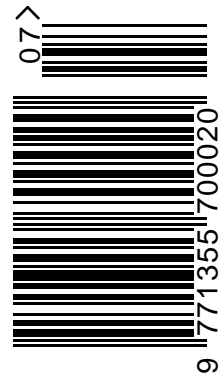


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# Cinquecento in pole position

by Andy Enright

**A**LTHOUGH the shape may be vaguely reminiscent of the 1957 original, little else about the Fiat 500 sticks to its predecessor's back to basics appeal. This time round, the 500 is unashamedly chic, offering an upmarket look and feel that will doubtless carve a sizeable chunk into MINI's bottom line.

Fiat has latterly built a reputation for having a wide range of excellent powerplants, especially at the smaller end of the product portfolio. Indeed, the 75bhp 1.3-litre 16v Multijet diesel engine fitted to the 500 is so good that it rather overshadows the otherwise excellent pair of petrol powerplants. These comprise an entry-level 69bhp 1.2 8v and a punchy 100bhp 1.4-litre 16v. Five or six speed manual transmissions are offered and the 500 has been designed to replicate the orig-

inal car's nimble feel and ability to put a smile on its driver's face.

At 1.65m wide, 1.49m high and 3.55m long, the 500 doesn't take up a great deal of space and delicious design details are everywhere. Chrome-ringed vents and a fascia that can be specified in the same colour as the body, mirroring the painted metal dash of the Nuovo 500, are just some of the interior design features.

The 500 seemed destined to succeed from the outset. There's such a cheekiness and personality to its design that people would have bought the car even if it was irredeemably awful in every other respect. The fact is that it's actually rather good thanks to its Panda platform share. If you're looking for cheeky, cheap and practical, a Panda is still a slightly better car. If a style statement is more your thing, the 500 gets the vote every time.



## fastfacts

**CAR:** Fiat 500 range  
**PRICES:** £7,900-£10,700 - on the road

**INSURANCE GROUPS:** 2-4  
**CO2 EMISSIONS:** 149g/km  
**PERFORMANCE:** [1.4] 0-62mph 10.5s / Max Speed 113mph  
**FUEL CONSUMPTION:** [1.4] (combined) 38.5mpg

**STANDARD SAFETY FEATURES:** Driver and passenger airbags  
**WILL IT FIT IN YOUR GARAGE?:** Length/Width/Heightmm 3550/1650/1490mm

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# So - it's simply a matter of Corsa

by Andy Enright

**I**F I was in the market for a supermini, I must admit one of the old Vauxhall Corsas would never have made my shortlist.

It's a cutthroat market and while the Corsa covered all the bases adequately, there was just too much excellence among the opposition to make it stand out.

Something needed to be done but rather than play a conservative hand, Vauxhall, for the very first time, set out to endow the Corsa with some genuine flair.

No longer just a shopping trolley, the Corsa now has real impact. The interior features translucent ambient lighting on the centre console switchgear, one of those 'surprise and delight' features that adds the all-important showroom wow-factor.

The round air vents and big satellite navigation screen (available on high spec cars only) give the Corsa's dash a far more modern,

integrated look than the somewhat piecemeal integration of technology of the old car.

Other smart ideas include 'chameleon-style' Velcro and zip-off dash and trim parts that can be changed to alter the personality of the Corsa's cabin.

Four petrol engines and two diesels are on offer. First up on the petrol menu are the 1.2-litre and 1.4-litre units.

Also available is a 189bhp 1.6-litre VXR variant that will certainly give the Clio Renaultsport 197 and the Honda Civic Type-R something to think about.

Able to hit 60mph in around 7 seconds and with a 140mph top speed, this should be the first Corsa to really appeal to hardcore car enthusiasts rather than pimply teens.

There's also a 150PS version of the same engine in a slightly more affordable SRi version.

No modern supermini can get by without a decent diesel engine and

Vauxhall fortunately have two at their disposal. The 123bhp 1.7-litre diesel spearheads the line up, with a budget 1.3-litre CDTi acting as the entry level option.

Smarter, prettier and a whole lot more sophisticated, the Corsa could well dominate sales charts for quite some time.

## fastfacts

**CAR:** Vauxhall Corsa range  
**PRICES:** £7,595-£15,110 - on the road  
**INSURANCE GROUPS:** 1-16  
**CO2 EMISSIONS:** 124-190g/km  
**PERFORMANCE:** [1.3CDTi] 0-60mph 11.9s / Max Speed 107mph  
**FUEL CONSUMPTION:** [1.3CDTi] (combined) 61.4mpg  
**STANDARD SAFETY FEATURES:** ABS, seatbelt pretensioners, twin front airbags  
**WILL IT FIT IN YOUR GARAGE?:** Length/width/height 3990/1710/1490mm

## Astral confection is so sweet

by Andy Enright

**T**HESSE days, Vauxhall's Astra is right on the money in the close-fought Family Hatchback sector and the current model range brings with it a host of improvements to put rivals on the back foot.

The biggest changes come under the bonnets with two rather special 1.6-litre petrol engines, one tepid, the other distinctly spicy. At the lower reaches of the Astra line-up comes the 1.6-litre TWINPORT

engine which now puts out 114bhp. With a turbocharger fitted, it is of course even faster, offering 178bhp.

As well as introducing these two engines, Vauxhall has tweaked the Astra's cosmetics a little, with sharper-looking front and rear lights, a revised front bumper, more chrome splashed about the grille and the choice of piano black or matt chrome interior finishing. Sport Hatch models also get a honeycomb front grille.

The total engine line

up consists of the usual wide selection of powerplants.

It kicks off with an 85bhp 1.4-litre petrol unit, alongside that punchy 114bhp 1.6-litre and the familiar 125bhp 1.8-litre engine.

The 178bhp 1.6 turbo is also offered for sportier versions and there's a 240bhp unit that powers the mighty VXR. Four diesel engines are available, a 90bhp 1.3, a 1.7-litre unit with 100bhp and 120bhp or beefy 150bhp versions of a 1.9-litre powerplant that

was developed by Fiat.

The Astra has come a long way. If it was marketed as well as it's built, it would probably sit at the top of the sales charts. As with any recovering franchise, there is some lag between the product and the public perception.

## fast facts

**CAR:** Vauxhall Astra range  
**PRICES:** £11,560-£19,450 - on the road  
**INSURANCE GROUPS:** 4-17  
**CO2 EMISSIONS:** 132-221g/km  
**PERFORMANCE:** [120bhp CDTi ECOTEC] Max Speed 118mph / 0-60mph 9.8s  
**FUEL CONSUMPTION:** [120bhp CDTi ECOTEC 5-door hatch] (combined) 48mpg  
**STANDARD SAFETY FEATURES:** Twin front & side airbags / ABS  
**WILL IT FIT IN YOUR GARAGE?:** [5-door hatch] Length/width/heightmm 4249/2030/1460mm



drive 08

# Trio that's really a force to be reckoned with

## Toyota Aygo

TOYOTA'S Aygo citycar range starts at £6,845 and consists of two main trim levels (Aygo and Aygo+), with all versions powered by the same 67bhp three-cylinder one-litre engine.

Both three and five door variants are offered and although the initial show cars wowed the crowds with their seventeen inch wheels and non-standard paint jobs, the production ready cars are also very neatly finished.

The Aygo is a fascinating car. The Aygo has brought a welcome dose of style and sophistication to a market traditionally populated with econoboxes.

For that, if nothing else, Toyota should be applauded.

## Toyota Yaris

It's easy to underestimate the searing pace of car development.

Think of how many cars were launched as recently as three or four years ago that have been largely eclipsed by rival offerings.

When Toyota's original Yaris was launched, it was unquestionably the finest supermini



money could buy.

Times have changed, however, and in order to restore dominance, the latest Yaris, priced from £8,810 and first shown at the 2005 Frankfurt Show, has grown-up.

First impressions are that Toyota have taken the old Yaris and plugged it into a garage forecourt airline.

It's bigger in every dimension and markedly more bulbous. It's also way better in terms of perceived quality.

The double-sealed doors feel thicker and weightier and shut with a thunk rather than a clang.

The rather unconventional fascia looks removed from the supermini norm, with a 3D effect on the main display.

## Toyota Auris

This is where Toyota gets serious. The Auris is the marque's new family hatchback and it's a car you can't ignore.

In creating the Auris, Toyota's



engineers started with the passengers and then worked outwards, maximising occupant space with elements such as a flat passenger floor and high window surfaces.

The Auris is one of the biggest

family hatches around, although the shape does much to disguise this bulk.

Both three and five door bodystyles are offered along with a range of five engines, two petrol engines and a choice of

three diesels with prices starting at £12,095.

The Toyota Auris will fulfil Toyota's demanding expectations and needs to be a car that the world's biggest vehicle manufacturer can be proud of.

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TODAY TOMORROW **TOYOTA**

Model and specification shown Auris TR 1.6 VVT-i 3 door manual manufacturer's list price £13,495. \*Metallic Paint £350 extra. \*Advertised finance offer available on Auris TR when ordered, registered and financed through Toyota Financial Services, on a 3 year Hire Purchase Drive Plan with minimum customer deposit of 30% between 1st January and 31st March 2008 at participating Centres. Other finance offers are available but cannot be used in conjunction with this offer. Terms and conditions apply. Indemnities may be required. Finance subject to status to over 18s only. Toyota Financial Services, Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UZ. Prices correct at time of going to press and includes VAT, delivery charge, number plates, one year's road fund licence and £50 first registration fee. Subject to availability.

Auris 1.6 VVT-i Official Fuel Consumption Figures in mpg (ℓ/100km), Urban 31.4 (9.0), Extra Urban 47.9 (5.9), Combined 39.8 (7.1). CO<sub>2</sub> Emissions 166 g/km.

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drive 08



# Focus is still a great choice

FORD'S impressive new Focus now has sharper looks inside and out to match its even sharper handling.

There's an eco-friendly diesel option, plus an extra 2.0TDCi unit. What hasn't changed is the great packaging and rewarding driving dynamics.

It has been the best seller since launch in 1998 and will no doubt continue this trend, with the strongest residual values in the C car segment.

The new models come in at only £250 more than the outgoing model, but the Focus now includes ESP (Electronic Stability Programme) as standard.

Benefiting from Ford's 'kinetic design' approach to

styling, the latest Focus takes its inspiration from its larger Mondeo stablemate. Trapezoidal grilles, swept back headlamps, bolder wheel arches, reshaped rear glass, a contoured tailgate and smarter tail lamps are the key changes.

Higher trim grades benefit from chrome detailing and a stylish, body-coloured upper rear spoiler. Prices are as competitive as you'd expect, spread across three and five-door hatches, a four-door saloon, an estate and a Coupe-Cabriolet version with its fashionable metal folding roof.

Engine-wise, petrol buyers have the choice of 78bhp 1.4 and 98bhp 1.6-

litre units at the foot of the range.

If you need to go faster, there's a 123bhp 1.8-litre option, a 143bhp 2.0-litre petrol unit and the 220bhp 2.5-litre powerplant found in the ST models.

For diesel buyers, there's an entry-level 108bhp 1.6-litre TDCi, while above this unit sits the highly acclaimed 2.0-litre TDCi diesel, now available in 110bhp as well as 136bhp guises.

Look out Ford's extraordinarily good new Focus at Brooklyn Motors Ford. The Focus is still a fabulous choice.

See the new Ford Focus at Brooklyn Ford Redditch, Batters Drive, Redditch, B98 0LJ.

## Maintaining momentum

SO what's changed about the latest Mazda6? Well, it's more spacious, safer, practical, better and faster. The good news though is that, sensible though all that sounds, it's still not boring.

Mazda signalled its rebirth back in 2002 with the first Mazda6, a sleek, stylish and highly successful car, which embodied the company's Zoom-Zoom spirit. It was one of Mazda's best-selling cars in Europe, with more than 450,000 sales and achieving over 100 awards.

To maintain the same kind of momentum as rivals, the second-generation model must represent as big a step forward - and that's a big ask in the face of competition. Mazda engineers have correctly identified that driving experience is mainly

about suspension, steering and transmission with improved ride comfort and reduced road noise.

Mindful that rivals were getting larger, Mazda's designers knew they needed a larger cabin, yet the shape needed to retain the sharp sportiness of the original version.

By and large, they've succeeded. The windscreen is deeper and higher, creating a feeling of spaciousness actually deliv-

ered by a slightly wider body that offers occupants greater shoulder room. Thanks to the longer wheelbase, knee room for the rear passengers is also increased.

Build quality was a strong feature of the MK1 Mazda6 and this latest version also feels impressively well screwed together.

Higher quality materials have been introduced for a greatly improved premium feel.

New safety equipment includes an Adaptive Front Lighting System (AFS), parking sensors, an active headrest that protects your neck in a crash, collapsible brake and clutch pedals and extensive pedestrian protection measures.

The new Mazda6 is priced from £15,100, and with small changes Mazda have achieved 10 per cent improvement in fuel economy and emissions.



08 PLATE

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Cars shown for illustration purposes only. Finance subject to status.



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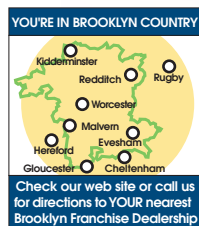


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The official fuel consumption figures in mpg (l/100km) for the Mazda Range: Urban 18.1 (15.6) - 47.9 (5.9), Extra Urban 32.5 (8.7) - 70.6 (4.0), Combined 25.2 (11.2) - 60.1 (4.7). CO2 emissions (g/km) 124 - 284. Models shown: Mazda6 2.5 4dr SL OTR £20,680. On the road price includes VAT, number plates, delivery, 12 months' road fund licence, 1st registration tax, 3 year or 60,000 mile warranty and 3 years' European Roadside Assistance. Details correct at time of going to print. \*£1000 saving for existing Mazda customers only. V5 details must match customer details. Contact Brooklyn for details.

drive<sup>08</sup>

# Enter the Colt of the individual



## fastfacts

**CAR:** Mitsubishi Colt range  
**PRICES:** £7,664-£15,999 - on the road  
**INSURANCE GROUPS:** 3-13  
**CO2 EMISSIONS:** 126-161g/km  
**PERFORMANCE:** [1.3] 0-60mph 11.1s / Max Speed 112mph  
**FUEL CONSUMPTION:** [1.3] (urban) mpg / (extra urban) 56.5mpg / (combined) 47.1mpg  
**STANDARD SAFETY FEATURES:** Front airbags, ABS with EBD.  
**WILL IT FIT IN YOUR GARAGE?:**  
**Length/Width/Height**  
 3820/1695/1520mm:

by Andy Enright

**T**O say the Mitsubishi Colt has a low brand recognition would be understating the point somewhat.

It has been possibly the prime exponent of the 'car as a white good' - efficient, well thought through but utterly uninvolved.

Sure, previous incarnations of Colts have packed some smart technology but ask anybody to picture one and you'd be greeted by a lot of furrowed brows, stroked chins and blank expressions.

The latest generation Colt may well be the first to forge its own identity.

Aimed fairly and squarely at Honda's class-leading Jazz, the Colt is one of the latest breed of long and tall superminis that accentuate cabin space.

In three or five-door form, the Colt is offered with a 75bhp 1.1-litre three-cylinder petrol engine, a 95bhp four-cylinder 1.3-litre powerplant that looks set to be

the big seller and a 109bhp four-cylinder 1.5-litre unit, plus a 1.5-litre three-pot Mercedes-derived turbodiesel, developing 95bhp.

The range-topping model is the three-door only CZT which is powered by a 150bhp turbocharged 1.5-litre unit. Five speed manual gearboxes are fitted as standard but a six-speed Allshift automated manual is also available should you want to splash out.

The Colt CZC is the obligatory folding hard top model and it is available with the 109bhp 1.5-litre unit or the peppy 1.5-litre turbo from the CZT.

No, the Colt still isn't the most charismatic of cars. What it does represent is a spacious supermini that nevertheless has its own identity, one that's very well built, fun to drive and which won't crash in value the moment you drive it off the dealer's forecourt.

Mitsubishi probably need a genuinely well equipped or sporting version to differentiate it from the rest of the pack but rest assured, this is the first Colt normal people like you or I could countenance buying.

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Colt range fuel consumption in mpg (ltrs/100km): Urban 40.4-31.7 (7.0-8.9), Extra Urban 61.4-47.9 (4.6-5.9), Combined 51.4-39.8 (5.5-7.1). CO2 emissions 130 - 168 g/km.

drive 08



# You can 'face' up to the City

by Steve Walker

WITH the new registration season nearly upon us, one manufacturer that really has a range of vehicles worth considering is Citroën.

The Citroën C1 city car offers a choice of either three or five-door body styles.

It provides an unthreatening and fun appearance with a face that looks as if it's either grimacing or grinning depending on the angle at which you view it.

The wide wraparound bumper, the rounded bonnet and bulbous headlamp clusters are pleasing to look at and the rear end is very nicely finished with a glass tailgate, big crystal and anthracite rear light clusters as well as a deep under-bumper assembly.

Repositioned as less of a citycar and more as a stylish, budget three-door supermini, the Citroën C2 range has been slightly re-profiled in recent times, with trim levels split

between those wanting a more traditional value-orientated approach and those wanting a sportier package.

With the latest version of the C3, Citroën have quietly slipped a rather interesting engine into its line up.

It's a 110bhp 1.6-litre HDi diesel which joins the existing 70bhp 1.4 and 92bhp 1.6-litre diesel engines.

It's unashamedly sporty, being offered in VTR form with the same taut suspension set up as the petrol equivalent, and helps shift the C3's image a little further towards the dynamic end of the spectrum.

It's conveniently quick, getting the C3 to 60mph in under 10 seconds and on to a top speed of 118mph.

The beefed up suspension also offers less roll in corners without sacrificing the ride quality.

The Citroën Xsara Picasso still has something to offer budget-minded buyers in the growing ranks of small but spacious people carriers.

As long as, like most families, you rarely need seven

seats (or even six), this Citroën is difficult to ignore especially if you are buying on a budget.

Citroën's C4 Picasso brings a new sophistication to the mini-MPV market. It's available in Grand guise as a seven-seater for big families and as a smaller bodied five-seater for those with more modest families.

With ample choice of petrol and diesel engines, the C4 offers excellent driving experience, as was its predecessor, geared towards comfort and safety.

Although the C4 Picasso's athletic stance is the first thing to catch your eye, the second is the wide-angle panoramic windscreen that rises up and over the front seat occupants, doubling vertical visibility.

The Citroën range has something for everyone and with great deals too visit your local dealer, Brooklyn Citroën on Battens Drive, Redditch or Worcester Road, Kidderminster, alternatively you can log onto their website [www.brooklyn.co.uk](http://www.brooklyn.co.uk)



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Last instalment.....£236  
Amount of credit .....£5395  
Total charge for credit .....£1555  
Total amount payable.....£7250

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#### C3 Vibe 1.1i

58 monthly payments .....£135.69  
Deposit .....£400  
Cash price .....£6995  
First instalment.....£300.69  
Last instalment.....£260.69  
Amount of credit .....£6595  
Total charge for credit...£1836.40  
Total amount payable...£8831.40

**10.7% APR\*\***



#### C4 Picasso 2.0i EGS VTR +

Monthly payment x48 .....£199  
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Cash Price.....£14995  
Amount of credit .....£9552  
Total charge for credit.....Nil  
Total amount payable.....£14995

**0% APR\*\***



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\*ON THE ROAD RECOMMENDED PRICES AND OFFERS APPLY TO QUALIFYING NEW CITROËN VEHICLES ORDERED 01-31/01/08 FOR REGISTRATION BY 31/03/08 AND INCLUDE VAT, DELIVERY TO DEALER AND NUMBER PLATES. GOVERNMENT FIRST REGISTRATION FEE AND 12 MONTHS' GRADUATED VEHICLE EXCISE DUTY. BLACK/METALLIC PAINT OPTIONAL AT EXTRA COST (STANDARD ON CODE AND LOUNGE SPECIAL EDITIONS). PRICES SHOWN INCLUDE THE DEDUCTION OF THE APPROPRIATE MANUFACTURER'S MODEL AND GO LO CO<sub>2</sub> P1X CASH-BACKS FROM THE MANUFACTURERS ON THE ROAD RECOMMENDED RETAIL PRICES. THESE CASH-BACKS WILL BE REPAYED AGAINST THE MANUFACTURER'S RECOMMENDED RETAIL "ON THE ROAD" PRICES. UP TO £1,000 GO LO CO<sub>2</sub> CASH-BACK (£1,000 XSARA PICASSO DESIRE MODELS, ALL C1 MODELS, ALL C2 (EXCLUDING CACHET, CODE AND STOP & START) MODELS, ALL C3 (EXCLUDING CACHET, STOP & START AND 1.4 HDI VIBE) MODELS, MAY ONLY BE APPLIED AGAINST THE PURCHASE OF SPECIFIED MODELS WHERE A CUSTOMER IS PART EXCHANGING A VEHICLE REGISTERED IN THEIR NAME, THAT HAS HIGHER CO<sub>2</sub> EMISSIONS THAN THE NEW CITROËN CAR BEING PURCHASED. OFFER ONLY APPLIES TO RETAIL AND DRIVING SCHOOL REGISTRATIONS. CUSTOMERS PART EXCHANGING A VEHICLE REGISTERED BEFORE 01/03/01 ARE AUTOMATICALLY ELIGIBLE FOR THE GO LO CO<sub>2</sub> CASH-BACKS. TERMS AND CONDITIONS APPLY. SEE YOUR PARTICIPATING CITROËN DEALER FOR FULL DETAILS. C1 VIBE 1.0i 3-DOOR £5,695 (£7,195 LESS £600 MANUFACTURER'S MODEL, £500 GO LO CO<sub>2</sub> P1X CASH-BACK AND £400 BROOKLYN DISCOUNT). C3 VIBE 1.1i £6,995 (£9,495 LESS £2,000 MANUFACTURER'S MODEL AND £500 GO LO CO<sub>2</sub> P1X CASH-BACK) C4 PICASSO 2.0i EGS VTR+ £14,995 (£17,645 LESS £2,650 BROOKLYN DISCOUNT). XSARA PICASSO 1.6 HDI DESIRE £11,995 (£16,195 LESS £2,700 MANUFACTURER'S MODEL, £1,000 GO LO CO<sub>2</sub> P1X CASH-BACK AND £500 BROOKLYN DISCOUNT). \*\*FINANCE SUBJECT TO STATUS. WRITTEN QUOTATIONS AVAILABLE ON REQUEST FROM CITROËN FINANCIAL SERVICES, QUADRANT HOUSE, PRINCESS WAY, RED HILL, SURREY RH1 1QA, UK. OVER 18S ONLY. A GUARANTEE MAY BE REQUIRED. TERMS AND CONDITIONS APPLY. OFFERS, PRICES AND SPECIFICATION CORRECT AT TIME OF GOING TO PRESS FROM PARTICIPATING DEALERS FOR PRIVATE INDIVIDUALS AND QUALIFYING BUSINESS USERS. COMPANIES WITH A CENTRALLY NEGOTIATED AGREEMENT WITH CITROËN UK LTD, NATIONAL FLEETS, MOTABILITY, CONTRACT HIRE AND DRIVING SCHOOLS ARE EXCLUDED FROM THESE OFFERS. C4, XSARA PICASSO AND C4 PICASSO/GRAND C4 PICASSO OFFERS ARE MUTUALLY EXCLUSIVE. ALL MODELS SUBJECT TO STOCK AVAILABILITY.

# CAPTIVA RANGE FROM £16,995.



**Plus a £2,600 accessories upgrade for  
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*irmscher*

**Vehicle shown is Captiva 2.0 LTX £24,635 OTR.**



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3 years/30,000 miles full service package is available as an introductory offer on UK supplied vehicles ordered and registered before 31st March 2008. Available at participating retailers only. Not available in conjunction with any other offers. Car shown includes metallic paint at £400, accessories package at £495 inc VAT and the cost of fitting at £51 per hour, total cost £24,635. Prices correct at time of press. Accessories upgrade not available on Captiva LS. Offer only applicable on LT and LTX models. (Chev35540) (Chev35540)

Official Government Environmental Data. Fuel consumption figures mpg (litres/100km). Captiva range: Urban – 23.5 (12.0) to 32.1 (8.8), Extra Urban – 38.7 (7.3) to 43.5 (6.5), Combined – 31.7 (8.9) to 38.7 (7.3). CO<sub>2</sub> emissions 195g/km to 225g/km.

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**£8,695**



Corsa Design 1.2i 16v 3dr hatch

**SAVE £1255**

**£10,295**



Corsa SXi 1.2i 16v 3dr hatch

**SAVE £1155**

**£9,795**



Astra Breeze 1.4i 16v 5dr hatch

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Meriva Breeze 1.4i 16v 5dr MPV

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Zafira Breeze 1.6i 16v 5dr MPV

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Vectra Exclusiv 1.8i 16v VVT 5dr hatch

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Official Government Fuel Consumption Figures mpg (litres/100km) and CO<sub>2</sub> Emissions (g/km): Astra range: urban 21.7 (13) - 44.8 (6.3), extra-urban 40.4 (7) - 68.9 (4.1), combined 30.7 (9.2) - 57.6 (4.9), CO<sub>2</sub> 130 - 221; Corsa range: urban 26.9 (10.5) - 49.6 (5.7), extra-urban 44.1 (6.4) - 74.3 (3.8), combined 35.8 (7.9) - 62.8 (4.5), CO<sub>2</sub> 119 - 190; Meriva Breeze 1.4i 16v 5dr MPV: urban 34 (8.3), extra-urban 53.3 (5.3), combined 44.1 (6.4), CO<sub>2</sub> 154; Vectra Exclusiv 1.8i 16v VVT 5dr hatch: urban 28 (10.1), extra-urban 51.4 (5.5), combined 39.2 (7.2), CO<sub>2</sub> 173; Zafira Breeze 1.6i 16v 5dr MPV: urban 30.1 (9.4), extra-urban 47.9 (5.9), combined 39.2 (7.2), CO<sub>2</sub> 172.

Prices shown are on-the-road and include any customer savings. Savings shown based on RRP. Offers are available for orders placed between 05.12.07 and 01.04.08, subject to availability, and are available to private individuals and small businesses 1-24 (purchase only). Other sales categories excluded. can not be use in conjunction with any other offer. Offers may not apply to all retailer stocks. UK-supplied vehicles only. (Vaux36618)

drive<sup>08</sup>

# It's a Breeze

If you ask a random group of motorists which accessory they value most on their cars and then collate the answers, discounting smart-alecky replies like "engine", "brakes" and "tax disc", the same items will come up repeatedly.

We're talking about the few key must-have trimmings that aren't integral to a car's basic operation but that we'd prefer to have all the same.

The modern classics are ABS, alloy wheels, air-conditioning and a CD-player. Features that leap out at you from any options list and whose absence leaves a yawning hole in a car's standard specification. Features that come as standard on all the models in the value-driven Vauxhall Breeze special edition range.

Vauxhall are offering Breeze-badged versions of their Corsa, Meriva, Astra and Zafira models.

The thinking behind them isn't revolutionary – in fact, we've seen it all before with Active and Energy special editions – but it has proven to be remarkably successful.

In a nutshell, the Breeze models are positioned towards the lower end on their respective model line-ups on price but they feature a healthy haul of equipment including the "big four" of ABS, alloys, air-con and a CD stereo, plus zero per cent finance.

Range-topping equipment and keen pricing form a combination at which few buyers can afford to turn up their noses but Vauxhall often go even further with supplementary offers that increase their special editions' appeal.

The Breeze derivatives look like good value from all sorts of angles, not least the one that reveals how many entry-level buyers specify alloy wheels, air-conditioning and the like from the options list any-

way. With a Breeze, they can get all the trimmings in a ready-to-roll package for much less money.

There are also Breeze Plus models available in each range featuring, in addition to the Breeze specification, electronic climate control, fog lamps, dark-tinted glass and electrically adjustable/heated door mirrors.

The Vauxhall Breeze and Breeze Plus special editions certainly look great value for money.

## prices

**Supermini – Corsa Breeze – From £9,390**

**Supermini MPV – Meriva Breeze – From £12,710**

**Medium Range Family Car – Astra Breeze – From £13,980**

**Medium People Carrier – Zafira Breeze – From £15,615**



● Vauxhall Corsa.



● Vauxhall Zafira.



● Vauxhall Astra.



● Vauxhall Meriva.

## Saving on accessories

HUGE savings are being offered on a range of accessories for Chevrolet's spacious Captiva SUV.

Purchase the stylish and versatile Chevrolet Captiva LT or LTX model before the end of March, and you can get £2600 worth of head-turning accessories, including 20" Irmscher Evo Star alloy wheels and Irmscher sidebars, for only £495!

The amazingly low price also includes fitting, which means you can immediately be the envy of your neighbours with shiny wheels and sidebars on your new Chevrolet Captiva SUV.

This special accessory package complements the already well equipped Captiva LT and LTX models, with their impressive equipment list, stylish good looks and brilliant all-round flexibility with the option of up to seven seats.

The Captiva LT comes in both a 5-seater and 7-seater version, and both models feature, as standard: front fog lamps; leather steering wheels and gearknobs; front and rear armrests with storage compartments; eight-way adjustable driver's seat; power assisted steering; rake and reach adjustable steering column; eight-speaker radio/CD player with MP3 capability; glovebox cooling system; and passenger side under-seat storage drawer.

The 5-seater model has five integrated storage boxes in the luggage area, while the 7-

seater versions also include second row of seats with the Tip & Tumble function, foldable third row seats and rear parking distance sensors. This allows for maximum space when transporting large loads.

All LTX models come with seven seats, and with a huge range of standard features. These include: full leather trim; leather covered steering wheels and gear knobs; twin chrome plated tail pipes; silver-effect front and rear skid plates; charcoal-effect roof rails; multi-function display panel; eight speaker radio/CD player with a six-CD changer and MPS capabilities; climate control with air quality systems; and power-folding heated door mirrors with integrated turn signals.

For your safety and security, both the LT and LTX models come equipped with Anti-Locking Braking Systems (ABS), Electronic Stability Control (ESC), On Demand All Wheel Drive, driver and front passenger airbags and front seat side-impact and curtain airbags. They also come equipped with the GM Sentinel Thatchcom Category 1 Car Alarm, remote control two-stage central deadlocking and an electronic engine deadlock immobiliser.

Make the most of this limited time offer and drive home in a fully equipped Chevrolet Captiva LT or LTX today.

To arrange a test drive of the Captiva SUV today contact your local Chevrolet dealer, visit [www.chevrolet.co.uk](http://www.chevrolet.co.uk).

# Get more for less

CHEVROLET is currently offering huge savings on a selection of three of their already great value cars, and until the end of March you can drive away in a brand new Chevrolet from only £5,555.

The savings available during this limited period, are on the Matiz 0.8 S, Matiz 0.8 SE Auto, Kalos 1.2 S 3-door, and Lacetti 1.4 SE 5-door; with savings ranging from a handy £320 through to an amazing £2,000.

The Matiz 0.8 S, the zippy city car, comes fully equipped with central locking, dual airbags, ABS brakes, RDS radio/CD player, immobiliser, and power steering, and can be yours for as little as £5,555, after £690 savings.

If you are after a sportier version of the Matiz, look no further than the Matiz 0.8 SE Auto, which comes with all of the features included in the S version, plus a rear spoiler and automatic gearbox. Down from £7,315, to a tiny £6,995, purchasing this model before the end of March will save you £320.

Both Matiz models are ideal for today's busy urban driving conditions. Economical and compact in size, the Matiz makes city parking a breeze, yet is surprisingly spacious inside.

For something a little roomier that offers practicality as well as style, the Chevrolet Kalos is the answer. The Kalos 1.2 S 3-door represents great value for money as well as being comfortable to drive and travel in, with stylish features.

The Kalos 1.2 S 3-door comes fully equipped with central locking, dual airbags, ABS brakes, power steering, electric front windows, immobiliser, and a Blaupunkt Radio/CD player. The price for this select model has been cut from £7,295 to £5,995, for a phenomenal saving of £1,300.

For comfort, performance and style, plus a whopping saving of £2,000, you will find the Lacetti is hard to beat. The Lacetti 1.4 SE 5-

door again offers great value for money, without compromising on equipment packages.

The Lacetti 1.4 SE 5-door comes equipped with remote central locking, rear spoiler, electronically adjustable and heated door mirrors, dual airbags, ABS brakes, power steering, immobiliser and a Blaupunkt Radio/CD player. With a saving of £2,000 until the end of March 2008, you can pick up the Lacetti 1.4 SE 5-door now for only £7,995.

As well as already representing huge sav-

ings and value for your money, the purchase of each of the above vehicles also comes complete with 3 years' free Chevrolet Roadside Assistance.

Make the most of this limited time offer while stocks last, and drive home in a new Matiz, Kalos or Lacetti today.

For more information on these special offers, or to organise a test drive of any of the models mentioned, contact your local Chevrolet dealer, or visit [www.chevrolet.co.uk](http://www.chevrolet.co.uk).



● Chevrolet Lacetti 5-door 1.4SE - inset, accessories for the Captiva.

drive 08

# Cool marques are on show



**W**ITHOUT doubt, the Skoda brand has to be one of the coolest marques around right now.

With a range of cars that offers an unbeatable combination of quality, variety and value for money, it's not entirely surprising that Skoda's sales have been rising across the world. Cars such as the new Fabia supermini and the spacious Octavia family hatch are bringing more and more people to the brand.

As significant as new cars go, Skoda's latest Fabia supermini is right up there. The latest model has important shoes to fill, with its predecessor turning the Czech company around, and selling over 1.5

million units.

There's no shortage of choice, the latest Skoda Fabia is available with four petrol and three diesels engines.

It's a notably bigger car now, the subsequent growth of the family hatch in size, has given this Fabia a bit more room to let its belt out and remain a fully fledged supermini. Skoda claim more rear knee and headroom than any other rival.

Value and quality combined with space and engineering are what make the latest Octavia such a compelling proposition.

New from the ground up, the latest Octavia has sold strongly. Like its predecessor, it boasts a practical hatchback. Renowned for

possessing one of the biggest payloads in class, the latest model has an even bigger capacity.

Engine-wise, prepare to be faced with the choice of five petrol and three diesel variants, including the flagship vRS variant. Coupled with eight model variations, which all undercut the Volkswagen Golf by around £1000 (model to model), the Octavia looks a very strong competitor.

Check out these two great Skodas along with the aptly named Roomster compact MPV and the Superb prestige saloon at your local Brooklyn Skoda dealership on Birmingham Road, Redditch or visit their website [www.brooklynskoda.co.uk](http://www.brooklynskoda.co.uk)



● Skoda Octavia

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CBF600

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Join us in-store on Thursday evening 21st of February to celebrate the launch of four new models including the incredible new CBR1000RR Fireblade.

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And, if you're the lucky winner and you're in-store at 7.30pm on 21st February, you'll win even more than a new bike... Ask in store for details or visit [www.honda.co.uk/motorcycles](http://www.honda.co.uk/motorcycles).



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New Fabia 1 1.2 60bhp including optional metallic paint at £350 RRP and side mouldings at £20 RRP. Official fuel consumption in mpg (litres/100km) for the New Fabia Range: Urban 27.7 (10.2) - 49.6 (5.7), Extra-urban 47.1 (6.0) - 68.9 (4.1), Combined 37.7 (7.5) - 61.4 (4.6). CO2 emissions for the New Fabia Range 120 - 180g/km. (subject to availability). Offers may be varied or withdrawn at any time. Indemnities may be required. Subject to status. \*£590 saving includes £200 manufacturer saving and £390 Brooklyn saving. RRP £8090.

drive 08



## fastfacts

**CAR:** Dodge Nitro range  
**PRICES:** £18,995-£23,590 - on the road  
**INSURANCE GROUPS:** from 15E [est]  
**CO2 EMISSIONS:** tba g/km  
**PERFORMANCE:** [3.7 petrol] 0-60mph - 10.5s/ Max Speed 110mph  
**FUEL CONSUMPTION:** [3.7 petrol] 24mpg (combined) [est]  
**STANDARD SAFETY FEATURES:** Twin front and side and curtain airbags, ABS  
**/WILL IT FIT IN YOUR GARAGE?:** Length/Width/Height, 4544/1857/1776mm



# Nitro DeLuxe

by Andy Enright

**I**F you you want an affordable 4x4 that's dripping with street cred and attitude, start your search with this car, Dodge's Nitro.

Yes, it's American and the entry level petrol engine is a 3.7-litre V6 that is cripplingly thirsty when you flex your right ankle a bit, but there's also a very modern 2.8-litre diesel that will be of far more interest to UK buyers. As indeed will be the price of the Nitro.

Most would figure that the Nitro would go head to head pricewise

with something like a Nissan Murano but they'd be forgetting Dodge's commitment to sell its cars at prices that read like a misprint.

Whereas you could expect to pay around £30,000 for a Murano, the Nitro starts at less than £20,000. Suddenly you're faced with a vehicle that younger buyers will be looking to trade up to from their Ford Focus.

It's easy to see how the Nitro could shift some big numbers.

The other similarly priced vehicles in its class, cars like the Hyundai Santa Fe and the Kia

Sorento, have nothing like the Dodge's street cred.

Just look at the thing. It's absolutely in your face, with vents, big flared wheel arches, chromed alloys on the 3.7-litre model, huge door handles that look like the pulls on an industrial freezer, an aggressive high waist with a glasshouse that looks like a gun turret and a front grille that looks as if it's about to suck in inquisitive children.

The split-effect front headlamps are an interesting design touch, as is the big cross detailed Dodge family front end.

# Suzuki's Vitara feels so grand in the hand

by Andy Enright

**I**T used to be straightforward. Compact 4x4s were once rather unsophisticated things that you'd have no hesitation subjecting to a bit of off-road bouncing about.

Then, as top-end 4x4s stretched the market ever pricier, we started to see some rather chi-chi compact 4x4s that you could never countenance giving a good splattering with mud. Fortunately the Suzuki Grand Vitara was never one of them. It campaigned on honest value for money and no-nonsense capability and the latest model is no exception.

Don't let the more sophisticated angular styling fool you. Beneath the sheet metal there's a proper ladder framed chassis that will eclipse rivals such as the Hyundai Tucson or Toyota RAV4 when the going gets tough.

A trio of engines are lined up for UK buyers kicking off with a rather weedy 93bhp 1.6-litre offered in three-door guise. I'd be tempted to save a little extra and spring for one of the larger powerplants on offer.

The petrol-engined five-door version gets a healthy 140bhp which uses a variable induction system to make the most of its 182Nm of torque. Some may find its 31mpg fuel consumption a little much for them, especially if a lot of urban journeys are on the cards.

The pick of the range will doubtless be the 129bhp diesel, offered in both bodystyles, which uses a Renault-sourced 1.9-litre turbodiesel. Mated to a five speed manual gearbox as standard, those who tire of changing gear themselves can pay a little extra and land themselves a four-speed automatic 'box.

The Suzuki Grand Vitara is one of those cars that has gently bubbled on the back burner for a while. It finally looks as if the newly emboldened Suzuki have given it the looks its fine engineering has long deserved.



## fastfacts

**CAR:** Suzuki Grand Vitara range  
**PRICES:** £11,999-£16,499 - on the road  
**INSURANCE GROUP:** 14  
**CO2 EMISSIONS:** 220g/km

**PERFORMANCE:** 0-60 12.2 seconds Top Speed 109mph  
**FUEL CONSUMPTION:** (urban) 24.4 (extra urban) 37.2 (combined) 31 mpg  
**WILL IT FIT IN YOUR GARAGE?:** Length/Width/Height, 4470/1810/1695mm



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Swift official fuel consumption figures in mpg (l/100km): urban from 30.4 (9.3) to 50.4 (5.6), extra urban from 45.6 (6.2) to 72.4 (3.9), combined from 39.2 (7.2) to 62.8 (4.5). Official CO<sub>2</sub> emissions from 119g/km to 175g/km.

Models shown: \*The Swift 1.5 GLX 5 door available at £9,499 on the road (metallic paint available at extra cost) and the Swift 1.6 Sport available at £11,899 on the road including metallic paint. †Finance is provided by Suzuki Finance Driveplan over 37 months, on all petrol GLX models, 5.9% APR typical, minimum 20% deposit required, maximum contract mileage 30,000. Finance is available for vehicles privately registered between 2 January 2008 and 31 March 2008 from participating authorised Suzuki dealers only. Credit is available to persons aged 18 years or over, subject to status. Indemnities may be required. Terms may vary. For full details please contact your local Suzuki dealer. Suzuki Finance reserve the right to withdraw or amend this offer without notice or prior warning. The offer is available to customers within the UK (excludes Channel Islands and Isle of Man). Suzuki Financial Services Limited, part of the Black Horse Group. Head and Registered office: St William House, Tresillian Terrace, Cardiff, CF10 5BH. This offer cannot be used in conjunction with any other offer. Vehicles shown may not be to UK specification. All prices are correct at time of going to press.

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Amount of credit	£18,104.00	Total amount payable††	£26,150.00
Total charge for credit	£2,560.00	<b>5.9% APR typical</b>	

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FUEL CONSUMPTION FIGURES FOR THE DODGE RANGE IN MPG: URBAN 16.7 -34.4, EXTRA URBAN 31.7-55.4, COMBINED 24.1-46.3. CO2 EMISSIONS IN G/KM 160 - 288 G/KM.

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drive<sup>08</sup>

# No messing with the formula

by Andy Enright

**M**ESSING with a winning formula clearly wasn't on the cards with the second generation MINI. Despite sharing barely a component with its predecessor, this version looks virtually the same.

The philosophy this time round has been to ruthlessly excise all the parts that users felt weren't up to par and to

keep the aspects of the MINI that they loved, styling manifestly being one of them.

More spacious and easier to drive, with more efficient engines and a more customisable interior, the latest MINI range is an impressive achievement. It also includes an interesting Clubman estate derivative which, for a premium of around £1,200, offers buyers a rather quirky package of extra versatility.

So how can you identify the latest car?

Although the stance remains the same, there's been a loosening of the belt. The Cooper model, for instance, is 60mm longer. The front grille is tidier and the indicators are now housed in the headlight pod. The car's

## Second generation MINI looks the same

shoulder line is 18mm higher than on the former model, giving the latest version a more hunched, powerful appearance. It's inside the MINI that more obvious improvements have been wrought.

Gone are those indicators that felt like you were snapping a biro every time you used them. The centrally mounted speedometer now houses entertainment and, if specified, navigation functions. The slimmed-down centre console offers more space in the footwells while the key has been replaced by a round signal sensor that slots next to the steering wheel. A start/stop button is also fitted as standard.

One of the most intriguing, albeit frivolous, aspects of the interior is the optional lights package which features custom ambient illumination. A panel of toggle switches in the roof lining allows the driver to switch the colours of the lights in the roof lining, the door storage pockets and the grab handle recesses.

These can be changed at any time in five stages from warm orange to sporting blue, depending on personal taste - quite mad, but undeniably funky. Rear seat space, a big grumble amongst customers, has been improved with recessed knee cut-outs in the front seat backs.

The engine line up merits investigation. The One uses a 95bhp 1.4-litre engine while the diesel in the MINI Cooper D also offers big improvements. The cars likely to provoke the biggest clamour, the Cooper and Cooper S, both use versions of the same 1.6-litre powerplant. The Cooper, as before, is normally aspirated, this time round being propelled by a 120bhp engine that will get it from rest to 60mph in 8.9 seconds and on to a top speed of 126mph. The Cooper S gets an

intercooled and turbocharged version of this engine that's good for 175bhp and will punt it through 60mph in 6.9 seconds and on to a top speed of 140mph. Pricing remains competitive with the One kicking off at £11,625 on the road, the Cooper pitched from £13,025, the Cooper D from £14,190 and the Cooper S giving the Renault Clio 197 something to think about from £16,025. Buyers will often specify their cars to their own tastes and spend a good deal more, indulging themselves with options like the Colour Line trim packs or DSC+ stability control.

Not even the most deluded optimist could have predicted quite how successful the MINI has been since its launch in 2001. The shift to German ownership was handled sensibly and sensitively with the heart and soul of the car remaining British.

This time round, the MINI range aims to excise the flaws with Teutonic efficiency. The British way would have been to milk the formula until buyers grew bored. Looks like we've got the best of both worlds now.

## fastfacts

CAR: MINI range

PRICES: £11,625-£20,265 - on the road

INSURANCE GROUPS: 5-17

CO2 EMISSIONS: 139-164g/km

PERFORMANCE: [Cooper] Max Speed 126mph / 0-60mph 9.1s

FUEL CONSUMPTION: [Cooper] 48.7mpg (combined)

STANDARD SAFETY FEATURES: [Cooper] Six airbags, ABS with EBD and CBC, runflat tyres

WILL IT FIT IN YOUR GARAGE?: Length 3686mm



# Hy Korea goals

by Steve Walker

**T**HRILL seekers may be inclined to look elsewhere but the well-built and comfortable i30 from Hyundai is a serious candidate in the family hatch sector.

Buyers seduced by the long warranty and high equipment levels will overlook the non-descript design.

The i30 is Hyundai's version of the Cee'd, which is sold by its subsidiary company Kia and was given a head start of six months or so on the UK market. The Cee'd received a glowing response from all quarters, setting standards in quality and sophistication never before approached by a Korean marque in the European marketplace.

There was the slight caveat inserted by some that the Cee'd was good "for a south east Asian product" but I'd say it was good, full stop. And so is the i30.

A full complement of engines is offered with the i30 and that includes a pair of CRTD common-rail diesels with variable geometry turbocharging for improved refinement.

The entry-point into i30 ownership is the 1.4-litre petrol with a not inconsequential 107bhp and then you have the 120bhp 1.6.

The diesels are 1.6 and 2.0 in capacity with outputs of 113 and 138bhp respectively. It's a good spread of options though none are particularly heart stopping in their performance.

The big diesel's 304Nm maximum torque helps it to a 0-60mph time of 10.3s and it will roll on to a 127mph top speed.

All models get five-speed manual transmission except the 2.0-litre, which has a six-speed box and a four-speed automatic is available with the 1.6-litre petrol.

As well as ABS braking with brake-force distribution, all i30 models feature ESP stability control, which is a laudable inclusion and emblematic of Hyundai's intention for the car to compete in the upper reaches of the family hatchback segment.

Further safety provision comes in the form of twin front and side airbags plus full length curtain airbags.

Inside, space is plentiful for the rear seat occupants and the huge boot suggested by the car's bulging rear end is only a mild disappointment.

It's a good size for the class rather than enormous, with 340 litres available. Fold the rear bench and this rises to 1,250 litres.

Hyundai has ascended the ranks of the UK car market with a succession of models based on the familiar "high specification, low price" mantra.

The i30's intended move into the family hatch mainstream has seen things change somewhat.

Affordability will still form a big part of the i30's appeal but with values starting at £10,995 and rising to £16,595, it's not cheap in the way its Accent predecessor was.

Three trim levels are available - Comfort, Style and Premium - and these are fairly self-explanatory in that Comfort keeps it simple, Style adds a vaguely sporty element and Premium shovels on

more luxurious features.

Road burning performance isn't the strong suit of the i30's engine range but these units are well capable of administering a mild kicking if challenged on grounds of economy. Official figures reveal a 46.5mpg showing for the 1.4-litre with the 1.6 a mile per gallon thirstier.

The 1.6-litre diesel returns an impressive 60.1mpg and the 2.0-litre, a less eye-catching 51.4mpg.

The i30 was designed specifically to raise the profile of Hyundai in the big European markets and it's a significant step in the right direction.

Hyundai may lack the brand profile to compete with more established names head on but with a few more products of the i30's calibre, its upward progression could be swift.



## fastfacts

CAR: Hyundai i30 range

PRICES: £10,995-£16,595 - on the road

INSURANCE GROUPS: 4-8 CO2

EMISSIONS: 125-191g/km

PERFORMANCE: [1.6 petrol] 0-60mph 11.1s / Max Speed 119mph

FUEL CONSUMPTION: [1.6 petrol] (combined) 45.5mpg

STANDARD SAFETY FEATURES: Twin front, side and curtain airbags / ABS with EBD, ESP

WILL IT FIT IN YOUR GARAGE?:

Length/Width/Height

4245/1775/1480mm

# One for the road

by Andy Enright

THE compact 1 Series has offered a new direction for BMW that continues forward with these latest revised models. Some things however, are reassuringly familiar.

Before we get into that though, you'll need to know about the latest changes. First, and most obviously, there are now both three-door and Coupe models selling alongside the existing five-door car, priced from £16,650. At the same time as expanding the range in this way, BMW has taken the opportunity to introduce some new technology to the line-up. Clever ideas like Brake Energy Regeneration, an Automatic Start-Stop function and Electric Power Steering are now combined with lower rolling resistant tyres and a gearshift change indicator to encourage economical motoring. These innovations are in addition to the use of variable valve technologies and High-Precision Direct Injection engines on some 1 Series models that boost power output but cut fuel consumption and emissions.

Six engines are offered in the mainstream range, five with four cylinders and the powerful 3.0-litre six-cylinder unit in the 130i. A 116bhp 1.6-litre petrol engine powers the entry-level 116i, only offered in five-door form. The choice between three or five-door bodystyles starts with the 143bhp 118i or 118d variants. If you want a little more performance, opt for the 170bhp 120i or 177bhp 120d variants. At the top of the range, the 265bhp 130i is seriously rapid, the 0-60mph sprint takes 6s and the 155mph limiter will come into play if you continue to press on but don't expect much more than 30mpg. Opt for a Coupe, priced from £21,585, and there's a choice of either the familiar 120d engine or either of two new units, the 204bhp 123d diesel or a 306bhp twin-turbocharged 135i petrol flagship.

Pricing ensures that this BMW will never be commonplace but the cabin quality, the driving experience and that badge will be enough the seal the deal for many, regardless of what they think of the looks.



## fastfacts

CAR: BMW 1 Series range  
 PRICE: £16,120-£27,140 - on the road  
 INSURANCE GROUPS: 10E-14E  
 CO2 EMISSIONS: 123-197g/km  
 PERFORMANCE: [120d 5dr] 0-60mph 7.5s / Max speed 142mph  
 FUEL CONSUMPTION: [120d] (combined) 57.6mpg  
 STANDARD SAFETY FEATURES: Twin front, side & head airbags/ABS  
 FIT IN YOUR GARAGE?: [5dr] Length/Width/Height mm 4227/1936/1430

## Only one thing lets it down.

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The BMW 318i



Robert Stern

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Dealer contribution	£1,000.00	£1,000.00

Total deposit	£3,500.00	£3,500.00
First monthly payment	£424.99	£454.99
Amount of credit	£20,776.70	£19,068.51
Optional final payment	£10,152.05	£11,795.97
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