state-of-the-art, customer-friendly show-



● Come and meet Shiv and his friendly sales team consisting of (from left) Carl, Sonny, Vish, Helen, Shiv, Dave T, Mike, Becky, Brad, Dave P and Louise for a coffee and friendly chat about your next car.

room, as well as the assurance that customers will be greeted by a friendly host and offered a cup of coffee.

Nor will customers be put under any pressure from the sales team who, though more than happy to help, will only approach when

their assistance is needed.

"At Westlands, the customer really does come first," says Shiv.

"They are at the forefront of everything we do here. We're always evaluating our customer care process and adapting it to the changing needs of our clients. We pride ourselves upon being forward looking – always aiming to provide the best products and services for drivers throughout the Midlands."

Putting the customer first is no idle promise.

The after-sales service is also exemplary and with onsite facilities that include service and bodyshop departments as well as parts and accessories, all customers are assured of a prompt and efficient service.

Westlands owe their continued success over the last seven years to three major factors:

- An extremely loyal customer base.
- Hard working, customer-focused members of staff.
- A fantastic range of vehicles, renowned for their quality and reliability. So why not visit Westlands Toyota in Stourbridge?

Experience the quality yourself and let them take you on a journey where you'll find that buying a car really is one of life's little pleasures.

Call in or phone now on 01384 393047.

New cars to be unveiled



A SPATE of brand new cars will be unveiled by award winning Wolverhampton Chrysler, Jeep and Dodge dealer Drayton at the West Midlands Motor Show on July 7 and 8 at Old Halesonians Rugby Club. This means that visitors will be among the first in the UK to see the Chrysler Sebring, Jeep Patriot, Jeep Compass and redesigned Jeep Wrangler in the metal for the first time outside of the showroom. Matthew Harris, Dealer Principal at Drayton Chrysler, Jeep and Dodge, said: "The Sebring is a refreshing alternative and delivers an inspirational blend of style, performance and value to D-segment customers.



"And with a sumptuously appointed cabin, plus class-leading equipment levels, it has everything it takes for success in a fiercely competitive market sector." Priced from £17,995 there are three models in the range including a five-speed manual 2.0-litre petrol and a 2.4-litre petrol with AutoStick transmission. A 2.0-litre turbo diesel version, with six-speed manual transmission, is also available and will return up to 45.6mpg fuel economy on the combined cycle. Meanwhile, Jeep fans will be able to see a range of new models from the legendary manufacturer. The all-new two-door Jeep Wrangler and long-wheelbase four-door Jeep Wrangler Unlimited have just arrived in the UK, with prices starting from just £17,995. The Jeep Patriot, priced from £15,995, combines four-wheel drive technology and rugged looks with compact dimensions and a choice of fuel-efficient petrol or diesel engines. Meanwhile, the Freedom Drive 1 4x4 system automatically switches from front-wheel drive in normal conditions, to four-wheel drive in slippery conditions, delivering tangible benefits to drivers on wet or icy roads. Engines include a 2.4-litre petrol with a choice of five-speed manual or CVT automatic transmission. A 2.0-litre diesel version, capable of up to

42mpg fuel economy on the combined cycle, is also available with a six-speed manual transmission. The Jeep Compass is the first Jeep with a fully independent suspension system and customers can choose from a 2.0-litre six-speed manual diesel engine and 2.4-litre petrol engine with a five-speed manual or a CVT automatic gearbox. Prices start from £17,995 for this modern styled SUV. Another newcomer this summer will be the Dodge Nitro, which is priced from £18,995. Matthew said: "With its aggressive stance, street smart styling and distinctive crossbar front grille, the Nitro is every inch a Dodge. "And with the design, engineering and performance substance to back up its styling flair, it is certain to be a strong challenger in the fiercely competitive SUV sector." And customers who buy a Chrysler, Jeep or Dodge from Drayton know they are in expert hands, as the dealership was announced as the manufacturer's Sales Centre of the Year 2006. New car sales, customer satisfaction, plus a mystery shopper report were all taken into consideration. Motorists seeking more information on the complete range of Chrysler, Jeep and Dodge models available at Drayton should contact the sales team on 01902 393444.

NEW ARRIVALS AT DRAYTON



THE JEEP COMPASS FROM £17,995

- 2.0 CRD Engine
- 43.2 Mpg
- 18" Alloy wheels
- Air con
- Leather trimmed seats (heated front)
- Electronic Stability Programme



THE JEEP WRANGLER FROM £19,995

- 2.8 CRD Engine
- 17" Alloy wheels
- Removable hard top roof
- Electronic Stability Programme
- Advanced multistage airbags



THE JEEP PATRIOT FROM £15,995

- 2.0 CRD Engine
- 42.2 Mpg
- 17" Alloy wheels
- 2WD to 4WD
- Electronic Stability Programme
- Advanced multistage front airbags

STOP PRESS: NEW CHRYSLER SEBRING SALOON JUST ARRIVED FROM ONLY £17,995



Drayton

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smarter than ever!



ONE of the more interesting of this year's model launches is the new smart. The small two-seater city car is unique on our roads and has now undergone a complete review to produce a new generation of this most instantly recognisable car. The new smart has a bold new design with a more aggressive masculine look. This is enhanced by its longer and wider shape, with wider front tyres than the previous model and new projective headlamps with integrated indicators. It does still have its familiar look however, retaining its distinctive two-tone image with contrasting Tridion safety cell and practical plastic body panels. The new car is 195mm longer and 45mm wider at the rear. This extra space is used well, with the passenger seat positioned 3cm behind the dri-

ver's seat, giving more shoulder room and passenger comfort.

The newly designed straight-on dashboard also creates a more spacious feel to the cabin.

Load capacity has also been increased. The boot space has been expanded by nearly 50 per cent, going from 150 litres to 220 litres, which increases to a respectable 340 litres if the car is loaded to the full roof height.

The twin tail gate has been retained, making loading the car easier, particularly in tight spaces. The front passenger seat can be folded down to accommodate longer items of luggage, enhancing the smart's versatility. The engines have been re-engineered to be more powerful, more economical and cleaner.

There is a new automated manual five-

speed gearbox, making the car even nippier and still great fun to drive.

Safety has been improved to as the new smart benefits from Mercedes-Benz innovative Electronic Stability Programme (ESP) along with ABS brakes and Brake Assist.

These improvements have resulted in a four star EuroNCAP safety rating.

Another innovation is the new electrically operated soft-top retractable roof on the cabrio models (above).

It can be adjusted to any position and automatically operated at any speed, ideal for the British summer. This is a first on any cabriolet model in the world.

To find out more, contact your local authorised dealer, smart of Wolverhampton, on 0870 112 3683, or visit their stand at The West Midlands Motor show.



It was the first of its kind. Now it's the first of a new kind.

The new smart is better than ever - more environmentally friendly, more comfortable, safer, more agile and even more fun than before.

Fun to drive, practical, economical to run, easy to park, and with prices starting from just £6,900 on the road, it's a smart car for city living.

We have a left hand drive model available for you to test drive today, and you can pre-order a right hand drive new smart now - first deliveries begin in September.

▶ So call us on **0870 112 3683** or visit the West Midlands Motor Show and arrange to test drive the new smart.

smart of Wolverhampton, Penn Road, Wolverhampton WV2 4HD www.smartofwestmidlands.co.uk

Official government fuel consumption figures (mpg/ litres per 100km) for the new smart range: urban 46.3-44.1 / 6.1-6.6, extra urban 70.6-68.9 / 4.1-4.0, combined 60.1-57.6 / 4.9-4.7, CO₂ emissions 112-116 g/km.

Model featured is the new smart coupé pulse 71bhp petrol at £8,290 on the road (on the road price includes VAT, delivery, 12 months' road fund licence, number plates, first registration fee and a full tank of fuel). Prices correct at time of going to press.

Volvo boxes clever

New Car Review
Volvo C30 range
By Andy Enright

BASED on the chassis of the S40 saloon, Volvo's C30 takes the company's contemporary design direction and smashes it out of the park. If you're still not quite comfortable with the concept of a sexy looking Volvo, this one will leave you wondering exactly when the sands of motoring fashion shifted under your feet. This is the fourth car spawned from the S40 platform, the others being the V50 estate and the C70 convertible.

Volvo had long earmarked this fourth model but weren't quite sure what it was going to be.

Taking a wait and see approach, the company consulted its customers, looked at the way the industry was moving, consulted its magic 8-ball and came up with the C30 "SportsCoupe", a model that will doubtless drive down the average age of Volvo buyers by a good few years.

The design brief was formed from various customer clinics and when it took shape, it was loose and relatively easy to fulfil – customers wanted something desirable, low and wide with big wheels and four seats.

They also fancied lots of standard equipment and a punchy stereo. Given that latter day small Volvos have had a rich design element to their interiors, translating that to the exteri-



or wasn't a tough job for Volvo's stylists, working under the auspices of chief designer Simon Lamarre.

Engine selection is agreeably broad, taking in the modest, a 100PS 1.6-litre petrol unit, to the decidedly immodest in the shape of a 220PS T5 turbo five-cylinder powerplant more widely renowned as the engine that flings the Ford Focus ST up the road.

In between these two in the petrol line-up lie 125PS 1.8, 145PS 2.0 and 170PS 2.4i engines. Diesel drivers get the choice of a 109PS 1.6D, a 136PS 2.0D and a 180PS D5. There's a choice of four trim levels (S, SE, SE Sport and SE Lux). Volvo has high ambitions for the C30 and

hopes to convert around 65,000 cars per year with 75 per cent of buyers coming from Europe. Italy, Germany, Spain and the UK are being touted as key markets.

Built at Volvo's Ghent facility in Belgium, the C30 SportsCoupe has room for four adults, the rear seats folding flat to form a useful loading space.

The stereo choice is also worth mentioning. The Premium Sound system features a digital 5x130w Alpine amplifier with Dolby Pro Logic Surround Sound and no fewer than 10 Dynaudio speakers.

Although it shares the same wheelbase as the S40, the tape measure shows the C30 to be fully 22cm shorter.

It scarcely seems possible that so much has been pared from the overhangs of the saloon car but such is the wheel-at-each-corner stance of the C30 that it measures just 4,248mm from stem to stern.

There are fascinating design touches everywhere you look around the car, from the floating instrument panel to the horseshoe tail lamps, the deep arc of the rear glass and the pumped-up Volvo shoulders that run from the front to the rear lights in one uninterrupted sweep.

Younger customers have started adding Volvo to their shortlists in recent years. Here's one car that demands inclusion.

what DOES this CAR SAY about YOU?



Come and take a closer look at the new Volvo C30 SportsCoupe and express yourself. This dynamic, two-door, four-seater is confidently unique. But that's just our opinion; we'd welcome yours. **Have your say. Contact Johnsons of Stourbridge for more details.**

JOHNSONS OF STOURBRIDGE

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THE VOLVO C30 RANGE STARTS FROM £14,750 ON THE ROAD.
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 FUEL CONSUMPTION IN MPG (L/100KM) FOR THE VOLVO C30 RANGE: URBAN 45.6 (6.2) – 20.0 (14.1), EXTRA URBAN 67.3 (4.2) – 42.2 (6.7), COMBINED 57.6 (4.9) – 30.1 (9.4) WITH 129 – 224 G/KM OF CO₂ EMISSIONS.

NCP07020265

Volvo. for life





● The Stourbridge Volkswagen dealership.



● The team at Stourbridge Volkswagen.

Gearing up for industry finals

Advertisement feature
By Andrew Hockedy

STOURBRIDGE Volkswagen is celebrating its first year of trading with a prestigious final qualifying position in the Motor Trader Industry Awards 2007 Most Improved Business Award. Short-listed with two other finalists the dealership has beaten off strong competition from both large and small dealer group operations. A final assessment from *Motor Trader* magazine's "roving judges", who will visit the business during June to scrutinize the operation in detail prior to the winners being announced in July at the Grosvenor House Hotel, London, there is every opportunity for the business to be crowned as Most Improved Business for 2006! Stourbridge Volkswagen has built their turnaround strategy on customers, first and foremost. With an exciting range of products and an exceptional facility the new owners of Stourbridge Volkswagen quickly realised that to make a true impact on the performance of the business it had to come through customers and their perception of the high level of service offered. It wasn't simply enough to open the doors and hope customers would

respond. All customers are prioritized above all other aspects of the business.

At Stourbridge Volkswagen there is nothing more important than the customer's needs at that moment in time.

Owners of the business are on hand within both the sales and aftersales arena to ensure that the highest level of customer care is being applied at all times.

This summer the Volkswagen range has been made even more affordable through the introduction of Volkswagen Solutions, an industry leading funding plan that our sales colleagues will be happy to discuss with you.

To ensure customers can now budget on a monthly basis for all of their motoring needs alongside our Volkswagen Solutions offering Stourbridge Volkswagen are offering Fixed Cost Maintenance packages which cover all of a vehicle's service requirements over a fixed three-year period.

With the new Volkswagen Fox introducing potential customers to the range at a lead in price of just £6,590 Volkswagen really do now offer a product offering to suit all pockets, without compromising Volkswagen's legendary quality and reliability.

Meet the stars of the show

Come and see all the latest Volkswagen stars at the West Midlands Motorshow.

7th & 8th July
See us on Stand 6

Orders taken for the new '57' registration – September delivery



Stourbridge Volkswagen

Millenium House, Audnam, Stourbridge
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Materia witness



New Car roadtest Daihatsu Materia By Steve Walker

FOR some time now, the people who design our small cars have been embroiled in an ongoing quest for the most space-efficient shape possible. Of course, we already know what that shape is. Nothing maximises roominess on the inside while keeping dimensions manageable on the outside quite like our old friend the box.

The only snag is that nobody really wants to drive around in one.

Over recent years, we've seen overhangs shrink and rooflines rise as citycars and small MPVs gradually evolve in boxy directions but with its Materia, Daihatsu may have gone further towards the inevitable than any marque before it.

Is it really hip to be square?

Daihatsu's links to Toyota loom large yet again in the Materia's engine bay where you'll find the 1.5-litre variable valve timing petrol engine that's also seen service in the Toyota Yaris as well as Daihatsu's own Terios.

If all means that, in common with most variable valve timing petrol engines, the Materia's installation gives its best in the upper reaches

of the rev-range. At lower engine speeds, expect good refinement and a smooth delivery of what power there is but no fireworks.

The 0-60mph sprint will take 10.8s in the five-speed manual car or 13.7s if you opt for the four-speed automatic.

The Materia's handling characteristics have been tweaked for European tastes with the addition of a front anti-roll bar that the Japanese market manages without and firmer suspension.

At the rear, there's a semi-independent torsion beam set-up and the steering is through a rack and pinion system with hydraulic assistance. The stubby nose helps deliver a tight 9.8m turning circle.

Daihatsu claims the vehicle has established a cult-following in the markets where it's offered for sale and it's easy to see how it would.

The squared-off lines and dramatically flared wheel arches are extremely distinctive with the car maintaining a low, ground-hugging stance despite being taller than supermini MPV rivals like Vauxhall's Meriva and Renault's Modus. The squat look is further enhanced by the narrow glasshouse and the high window line that rises up towards the rear of the car.

Recent Daihatsu products have ditched the

traditional thin plastics and cheap detailing of a budget Asian brand in favour of Toyota-sourced switchgear and sturdy build quality. The theme continues with a classy look and feel to its cabin which, incidentally, is as spacious as the boxy exterior would suggest. The rear bench slides fore or aft adjusting the ratio of rear legroom to boot space and at the back, the load floor is flush with the tailgate so hefty objects can be easily slid inside.

Entries and exits are made simple by the deep door openings and there are some impressive detail touches about the cabin including the liquid black finish of the plastic stereo surround and the spooky blue illumination of the armrests in the front doors.

With one engine and one trim level, choosing your Materia should present few problems.

The car retails at £10,995 with the manual gearbox or £800 more with the automatic. In its other markets, the car has been marketed at younger buyers looking for the extra practicality and space that a supermini MPV yields over a standard supermini but without the frumpy image.

The Materia seems to fill the role well and although it seems destined to be a niche market product over here, it definitely brings something fresh to a staid market sector.

NEW
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- Outstanding standard equipment includes: Power steering, ABS with EBD, driver, passenger and side airbags, air conditioning, four electric windows, CD tuner with six speakers, remote central door locking, driver's seat height adjustment, sliding and reclining rear seat, alloy wheels with 185/55 tyres and front fog lamps
- Prices from £10,995 manual and £11,795 automatic (both OTR)



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Advertisement feature

YOU won't find a better deal anywhere else in the Midlands than at Evans Halshaw, on Hagley Road, Stourbridge, and to make sure of it they promise that if you can find a new car for less within five days of purchasing from them, then they will pay the difference or buy the car back from you. What's more, this isn't the only fantastic offer clients can take advantage of at the moment, with the new Ford Mondeo starting at just £14,995 and the Kia CSR Special Edition available to buy at just £9,995. The Ford Fiesta Zetec Climate, was £12,495

now £10,695, currently comes with free sports and technology pack worth £500 absolutely free – that's free 16-inch seven-spoke alloys, free privacy glass, free rain sensing wipers, free auto headlamps, free power folding door mirrors and free remote key! What's more the Focus 1.6 Ztec Climate comes with a sports and in-car entertainment package worth £1,000 – you guessed it – absolutely free! A full range of Ford and Kia vehicles are also available. Call now on 01384 442222 for more information, or look out for Evans Halshaw at the upcoming Hagley Show. Their friendly, expert staff are only too happy to help.

More cee'd

New Car Road Test
Kia cee'd SW
By Andy Enright

THE Kia cee'd SW is an example of the latest generation of estate cars that measure modestly from bumper to bumper yet have adopted all sorts of packaging tricks to actually offer decent carrying capacity.

It comes to market with a decent foundation, the hatchback cee'd models having been warmly received by both press and public alike.

The 1.6-litre 16v direct injection common-rail diesel engine is the flagship powerplant.

Packing 115bhp it's a decent unit, getting to 60mph in 11.5 seconds and then on to a top speed of 116mph. Alternatively, there's a 122bhp 1.6-litre petrol engine that will probably net the biggest sales figures.

This requires a bit of right boot to access all of its available performance though, with peak power arriving at a rather raucous 6,200rpm and peak torque of 154Nm not making itself felt until the tachometer hits 4,200rpm.

This means the engine doesn't feel notably punchy off the line in the same way as the excellent diesel does but if you're prepared to keep it on the boil, it can cross country at a respectable clip.

The additional load space in the cee'd SW hasn't come as a result of extending the hatchback's wheelbase.

It's come by lengthening the rear overhang and increasing the roof height to the rear of the car. The total length of the car goes up by 235mm as a result. The carrying capacity of 534 litres when loaded to the height of the rear windows is almost 200 litres more than the cee'd hatch.

The tailgate is an interesting design, taking with it a huge bite of roof when opened.

This means that you won't need to stand back when opening the hatch – handy in confined supermarket spaces.

It's amazing how often car manufacturers bring a model to market and don't get the basics right.

Kia certainly hasn't fallen into that trap with the cee'd SW.

It's decently spacious, well screwed together and carries some eye-catching prices.



Zetec undergoes a Climate change

New Car Road Test
Ford Fiesta Zetec Climate
By Andy Enright

FORD'S Fiesta Zetec Climate has undergone a brush-up to make it that much more attractive. This section of the super-mini market is hotly contested and it's worth remembering that the basic Fiesta shape has been with us since 2002. While customers might be seduced by fresher designs, Ford is keen to really sweeten the deal on Fiestas.

So it is that this Zetec Climate now gets body-coloured powered and heated door mirrors, as well as body-coloured side mouldings, door and tailgate handles.

These give the car a more upmarket look than standard-issue black plastic items and are complemented by a chromed front grille.

Inside, there's a silver dashboard bezel to brighten up the fascia a tad and there's also a leather-trimmed steering wheel with aluminium detailing.

Just these small changes give the car a much classier feel. For those who want to give a sportier impression, there's also an optional Sport Pack that adds 16-inch seven-spoke alloy wheels and tinted privacy glass.

Also available is a Technology Pack that includes automatic headlights and wipers, power folding door mirrors, stereo remote controls and a second remote key fob.

The Fiesta Zetec Climate range, priced from £10,195, offers up few surprises but an impressive degree of choice.

You can specify your car in the three or five-door body styles or even opt for the high-riding Fusion model that nobody can quite see the point of.

Whichever option you ultimately pick, interior space is a definite strongpoint.

As regards engines, you have two entry-level petrol options – a 1.25-litre entry-level option, plus a 79bhp 1.4-litre alternative. Diesels? Well, the 1.4-litre TDCi has just 67bhp to call upon, while the 1.6-litre TDCi option has more torque still, with 204Nm at 1,750rpm.

HOT DEALS



Car shown for illustration purposes only.

Fiesta 1.25i 16V Zetec Climate 3 door

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The official fuel consumption figures in mpg (l/100 km) for the Ford Fiesta shown are; urban 36.2 (7.8) extra urban 60.1 (4.7) and combined 48.7 (5.8). The official CO2 emission is 139km.

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Prices correct at time of going to press and specification shown is subject to change without notice †Model shown is Kia cee'd 1.4 SR @ £10,495 On The Road (OTR) plus metallic paint (£360.00 inc. VAT). OTR price includes VAT, number plates, delivery, 12 months Vehicle excise Duty and Vehicle First Registration Fee. *cee'd warranty is a 7 year/100,000 mile 'bumper to bumper' manufacturers warranty, 10 years/unlimited mileage manufacturers anti-perforation warranty and 5 years/unlimited manufacturers paint warranty. ††Annual bodywork inspection required for which a charge may apply.

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Audi's Coupe de grace

New Car Road Test
Audi A5 range
By Andy Enright

AUDI is getting serious about building drivers' cars. The Ingolstadt company's RS4 and R8 models were first evidence of this, as was the second generation TT. All these models however, were very much niche-marketed. Only with the launch of the A5 Coupe has the German marque's latest philosophy filtered down into a car that more mainstream buyers can both conceivably justify and afford.

There will be many potential buyers who look at the A5 and mistake it for a swoopy two door version of the A4. Understandable but flat wrong.

The key is what Audi call the MDS platform, and it forms the underpinnings of the A5 as well as the next A4, A6 and A8 models.

There are two diesel engines offered, a 190bhp 2.7 TDI teamed with a multitrronic gearbox and a manual 3.0-litre TDI that can manage 240bhp, resulting in a 0-60 time of just 5.7 seconds.

Opt for petrol power and the choice is mouth-watering, the entry-level unit being a 3.2-litre V6 with a hefty 262bhp and 330Nm of torque.

Even this model will hit an electronically-limited 155mph top speed and jet to 60 in 5.9 seconds. Step up to the S5 with the 4.2-litre V8 FSI and you get a 351bhp road rocket that gets to 60mph in 4.9 seconds and which churns out a monstrous 440Nm of torque at just 3,500rpm.

The entry-level 2.7TDI model carries a list price of £30,195 with the 3.2FSI pitched at £33,305 and the 3.0-litre TDI looking good value at £33,430.

Perhaps the most eye-catching price tag comes at the top of the range. With BMW's new M3 costing well over £46,000, the S5 lands smack between that car and the 335i Coupe, pitching in at £39,825.

Anybody with a £40,000 car budget will be sorely tempted.



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Generation next

New car roadtest Jaguar X-TYPE range By Andy Enright

FOR most executives wanting something that says all the right things in the company car park, the choice used to be pretty narrow.

A BMW 3-Series would be first on most lists, closely followed by an Audi A4 or Mercedes C-class.

Languishing behind these would be more individualistic choices such as the Lexus IS200, Volvo S60 or Saab 9-3. With the X-TYPE however, Jaguar muscled in with the big boys.

Looking at the quality of the opposition, few

expected the X-TYPE to pull this one off, especially for a company with no prior experience in this market sector.

What Jaguar has brought to bear is a rapidly growing reputation for quality, elegant styling and one of the most evocative and prestigious badges of them all.

The success of the S-TYPE gave Jaguar's designers and engineers the confidence and back-up from parent company Ford to really pull out all the stops with the smaller car. For the latest model year, a range of small but significant changes have been introduced across the saloon and estate models on offer priced from £21,500.

There is a choice of 2.5 and 3.0-litre petrol

engines, plus 2.0 and 2.2-litre Euro IV-compliant diesels.

As before, 4-wheel drive is standard on the 2.5 and 3.0-litre petrol units.

All the latest X-TYPEs get a revised mesh grille with two new exterior colours - Porcelain White and Blue Prism.

A Bluetooth system is also offered to communicate with mobile phones.

If all remains a strong package - rakish good looks, an impressive level of fit and finish, an overwhelming power advantage backed up by that Jaguar badge on the bonnet.

To drive home the advantage still further, the X-TYPE offers a class-leading value proposition.



Onwards and upwards

New car roadtest Range Rover range By Andy Enright

IT is hard to believe that in the years since the third generation Range Rover first appeared, the competition has not closed materially.

Yes, we've seen cars like the Porsche Cayenne, Volvo XC90 and Volkswagen Touareg appear but none of these vehicles had the same opulent focus as the Range Rover and none could boast its impeccable pedigree.

Given that it was so far ahead of any comparable rival, are the most recent model year updates really necessary?

The answer back in 2006 was probably yes. The 3.0TD6 diesel was lagging behind established rivals and was rightly dumped in favour of an all-new 272bhp TDV8 powerplant that has seen sales rise by over 20 per cent.

At the same time, to further emphasise this car's off-road excellence, a class-leading Terrain Response system was added to help the tiny proportion of customers brave enough to subject £60,000 of luxury 4x4 to extreme off-tarmac conditions.

If you don't want a diesel, there's the choice of a 305bhp 4.4-litre V8 or a 400bhp supercharged 4.2-litre V8, both petrol-powered. Prices start at £55,100.

It's reassuring to know that if you want the best luxury 4x4 money can buy, the Range Rover delivers. Nothing can touch its accomplishment both on and off road and although most will never see anything more arduous than a gravel track, it's good to know you've got capability in reserve.

Most important of all, the Range Rover is socially presentable - its target clientele being very sensitive about brand values and badge equity. If you have the means and require the definitive article, accept no substitute.



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Striking Accord!

New car roadtest
Honda Accord Sport GT 2.2 i-CTDi
 By Steve Walker

A WELL-judged styling package, stiffened suspension and generous equipment levels bring a sporty edge to Honda's Accord.

Despite this, the Sport GT model's strengths remain the refinement and economy of its diesel engine along with its impressive chassis.

A Type-R would have been nice but the Sport GT is a markedly more sensible ownership proposition. Get it in white.

The Accord Sport GT is no performance car but that hasn't stopped Honda trawling through the parts bin in an effort to make it look like one.

Indeed, from a visual perspective, only the Type-R badge is missing, with the Sport GT cutting a seriously aggressive figure on the road thanks to smoked headlights, foglights, a rear boot spoiler and a very fetching dark chrome finish for the door handles and front grille.

There are also 17-inch alloy wheels for the saloon version, with the Tourer estate getting 16-inch versions.

The standard Accord's sharky good looks have been enhanced in some style and Honda are offering a special Premium White Pearl paint option that's exclusive to the Sport GT as a finishing touch. White, it seems, is rapidly



becoming the fast car colour du jour. Accord Sport GT customers aren't faced with a minefield of options to tiptoe through. There's one engine and the standard specification is high enough to leave the options list looking distinctly under populated. There's voice-activated satellite navigation, cruise control, a premium audio system with a

six CD autochanger and a Bluetooth hands-free telephone system.

Tourer models, meanwhile, get rear privacy glass.

All of the above comes at a very reasonable £20,767 for the saloon model so while the Sport GT may not be particularly quick, it's unlikely to be hanging about in showrooms for long.

CX and the city

New car roadtest
Mazda CX-7 range
 By Andy Enright

THIS has been attempted before. Nissan has tried to sell us a powerful, petrol-engined, adventurously-styled lifestyle 4x4 in the shape of the Murano and that's been a flop.

Why should Mazda succeed with the CX-7? Let's start with the big numbers. Most lifestyle 4x4s front up to the party packing 160bhp or so. Mazda isn't interested in any of that flyweight nonsense. Yes, a diesel CX-7 will be available in due

course but for the time being, you'll just have to make do with 258bhp of all-wheel-drive power, courtesy of the 2.3-litre turbocharged engine lifted from the stealth bomber Mazda6 MPS. The sprint to 60mph is notched up in 7.8 seconds, while a top speed of 130mph is a testament to the muscle of this motor.

The CX-7 will net a few sales purely on the basis of the way it looks. Probably the most striking aspect of the car is the steeply-raked

windscreen. Most SUVs have a rather bluff frontal aspect but the CX-7 has the sort of screen angle that wouldn't look out of place on a Lamborghini. The overall effect is to give the Mazda a very sleek, purposeful look and to instantly rid you of any possible notion that the thing can be taken off-road. Which is just as well, as the ground clearance is minimal.

Its overriding problem is the market for this sort of car is very small. Nibbling a tiny slice of a meagre pie seems to be the CX-7's lot in life, which is a shame for such an intriguing vehicle.



CC savvy

New car roadtest
Peugeot 207CC range
By Andy Enright

BEFORE the Peugeot 206CC appeared back in 2001, the folding hard top convertible was strictly the province of luxury cars. This car changed all that, going on to become the best selling convertible car in the UK for three consecutive years.

And with more than 360,000 units built, it proved the world's favourite small coupe-cabriolet.

That's some billing for the 207CC to live up to.

The Peugeot 206 always had a fine array of engines to draw upon and the 207 is no exception.

Three powerplants are offered and, somewhat oddly, they're all 1.6-litre 16-valve units. Two are petrols, the other an economical and refined common-rail diesel.

The entry-level petrol engine is a 120bhp normally-aspirated 1.6-litre.

This is the engine that will rack up most sales and it's a variant of the next engine in the line-up, the 150bhp turbo 1.6, albeit shorn of the turbocharger.



There's also a very creditable 110bhp diesel offered.

Style-wise, the 207CC doesn't deviate too much from the template set by the 206CC but the proportions are a little less stubby, the silhouette a few degrees more elegant. With 2+2 seating (although you wouldn't want to try to lever adults into the back seats), the 207CC is 4.04 metres long, adding 21cm to the length of the 206CC.

The 207 is bigger in most regards than its predecessor, tacking 10cm onto the overall

width, although 4cm is deducted from the car's height, helping render that more swooping look.

Body rigidity is always a key priority when designing an open car and Peugeot has worked hard at improving the 207CC's torsional stiffness.

The roof mechanism boosts rigidity by 50 per cent and is built in Madrid. With a completely automatic operation, the roof opens in just 25 seconds.

Movin' on up!

New car roadtest
Peugeot 207 range
By Steve Ghosley

THE design of Peugeot's latest 207 supermini follows the corporate image seen on other models in the range like the 307 and 407 with the large "smiling" grille and sharky front light clusters.

The car is offered in both three-door and five-door hatchback form or as a CC folding hardtop coupe (featured above).

Further development of the range will see SW derivatives at a later date.

Peugeot are offering a choice of five petrol and three diesel engines.

The petrol models offered are a 1.4-litre 8-valve unit producing 75bhp, a 1.4-litre 16-valve unit producing 90bhp, a 1.6-litre 16-valve giving out 120bhp, plus 150 and 175bhp 1.6-litre turbo options.

The diesel offerings are all second generation common-rail high-pressure direct injection powerplants and start with a 1.4-litre HDi producing 70bhp. This is followed by a 1.6-litre HDi 16-valve delivering 90bhp and a range-topping version of the same engine with a variable geometry turbocharger producing 110bhp.

Sitting inside the new 207, you can immediately sense that this car is far removed from the 206 in terms of its quality and elegance.

Plus the 207, even in its most basic trim level, is head and shoulders above its



equivalent 206 model in refinement. The elegant centre panel houses all the usual heating, ventilating and audio switches and the binnacle behind the steering wheel features three circular dials, mirroring those usually seen on a motorcycle. The overall effect is very pleasing and gives the

impression of a very up-market product. Peugeot look like they have cracked it yet again. The new 207 looks the part, is well put together and is definitely a class above the 206. If you need convincing, just shut one of the doors. They close with a very reassuring "thunk".

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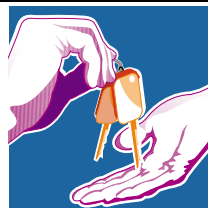


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The official fuel consumption figures for the Peugeot range shown are: Urban cycle, Extra Urban, Combined (Litres per 100km/mpg) & CO2 Emissions (g/km). Urban 32.1 (8.8) - 22.8 (12.4); Extra Urban 53.2 (5.3) - 41.5 (6.8); Combined 43.4 (6.5) - 32.1 (8.8); CO2 Emissions 155-210 (g/km).

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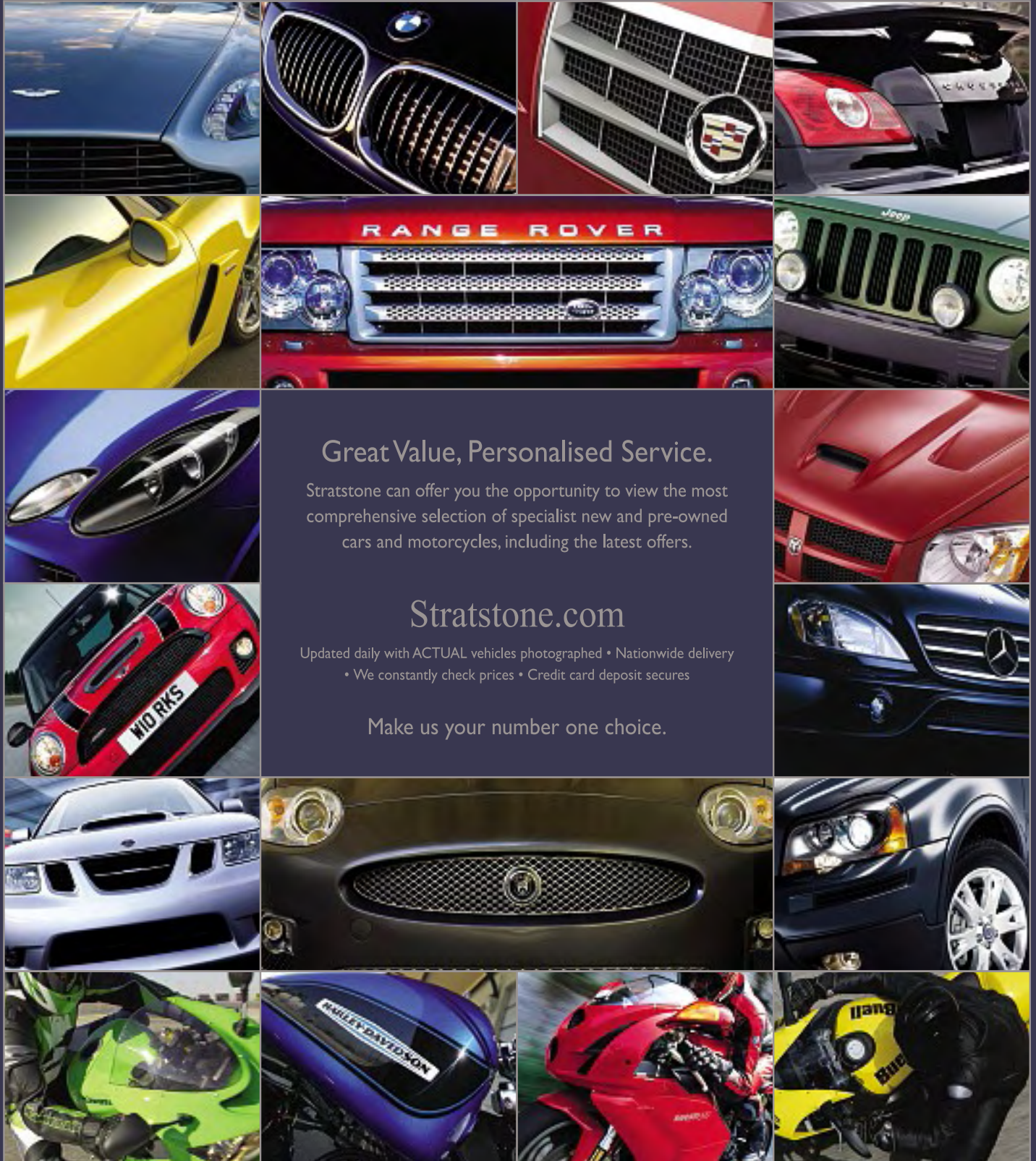


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