

Autoh!

The North East's own motor magazine

NORTH EAST EDITION

£1.99 where sold

JUNE 2019

ISSUE 12



ICON OF HIGH-TECH STYLE

THE DS 3 CROSSBACK BREAKS COVER

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...what's coming up?**

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PLUS: We take the new Range Rover Evoque for a spin and try the latest Peugeot 3008. There's a look at a great idea from Audi and we find out why Mitsubishi is doing so well with the Outlander PHEV. Hyundai have unveiled their latest Santa Fe and we study whether it's time to ditch diesel. Fancy an adrenalin rush? You'll love the Renault Megane RS. We've got tips on motorway driving and there's a look at the latest brand name to appear: Cupra.

Welcome to AutOh!

This is the twelfth edition of AutOh! the North East's own motoring magazine, delivered to carefully chosen households across NE, SR and DH postcodes. We are the region's leading magazine for anyone who is interested in cars or fancies buying one. AutOh! is used regularly by the area's top car companies. We'll keep you fully up to date with what's going on at your local franchise dealers.

In this edition we're joined by a true footballing legend, ex Newcastle Utd, Stuart Pearce. He tells us about his life in cars.

Land Rover has just revealed its latest Range Rover Evoque so we take it for a spin. Is it now one of the best 4x4s around?

Diesel has a bad name as a filthy polluter, so is it time to ditch diesel and start to look at alternative power. What are your options?

As you thump your way around our pothole-strewn roads, we give you an update on where the next big hold-ups can be expected. We've also got some great tips on how to drive safely on our motorways.

We look at some of the best places to go for top quality used cars as well as focussing on some of the region's top dealers from the mainstream manufacturers. They've got some very tasty offers.

AutOh!...we're motoring.

Graham Courtney, Editor.



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GET EDGE-Y WITH THIS SUV

Ford was a late arrival at the big SUV party. The company has already had terrific success with their smaller SUVs like the EcoSport and Kuga, so you know that the brand new flagship SUV, the Ford Edge, will be good.

There are three levels of trim, Titanium, ST-Line and Vignale, and there are two engine choices, both diesel. All models come with an 8-speed auto gearbox. The Titanium enters the fray with a 148bhp 2.0 litre unit, while when you move up to the ST-Line you also move up to a 235bhp 2.0 litre diesel. Prices start at £37,020, and if you go for the ST-Line (we would) it rises to £43,035. However, with the ST-Line package you get four-wheel drive, sports suspension, partial leather seats, heated steering wheel and a terrific Bang and Olufsen audio system. This is all on top of what you already get with the Titanium trim which includes sat nav, rear view camera, heated front seats, front and rear parking sensors and a DAB radio.

The Ford Edge is fully loaded. It also has a seriously impressive list of safety kit including blind spot alert, lane assist, pedestrian detection and traffic sign recognition.



Out on the road it's obvious that Ford sees the Edge going to families rather than single people or couples. They've given it a really cushy ride and comfy seats, so you end up with a car that will take a family vast distances without any grumbles in the back. It is also really good to drive and, if you go for the bigger engine, you will get a 0-60 time of just over nine seconds. Top speed is 134mph. The bigger engine also brings you all-wheel drive which gives added confidence in slippery weather. There's not a great deal between the two engines in terms of economy, but if you want to err on the side of caution, the 148bhp powerplant will manage 42.4mpg if you go steadily.

The interior is incredibly roomy. Ford could have put in a third row to make the Edge a 7-seater, but they prefer to give more space to everyone. It also means you have a sizeable boot area for holiday baggage.

Ford may have been a late arrival on the big SUV scene, but if you want a spacious, handsome, family holdall, make sure that you try the Ford Edge.



HYUNDAI'S BIG PLAYER

Have you checked-out your local Hyundai dealer lately? No? Well it's worth the trip because Hyundai is moving forwards rapidly in terms of style and desirability.

Take for example the Hyundai Santa Fe. Any previous Santa Fe owners are in for a pleasant surprise. You'll immediately spot a lift in interior quality which has a seriously premium feel. As with all Hyundais though, it still comes with a 5-year, unlimited mileage warranty, which shows how confident Hyundai is in its products.

It's a good-looking car. Hyundai has been careful not to stray into Land Rover Discovery Sport territory and has aimed fair and square at making the Santa Fe a capable but very comfortable, family car. Okay, it's still up to the task of pulling a horsebox, boat or caravan, and will deal with slippery conditions at this time of year without a hiccup thanks to all but the entry level models having four-wheel

drive, but it's aimed more at families who want to do some touring in comfort and be able to take everything, including the kitchen sink or the grandparents, in the back.

Oh, and talking of the back, the Santa Fe is a rarity in that it comes with seven seats. Okay, the rearmost row is for kids, but they're handy to have. Drop those seats into the floor and you have a massive load area.

£33,425 gets you into the Santa Fe. There are three levels of trim...SE, Premium and Premium SE. Most folk will be perfectly happy with the SE trim, although you only get two-wheel drive. We'd recommend a move up to Premium where you can also have AWD. It's worth it for the peace of mind in the rougher times of year and the

car will hang onto more of its value when the time comes to sell. We'd also go for the auto gearbox.

There's only one engine available in the Hyundai Santa Fe. It's a 2.2 litre 200 PS diesel unit (a hybrid is in the pipeline) which gives you a 0-60 time of around 9 seconds, top speed of 127mph and a surprisingly good fuel economy figure of 47.1mpg. This is a decent return for what is a chunky car.

You can adjust the driving characteristics but we left it in the comfort setting...no point in ruining the ride.

In other words, if you need a handsome, fully loaded, family holdall with a cracking warranty, make sure that Hyundai Santa Fe is on your list of test drives.



MG IS A RECORD BREAKER



It really is hard keeping pace with MG.

Last year MG was the fastest-growing car manufacturer in the UK...and it still is in 2019. Compared to 2017, MG more than doubled its sales in 2018.

And, if you thought things might peak for MG, think again because 2019 is turning out to be another record-breaking year. In April, MG saw its best-ever sales figures for the month which is probably no surprise because they achieved a record March and best-ever opening three months to the year. Sales are up by 54% year-to-date compared to the same period in 2018.

And, as a sign of how confident they are in their product, they are now offering a 7 year / 80,000 mile warranty across MG3 and MG ZS ranges.



If you need a roomy hatchback, try the MG3. It's cracking value with prices starting at £9495 for the Explore trim. Specification includes powered windows and mirrors, central locking, Bluetooth, tyre pressure monitor and an audio system. Every MG3 comes with a 1.5 litre petrol engine. 0-60 takes just over 10 seconds and you won't be far away from 48mpg.

If you prefer the styling of an SUV, check out the MG ZS. It has compact exterior dimensions but is really roomy inside and will make for terrific family motoring. Prices start at £12,495. You have a choice of three trims and two petrol engines: 4-cylinder 103bhp 1.5 litre or 3-cylinder 109bhp 1.0 litre turbo which also comes with an automatic gearbox. The latter is the smoother of the two engines. Go for Excite trim and you get all of the essentials plus air con, DAB radio, rear

parking monitor, heated wing mirrors, front fog lights, Apple CarPlay and really smart 17 inch alloys.

The top of the range Exclusive trim comes with everything, including sat nav.

And, if you qualify for the Motability scheme, both the MG3 and MG ZS, are available without the need for any deposit. You could even drive away with surplus funding in your bank.

There's also a brand new model on the horizon too. Towards the end of this year, MG will launch an all-electric version of their ZS. It'll be called the MG ZS EV. Pricing and full specification will be confirmed closer to the on-sale date of 1st September, but if you would like to be at the front of the queue, the order books are now open and you can place a deposit. This will give you first option to buy the car when it arrives.



WANT A SAFE INVESTMENT? BUY A PORSCHE.

Did you know that the most profitable car manufacturer in the world is Porsche?

At first glance, it looks like moving up to the Porsche brand is incredibly expensive, but here's the good news. When the time comes to sell, you will get back a hefty chunk of your outlay. This is especially true of the 911, Boxster and Cayman.

The 911 will always be the iconic Porsche. The note from the exhaust is a pure delight. Even small schoolboys will know precisely what is coming down the road without needing to look.

Prices for the 911 start at £93,110. If you want some fresh air motoring, nothing beats the Cabriolet or Targa. The Carrera S has a 3.0 litre 450hp engine which delivers effortless performance. 0-60 takes 3.7 seconds and there's a top speed of 191mph. If you want supercar performance, go for the turbo models. They come with all-wheel drive as standard; it's an option on other models.

If you prefer something different to a Porsche 911 but still want coupé styling, same sort of performance and a great driving experience, make a beeline for the Porsche 718 Cayman. Want fresh air motoring, head for the 718 Boxster.



There's something about the Cayman (from £44,074) and Boxster (from £45,935). They're incredibly driver focussed. Okay, the 2.0 litre 4 cylinder engines can't match the glorious note of a 6-cylinder, but they're not far off. 0-60 in 5.1 seconds. Go easily and you'll crack 35mpg.



Want a proper 4x4 with serious performance...check out the Porsche Cayenne. It's very much tailored to the tarmac, but the Cayenne will happily scramble across wet fields, boggy ground and rutted roads. There's also a coupé version. Prices start at £55,965 and, if you want to keep your company car accountant happy, take a close look at the hybrid Cayenne.

If you want similar styling and ability, you'll love the Porsche Macan. It's basically a shrunken Cayenne and is terrific to drive. £46,344 gets you into the Macan which starts off with a 2.0 litre 252hp engine.



Lastly, there are times when you need a luxurious 4-door car to whisk the family to the Côte d'Azur. That is the forté of the Porsche Panamera. It's a stunning masterpiece of a car, is wonderful to drive and brings a new meaning to Grand Touring.

In other words, despite being the manufacturer of world renowned sports cars, there's something for everyone in the Porsche range.



STAND OUT CARS FROM AN OUTSTANDING DEALER

There's no stopping Vertu Specialist Cars at the Silverlink in Wallsend.

They always have over 70 top-quality, premium cars on show at their dealership with brands including Audi, Jaguar, Porsche, BMW, Mercedes, Lexus, Volvo and Range Rover.

You'll also find a terrific choice of Infiniti models for the simple reason that they were previously the Infiniti main dealer for the North East. They were so good that they were the UK's biggest seller of Infiniti cars.

And there's more good news. Vertu Specialist Cars now have additional specialists on hand to help you find the car of your dreams or sort out any concerns.

Shannon Hebron is a merchandiser who will focus on the dealership's digital presence and ensure that the website and social media are always packed with news of the latest cars and deals.

Lee Cummings has been promoted to the position of Sales Manager. Lee has extensive experience in selling premium cars with eight years industry experience at brands including BMW.

Also joining the dealership are apprentices, Kieran Jordison and Owen Clinton who will be working in the servicing department.

If you saunter around the cars on display or browse through the Vertu Specialist Cars website, but can't find what you're looking for, don't worry because Jeff Aynsley, General Manager, and the rest of his sales team at the Silverlink, have access to the entire Vertu network around

the UK. In other words, if there is something you really fancy, Jeff and his team will find it for you.

Perhaps you fancy something slightly smaller like a MINI, VW, Toyota or Mazda. Not a problem.

And don't forget, Vertu Specialist Cars can service and maintain any car.

Oh, and if you want some proof that Vertu Specialist Cars really DO place massive importance on customer care, just take note of the fact that the 'Judge Service' organisation surveyed the dealership's customers and found a staggering 98 per cent would recommend the garage to their friends and family.

You can check out what's available via their website vertuspecialistcarsnewcastle.com or just call into their showroom on the Silverlink and have a chat with the sales team.





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Vertu
Specialist Cars

THE DIESEL

So, it's time to change your car. Do you go for petrol or diesel or is it time to break the mould? We try to help.

There's certainly more awareness about being eco-friendly but, at the end of the day for most of us, it will always come down to which is the cheapest overall for our lifestyle and general routine. How much will the car cost to buy and how much will it cost to run over, say, three years.

At the moment there are six varieties of power source available to car buyers: petrol, diesel, 100 per cent electric vehicles (EV), hybrid (cars that self-charge as they go along but have a petrol or diesel engine under the bonnet), plug-in hybrid electric vehicles (PHEV...they charge their batteries like a hybrid, but you can also give the battery a full charge by plugging it into the mains at home for example) and hydrogen. Currently, you can discount hydrogen because there are so few filling stations, but it's one to watch.

THE most obvious eco-route to take is electric power. Some cars are powered by batteries alone, such as the Jaguar iPace, Nissan Leaf and Volkswagen e-Golf. Others, called hybrids, have a mixture with a conventional diesel or petrol engine, but with batteries working in tandem to power the wheels.

When it comes to 100 per cent electric vehicles, the majority tend to be small, city-type cars, which is where the manufacturers see their biggest sales.

Electric technology is moving fast so, if you are reading this (unlikely I know) in 2025, you will wonder what we're talking about.

There's plenty of choice but, here in 2019, what should you do.

Obviously, every car will run for a certain distance and then need to be refuelled. This takes only a matter of minutes with petrol, diesel, hybrid and PHEV cars...and hydrogen cars actually. Electric cars will roughly travel about 250 miles before the battery dies. Some smaller cars with



smaller batteries will only do around 175 like the Renault ZOE or Nissan LEAF, 168 miles. However, if most of those miles are on the motorway in cold weather, that figure will drop. You then need to recharge the battery. First, you need to find a charging point. Some cars will recharge 80 per cent in about 45 minutes. If you are at home and need a full charge using a 3-pin plug, it'll take most of the night. You can install a higher power charging point at home which knocks this down to about 3 hours.

In a nutshell, if you regularly drive long distances (over 20,000 miles a year) and have a decent sized vehicle, diesel is the better bet because of the high mpg.

If you spend most of your time driving within built-up areas, an electric could be the answer. Slow, stop-start driving is ideal for electric cars but motorway driving isn't because EV cars become less efficient. If you have a reasonably short commute, charge the battery on a



Sunday night and, if your commute is about 15 miles (a round journey of 30 miles) you should get a week's commuting plus a few trips to shops on one charge which, at current prices is about £3. Tempting huh? If you have access to a renewable energy source, your carbon footprint will be tiny.

If you have a mix of driving, a hybrid will be a good bet. For example, you're daily

DILEMMA



commute in traffic will be economical because the battery will keep you moving, but if you are heading off on holiday, the petrol or diesel engine will mean you can travel longer distances at higher speeds. Hybrids are a compromise.

What about petrol? If you don't do a lot of miles and don't spend a lot of time fully loaded thrashing along the motorway, a

petrol powered car will be very economical. This is especially so with small to medium weight cars.

But, you need to consider the purchase prices. Hybrids and electric vehicles tend to cost more than traditionally powered cars.

In terms of big cars, something like the Range Rover Sport PHEV in HSE trim, costs £72,185. A diesel powered Range Rover Sport 3.0D V6 HSE model will save you a whopping £8,100 to buy.

If you need a family hatchback, take the Hyundai Kona for example. The Kona Electric SE costs £27,250 (including government grant) while the economical Kona 1.6 CRDi SE costs £20,100 and will return 67 mpg. If you do an average of 12,000 miles a year, it equates to 179 gallons of diesel. Diesel is about £5.90 a gallon which means you will spend around £3170 on fuel over the course of three years in a 1.6 litre diesel Hyundai Kona. The Kona EV costs around £7150 more to buy. In other words, before we even look at depreciation and the price of electricity to charge the Kona EV, the electric powered Kona will cost you around £4000 more over the course of 3 years to own and run.

Okay, these are ball-park figures, but it shows that you need to do the sums.

But does this mean you are ignoring eco concerns? One thing is for certain, electric technology will get better and better. However, the latest diesel and petrol engines are very clean, and getting cleaner.

Consequently, until technology and infrastructure catches up, most of us will still be visiting the black or green pump at the local filling station...for now



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CROSSBACK SUV CROSSOVER

There's no doubting that the 21st Century has seen the rise of the crossover... a car that looks and arguably drives like a chunky 4x4 whilst still retaining the exterior dimensions of a regular hatchback.



It's been a huge success, and that is something DS is tapping into with its range.

The future for DS is down the crossover road, hence the arrival of a DS 3 Crossback to go alongside its much bigger DS 7 Crossback.

There is a choice of 15 DS Crossback models starting from £21,555.

In terms of power plants, the car is available with petrol or diesel and, later in the year, 100 per cent electric power.

The petrol engines are all 1.2 litre 3-cylinder units developing varying amounts of power (100bhp, 130bhp, 153bhp). There's also a 1.5 litre 100bhp diesel engine. The smaller petrol engine and the diesel unit get a 6-speed manual 'box while the rest get an 8-speed auto.

In terms of economy, the diesel engine

wins the battle with 62mpg, but we'd go for the petrol units. The entry level 1.2 litre petrol will manage 52mpg, but the one we like is the mid-range 130bhp engine which manages 47mpg yet still gives you decent performance with 0-60 taking 9.2 seconds. It's got enough oomph for motorway traffic but will happily amble around town.

The suspension is typically French and makes for really cushy progress.

The exterior styling looks sharp, but the real experience comes when you step inside. DS is making a name for itself as being a hi-tech expert. Everything looks very futuristic but, crucially, it all works really well.

In terms of trim you can select from Elegance, Performance Line, Prestige, Ultra Prestige and La Premiere which is the launch edition.

The entry level Elegance trim gets smart alloys, chrome flush-fitting door handles, rear parking sensors, a safety park which includes an emergency braking system, lane assist and speed recognition; air conditioning, a 7 inch touchscreen, Bluetooth, DAB radio, tinted windscreen and a leather steering wheel.

We like the Performance Line trim which also adds heated exterior door mirrors, dark tinted rear windows, LED rear lights, central armrest and aluminium sports pedals. It makes the DS 3 Crossover look and feel a bit special.

The crossover market is becoming crowded and, in certain areas, rather anonymous. Thankfully, the DS 3 Crossover is distinctive and instantly recognisable. If you're looking for a roomy car with a bit of character, go and give the DS 3 Crossover a spin.



PEUGEOT



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Term of Agreement

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TAKE A BREAK: BUY A PEUGEOT SUV

When it comes to SUV cars, Peugeot is leading from the front. In fact, they offer an SUV version of just about every model in their entire range.

Which is no surprise because SUVs are the most user-friendly, handy, convenient and adaptable cars on the road. They have a Tardis effect: compact exterior dimension but incredibly roomy interiors.

Look in the middle of the Peugeot SUV range and you'll find the Peugeot 3008. Need something? Go for the 5008 SUV. Want something that's seriously compact? Go for the 2008 SUV.

There is no doubting that the Peugeot 3008 has been a terrific success. It manages to combine the school run, shopping trips and the daily commute, with long holiday jaunts and outings to the beach loaded to the gunwales with the family and all of its inevitable clobber.

Consequently, there are 'loads' of reasons why you should buy a Peugeot 3008.

But here's another one.

If you buy the 3008, or the 2008 or 5008 or even the beautiful new Peugeot 508, you will be given a night in a super-luxurious hotel. You can choose from over 50 hotels around the UK, which means you can collect your car and then set off on a holiday trip to put the car through its paces and, when you get to your hotel, think what a cracking purchase you've just made.

Wingrove and Peugeot have carefully selected the hotel to make sure that you'll get the very best attention and service.

As with every Peugeot, the 3008 is supremely comfortable, but don't assume that it's gone all soft on the fun scale; it is thoroughly enjoyable to drive. The chassis manages to soak up lumps and bumps at low speed while remaining sufficiently controlled to allow a keen driver to have some fun. The interior is a work of art and the i-Cockpit fascia works really well. It looks very 21st Century. You'll find loads of room for 5 people and there's a premium feel to all of the materials used.



The Peugeot 3008 SUV range starts at £25,080 for the petrol engine 1.2 litre PureTech Active model. If you prefer diesel, the 1.5 BlueHDi Active 3008 starts at £26,700.

However, we reckon the best value is to be found further up the range with the 3008 SUV GT Line Premium with the 1.2 litre PureTech 130 engine which comes with stop-start technology to help with economy. How does 55.4mpg sound?

0-60 takes 10.7 seconds and, in the right conditions, the maximum speed is 117mph. In other words, you can dawdle around town or set off on a long distance cruise and have sufficient performance to deal with high mileages whilst still keeping a close eye on your fuel prices.

Compared to the Active trim, this is where the GT Line Premium really scores. You get additional kit including sat nav, panoramic opening sunroof with electric interior blind, aluminium roof bars, tinted windows, LED headlights, heated front seats, massage function for the driver's seat, reversing camera, parking sensors front and rear, Bluetooth, powered



windows and mirrors (heated), powered tailgate, and the Peugeot driver safety pack which includes blind spot detector and lane departure warning.

Wingrove Peugeot can even help you with finance. Using Peugeot's Finance Product Passport, you can drive off in a brand new 3008 SUV GT Line Premium with the 1.2 litre PureTech 130 S&S with a cash deposit of £3,828.80 and 47 monthly payments of £381.26. For full details see the advert on page 14.

Since its launch, the Peugeot 3008 SUV has won more than 60 international awards, including the prestigious European Car of the Year Award. This is one of the best cars Peugeot has ever produced and it's available now for a test drive at Wingrove Peugeot on Benton Road in Newcastle.

Go on; check out the Peugeot 3008 SUV and find out why it's a winner...and then get ready to look forward to a night in a stunning hotel, courtesy of Wingrove Peugeot.

You can find full details on their website www.wingrovetorgroup.co.uk



ROADWORKS NIGHTMARE

Roadworks. The scourge of the motorist.

I love it when you see those road signs that say...."Delays possible". What a joke. Everyone who is driving passed them wants to stop and scribble out 'possible' and replace it with 'inevitable.'

And we're not talking about a few traffic cones and a gang of blokes fixing a few holes in the road. No, we're talking about cones that go on for miles and miles and stay there forever. They seem to appear a couple of months after a sign is erected to tell us that "Highway maintenance works will begin here on the 31st of July 2019. Work is expected to be completed by summer 2022."

You immediately get that sinking feeling. This is your regular route to work and you know that for the next few years, there will be disruption.

Did you spot the sign at Scotch Corner a year or so ago. It originally said...'Work due for completion in early 2017.' It was

then covered over to say 'Summer 2017.' Nothing happened for a while until another sign was erected...'Opening early 2018.' In the end, they gave up. I don't know what they don't just write... 'Eventually.'

Thankfully, since we last updated you on what's happening, a couple of major schemes are finished...or nearly finished.

The A1(M) at Scotch Corner is now fully open and, to be fair, it's improved things with a 3-lane motorway all the way to Wetherby where the A1(M) splits to join the M1.

And the Silverlink is almost complete. There are still a few bits and pieces to be done to the 3-year project but at least

there is free-flowing traffic along the A19. It's the North East's first triple deck junction...our version of Birmingham's 'Spaghetti Junction.' As we go to print, the last work is being done to the Coast Road but you won't have to wait too long before all lines are open and the speed restrictions lifted.

It was finished on time too.

Another nightmare project is also just about sorted...Killingworth Road in South Gosforth. It seems to have taken a lot longer than expect but the contractors have plainly come up against a lot of unforeseen problems. Better late than never.

So, let's have a quick round-up of which major schemes are coming up, where, and when they should be finished. Allegedly. You can start planning your alternative routes now in the vain hope that nobody else has thought of them. No chance.

A1M) at the Coalhouse roundabout

You can expect big problems on the stretch road between the Birtley junction and the Coalhouse roundabout. They need to replace the bridge that takes the road over the East Coast main line railway. That's a big job. While they're doing that, they're also going to widen the road to link it onto the Gateshead Western Bypass and make it all into three lanes. This is a busy road that seems to get busier with every year. Once work gets underway you can expect routes into Newcastle via Birtley and Gateshead to be really congested. Planning is still at the consultation stage but you can guarantee that this one will be going ahead. You can already see a few small drilling rigs alongside the road at times doing to test bore holes. As for when it'll be finished, it's rather worrying to note on the Highways England website that the end date merely says "To be confirmed."



A19 Testo's roundabout

Now that work has been more or less completed at the North side of the Tyne Tunnel at the Silverlink junction, it's now time for the South side to get the full treatment. Work is underway to create a flyover which will take the A19 over the roundabout. It's due for completion in January 2021. The works will extend south of the Testo's roundabout to include the previous junction at Downhill Lane. Development of the Advanced Manufacturing Park, promoted by South Tyneside and Sunderland Councils will mean a long-term increase in traffic in this area which is also notorious for traffic build-up. It's also a main access road into the Nissan factory. Night time lane closures will become a familiar sight until 2021.

A1 Morpeth to Felton

From late 2019, work will begin to make this stretch of road into a dual carriageway. You can expect delays and diversions. Eventually, we might be able to finally drive to Edinburgh with two lanes in either direction. This scheme is being done in conjunction with Alnwick to Ellingham. A brand new road will be build alongside the current stretch.



A1 Alnwick to Ellingham

Late 2020 will see work start to provide additional lanes alongside the current ones rather than a brand new dual carriageway. Junctions are also to be improved.

A1 North of the Scotswood junction for 5 miles to North Brunton

This is still at the planning stage but work is pencilled in to start in March 2020. The idea is to add an extra lane along a five mile stretch of the existing dual carriageway between junction 74 at Scotswood, just after the River Tyne, and junction 79 at North Brunton. There won't be a great deal of construction work...no new bridges for example...but the general idea is to alter the road to make it 3 narrower lanes.

A19 Norton to Wynyard

This is a bottleneck. The area to the North of the Tees Flyover switches from three to two lanes. The idea is to make it all three lanes as far as the Wynyard junction. Work is due to start late 2019 / early 2020 and could last for up to two years. Better leave early if you're going to watch the Boro.

No doubt others will crop up unexpectedly. Try to keep calm and carry on.

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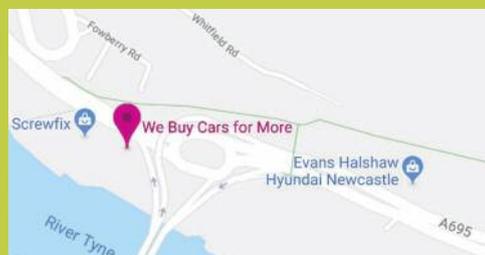
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Chris, Jaspal and their team have got decades of experience in the car trade, and they use that experience to ensure that sellers get a good price and buyers from their dealership on the Scotswood road near Scotswood Bridge, get a cracking deal.

Selling your car through WeBuyCarsForMore is an absolutely doddle.

Log onto their website webuycarsformore.com and hit the tab 'Sell A Car'.

You then fill in three boxes; registration number, mileage and what you reckon is the condition of your car. Hit the 'Get Your Offer' button and, bingo, you car's valuation will appear.

After that, sit back and wait for Chris, Jaspal and their team to get cracking. Within 24 hours they'll contact you to arrange a viewing. It's up to you where you want to meet them...home, work or any other location that's convenient to you. Once the price has been agreed, money will be transferred instantly to your bank account.

It couldn't be simpler.

You can even call into their site on Scotswood Road (it's just 2 minutes off the A1) and they'll give you a valuation on the spot.

Of course, once you've sold your car, it means you no longer have a trade-in if you want to buy a new car. You should get a really good discount.

Oh, and the guys at WeBuyCarsForMore are so confident that their quote will beat anyone else that if you roll-up with a higher quote, they will give you £100.

What about if you are looking for a really good used car? Well, that's not a problem

either because WeBuyCarsForMore has an extensive choice at their Scotswood site. You are very welcome to just drop in and browse through their selection of cars, although the best idea is to log onto their website webuycarsformore.com and fill in the boxes to generate the make, type, price range and what sort of gearbox you fancy.

Bearing in mind that Chris, Jaspal and the sales team have over 50 years of experience in the car trade, if you are looking for something in particular, they will find it for you and take care of all the paperwork. They can even arrange finance.

So, if you thought car buying companies were all the same, think again.

Get in touch with WeBuyCarsForMore next to Scotswood Bridge by calling 0191 275 0886 or 0800 917 8013 email webuycarsformore@hotmail.com or go via their website webuycarsformore.com



In conversation with **Stuart Pearce**

Stuart Pearce was one of those players that every football fan would want to have in their team. In his prime, Stuart was one of the best defenders in the world...and one of the toughest.

When he left school in NW London, Stuart trained as an electrician while playing for his local non-league side, Wealdstone. However it wasn't long before he was spotted and made the move into the professional game with Coventry City as a left back. That was in 1983.

Two years later he moved to Nottingham Forest, although it wasn't because they valued him...he was actually part of deal which saw another player move between the two clubs. But, under the guidance of Brian Clough, Stuart blossomed and went on to play over 400 games for the club. It was during his time at Forest that he won 76 England caps.

After twelve years at the City Ground, he moved north to Newcastle Utd, brought in by Kenny Dalglish to add some experience to the squad and to help with the newly formed reserve and youth teams. Ian Rush and John Barnes also arrived on Tyneside.



In 1999 he moved to West Ham and then in 2001 he was Kevin Keegan's first signing at Manchester City.

There then followed a move into management with Manchester City, the England U21s, the Great Britain Olympic team and, after a spell as caretaker England boss, he moved back to Nottingham Forest where he managed for two years.

In amongst all of that, Stuart is a huge punk rock music fan.



But what about his memories of being behind the wheel. We've been finding out what he'd love to drive and whether he's had any scrapes along the way.

What is the first car you can remember?

The first car that I remember was my mum's Morris Minor. She had a few of them over the years. The last one was written off by my brother who was found in the back seat of the overturned wreck unhurt and fast asleep.



What was the first car you owned?

The first car that I owned was a Morris 1100. It cost me £250. I bought it off a mate called Mick who held the record for the number of people you can squeeze into a car. He was dropping us off on Christmas Day. He got 13 of us into his Morris. There were 9 actually in the car and 4 in the boot. I travelled in the boot in case you're wondering!



Smart car or a mobile skip?

The car is a cross between cleanish on the inside with loads of CD's because my love of music, and dirty on the outside. I do a lot of miles and don't have too much time to wash it. That's my excuse and I'm sticking to it.

Any motoring embarrassments?

Plenty, but here are a couple.

When I was a young non-league player at 18 years old, after training we went to a local night club in Harrow called Tudor's. It was a winter night. We left at 2 am to find my mate's Mini covered in frost so, instead of being patient and defrosting it, we drove out the car park and then heard an almighty bang. As we got out we discovered that he'd had driven into a mound of roadworks and the car was on perched a pile of rubble with no wheels touching the floor. It was like a scene from the Italian Job film.



Another embarrassment was when my first car broke down. It was late one evening and I had been having trouble with the drive shaft so, when I heard a bang and a shudder, I thought it would be best not to drive any further. I just left the car on roadside. I didn't get round to returning to it for about six weeks, and that was only when a friend offered to tow it home. So, we returned to the car to find it had a flat tyre. We put the spare tyre on, jump-started the car which immediately burst into life. The car only had a puncture. It wasn't the driveshaft after all so I drove it home. In other words, I didn't have a car for six weeks because of a puncture which I thought was a terminal mechanical problem!

What's your favourite road trip?

Driving into Cornwall with the sun shining. Can't beat it.

Steady Eddy or a bit of a speedster?

SPEEDSTER!!! without a doubt apparently. I was with a mate and asked for his opinion. This is not my answer, but he's a regular passenger so I can't argue.

Worst accident you have been involved in?

When I was a Newcastle Utd player a dust cart lost control, rolled over and over and landed on the roof of my sponsored Rover car. Thankfully I saw it coming and ducked down across the passenger seat. There is a picture available on the internet!

What have been your favourite cars?

Without doubt my favourite car was a 3 litre S Ford Capri. I had it for six months and it was stolen. The police found it a month later but by then the only bits they recovered were the doors and tailgate in a breakers yard. I was devastated !!

Worst Car?

Datsun Sunny. Cost me £50 and lasted for six weeks! Pulled so badly to the left it snatched the wheel out of your hands when you braked.



And finally... your dream car?

Has to be either an E-Type Jaguar circa 1960s or a VW campervan, but it has to be the one with a split windscreen.





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Amount of credit	£20,758.00	Representative APR	0.00%	Total amount payable	£22,508.00
Interest	£0.00	1 initial payment of	£248.81	Duration of the agreement	49 months

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There's something about quick Renaults. The engineers seem to have the knack of taking a family hatchback and making it into something that sparkles. Take the brand new Renault Megane RS 280 for example.

What you end up with is a car that is still an utterly sensible 5-door hatchback that will cope with a family and all of their baggage thanks to a roomy cabin and decent-size boot, but one that offers stunning performance.

The 1.8 litre petrol engine provides 280 hp (hence the car's name) which means you get a 0-60 time of 5.8 seconds and a top speed approaching 160mph. Go carefully though (unlikely) and you'll manage mid 30s mpg. You can choose either a 6-speed manual gearbox which has a lovely action, or a paddle-shift auto. We'd go for the manual because it seems to suit the car's character and, the bottom line, it's more fun. Power goes to the front wheels. There's no 4-wheel drive version as yet.



There are various driver modes which you can select. Most of the time you'll stick with comfort setting, especially if you have children in the back, but when you hit the sport button, the exhaust baffles open slightly and allow a throaty grumble. It also sharpens the responses of the throttle and steering controls, all of which simply make the Megane RS even better to drive. Handling is terrific, largely thanks to the 4-wheel steering. It really does feel incredibly surefooted.

The one thing you immediately spot is that the ride is excellent. Some hot hatches have a bone-jarring ride which

might be fine on a smooth race track, but become tiring in day to day motoring as you thump around our roads. No such problem in the Megane RS because everything is remarkably controlled. The sports seats are also really comfy.

£27,835 gets you into the Renault Megane RS 280. There is a 300hp model called the RS Trophy 300 which costs close to an additional £6000.

It comes fully kitted. There's sat nav, air con, a really good sound system, colour touchscreen, rear parking sensors, extremely dark tinted rear windows, and very smart alloy wheels. To be honest, there's no need to dip into the extras brochure.

Overall, this is one of the best hot hatches around. You get terrific performance yet still retain day-to-day usability. Renault's reputation for building really good, quick cars that are fun to drive is still alive and well.

Thierry Henry would approve. Va Va Voom that has extra Vrooom.



SCOUT'S HONOUR FOR ŠKODA

If you are looking for a sizeable SUV that will be great for commuting, school and shopping runs or taking the family on holiday, take a very close look at the ŠKODA Kodiaq.

However, there's now a version which can deal with soggy ground, slippery roads and rutted tracks.

Prices start from £25,775 for the five seat Kodiaq in SE. There are also SE L and Edition models and a stylish Sportline version. If you want the ultimate in terms of kit, go for the L&K model or the sporty vRS version. The one we like though is the off-road focussed Kodiaq Scout.

Most Kodiaqs get seven seats. On the entry level 5-seat models we'd recommend going for that option because it gives you greater flexibility.

In terms of engine options, there's a TSi 1.5 litre petrol engine (149bhp) and a rapid 187 bhp 2.0 litre. As for diesels there are 2.0 litre units developing 149, 187 or a thumping 236bhp. Most are available with 4-wheel drive and either manual or auto gearboxes.

Every ŠKODA Kodiaq comes with alloy wheels, touchscreen infotainment systems, air-conditioning, leather multifunction steering wheel, tyre-pressure monitor, rear parking sensors, privacy glass, DAB radio, cruise control and what ŠKODA calls SmartLink for seamless smartphone connectivity. You get a load of safety equipment too. The Kodiaq Scout adds a slightly raised ride height, underfloor protection, 4-wheel drive and seven seats as standard. You also get sat nav, heated and powered front seats, front parking sensors and really smart alloys.

If you don't intend covering a high mileage or carrying hefty loads on a regular basis, go for the petrol engines. The 149bhp 1.5 litre unit manages 0-60 in 9.9 seconds and around 41mpg. We'd



recommend the 149bhp 2.0 TDi engine. It will be perfect for most buyers. You'll get mid-50s to the gallon and 0-60 in 9.9 seconds.

The ŠKODA Kodiaq offers outstanding value for money. It's roomy, all of the engines are lively and economical. It handles well too. Go for adaptive damping and you can choose comfort or sporty settings for the ride and handling. The Kodiaq is also quiet with very little road and wind noise. In other words, it's great to drive and great to ride around in. The standard of quality within the cabin is terrific; it actually feels rather luxurious.

If you fancy a big SUV, the ŠKODA Kodiaq should be top of your list of test drives and, for those of you who need to a little bit of 'soft' off-roading capability, the Scout version will be an ideal companion.



Audi please - that'll do nicely.

There's no stopping Audi. It doesn't matter which Audi you climb into, you can't help but be impressed by the craftsmanship of everything...the switchgear, amount of standard technology, materials used or thoughtful design, everything is top-notch.

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But Audi has come-up with a great idea for anyone who fancies sampling the delights of Audi ownership.

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For example, do you want to hire an Audi for a long weekend? How about making a good impression when you arrive for an afternoon meeting? What about hiring an Audi for a fortnight's holiday? Perhaps you need to travel to the other end of the country and would prefer to do it in a comfy or sporty Audi.

Oh, and wouldn't it be handy if the car was delivered to and collected from your front door?

Well, now you can thanks to the Audi On Demand service.

You do everything via the www.uk.audiondemand.com website. Simply log on, choose the car you fancy, state when you need it from and for how long, and away you go. As long as you give Newcastle Audi 24 hours-notice and live within a thirty minute drive of their dealership, the car will be delivered to your door. It's fully insured, will have been fully checked and is ready to go. Mileage

is unlimited.

If you're in a hurry, you can sort out all of the details and be on the road within around 30 minutes, assuming you can pop into the dealership to collect the car. Simple.

Almost every car in the Audi range is available. Prices start at £70 per day for the Audi A1. The most popular models are the Audi A4 saloon and A4 Allroad. The Audi Q5 is a massive favourite of family drivers and, now that the weather is improving, the A5 Cabriolet is attracting a lot of interest.

If you find that you fall in love with your 'On Demand' Audi, you can extend your love affair for up to 28 days.

If you need any further details, get in touch with the Audi On Demand team at Newcastle Audi on 0191 226 4577 or email: newcastle@uk.audiondemand.com



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It's your classic 'You get a lot of metal for your money' sort of car.

After all of that, I bet you are now expecting me to tell you that it's awful, uncomfortable, dreadful to drive and cramped.

How wrong you are. Bearing in mind the price you are paying, it's actually rather good.

Dacia is a Romanian company, but in 1999 they were bought by Renault. Under

the skin, a lot of the oily bits are Renault based. There are three engines. There's 1.0 litre non turbo and 898cc turbocharged 3-cylinder petrol engines and a 1.5 litre diesel. If you want outright economy, go for the diesel and you'll easily crack 70mpg. The one we like is the 0.9 litre turbo petrol. 0-60 takes a peppy 11.1 seconds and you'll still manage around 53mpg.

You'll be surprised by how roomy this Dacia is. Every model has five doors and will happily cope with four adults and a surprising amount of luggage.

Out on the road, it's actually nice to drive. The suspension is on the soft side but, bearing in mind this little Dacia's time will be spent trundling around our pot-holed city streets, that's a plus. The steering is light which makes for easy parking.

The interior is where you realise the entry level Access trim is for those people who simply want four wheels, an engine, and reliable, fuss-free transportation. You'll need to manually wind the windows and if you want a radio, go and buy one. We'd pay the extra £805 for Essential trim. This adds a DAB radio, air conditioning,

Bluetooth, a USB charging socket, remote central locking and powered front windows. It makes the Sandero feel a bit less basic.

The Dacia Sandero is remarkably priced, easy to drive and easy to live with. Skip the entry level Access model, and you will end up with a car that should be a trouble-free, roomy workhorse that feels far from cheap. There are more reasons for buying a Dacia Sandero than just the price.



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Let's face it, when it comes to insurance, people who live in provincial towns and villages are likely to have similar requirements to those who live in our cities.

That's why you'll find NFU Mutual in many smaller towns across our region.

Take Morpeth for example. NFU Mutual has been in the town for more than 50 years. The branch is run by Stephen Rank and Jayne Watson. Stephen first started in Morpeth in 1992 while Jayne joined him as his partner in 1997. They now have ten employees and work out of their offices in Telford Court, Loansdean.

They offer customers insurance products such as covering homes, cars, commercial vehicles, caravans, pets, travel and business as well as providing financial advice on investments, life and illness cover, inheritance tax and retirement planning and income protection, plus a whole range of health and safety risk management services.

Oh, and don't be fooled into thinking that because the offices aren't in high rise, glassy buildings that you are going to get a lesser standard of service. On the contrary, you will be talking to someone who probably lives nearby and will clearly understand what you are looking for. You will get one-to-one, friendly advice from the NFU Mutual experts. Everything is tailor-made to you.

As a local provider we take the time to get to know our customers so that we can arrange exactly the right cover for them. They can then rely on us if and when they need our help," said Stephen. "Very often if someone has to make a claim with us they will talk to the person who actually sold them the policy in the first place so there is that peace-of-mind and continuity of service."

Statistically, nine out of 10 customers insuring with NFU Mutual annually renew their policies because they are so satisfied with the service they have received. There is no bigger recommendation.

You'll find all of their contact details on www.nfumutual.co.uk/morpeth



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MIRROR, SIGNAL, MOTORWAY

Hello again. I've been asked if I would write another article to follow on from the piece I wrote a few months ago with regards to general driving tips, but this time focusing on motorway driving.

Firstly it is always worth remembering that motorways are the safest type of roads you will drive on but you can always reduce the chances of being involved in an incident by following some simple rules and common sense.

If you plan a journey that involves any motorway driving remember to do some basic maintenance before you set off – do you have sufficient fuel for the journey. Believe it or not some people ignore this basic requirement that a vehicle needs to get you there in the first instance. Do not leave it until the fuel warning light comes on as there can be significant distances between service stations. Also check your tyre pressures are correct as sustained high speeds will put tyres under stress and incorrect pressures will not only affect your fuel consumption but also handling and braking performance.

Before entering the motorway do a final check of your instruments to make sure you have no warning lights and if able to do so always look at the traffic flow on the motorway. This is normally easy to do if you are crossing the interchange over the motorway – this will tell you that the traffic is flowing and how busy it will be as you enter the motorway – if it's standing still why join it!

As you enter the entry slip road build up your speed to match the traffic flow of that on the motorway and don't forget to do a final glance over your shoulder to check that blind spot. Remember to always keep a good distance from the

vehicle in front which will give you plenty of time to react to any sudden braking by vehicles ahead of you. If someone pulls in to any gap you have left don't react, just simply ease off the accelerator to get the distance back again – at the end of the day the time you will have lost will be minimal over the distance of the journey and more importantly you will arrive safe and stress free.

Always remember to use lane 1 (next to the hard shoulder) unless you need to pull out to overtake in which case pull back into lane 1 when safe to do so.

As you pass entry slip roads remember to check your nearside wing mirror which will help you see vehicles coming down the slip road in order that you are aware of their position and how their road position may impact on you as they enter the motorway.

Always try to use advanced observations by looking ahead as far as possible in order to see how traffic is flowing up-ahead – this simple skill will allow you to plan well in advance for stationary traffic etc. This, combined with good use of your mirrors will keep you constantly aware of what is happening, not only up-ahead but also behind and around you.

If you do have a problem with your vehicle and need to use the hard shoulder pull your vehicle as close as possible to the verge, illuminate your hazard warning lights and get everyone out of the vehicle. The safest way is to use the passenger (nearside) doors to get all people out as

this will reduce the risk of them being hit by other vehicles and get to a safe point well away from the hard shoulder / motorway before informing the necessary authorities and arranging recovery. If you have stopped on the hard shoulder as a result of a problem with your vehicle but wish to re-join the motorway remember to build your speed up on the hard shoulder first before re-entering the flow of traffic when safe to do so. Never just pull into lane 1 from standstill as vehicles behind will be approaching at speed.

Lastly, remember that heavy goods vehicles (HGVs) and other long vehicles have limited visibility – if you can't see the driver in his or her wing mirror then they can't see you – it's always safer to only overtake HGV's when you can clear the length of the vehicle. If you can't, hold back just behind the vehicle so the driver can clearly see you and then complete the manoeuvre when you have sufficient space to complete the overtake.

Safe driving!

Andy McMillan



Altogether Better Policing



GOING FOR THE MAX

When it comes to pick-ups, one company has thrown its weight behind producing some of the best around.

Isuzu. In the UK, their only model is the D-Max, but it has an army of loyal followers. It doesn't matter whether you are mud-plugging in the Dales, scrambling across a boggy field in Northumberland or dropping the kids off at school in Gosforth, the Isuzu D-Max fits the bill.

However, Isuzu knows there is the potential for new customers who don't want a utilitarian pick-up; they want something that's luxurious on the inside and totally outrageous on the outside yet will tackle seriously rough terrain. The D-Max AT35 Arctic Trucks is the result.

It looks like a Tonka toy on steroids. The tyres are enormous all-terrain 35 inch rubber boots (hence AT35 in the name). There's chrome everywhere and you can have the most incredibly bright lights fastened to some roof bars. It's a hoot to drive and if you enjoy being the centre of attention, you will have a ball. There are wheel arch extensions, raised ride height and side steps.

Look beneath the incredible bodywork and you will still find a tried and tested Isuzu D-Max. Those big tyres and raised ride with new damper suspension settings actually make this the smoothest riding D-Max.

Once it's warmed-up, the latest 1.9 litre 162bhp diesel engine provides a quiet, refined and economical driving experience. You'll manage around 40mpg. There's a 3.5 tonne towing capacity and 1.1 tonne payload.



There's a choice of 6-speed manual or an auto gearbox; both cost the same price of £46,266. Business users will be able to reclaim the VAT of £7711.

You can switch from rear wheel to four-wheel drive or from high to low ratio gears.

In terms of kit there's sat nav, air con, DAB radio, Bluetooth, leather upholstery,

heated front seats and powered windows and exterior mirrors. There's also a terrific five-year / 125,000-mile warranty, five years recovery and European cover, a three-year paint warranty, and a six-year anti-corrosion warranty.

Isuzu knows that many owners are looking for a serious, no nonsense workhorse. They need one for work. Those buyers will also appreciate a few creature comforts. The latest D-Max fits the bill on both counts. However, chuck the AT35 Arctic Trucks model into the mix and you have a pick-up which also looks like a million dollars, turns heads and will tackle anything and everything between climbing a mountain and dropping the kids off at school.



RANGE ROVER EVOQUE GROWS UP

The Range Rover Evoque has always been the baby of the Land Rover model line-up. It's been with us now for almost nine years and has been a terrific success for the company.

It's also an important car for Land Rover because it is the model which often introduces buyers to the Land Rover brand. However, it needed a refresh...and that's exactly what Land Rover has done.

There's still no mistaking that it is an Evoque but it now looks and feels much more grown-up. It's like a stropky teenager who's suddenly become a mature adult.

Add don't assume that this is one of those new models which is really just a slightly tinkered with previous model that got a bit of new trim and some natty lighting. No, this is a brand new, ground-up Evoque.

At the moment the Evoque is available with 2.0 litre petrol and diesel engines, although both are available with varying bhp outputs. You get a 9-speed automatic gearbox as standard on all models apart from the entry level D150 diesel engine. It's slick too and is a delight to flick up and down using the steering wheel paddles. The D150 also misses out on all-wheel drive which is standard elsewhere.



Most engines are available in four trims. There's the entry level Evoque followed by S, SE and HSE. Prices start at £31,295 for the smallest diesel and £35,975 for the entry level petrol powered P200.

The one we like is the Range Rover Evoque fitted with the P250 2.0 litre engine which develops 249bhp and gives you around 35mpg. It feels quicker than the 0-60 time of 7.5 seconds suggests. However, the one area where the new Evoque excels is the quality of ride which is limo-like. It finds the compromise of comfy around town yet controlled when you're on quicker tarmac.

And of course, when you head off into the slippery stuff, the Evoque will scramble around like a mountain goat.

After all, it's a Land Rover.

We'd recommend moving up to at least the S trim. Along with standard goodies like air conditioning, powered windows and mirrors and natty alloy wheels, you also get sat nav, powered and heated front seats, leather upholstery, rear view camera, front and rear parking sensors, and additional safety gadgets.

No matter which trim you go for, there is a real sense of luxury throughout the Range Rover Evoque. It is extremely comfortable, roomy and is a joy to drive and ride around in.

Okay, the Evoque is the baby model of the Land Rover line-up, but it's arguably one of the best.





CUPRA ATECA

You might not have spotted it, but a new name has appeared amongst the plethora of car manufacturers.

Cupra.

Seems familiar? If you've wandered around any SEAT showroom over the past few years, you'll have noticed the name Cupra fitted to the rump of various models. They were the sporty versions within the SEAT range.

Well, SEAT showrooms are changing because Cupra is the new, standalone name for those sporty SEAT cars and they have their own area at the dealers. There are currently only two models; the Leon Cupra and the one we're looking at here, the Cupra Ateca. More are on the way.

The Ateca is a seriously good family hatchback that's also an SUV, but once you add the name Cupra, you know this sensible car becomes a hot hatch.

There's no mistaking the Cupra Ateca. You get a pair of twin exhaust pipes, dark tinted rear windows, rear spoiler, bigger

air intakes and a new style grille.

Power comes from a 2.0 litre turbocharged 296 bhp petrol engine. 0-60 in 5.2 seconds, top speed 152mph and you can expect around 34 mpg. All-wheel drive comes as standard, so does a really slick DSG paddle shift gearbox. Sports suspension is also included as standard, and you get four driver modes to suit what sort of mood you're in. Select from Normal, Sport, Eco, and Individual, all of which alter the steering and throttle responses. The exhaust note also changes.

No surprises that the Cupra Ateca is fully loaded...this is a top of the range car. There are four models available, kicking off with Standard trim which costs from £29,441. Further up the trim levels there's Design, Comfort & Sound, and the one with everything which is rather confusingly called Comfort, Sound & Design. The Sound models get an utterly

brilliant Beats audio system.

Every Cupra Ateca comes with sat nav, cruise control, full link smartphone integration, parking sensors, air conditioning, rear view camera, DAB radio, and a really clever 360 degree surround camera which displays on the colour touchscreen to give you what looks like a satellite image, looking down on the car. Neat.

The Cupra Ateca is a dream to drive. It soaks up lumps and bumps nicely at town speeds but once on the motorway it still feels incredibly controlled. It gives the driver an opportunity to have fun whilst still being able to amble along with the family on board. The Cupra Ateca is a car for all reasons offering hot hatch performance and school run sensibility. It's terrific.



SOMETHING FOR EVERYONE AT MITSUBISHI

Do you need a funky city car that delivers terrific economy? How about an SUV or even a pick-up? Oh, and what about a 4x4 that was one of the first to start the trend for big off-road vehicles.

And of course we all like a car that is roomy, well equipped with all-wheel drive yet still has excellent economy.

Any of that little lot tick your boxes?

Well, the good news is that they're all available at your local Mitsubishi dealer.

The funky city car is the Mirage. The SUV models are the ASX, Eclipse Cross and Outlander. The pick-up is the L200 and the hunky 4x4 is the Shogun.

And finally, the car that has put Mitsubishi seriously on the map: the Outlander PHEV.

The Mitsubishi Mirage is perfect for the city, but it will also happily cruise the motorways. If you move quickly, most dealers have an offer which sees the Mirage available from £9,999. This is staggering value for a tried and tested small car that comes with a 5-year warranty.

Every Mirage is fitted with a 3-cylinder 1.2 litre petrol engine. You can choose from a 5-speed manual or CVT automatic gearbox. You'll get the best performance and best economy from the manual version. 0-60 takes a shade over 12 seconds but, if you go easily, you'll get around 60mpg.

There are two levels of trim, imaginatively called 3 or 4. Catchy huh? We'd add £2000 and go for the 4 Manual. You'll be pleasantly surprised by the level of kit bearing in mind that this car is aimed at cost-conscious people. There's sat nav with Apple CarPlay and Android Auto, rear parking sensors, powered windows and mirrors, cruise control, Bluetooth, DAB radio, air conditioning, tyre pressure monitor and smart alloy wheels.

The Mirage is a doddle to drive. The light controls make it perfect for city driving but the suspension has sufficient control to make it fun when you push on. Put it this way, if you want a no-nonsense economical car that is well equipped, decent to drive and with a cracking warranty, you really should try the Mitsubishi Mirage.



However, if you are looking for a much bigger car but still want to keep your fuel bills under check, the Outlander PHEV will be right up your street...or avenue.

How good is the Outlander PHEV (Plug-in Hybrid Electric Vehicle)? Well, put it this way, it accounts for around half of all plug-in hybrids registered in the UK.

The latest Mitsubishi Outlander PHEV has a new 2.4 litre petrol engine and a pair of battery powered electric motors; one powers the front wheels, the other powers the rear wheels. You can either have the engine and electric motors working in tandem or you can use battery power only. Unlike most other hybrids which recharge the battery as you travel along, the Outlander PHEV can be recharged at home, at work or at one of the charging points scattered around our motorway network, towns and cities. It means you can use battery power on its own. The engine cuts in when the battery charge starts to run low.

Official figures reckon on 159mpg although 'real world' will see a return of perhaps low 60s mpg which, bearing in mind this is a sizeable 4x4 vehicle, is still hugely impressive. However, if you live in a city and mainly use the car for a short commute and then charge the battery at night, you'll use zero petrol. It can manage around 28 miles on electric power alone. So, plan ahead, keep the battery topped-up and you may never visit a petrol station again. 0-60 takes around 10 seconds; top speed is 106mph.

Low emissions mean the Outlander PHEV makes terrific sense for company drivers.

£36,755 gets you into the PHEV. The entry level Juro model is perfectly well-equipped with goodies like air con, cruise control, electric windows and mirrors, reversing camera, Bluetooth, auto lights and wipers, a pre-heat facility to get things nice and warm before you climb in on a chilly morning, heated front seats and a heated windscreen.

The Mitsubishi Outlander is good to drive, comfortable, and will make sense as a workhorse or a family holdall. The fact that it holds onto its value is another massive bonus.

No wonder the Mitsubishi Outlander PHEV is the world's best-selling PHEV.



MORPETH DEALERSHIP WINS MAJOR AWARD FROM MITSUBISHI

Blackshaws Mitsubishi Morpeth has been named as the 2018 New Dealer of the Year at the recent Mitsubishi Annual Dealer Conference held in Gloucestershire.

The winner of the award is selected each year from all UK dealerships that have opened in the last three years and this is the second consecutive year that Blackshaws has picked up the prestigious accolade. Judging criteria is based on 21 key performance indicators including sales of new and used vehicles, aftersales results and particularly impressive levels of customer service.

Rob Lindley, Managing Director, Mitsubishi Motors in the UK said: "Blackshaws Morpeth are off to a fantastic start with the Mitsubishi franchise and we are very pleased with their excellent performance."

William Blackshaw, Dealer Principal, commented: "It is a great honour to receive this award as it recognises the achievements of the dealership in the relatively short time we have been operating as a Mitsubishi franchise. I'd like to thank everyone at our Morpeth dealership for their individual contribution and I'm absolutely delighted that the award has come in a year of great



DEALER PRINCIPAL WILLIAM BLACKSHAW WITH THE 2018 MITSUBISHI NEW DEALER OF THE YEAR AWARD

significance for Blackshaws as we celebrate our Centenary."

Blackshaws is a family-owned business which is heavily focused on customer service. The Morpeth site was established in March 2016 and since opening its doors it has continued to go from strength to strength.

In February this year the long-established Alnwick dealership added the Mitsubishi franchise to its portfolio and the business has already seen widespread interest in the range. Models include the compact Mirage city car, the ASX and Eclipse Cross family crossovers, the hybrid Outlander PHEV plus the new 7 seat Shogun Sport and the iconic L200 pick-up.

"I'm absolutely delighted that the award has come in a year of great significance for Blackshaws as we celebrate our Centenary."



NEW DEALER
OF THE
YEAR
2018



THE AWARD-WINNING TEAM AT BLACKSHAWS MORPETH IN FRONT OF THE MITSUBISHI DEALERSHIP ON COOPIES LANE

Customers can experience the award-winning service at Blackshaws by visiting the dealership on Coopies Lane, Morpeth, Northumberland, NE61 6JT or by calling the team on 01670 719519.



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MIRAGE



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The new Mitsubishi Mirage is kind on the environment and your wallet. It has an engine capable of delivering up to 60mpg and from just £9,999¹, it's easy to see the attraction.

Fuel economy and CO₂* results for the Mitsubishi Mirage 3. Mpg (l/100km) (combined): 55.4 (5.1). *CO₂ emissions: 107 g/km

1. Offer On The Road price shown is for a Mirage 3 petrol manual with solid paint and includes VAT (at 20%), VED and First Registration Fee. **Metallic/pearlescent paint extra.** Offer is subject to availability, whilst stocks last and may be amended or withdrawn at any time. Offer not available in conjunction with any other offer and is available between 28th March and 26th June 2019 at participating UK dealers (excluding Northern Ireland). Price correct at time of going to print. Fuel economy and CO₂ figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. *There is a new test used for fuel consumption and CO₂ figures. The CO₂ figures shown however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.



SPORTY SUV HR-V FROM HONDA

When Honda launched the HR-V it was actually one of the first breed of SUVs. Little did they know that the idea of having a car with 4x4 looks while retaining 5-door hatchback convenience would be such a big hit.

The latest HR-V has just had a new model slotted into the range: the Honda HR-V Sport. Pricing starts from £27,595 for the manual and £28,845 for the CVT auto. Power comes from a 1.5 litre VTEC turbo petrol engine which develops a healthy 180bhp.

Honda say this new Sport version has bespoke 'Performance Damper' technology and a unique steering setup to create a sportier driving experience.

Bearing in mind that the Honda HR-V is a decent sized vehicle, a return of around



47mpg is good going. Top speed is 134mph; 0-60 takes 7.8 seconds. The one thing you do notice about this turbocharged engine is that it develops power quite low down in the rev range so there's no need to rev it hard. It works especially well with the manual 6-speed gearbox which has a lovely snicky action. It's a pleasure to row the car along.

To make the HR-V Sport stand out from its stablemates, there are various interior and exterior changes. Outside there's high gloss black chrome trim and a black honeycomb front grille. You also get side skirts, wheel arch mouldings and a specific rear bumper design.

LED headlights, indicators and daytime running lights come as standard. The tail lights have really funky dark 'smoked' effect glass and black inner bars.

Inside, there are new front seats with additional support. The seats are covered in black & dark red part-leather combined with black roof lining. It's really smart. There's a good level of standard goodies too including sat nav and air con.

As with the rest of the HR-V range, you get a stack of safety kit which includes collision mitigation braking system, forward collision warning, lane assist, lane departure warning, road departure mitigation, adaptive cruise control and traffic sign recognition.

It's also worth noting that customers can choose the HR-V Sport on a three year 10,000 Miles PCP with 6.2% APR representative and a £750 Honda deposit contribution for £299 per month for the manual and £319 per month for the CVT.

Overall, the latest Honda HR-V is better than ever and, if you are looking for an SUV, it should be one your list of test drives.



BMW i3 THE BEST SMALL PREMIUM EV YOU CAN BUY

The BMW i3 and BMW i3s are unmistakable with their cutting-edge designs and intelligent innovations, and represent a new era in mobility. Underneath the striking dual-colour exterior lies a new approach to driving, from the lightweight construction to the latest in driver connectivity.

Electric cars are constantly evolving, and the BMW i3 and i3s are proof of that. They're better than ever.

There are two models in the i3 range... standard i3 (£31,680) and the sportier i3s (£34,170). Both of those prices include the current government grant toward all-electric cars.

Both models have the same range of 160 miles but the batteries in each model provide different power outputs. The i3 equates to 168bhp while the i3s moves up to 181bhp. This is reflected in the performance. The i3 does 0 to 60mph in 7.3 seconds with a top speed of 93mph while the i3s reaches 60mph in 6.9 seconds and has an increased top speed of 99mph.

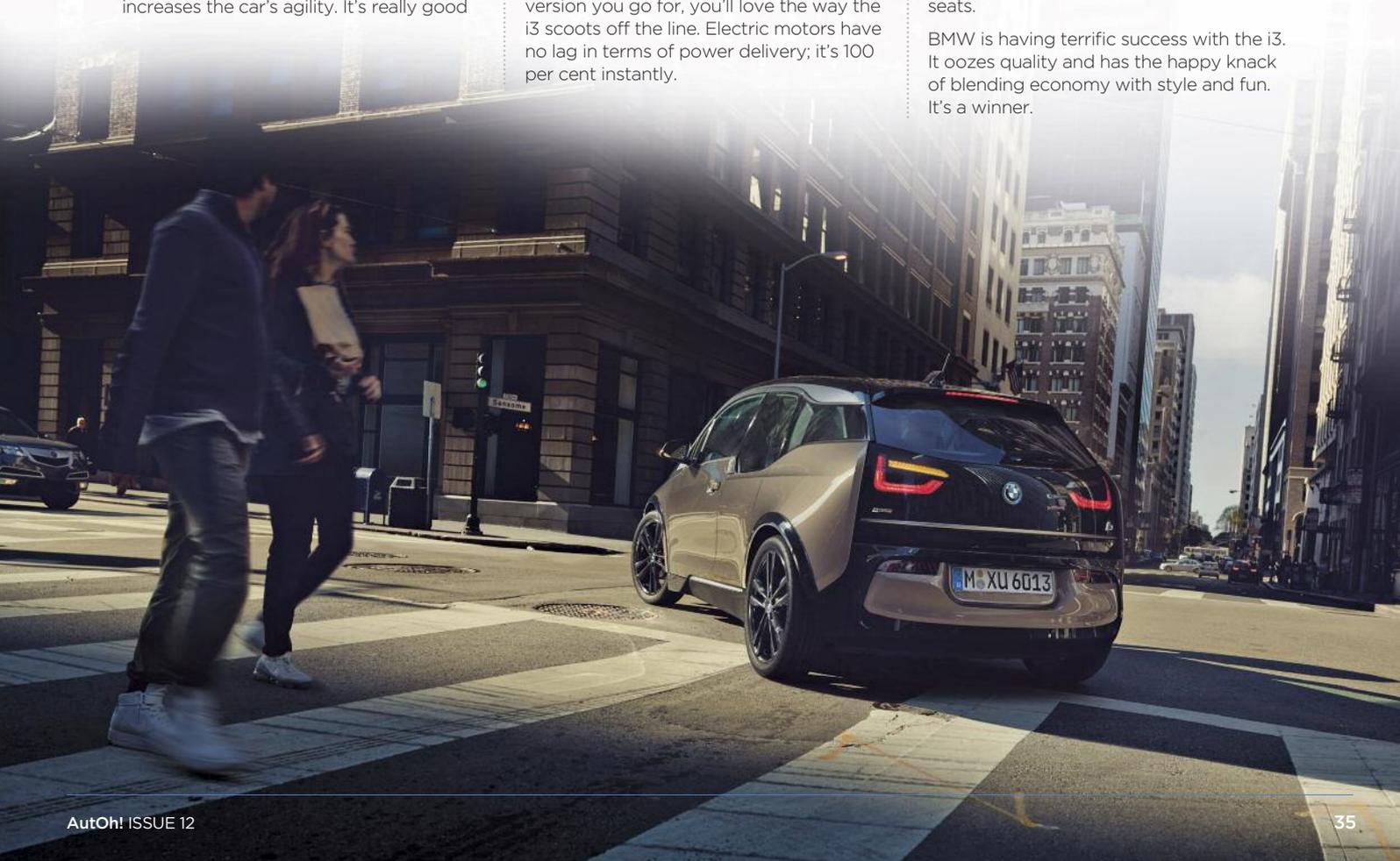
The i3s adds sport suspension, which lowers the vehicle by 10mm and certainly increases the car's agility. It's really good



fun to hustle along country lanes and nip around town. There is a SPORT driving mode button which allows the driver to switch from being seriously economical to having some serious fun. No matter which version you go for, you'll love the way the i3 scoots off the line. Electric motors have no lag in terms of power delivery; it's 100 per cent instantly.

All models come with sat nav with real-time traffic information, air conditioning, tinted glass, DAB Radio, Bluetooth, cruise control, rear parking sensors, auto LED headlights, auto wipers and heated front seats.

BMW is having terrific success with the i3. It oozes quality and has the happy knack of blending economy with style and fun. It's a winner.



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