

Autoh!

The North East's own motor magazine

August 2021

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Toyota Supra -
where less is more

PAGE 39

'Ando' - his life in cars

PAGE 10

Continuation Car Crazy

PAGE 34

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LATEST AUDI; FORM A

PAGE 9



PLUS: We take the latest Bentley Continental to Silverstone for a blast around the F1 track and bring you up to date with our latest pick of electric cars. There's a look at some incredible developments at the Sunderland Nissan factory and we get up close with our favourite MINI. We look at the Dacia Sandero, SEAT Tarraco and SKODA Superb and try out one of the best pick-ups around.

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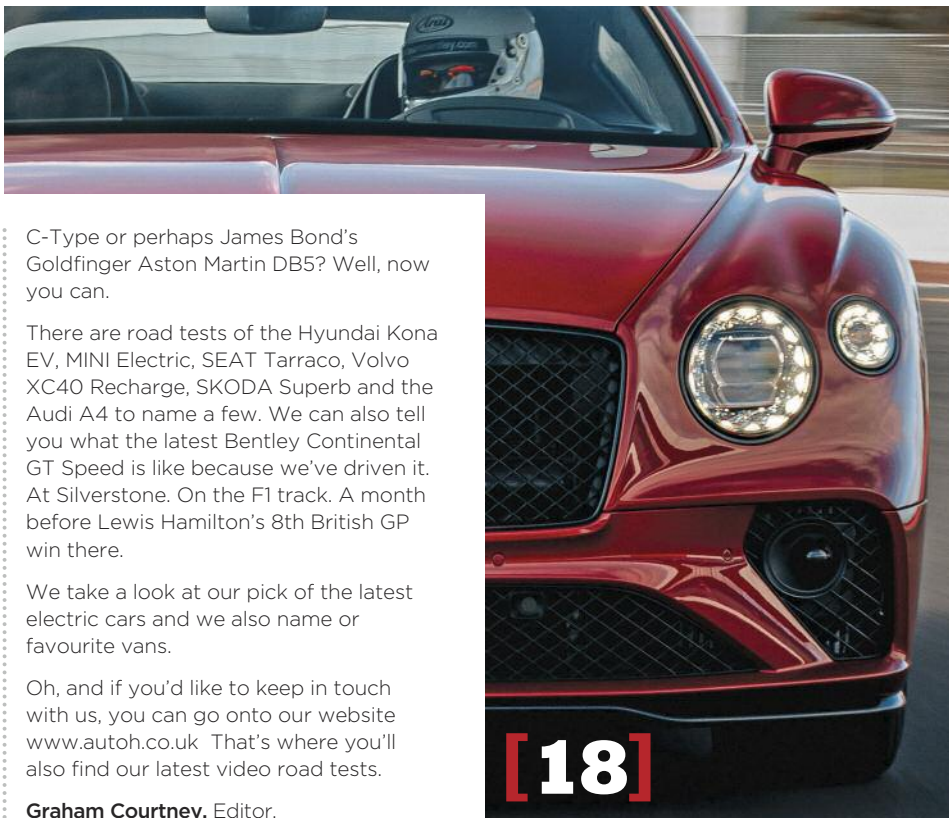
Welcome to **AutOh!**

This is the 15th edition of AutOh! the North East's own motoring magazine. All of our magazines are delivered to carefully chosen households across NE, SR and DH postcodes and to over 150 businesses. We are the region's leading magazine for anyone who is interested in cars. As usual, there is a full round-up of latest news and products from your local franchise car dealers.

In this edition we're joined by another North East footballing legend, ex Newcastle Utd and now BBC Radio, John Anderson. He tells us about his life in behind the wheel.

We'll look at some of the latest electric and hybrid cars and we delve into the history books to look at the rise and rise of the Nissan factory in Sunderland.

There's a new motoring phenomenon out there...Continuation cars. Fancy a brand new Bentley Blower or a Jaguar



C-Type or perhaps James Bond's Goldfinger Aston Martin DB5? Well, now you can.

There are road tests of the Hyundai Kona EV, MINI Electric, SEAT Tarraco, Volvo XC40 Recharge, SKODA Superb and the Audi A4 to name a few. We can also tell you what the latest Bentley Continental GT Speed is like because we've driven it. At Silverstone. On the F1 track. A month before Lewis Hamilton's 8th British GP win there.

We take a look at our pick of the latest electric cars and we also name our favourite vans.

Oh, and if you'd like to keep in touch with us, you can go onto our website www.autoh.co.uk That's where you'll also find our latest video road tests.

Graham Courtney, Editor.

[18]

CONTENTS

03 Ford
Fiesta gets a boost

05 Hyundai
A bright spark for EV lovers

06 News
Nissan: building for the future

07 Nissan
Qashqai...the original gets better and better

09 Audi
Family-sized electric SUV arrives

10 Interview
In conversation with John Anderson

12 Honda
Jazz dancing to a new tune

13 MG
The UK's fastest growing car brand

17 News
Plug-in and play at Wingrove

18 Bentley
In one word, the GT Speed = FUN!



[30]

20 Motorhomes
Holiday on wheels the freedom to discover.

22 Dacia
New Sandero is a Dacia delight

23 MINI
This Mini is electric

25 News
Sherwoods - the new name for Peugeot in the North East

26 Isuzu
Pick-up an Isuzu D-Max

27 News
VAN-TASTIC...there's a van for everyone

28 Vauxhall
Mokka...wake up and smell the coffee

30 News
Our pick of the electric cars.

32 Ford
No pussyfooting about with the Puma

33 SEAT
Space shuttle lands

34 News
Continuation crazy

36 Harley-Davidson
The fast, the furious and the silent

37 ŠKODA
This car is Superb

38 Volvo
Charge of the Volvo brigade

39 Toyota
SUPER-DUPER Supra



[23]

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FIESTA GETS A BOOST

Hybrid technology arrives in the Ford Fiesta.

Let's get something clearly stated right from kick off. The Ford Fiesta is one of the best small family hatchbacks on the road. It is terrific to drive no matter which engine you go for, and it's well equipped. Okay, the higher spec models can start to look expensive, but the Fiesta performs really well when the time comes to trade in your car for a new model.

Build quality is excellent and the interior has a genuine premium look and feel about it.

Especially if you go for one of the latest models which not only receive a few additions to the standard level of equipment but also gets an important upgrade to the engine options.

It's a bit of a mouthful but we've been driving the Fiesta 1.0 EcoBoost Hybrid 125 ST-Line X

Edition 5dr.

Power comes from a 1.0 litre petrol engine, and if you go for this hybrid model the engine is given a helping hand

by allowing it to cut out when coasting at speeds below 15mph and also reducing any turbo lag. There are two power outputs available...123bhp and 153bhp. Ford reckon the hybrid technology has the double advantage of improving your economy by 10 per cent and performance by 20 per cent. Our car had the smaller of the two 1.0 litre powerplants which gave us around mid-50s mpg and a 0-60 time of 9.4 seconds. This will suit most owners perfectly...don't bother with the bigger engine because the benefits are marginal. Top speed is 123mph. 6-speed manual or 7-speed auto gearboxes are available we'd stick with manual. You can opt for 3 or 5-door bodystyles.

Out on the road is where the Ford Fiesta really sparkles. It's a hoot to drive. This ST-Line edition also get sports-tuned suspension which'll delight any drivers who like to push on a bit. Sounds good too.

If you go for ST-Line X Edition, you'll have a Fiesta that is fully loaded with satellite navigation via an 8-inch touchscreen which also links your Android and Apple phones; there's cruise control, really small 4.2-inch digital instrument cluster, air con,



heated windscreen, DAB radio with a cracking BOSE sound system, rear parking sensors, auto lights and wipers, powered windows and mirrors, heated front seats, tinted rear windows, and of course the full ST body kit which includes 18-inch alloy wheels, all of which makes the Fiesta look really great.

Prices start at £22,290 for this particular model

To be honest, it doesn't matter which Ford Fiesta you go for, they're all wonderful cars to drive. The ST-Line merely makes it stand out from the crowd and the hybrid system gives you those fuel and performance advantages.



Everyday Freedom

is up to 300 miles of fully electric range.



For more information

[click here](#)

Hyundai Kona

150kW Premium 64kWh 5dr Auto Electric

All yours for just £399 Advance Payment.

Includes: Warranty, breakdown cover, insurance and road tax. For 3 years.

Specification includes:

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TopGear Electric 2020 Awards - Best Small Family Car (KONA EV)

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Coopies Lane, Morpeth,
Northumberland, NE61 6JN
0167 0601 006

Hyundai Peterlee

3 Mill Hill, North West Industrial Estate,
Peterlee, County Durham, SR8 2HR
0191 3573 580

Hyundai Silverlink

Middle Engine Lane, Silverlink Business Park,
Newcastle, Tyne & Wear, NE28 9NZ
0330 0960 866

bristolstreet.co.uk/hyundai



CO₂ results for Hyundai Kona 150kW Premium 64kWh 5dr Auto Electric: CO₂ Emissions 0g/km and up to 300mile range. 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 accessories fitted (post-registration), variations in weather, driving styles and vehicle load.

These prices are based on the Higher Rate Motability Component. Pricing and offers are correct at the date of publication and are subject to confirmation. Pricing may not be accurate as pricing is updated quarterly. Unless otherwise stated, metallic paint at extra cost. Library image for illustration purposes only. Library image shown for illustration purposes only. Bristol Street Motors Hyundai is a trading name of Bristol Street Fourth Investments Limited (Company registration number 00522856) which also trades as Bristol Street Motors Hyundai Silverlink, and of Bristol Street First Investments Limited (Company registration number 00251237) which also trades as Bristol Street Motors Hyundai Morpeth. VAT Registration number 902737238. Registered office: Vertu House, Fifth Avenue Business Park, Team Valley, Gateshead, NE11 0XA.

HYUNDAI IS A BRIGHT SPARK FOR EV LOVERS.

It's tricky keeping pace with developments at Hyundai. Hardly a month goes by without another new car appearing at your local Hyundai showroom.

They really do tick a lot of boxes. Hatchback, coupé, estate, SUV...manual, auto...petrol, diesel, hybrid, PHEV and electric.

Arguably the most exciting, and the way that cars will all be going over the next ten years or so, is Hyundai's electric car development.

The latest to arrive is the new Kona EV which starts at £27,950. It's also available on the Motability scheme.

There are two power plants available and three levels of trim...SE Connect, Premium and Ultimate. The more powerful output is only available in the top two trim levels. You can choose between a 39KWh battery which develops 134bhp, or the one we like, the 64KWh which gives you a healthy 201bhp.

If you're still unsure about switching from conventional to electric power, the



Hyundai Kona could be the one which gives you that final nudge. With a 0-60mph time of 7.9 seconds, top speed 104mph and a potential range of 300 miles, you now have the sort of family-sized SUV that really can be used on a day to day basis for your normal commute, shopping run plus a holiday outing, without the dreaded range anxiety creeping in. For many people those sorts of figures will mean charging the car on a Sunday night and having sufficient juice in the battery to get you through the working week. Give it another blast on Friday night and you'll have enough for trips to the beach or for visiting Aunt Beryl at the other end of the country.

If you need an 80 per cent top-up, not a problem. Plug into a rapid charger at a

service station, go and grab a coffee, and after 47 minutes or so you'll be on your way.

On Premium trim, which is the entry level for the more powerful Kona, you get satellite navigation, Bluetooth, DAB radio, air conditioning, cruise control, powered windows and mirrors, heated steering wheel, front and rear parking sensors, auto wipers, LED headlights, dark tinted privacy glass in the rear and a stack of safety kit.

Needless to say that the Electric Kona is a brilliant car for anyone with a disability. It's a doddle to drive. As long as you qualify for the Motability scheme you can get into a Kona EV. Your mobility allowance will cover the weekly rental over a 3-year period and all you need is an advance payment of just £399. Simple.

The Kona EV is standard Kona stuff, which means you get a well-equipped, comfortable family SUV that's good to drive. Except that it's electric.

What's not to love?

For more information
[click here](#)



NISSAN: BUILDING FOR THE FUTURE

What a year it's been for the Sunderland based Nissan factory. It all kicked off with uncertainty caused by the Coronavirus. Sales plummeted and some assembly lines were either shut down or put onto reduced shifts.



And then there was Brexit.

Thankfully, the company has ridden the storm and now we're starting to get the good news.

First was unveiling of the latest Qashqai. Sales have begun and, as you can see on the opposite page, we've tried one. 10,000 orders have already been placed.

The new Juke will almost certainly follow, although the most recent version was only launched two years ago.

And now we have news that the Sunderland plant is to be the base for Nissan's new 100 per cent electric car. It will almost certainly be the replacement for the Nissan LEAF which is currently being built there alongside the Qashqai and Juke.

This is coupled with news that a new battery manufacturing facility will be built next door.

This should protect the future of the Sunderland factory because Nissan has already confirmed that by the early 2030s, every all-new Nissan will be electrified. Remember, Boris Johnson recently announced that sales of new petrol and diesel cars will be banned in the UK from 2030...although hybrid models get a stay of execution until 2035.

Nissan is to build what they're calling an electric vehicle 'hub' and reckons it'll create around 6,000 jobs both within the Nissan factory itself and also within the support network. Importantly, it will safeguard the future of Britain's largest car factory.

Initial plans show that the new 100 per cent electric car will be built there, but there's also a hint of future models to come, bearing in mind Nissan's plans to be more or less fully electric within the



next 10 to 15 years. This will create almost 1000 new jobs.

An electric battery manufacturing facility... a gigafactory... is to be expanded next door along with its partner Envision. A battery recycling facility is to be constructed. This will also create around 1000 new jobs.

And 10 solar and wind power farms will be built which will feature solar panels and wind turbines. The aim is to make the entire car and battery plants carbon neutral by 2040. The power would be sufficient to build every Nissan LEAF which is sold in Europe.

It's all a far cry from 1986 when Margaret Thatcher managed to persuade Nissan to build the factory. Many of you will clearly remember the Nissan Bluebird which was the first car to be built there. The thought of cars being powered by batteries was something we couldn't have imagined at the time. However, March of this year saw



a milestone reached when the production number of the Nissan LEAF overtook the Bluebird.

The overall figures are staggering. Nissan Sunderland has now produced over 9 million vehicles. 80 per cent of them are exported and, despite Brexit, it looks as though the hurdles have been overcome and export rates should continue as normal...once we get over the Covid-19 pandemic. The Qashqai represents one in five of all cars built in Britain since its launch 14 years ago. It continues to rack-up records. It was the fastest UK car to reach one million, two million and three million units built. More than 3.5 million have now been produced in Sunderland. Total investment at the plant has gone beyond £4billion and, if you include everyone who works at the plant and those who work in the supply chain and the dealer network, the total workforce supported by Nissan in this country is over 40,000.

And it all started at Sunderland in 1986.

But the future is just beginning.



THE ORIGINAL SUV GETS BETTER AND BETTER

The Nissan Qashqai was the first car to be labelled as an SUV crossover. It gave buyers the versatility of a family-sized 5-door hatchback while providing a raised ride height and a chunky 4x4 appearance. Since it was launched in 2007 it has been a massive success. Almost every manufacturer has copied the idea.



Of course it's something we can be proud of here in the North East as it's built in Sunderland.

And now please welcome the 3rd generation, although the motoring landscape this latest model arrives in is vastly different from when the first Qashqai broke cover nearly 15 years ago. There is now some very tasty competition and conventional power is having a swansong.

Consequently, there's no diesel engine. Every Qashqai currently uses petrol power. The main options in the oily category are front or all-wheel drive and

either manual or auto gearbox.

There's a terrific choice of trims and power plant options although your engine choice is limited to a pair of 1.3 litre units developing either 138bhp or 156bhp.

As for trim, we like the mid-spec N-Connecta model. We'd pair it with the 156bhp engine and stick with a 6-speed manual 'box. 0-60mph takes 9.9 seconds; top speed is 123mph. Nissan say it'll manage 43.9mpg.

As soon as you step into a Qashqai, you can see why it has been so popular with families and commuters alike. It'll cope

with five adults so therefore it'll easily manage a family brood.

In terms of kit you get sat nav, DAB, air con, auto lights and wipers, parking sensors, Bluetooth, panoramic sunroof, Android Auto and Apple CarPlay, smart 18-inch alloys, rear privacy glass and a 360 degree parking camera. The 9-inch colour touchscreen looks really smart. Works well too. The Qashqai also gets a high level of safety kit. It was awarded a full 5-star rating by the European safety bodies.

You'll certainly appreciate the upmarket feel to the interior. It's a classy design and both looks and feels good. There are loads of cubby holes and storage areas. Visibility is also excellent...the Qashqai is simple to punt around city streets or manoeuvring into a tight parking area. There's even a self-parking facility. It's also really comfy and the ride is nicely controlled at all speeds.

Few cars tick as many boxes as the Nissan Qashqai. It was designed from the outset to be a family friendly holdall. This latest model is better than ever.





The Q4 e-tron S Line

from £499 per month*

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Representative example for the new Audi Q4 e-tron S Line.

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Duration (months)	49	Total amount payable	£48,489.53
Number of payments	48	Representative APR	4.9%
Customer Deposit	£4910.03	Interest rate (fixed)	2.5%
Total deposit	£4910.03	Mileage restriction per annum	8,000
Total amount of credit	£37939.97	Excess mileage charge per mile	17.3p
Option to purchase fee	£10.00	Offer expiry date	30/09/2021



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LATEST AUDI SWOOPS IN.

Family-sized electric SUV arrives.

This is a hugely important car and one which show us what lies ahead for Audi and indeed for all of us.



Whether you like it or not, from 1st January 2030, if you want a new set of wheels, it will be electrically powered or, until 2035, use hybrid technology.

Audi already has cars which are 100 per cent powered by electricity...they're called e-tron. But, they're based on cars which use a lot of underpinnings from their petrol / diesel models.

Until now.

The Audi Q4, which is available as a 'normal' SUV and also as swoopy coupé Sportback, is brand new from the ground up. In terms of proportions it's somewhere between the Audi Q3 and Q5. It looks good. The Sportback arrives in the autumn.

In terms of technical stuff and trim, both the Q4 e-tron and Q4 Sportback e-tron are identical. There are four trim levels... Sport, S Line, Edition 1 and top of the range Vorsprung.

Prices for the Q4 e-tron start at £41,325. If you fancy the coupé style of the Sportback version you'll need to find an additional £1500.

Slowly but surely, electric cars are starting to resolve the issue of range anxiety. Depending on which model you go for, there's a potential range of 316 miles in the Q4. If you plug into a fast charger for a top-up, you'll add 80 miles of range in around 10 minutes. Impressive.

Three power options are available. The Q4 35 e-tron develops 168bhp and the Q4 40 e-tron 201 bhp. Both use a single motor and rear-wheel-drive. There's also a Q4 50 e-tron (295bhp) equipped with quattro drive via two motors which gives you a 0-60mph time of 6.2 seconds. It feels quicker than that because you rocket off the line. Like all electric cars, the acceleration fades as you build speed, but the initial burst will impress your passengers. Even the entry level Q4 35 reaches 60mph in 9 seconds.



Driving is simplicity itself. Pull a slider on the centre console towards you...and away you go. Needless to say that you ride along in near silence with only some wind noise and tyre rumble to keep you company. Switch on the radio and you won't hear anything apart from your favourite tunes or radio station. The seats are extremely comfortable and there's loads of space front and back. Overall, the Q4 feels incredibly refined.

The interior is the usual Audi work of art. You also get a high level of kit as standard including climate control and sat nav controlled via a really smart colour touchscreen.

Audi reckon this will become their second highest seller in the UK behind the A3.

Form an orderly Q.

For more information
click here



In conversation with John Anderson

The former Newcastle Utd and Republic of Ireland defender... and now BBC Radio Newcastle commentator...takes us through his motoring memories. Some good; many bad.

John Anderson cut his footballing teeth at the Stella Maris club in Dublin. He started as a defender and ended up as a defender. As fans of his clubs in England and of his time with the Republic of Ireland international side will know, John had a tough-tackling, no nonsense style of play. He became an invaluable part of any defence.

In 1976 he joined West Bromwich Albion and then three years moved to Preston North End. He went on to represent the club on over 50 occasions.

1982 was to be the year when John signed for Newcastle Utd and it wasn't long before he became a firm fans favourite. He would go on to rack-up over 300 appearances for the club in a career spanning ten years. He also scored 14 goals, one of which was a 25 yard free kick against Watford at Vicarage Road.

John was a member of the team which many fans remember fondly, playing alongside Kevin Keegan, Terry McDermott, Paul Gascoigne, Peter Beardsley and Chris Waddle. The sort of football they produced was only rivalled ten years later when Kevin Keegan returned as manager to begin what became known as the 'entertainers' era.



John represented the Republic of Ireland at schoolboy, youth, Under 21 and senior level. He won 16 caps for the senior team and scored against the USA. His proudest moment was being part of the Ireland squad which performed so brilliantly at the 1988 European championships with Jack Charlton as manager. Ireland beat England 1-nil in the opening group game, drew with the Soviet Union in the second match but were unlucky to lose in the final group game against Holland which meant they went out of the tournament.

John retired from football in 1992 and his since then forged a successful career as a commentator with BBC Radio Newcastle and with the Irish national broadcaster RTE.

So, here's John Anderson's life in cars....

What is the first car you can remember?

Triumph Herald. It was my father's car. We used it for holidays and, when I was at the Stella Maris club in Dublin, he used to ferry me all over the place. It wasn't the most reliable bit of machinery but I can never remember the car letting us down in a big way.

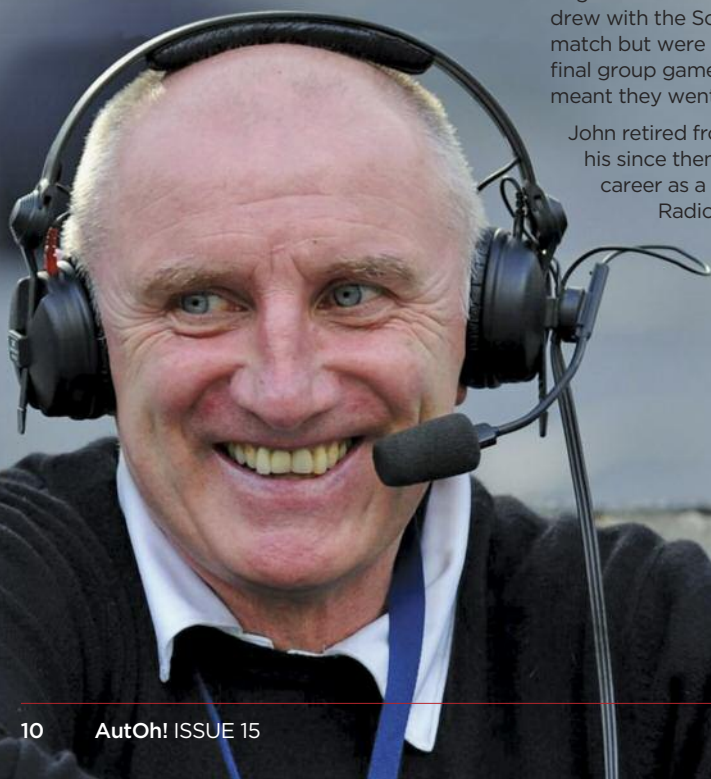


What was the first car you owned?

Ford Escort. It was when I was at Preston that I took the plunge and bought a car. Like most of the youth team players we were in digs at the time and just needed something to get from A to B and, in the summer, something to get me back to Dublin. It was a glorified wreck when I bought it and even more of a wreck when, unbelievably, a teammate bought it off me when I moved to Newcastle Utd.

What did you drive during your years at Newcastle?

I was a big fan of Ford cars because they were cheap and plentiful. I had three in a row...Ford Capri, Ford Orion and a white Ford XR2. The XR2 was great. Towards the end of my career at Newcastle, I splashed out and got a Volkswagen Golf GTi. It was a flying machine.





Did you ever get a sponsored car?

Yes... a Mazda. I think it was a Mazda 323. It was probably the first car I had where I thought I could actually get to my destination without it breaking down. When I was playing for Newcastle, players still had to do a lot of travelling themselves. The only time we got taken anywhere was on a Friday if we were travelling a reasonable distance for an away game. On those occasions we had a coach.

Tidy car or a mobile skip?

Tidy car. I do a lot of miles every season and wouldn't want to be driving around with the smell of old takeaways or fish and chips.

Any motoring embarrassments?

Thankfully, they were few and far between although I have to confess that on several occasions I've relied too heavily on fuel gauges to be accurate. I've suffered the embarrassment of running out of petrol on the way home from games when, even though the gauge said the tank was empty, I always thought I could get home. Taxi for Anderson please.

Any funny memories?

I remember after a training session at the old Benwell ground, the weather was glorious, and I distinctly remember leaving the windows down on my car to keep it cool. I proudly announced to the lads that I was so accurate with a football that I could fire the ball through the open car window. I gave it the full works. The ball slammed into the window and it shattered. It wasn't open. I turned around to see the lads in a heap. Most of them had collapsed because they were laughing so much. Oops.



What's your favourite road trip?

Touring Ireland. It is the most beautiful country. If you head to the West coast you end up with remote scenery and dramatic coastlines. Wonderful. The coastal routes are truly stunning.

Steady Eddy or a bit of a speedster?

Steady Eddy. I value my licence and without it I wouldn't be able to do my job with the BBC or RTE.



What have been your favourite cars over the years?

The first car I had which actually looked remotely sporty was a Ford Capri. Even though it was a Ford, it looked great and I still think it has classic lines. I'm a big Formula One fan but I have to say that the car which really stands out for me is the black and gold John Player Special. I love the Mercedes brand. I'll never be able to afford it but, when the lottery win drops...it's only a matter of time....I'll be straight out to buy a Mercedes AMG GT. Wow.



Worst car either you had or team mates had?

Kenny Wharton's Vauxhall Cavalier was a death trap. I'd describe the colour as being rust over red. I think it was the muck that was holding it together. On one occasion Kenny offered me a lift home. I quickly made up an excuse and got a taxi instead. I'd rather have got the bus.



What are you currently driving?

Audi Q5. I love it. It does everything that I need. There's plenty of room and, for long away journeys, it's comfortable. Matthew Raisbeck and I often have to drive home late at night in some filthy weather, so the security of 4-wheel drive is reassuring.

And finally....your dream car?

Mercedes GLE. It's really one step up from the Audi Q5...but only a bit bigger and a bit more luxurious. I need to get some good betting tips from Mick Martin and find a few winners.





JAZZ DANCING TO A NEW TUNE

It's hard to believe that this is the 4th version of the Honda Jazz to reach our shores.

And it's the best yet.

£19,045 gets you into the new Jazz which, as well as being faithful to its traditional owners, is also aimed at a younger, fresher market. As the Honda blurb says..."This is the Jazz you know and love now updated with a sleek, new style." Correct.

Two models are available... Jazz and Jazz Crosstar. Think of the Crosstar as a Jazz with a bit of attitude thanks to some 4x4 styling tweaks.

As you'd expect, all of the familiar Jazz characteristics are retained, namely economy, reliability, comfort, interior space and versatility. The 1.5 litre engine is now a hybrid meaning it's joined by a pair of electric motors powered by a self-charging battery. An auto CVT



gearbox is standard. 0-60 takes 9.4 seconds; top speed is 108mph. Go easily and you'll easily crack the 60mpg barrier.

There are 3 levels of trim for the Jazz...SE, SR and EX. The Crosstar is limited to the fully loaded EX only. We like the SR which gives front and rear parking sensors, LED headlights, DAB radio, air con, smart alloys, cruise control, powered windows and exterior heated mirrors, and the excellent Honda Connect 9-inch display screen which mirrors your mobile phone.

The Jazz has always been good to drive and, when it comes to town work, the visibility is terrific. Parking is a doddle.

Throw in bullet-proof depreciation and it's easy to see why the latest Jazz will continue to be one of the most successful small cars on the UK market.



For more information

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Call 0191 516 0099 or search Vertu Honda Sunderland

Fuel economy figures (Worldwide Harmonised Light Vehicle Test Procedure (WLTP)) for the Honda petrol and Hybrid range mpg (l/100km): Low 29.7mpg (9.5L/100km) to 78.5mpg (3.6L/100km), Medium 37.2mpg (7.6L/100km) to 72.4mpg (3.9L/100km), High 40.4mpg (7.0L/100km) to 72.4mpg (3.9L/100km), Extra High 33.2mpg (8.5L/100km) to 47.9mpg (5.9L/100km), Combined 35.3mpg (8.0L/100km) to 61.4mpg (4.6L/100km). New European Driving Cycle (NEDC) equivalent Combined CO₂ emissions: 151g/km to 104g/km. The fuel consumption range figures you achieve under real life driving conditions and CO₂ produced will depend upon a number of factors including the accessories fitted after registration, variations in driving styles, weather conditions, vehicle load. Figures stated are based on a standardised test cycle and may not reflect real world driving, therefore they should be used for comparison purposes only. Customers should only compare vehicles tested to the same technical procedures.

Model Shown: Jazz SR e:HEV 1.5 i-MMD e-CVT in Premium Sunlight White Pearl at £21,195 On The Road (OTR), 20YM Civic SR 1.0 VTEC Turbo Manual in Rallye Red at £23,455 OTR and 21YM CR-V Hybrid SR 2.0 i-MMD 2WD e-CVT in Premium Crystal Red Metallic at £35,820. OTR may be subject to change due to actual or unexpected changes in tariffs, duties, taxes or other costs which may affect importation or other costs of supply. **Terms and Conditions:** New retail Jazz, Civic (excluding Civic Type R) and CR-V Hybrid orders from 01 July 2021 to 30 September 2021 and registered by 30 September 2021. Subject to model and colour availability. Offers applicable at participating dealers (excluding Channel Islands) and are at the promoter's absolute discretion. Not to be used along with any other offers currently available. ****£500 Five Bonus:** £500 is applicable to all new retail Jazz, Civic (excluding Civic Type R), CR-V Hybrid models, £500 incl. VAT will be applied to the retail invoice price. ***5 years complimentary service package and Honda Care package:** This is applicable to all new retail Jazz, Civic (excluding Civic Type R) and CR-V Hybrid models ordered from 01 July 2021 to 30 September 2021 and registered by 30 September 2021. It is only complimentary when your vehicle is financed through a Hire Purchase or Personal Contract Purchase agreement with Honda Finance Europe with a minimum balance to finance of £5,000. You can settle your finance agreement at any time, however you will need to make at least six regular monthly payments to ensure qualification for the 5 years complimentary service package and Honda Care package. If you do not make six regular monthly payments, the 5 years complimentary service package and Honda Care package will be cancelled. Visit [Honda.co.uk/cars/campaigns/five-servicing](https://www.honda.co.uk/cars/campaigns/five-servicing) for more information. **5% APR representative Honda Aspirations (PCP):** Maximum customer deposit 30%. At the end of the agreement, there are three options: i) Retain: Pay the optional final payment to own the vehicle, ii) Return: Return the vehicle, or iii) Renew: Part exchange your Honda for a new one. You do not have to pay the Final Payment if you return the car at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage has not been exceeded. Excess mileage charge includes VAT at current rate. Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Honda Franchise Dealers are credit brokers, not lenders. As the dealer offers products from a limited number of carefully selected finance providers, they are not independent financial advisors. We may or may not make a payment and / or reward to the dealer if you enter into an agreement with us. Credit provided by Honda Finance Europe Plc. Cain Road, Bracknell, Berkshire RG12 1HL. Honda Financial Services is a trading name of Honda Finance Europe Plc. A company registered at Companies House No 03289418. Honda Finance Europe plc is authorised and regulated by the Financial Conduct Authority, Financial Services Register number 312541.



MG + HS = VALUE SUV.

Did you know that MG is the UK's fastest growing car brand?

Well now you do.

Bearing in mind that 2020 was a horrendous year for everyone, MG actually grew. They were the only car firm in the UK to do so.

They're also pushing ahead with electrifying their range...but...in the meantime, they've taken the sensible step to provide buyers with a halfway house.

A plug-in hybrid...which gives you the best of both worlds.

Power comes from a 1.5 litre turbocharged petrol engine which, when combined with the 90kW electric motor, gives 254bhp and translates into a lively 0-60mph time of 6.9 seconds. Everything goes via a 10-speed auto gearbox.

In terms of economy, if you can make full use of the electric power, you can do your daily commute, school run, shopping trips etc without ever using the petrol engine because the MG HS plug-in hybrid will

manage up to 32 miles on electric power only. However, in more typical conditions, MG reckon you can still get up to 155mpg. Wow.

In terms of charging, if you have access to a Type 2 fast charger like you can install at home and will see at car parks, you'll get a 100 per cent charge in three hours.

Good news, the HS has received a 5 Star safety rating from the European authorities.

And, on the theme of good news, the MG HS plug-in hybrid starts at £30,095. This is extremely good value and, if you compare it to the competition, means you get a much bigger SUV than the others can offer.

There are currently two versions on offer... Excite and Exclusive. The Exclusive model adds £2500 to the price but it also adds LED headlights, powered tailgate, panoramic roof, leather upholstery and

electrically operated front sports seats. We think it's worth it because it makes the car just feel a bit more special...although you have to say that the 'standard' Excite trim, which also includes heated front seats, air con, sat nav, 360 degree parking camera, DAB radio and a seriously smart 10-inch colour touchscreen, is extremely well equipped.

And, if you like peace of mind, how does a 7 year warranty grab you?

The interior is nicely trimmed and provides plenty of room for 5 adults. There's a good size boot too. It'll make for fantastic family motoring. The suspension and handling have been tuned to suit British roads and, overall, does a good job of absorbing the potholes without making the ride firm.

The MG HS plug-in hybrid is worth a serious look if you want a well-equipped, safe, roomy family car that represents terrific value for money.

ELECTRIFYING

NEW CAR DEALS AT WINGROVE



Discover the **PEUGEOT e-2008**, the full electric compact SUV from

£309
47 MONTHLY PAYMENTS

4.9%
REPRESENTATIVE APR

The **PEUGEOT e-208**, 5-door electric city car, accesses a new level of mobility

£269
47 MONTHLY PAYMENTS

4.9%
REPRESENTATIVE APR

For more information
click here

Representative Finance Example: Peugeot e-208

CUSTOMER DEPOSIT	47 MONTHLY PAYMENTS	FINANCE DEPOSIT ALLOWANCE	CASH PRICE	AMOUNT OF CREDIT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	DURATION OF AGREEMENT	FIXED RATE OF INTEREST	REPRESENTATIVE APR (FIXED)
£4,945²⁶	£269	£1,050	£27,225	£21,229⁷⁴	£11,774	£24,257¹⁰	47months	4.9%	4.9%

Gov Grant OLEV £2,500. Based on 6,000 miles per annum. Excess Mileage Charge 4.2p per mile.



The new **Citroën e-C4**, combining connectivity with safety and comfort from

£349
47 MONTHLY PAYMENTS

4.6%
REPRESENTATIVE APR

The new **Citroën C5 Aircross SUV Plug-in Hybrid**, the two-in-one vehicle from

£389
47 MONTHLY PAYMENTS

3.9%
REPRESENTATIVE APR

Representative Finance Example: Citroën e-C4

CUSTOMER DEPOSIT	47 MONTHLY PAYMENTS	FINANCE DEPOSIT ALLOWANCE	CASH PRICE	AMOUNT OF CREDIT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	DURATION OF AGREEMENT	FIXED RATE OF INTEREST	REPRESENTATIVE APR (FIXED)
£3,999	£349	£700	£30,795	£26,095	£13,265	£34,370⁸²	47months	4.6%	4.6%

Gov Grant OLEV £2,500. Based on 6,000 miles per annum. Excess Mileage Charge 9p per mile.

We are credit brokers and not lender. Finance is subject to status and finance company acceptance. We can introduce you to a limited number of lenders and their finance products. We will typically receive a commission from the lender, as either a fixed fee or a fixed percentage on the amount you borrow. The commission we earn does not change by the type of finance, or the lender we introduce you to. A guarantee may be required. The finance rate will vary dependent of customer personal circumstances for in dealership purchases. Written details on request. Images for illustration purposes only.

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0191 295 3000

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AT LAST, SUMMER IS HERE.

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Citroën C1

is eye-catching with eight body colours and LED daytime-running lights

£179 CUSTOMER DEPOSIT | **£179** 47 MONTHLY PAYMENTS | **3.9%** REPRESENTATIVE APR

£1,650 FINANCE DEPOSIT CONTRIBUTION
+3 years Breakdown cover & warranty on Elect 3

Citroën C3

stands out from the crowd thanks to its distinctive and bold design

£229 CUSTOMER DEPOSIT | **£229** 47 MONTHLY PAYMENTS | **3.9%** REPRESENTATIVE APR

£1,000 FINANCE DEPOSIT CONTRIBUTION
+3 years Breakdown cover & warranty on Elect 3

Representative Finance Example: Citroën C1

CUSTOMER DEPOSIT	47 MONTHLY PAYMENTS	FINANCE DEPOSIT ALLOWANCE	CASH PRICE	AMOUNT OF CREDIT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	DURATION OF AGREEMENT	FIXED RATE OF INTEREST	REPRESENTATIVE APR (FIXED)
£179	£179	£1,650	£12,765	£10,936	£3,619	£13,893	47 months	3.9%	3.9%

Based on 6,000 miles per annum*

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New 208

1.2 Active Premium from

£229

47 MO n THLy
pAyM En TS

4.9%

REpRESEn TATIVE
ApR

with 3 years
breakdown
cover
and warranty
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passport



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New 2008 SUV

from

£269

47 MO n THLy
pAyM En TS

4.9%

REpRESEn TATIVE
ApR

with 3 years
breakdown
cover
and warranty
on Peugeot
passport



Representative Finance Example: Peugeot 208 1.2 Active Premium

CUSTOMER dEpOSIT	47 MO n THLy pAyM En TS	FIn An CE dEpOSIT ALLOWAn CE	CASH pRICE	AMOU n T OF CRED IT	OpTIO n AL FIn AL pAyM En T	TOTAL AMOU n T pAyABLE	dURATIO n OF AGREEM En T	FlxE d RATE OF In TEREST	REpRESEn TATIVE ApR (FlxE d)
£2444 ⁷³	£229	£500	£17,860	£15,035 ²⁷	£6,345	£20,052 ⁷³	47months	4.9%	4.9%

Based on 6,000 miles per annum

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PLUG-IN AND PLAY AT WINGROVE

2030 sees the end of sales of new petrol and diesel cars in the UK.



Sales of hybrid cars will end in 2035.

Bearing in mind that Wingrove Motor Company has been selling new cars to the people of the North East since 1925, this will rate as one of the biggest changes in the history of the company which has been synonymous with Citroën since 1969 and more recently with DS Automobiles and Peugeot.

Consequently, it's not surprise that new, electrically powered models are appearing on an ever-increasing basis at their three dealerships in Newcastle on the West Road, stunning showroom on the Silverlink at Wallsend and most recently in Ashington.

Citroën offers you the best of both worlds with the brand new, 100 per cent electrically powered Citroën e-C4 and the plug-in hybrid Citroën C5 Aircross SUV. Going electric won't be suitable for everyone so both cars are also available with conventional petrol or diesel power.

The e-C4 looks the same as its petrol and diesel counterparts...which is a good thing because the C4 is instantly recognisable and stands out from the crowd and, because it's a family hatchback, gives buyers an alternative to SUVs. Plug it in on a Sunday night and you're good for up to 217 miles of electric motoring. For many buyers, that will see them through until Friday. If you need a top-up, find a rapid charger and you'll add around 150 miles in about 25 minutes. As with every Citroën, the e-C4 is extremely comfortable and very refined and, thanks to the electric powertrain, you waft along in near silence. It is the epitome of effortless motoring.

If you need extra space and some additional versatility, check out the Citroën C5 Aircross. And if you want fantastic economy and great performance, go for the plug-in hybrid version which mates a 1.6 litre petrol engine to an electric motor which together produce 222bhp. You can travel for up to 34 miles on battery power alone so, make full use of the technology and you'll crack 200mpg. Wow. Use all of the power and you'll hit 60mpg in 8.7 seconds.



Oh and if you want to check out up and coming Citroën electric models, the e-Berlingo and e-SpaceTourer aren't far away.

Peugeot is also getting in on the electric act. Two of their most popular cars, the 208 and 2008 SUV are available with 100 per cent electric power. However, as with the C4 and C5 mentioned above, they're also available with either petrol or diesel engine options. Both the e-208 and e-2008 have a potential range of over 200 miles and you can recover 80 per cent of the battery power in just 30 minutes via a rapid charger. The 208 has always been fun to drive and has a sporty nature, no surprise therefore that the e-208 hits 60mph in just 7.5 seconds, although it feels quicker. If you need added versatility and a more commanding view of the road, head for the e-2008.

As we mentioned at the start, going electric won't be suitable for everyone at the moment. That's why Citroën and Peugeot will continue with their ultra-popular models like the Citroën C1 and C3 and the Peugeot 208 and 2008 with petrol or diesel engine availability.

Unsure of whether to go electric, or hybrid, petrol or diesel? The best idea is to pop into one of the Wingrove dealerships and have a chat with the sales folk. They'll point you in the right direction.

For more information
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www.wingrovetorgroup.co.uk

BENTLEY BLITZ

If there's one thing we love here at AutOh!, it's going motor racing. It doesn't matter whether it's F1, rallying, bikes, touring cars; you name it. However, there's only one thing which can top watching motor racing.



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For more information
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Getting behind the wheel of a car and taking to the track. And when it's in the latest Bentley....well.....wow.

We were one of only a handful of motoring magazines to receive a rather special invitation a few weeks ago. Of course, Bentley has a long and proud history in motor racing. The Bentley Boys, Le Mans, Brooklands, the Bentley Blower, Indianapolis etc, but when you look at the current range...Continental, Bentayga and Flying Spur...you'd be pushed to consider them as the sort of cars you'd take racing. They instantly fit into the bracket of luxury, long distance, Grand Tourer.

Consequently it was with some surprise that we were asked by Bentley to roll-up at a venue which we wouldn't have expected....Silverstone. And we would be using the full Formula One circuit, following in the tyre tracks of Lewis Hamilton.

We were to drive the Bentley Continental GT Speed. There were two reasons for choosing a racing circuit. First, Bentley wanted to show off some new engineering tweaks they were rather proud of and, secondly, the car isn't currently allowed to be driven on UK roads. Covid-19 has caused a backlog at the homologation centres which means the latest Bentley isn't actually going to be available until September at the earliest. The initial batch of cars have been built so Bentley wanted to display

their latest engineering wizardry rather than let them gather dust.

We did our homework and compared the GT Speed Conti with the Continental GT you can buy from your local dealer. It's very easy to wonder what the fuss is all about because there's the same 5950cc W12 petrol engine although bhp has been boosted by a modest 24bhp. Humph. The 0-60 sprint sees a measly 0.1 second shaved off, dropping from 3.6 seconds to 3.5. Top speed rises by 1mph from 207 to 208mph. Big deal.

From the outside the GT Speed looks very similar to the W12 GT. Apart from the badging, unique alloy wheels, subtle changes to the body styling and a dark tinted radiator grille you'd struggle to spot the difference.

The interior, as you would expect, is still the pinnacle of British craftsmanship. Wonderful styling, outstanding build quality and the ultimate in terms of materials used...but that's what you get in every Bentley.

So, what's the point of the Bentley Continental GT Speed?

The big difference between the W12 Continental GT and the GT Speed, is that the four-wheel drive system has now been joined by four-wheel steering. An electronically controlled limited slip differential can also be found on the rear axle. The suspension has been breathed upon and so has the anti-roll control.

All you need is to take a few of the Silverstone corners at the sort of speed where you expect to disappear into the gravel, that you realise why Bentley is so proud of what the engineers have achieved. Bentley says this is the most performance focussed road car they've ever produced. After a few laps of Silverstone...NOW we understand why we're here.

Cornering is incredibly precise. Even when pushing the Continental to its limits,



the GT Speed turns in whereas the 'standard' GT drifts into understeer and scrubs the front tyres. If you're feeling really confident you can encourage the rear end of the GT Speed to step out of line and give you the chance to try some drifting. Very uncouth but very tempting. The car's adaptive suspension has been re-tuned so that the GT Speed retains an uncannily flat stance when cornering hard.

Oh and if you go for the optional carbon-ceramic brakes which at 440mm are probably the biggest on any production car, they shave off speed at a prodigious rate. It all adds to giving you extra confidence to go for it big style.

Which brings us back to asking what the GT Speed is all about.

Simple. It takes the Bentley Continental from being a brilliant car to an utterly fantastic car. It is still the most fabulous long distance tourer available anywhere, but it now offers the chance to have some extra fun when the conditions allow. The GT Speed encourages you to push on a little when you arrive at some twisty stuff rather than just being content to sit back and enjoy the ride as a high speed cruiser. Bentley call it 'adrenaline, accelerated.'

Cost? Tricky because Bentley haven't said anything but when the W12 GT costs £160,000 we reckon you can add another £20k. Worth it? You bet. The GT Speed is the one to have.

And I never thought I'd say this about a Bentley, but there's a word which sums up the Continental GT Speed. Fun.



BENTLEY



BENTLEY NEWCASTLE - 01912 958 050

Silverlink Business Park, Kittiwake Close, Newcastle Upon Tyne, NE28 9ND

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HOLIDAY ON WHEELS THE FREEDOM TO DISCOVER.

We would all like to go on holiday soon, but with foreign holidays being off the menu at present and probably for the next few months and continued restrictions and doubts over the safety of many destinations, holidaying in the UK is now even more attractive. And what better way to do this than in your own luxury 'home on wheels'!

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**Tyne Valley
Motorhomes**

One of the words we hear frequently at Tyne Valley Motorhomes is FREEDOM – freedom to be able to take a break whenever you want, freedom to be in your own space, freedom to come and go as you like and after a year of lockdown, freedom to move around has become even more precious.

Motorhome users can go on vacation, yet

stay within the guidelines and observe safe social distancing as they go. Being self sufficient within your own bubble and having every luxury at your fingertips means you can enjoy great UK destinations much earlier than most.

With 'opening up', many events are now back on the calendar and many attractions are open to see. Staying as a

family and using a motorhome to attend these activities is a great way to travel.

There is no doubt that there will be a huge demand from those wishing to enjoy their new found 'freedom' and wish to holiday in safety and luxury in the UK, so act now and get ahead of the pent up demand.

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There is a large selection of pre-owned motorhomes to see but please do this quickly as demand has never been so intense.



Call Simon or Jonathan now on 01207 272777, they will be happy to advise you about gaining your freedom to travel in style

New Sandero is a DACIA DELIGHT

Dacia is a company on the move.

It's all too easy to simply point to the starting price of £7999 and say that the only reason to buy a Dacia Sandero is that "you get a lot of car for your money."

Which of course is true, but if you don't look beyond that comment, you are missing a whole raft of other reasons for buying a Dacia Sandero.

The Dacia Sandero is thoroughly modern and, shock, is also really good to drive.

How Dacia manage to build a car this good for under £8k is staggering. The steering is light but direct, and the ride is nicely controlled to ensure comfy progress for all occupants.

Previous Sandero owners are in for a shock when they hop inside. The design and the quality of the materials has moved into a totally new dimension. It's extremely smart. It looks and feels good. The switchgear has a nice solid feel. The seats are supportive and ensure a cushy ride. You'll get a perfect driving position

too because the steering column is now fully adjustable.

The entry level Sandero comes with a 3 cylinder 64bhp 1.0 litre petrol engine. Power goes via a 5-speed manual gearbox. We'd recommend that you look at the more powerful 89bhp 1.0 litre TCe 90 engine which is turbocharged. You have the option of a 6-speed manual 'box or an auto. There's even a Bi-Fuel version which has a separate LPG tank. Top speed is 111 mph and there's a 0-60 time of around 11 seconds, although the Sandero feels nipper. The additional power of the TCe 90 engine makes for easier progress on the motorway. However, if you intend using the Sandero for mainly town work, the 64bhp engine will be fine. Both engines will manage over 50mpg.

There are three levels of trim...Access, Essential and Comfort. The 64bhp engine is only available in Access trim. So, if you

go for our favourite TCe 90 engine, we'd recommend Essential trim because you get, as the name suggests, the essentials. Air conditioning, powered front windows, tinted windows, DAB radio, Bluetooth, height adjustable driver's seat, cruise control, adjustable exterior mirrors and a smartphone app which allows you to link everything to your mobile phone.

In other words the latest Dacia Sandero is now a serious 21st century car. It still stays faithful to being no-nonsense, incredible value motoring, but it's now smart inside and out, and there's a genuine sense of quality. For anyone who needs no nonsense business wheels, you can't go wrong.

If you look at the new Dacia Sandero, try to look beyond the price. You're in for a nice surprise.



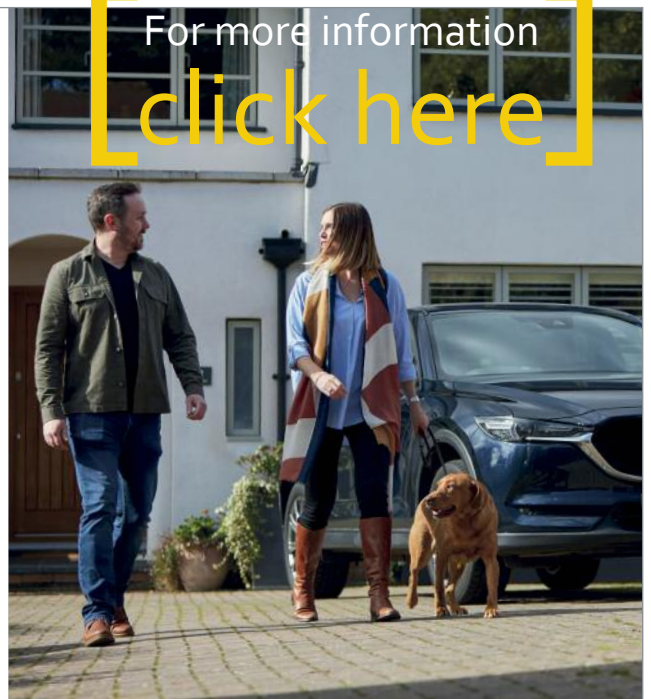
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THIS MINI IS ELECTRIC

When the sunny weather finally decided to get going in May, we went for a walk alongside the River Tyne near Corbridge. My wife suddenly announced.... "Doesn't the sky look blue?"

Granted...that's not exactly big news on a lovely sunny day in the North East.

Later that evening we were watching the bloke doing the weather forecast and he mentioned that a lot of people had been in touch to say how blue the sky was looking. "That's because there's been a dramatic decrease in the amount of air pollution due to fewer car journeys and flights courtesy of the Coronavirus pandemic."

So it's true. The sky really is a much clearer tone of blue.

And I've been doing my bit because my latest set of wheels have belonged to the zero carbon producing MINI Electric. This is the latest model which has just been launched.

Now if you've already decided that an electric car isn't for you....wait...stay with us.... because this is a seriously good car. It could be the car which finally makes you take the plunge.

Let's start by stating the utterly obvious.

This is a 3-door MINI hatchback.

It's electrically powered.

In other words you've got a car which is already great to drive (every MINI is) and now there's a version with 100 per cent electric power.

This is a winning formula.

Let's start with some number crunching.

The MINI Electric starts at £26,000. This is around about the same price as an



equivalently equipped petrol powered MINI Cooper S. Why compare it with the Cooper S? Simple, because they have a similar 0-60 performance time. The Cooper S does the sprint in 6.7 seconds; the MINI Electric is 7.3 seconds. Their power output is also very close (Cooper S 178hp; Electric 184hp). Don't forget, whereas a conventionally powered car has to build the revs to reach peak power and you need to work the gearbox, electric cars have 100 per cent power instantly and, in effect, only one gear. The MINI Electric does 0-30mph in around 3 seconds. It's seriously quick, terrific fun, but incredibly simple to drive.

Hop in, turn it on, select drive, press the throttle and away you go. There are four driving modes; Sport, Mid, Green and Green+. All vary the steering response and the rate in which power is delivered. Green+ mode turns off stuff which drains power, like air con for example.

Another switch allows you to alter what is

known as regenerative braking. The car charges the battery when you lift your foot off the throttle. It provides a braking force which, once you get used to it, allows you to drive along without using the foot brake.

And of course you ride along in near silence, which is a tad spooky to start with.

Back to number crunching.

The MINI Electric has a predicted range of 145 miles. This will lower in cold weather. At a fast-charging station an 80% charge is reached from zero in 36 minutes. The sort of charger you will find at work or can be installed at home, will give you an 80 per cent charge in around 3 hours. If you have a daily commute of around 20 miles, you can charge the MINI on Sunday night and be fine until you get home on Friday. If you have access to a charging point at work as well as at home, then you're laughing. If you have solar panels on your house roof, you're quids in.

There are 4 levels of trim, but every MINI Electric is well equipped with sat nav, cruise control, air con and a host of customising options.

As for how it drives....well...it's a MINI which means it's fabulous. Few cars provide so much chuckable fun. And of course, with 100 per cent battery power you can give yourself a smug smile.

If you can adapt to the number of miles per charge, the MINI Electric is one of the best electric cars around.

It's quick, wonderful to drive, fully loaded with kit...and green. Oh, and it's built in Britain.

It's a MINI. It's 100 per cent electric. What's not to love?

join the **eVolution**



Discover the Peugeot range of fully electric and hybrid vehicles today.



All-New e-208

Active Premium Electric 50kWh 136 from

£299
48 MONTHLY
PAYMENTS

4.9%
REPRESENTATIVE
APR



All-New e-2008

Active Premium Electric 50 kWh 136 from

£295
48 MONTHLY
PAYMENTS

4.9%
REPRESENTATIVE
APR

For more information
[click here](#)

Representative Finance Example: Peugeot e-208 Active Premium Electric 50 kWh 136

CUSTOMER DEPOSIT	48 MONTHLY PAYMENTS	OTR	CUSTOMER SAVING	AMOUNT OF CREDIT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	DURATION OF AGREEMENT	FIXED RATE OF INTEREST	REPRESENTATIVE APR (FIXED)
£2,499	£299 ¹⁵	£29,725	£2,000	£22,726	£12,024	£28,583 ⁰⁵	48months	4.9%	4.9%

Gov Grant OLEV £2,500. Based on 6,000 miles per annum.

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Peugeot Durham
Durham City Retail Park,
Alma Place,
Durham, DH1 2HN
0191 639 0048

Peugeot Gateshead
Durham Road,
Gateshead,
NE8 4AP
0191 357 0266

www.sherwoodsmotorgroup.co.uk/peugeot



Sherwoods - the new name for Peugeot in the North East

Many of you reading this will live in the Durham, Sunderland and South Tyneside areas.



Many of you will be Peugeot owners.

Some of you will be driving a Peugeot for the first time while some of you will be long-term Peugeot fans who've had several over the years.

You will either have bought your car from Springfield Motors in Gateshead or Richard Hardie in Durham.

Well, if you haven't been along to those dealerships in a while, you're in for a surprise.

There's a new name above the door.

Sherwoods.

Sherwoods is a family owned and family run business. You can guarantee that North East family values are at the core of what they do.....and they've been like that for nearly a century. They're one of the longest-established car companies in the country.

Sherwoods acquired Springfield Group two years ago and shortly afterwards took over the Richard Hardie Peugeot dealership in Durham. It now means, as we mentioned earlier, if you live in the Gateshead, South Shields, Washington, Sunderland and Durham area, that Sherwoods is the place to go to for Peugeot.

It's certainly worth pointing out that Sherwoods has the sort of reputation that other dealers can only dream about...and they can prove it. Customer service has always been their priority. They are regularly recognised as being in the top ten percent of customer satisfaction amongst car dealers. Praise indeed.

You won't find any pressure sales. What you will find is a warm welcome, honest advice and some straight talking.

Sherwoods represent four car, van and pick-up manufacturers. As well as Peugeot they can also help you with new and used Citroen, Suzuki and Isuzu vehicles.

And when it comes to used cars, Sherwoods has hundreds available, all of which have been carefully inspected. You can buy with confidence when buying a used vehicle at Sherwoods.

Okay, people are sometimes unsure of change...but this is a change that is going to benefit everyone. It's good news all



round and, if you go along to the Sherwoods dealerships which were previously under the Hardie or Springfield banner, you'll immediately spot the difference.

Remember, Sherwoods is a major player when it comes to car sales and that means they have terrific buying power within the motor industry. This translates into being able to offer you the best deals on Peugeot, Citroen, Suzuki and Isuzu. They will also help you with finance, servicing and MOTs. There's a resident Motability expert at every dealership who can help with advice on any modifications a car may need.

The best idea is for you to pop in and see what's happening at your local Sherwoods showroom. Take a look around. Have a coffee. See what the fuss is all about.

Sherwoods, the new name for Peugeot in Durham, Sunderland and South Tyneside.

www.sherwoodsmotorgroup.co.uk





PICK-UP

AN ISUZU D-MAX

Isuzu has only one model in the UK...the D-Max.

And a new version has just arrived.

Many will want a D-Max pick-up because it's built to do a job. If you're not worried about having too many frills and don't need 4x4 drive, try the D-Max Utility (£21,009 plus VAT). It might be the introductory model but you still get air conditioning, cruise control, powered front windows, auto headlights and wipers, DAB radio, CD player and Bluetooth. There's a stack of safety gear like lane departure and front collision warning, traffic sign recognition and autonomous emergency braking. You also get Isuzu's 5 year / 125,000 mile warranty. You get a great choice of cab sizes too ranging from single to double cab.

We reckon the pick of the D-Max range is the D-Max DL20. We'd also go for the Double Cab model for the simple reason

that a lot of pick-ups are now used as an alternative to the traditional family saloon or hatchback. It sort of blends nicely between workhorse and lifestyle statement. All wheel drive comes as standard and you can even opt for an automatic gearbox.

The D-Max DL20 trim adds alloy wheels, colour information display, folding / heated door mirrors, heated front seats, rear parking sensors and remote central locking. Trailer sway control is added to the list of safety gadgets.

The 1.9 litre 162bhp diesel engine has plenty of lugging power. The D-Max will tow 3.5 tonnes and easily carry over a tonne in the load area. These are impressive figures. 0-60 takes just over 12 seconds; top speed is 112mph. It's also one of the more economical pick-ups. Isuzu

reckon you'll manage 33.6mpg which, bearing in mind what the D-Max is capable of doing, is pretty good going. It's safe too, as confirmed by the D-Max getting a full 5 stars from the European safety authorities.

At slow speeds, you can tell that the D-Max is set up to work for its living, but once you get onto the dual carriageway, the ride is surprisingly forgiving.

As long as you avoid the entry level Utility model, the D-Max gives a serious alternative for day-to-day motoring because, even though it's a pick-up, this Isuzu is as good to drive as many SUVs. It's well equipped, hugely capable off road, and it'll tow your horse box over boggy and rough terrain as well.

It's one of the best pick-ups currently available in the UK.



VAN-TASTIC

Small, medium or large. There's a van for everyone.

This is not a scientific measurement, but we reckon the steady disappearance of our shops is reflected by the rise in delivery vans trundling around our neighbourhoods. Heading out to the shops is so 20th Century!!!

There are some rather tasty vans out there...and they're good to drive too. But they need to be reliable. According to a survey by Fleet News, here are best.

1: Mercedes Benz Sprinter - from £27,345

This is the 6th successive year in which the Sprinter has won. There's an electric version which won What Van? Safety Award for 2021. Every Sprinter comes with tech which many Mercedes passenger car users will recognise. You can have front or rear wheel drive and either 2.1 litre four cylinder or 3.5 litre V6. An auto 'box' is available. It'll hold onto its value like a limpet. They age extremely well. Chuck in good running costs and terrific reliability and you can see why the Sprinter is so successful.



2: Volkswagen Caddy - from £22,674

Fleet News named the Caddy as 'Best Small Van' at a recent awards ceremony. It was praised for 'its car-like driving attributes, new efficient engines, safety features, and reduced running costs,' all of which are crucial of course to van owners and drivers. The key bit is that underneath the Caddy's body panels is a VW. You can choose from 1.5 litre petrol or 2.0 litre diesel engine. Four-wheel drive is available. Short and long wheelbases are optional. When it comes to small vans, it's brilliant.



3: Volkswagen Transporter - from £29,118

Another award for Volkswagen at Fleet News. The Transporter was named Best Medium Van, saying it was 'universally loved by drivers thanks to competitive running costs, excellent reliability, and a strong dealer network.' A refresh took place last year. It was a case of smartening the interior and exterior and updating safety kit. Two trim levels remain...Startline and Highline. Arguably the most important change was to allow lane keeping technology to be included. The steering mechanism had to be alerted. 4-wheel drive is available. Looks good too.



4: Renault Trafic - from £24,750

The latest Renault Trafic saw the mechanical gubbins remain unchanged, but there was a move to more tech and more safety gadgets. The 2.0 litre diesel plant is retained. Trim levels stay the same. All come with DAB radio, Bluetooth, powered windows and mirrors, stability control and hill start assist. Options such as sat nav, front and rear parking sensors, reversing camera and LED headlights are now available. It has one of the best load areas for medium sized vans and will cope with three Europallets.



5: Vauxhall Vivaro - from £21,323 / Citroen Berlingo - from £16,380 (joint 5th)

The Berlingo is a small van which you'll also spot has been easily converted to make a highly successful passenger car. You'll get much the same van if you buy a Peugeot Partner or Vauxhall Combo. They have the same exterior shell and mechanicals. An electric version is available. The low floor makes for simple loading and you can put two Europallets in the back. The Vivaro, which is also available in fully electric form is a medium size van. The electric version won What Van? Magazine Electric Van of the Year 2021. It's also British built. If you want a decent carrying capacity in a van that's good to drive, you'll love the Vivaro.



WAKE UP AND SMELL THE COFFEE

It's Mokka flavoured.

Vauxhall has got the knack of producing family friendly cars. Sports Utility Vehicles (SUVs) are all the rage, but Vauxhall has been producing them in varying guises for donkey's years. Remember the Zafira and the dinky Meriva? It's hard to believe that the Mokka has been with us for nearly ten years. Need something a bit bigger?...head for the Crossland and Grandland.

We like the Mokka, especially the latest model which has recently arrived.

Okay, beauty is in the eye of the beholder, but we reckon the Mokka is a good-looking thing. The SUV craze might be fashionable, but a lot of the products are dull and anonymous. You'd never be able to say that about the Mokka....both inside and out

Vauxhall also gives buyers plenty of engine options with power from petrol, diesel or electric.

£20,740 gets you into the Mokka. If you go for conventional power there are SE, SRI, SRi Nav, Elite Nav, Ultimate and the fully loaded Launch Edition trims available, while the Electric Mokka has a similar line-up but all get satellite navigation as standard. The petrol engine is a sweet spinning 1.2 litre 3-cylinder unit which develops either 99 or 128bhp. If you fancy diesel, you get a 108bhp 1.5 litre engine. The all-electric Mokka develops 134bhp.

Our favourite is the 1.2 litre petrol engine in SRI trim. Prices start at £22,160, but we'd go for the more powerful 128bhp model which bumps up the price by just over a grand. It gives the Mokka a bit more oomph which, particularly if you regularly travel with a family on board or carrying a decent amount of baggage, you'll appreciate. You'll crack 50mpg and the 0-60mph time of 9.2 seconds means you'll easily keep pace with motorway traffic. Top speed is 124mph. If economy is the name of your game, go for the diesel Mokka and you'll manage 64.2mpg.

In terms of kit you get a really smart colour touchscreen which includes Apple CarPlay. There are rear parking sensors, climate control, rear view camera, heated front seats, rear dark tinted windows, DAB radio, LED headlights and handsome 18-inch alloys.

If you want satellite navigation, £24,565 gets you into the similarly powered SRI

Nav which also adds an excellent 12-inch colour instrument panel along with a much bigger touchscreen. This is decent value for a fully equipped family car.

Previous Mokka owners will instantly spot a step-up in terms of interior quality.

It's also more controlled out on the road. The 6-speed gearbox (auto is available) is nice and snicky and the suspension provides a cushy ride at town speeds.

The previous Mokka was one of Vauxhall's success stories in the UK. This latest model will simply build upon that success.



For more information
[click here](#)



SWITCH IT UP!

TEST DRIVE THE ELECTRIC REVOLUTION

CO2

0g/km

RANGE

201 miles¹

LITHIUM-ION BATTERY

50 kWh

DRIVE MODES

3 NORMAL, ECO & SPORT

UP TO 80% CHARGE IN

30 mins** (with 100kW)



VAUXHALL CORSA-E

100kW SRi Nav Premium 50kWh 5dr Auto [7.4kWCh] Electric

£299 CUSTOMER DEPOSIT | **£299** 48 MONTHLY PAYMENTS | **3.9%** REPRESENTATIVE APR
£3,000 FINANCE DEPOSIT ALLOWANCE[†]
 Paid by Vauxhall

VAUXHALL MOKKA-E

100kW SRi Nav Premium 50kWh 5dr Auto Electric

£399 CUSTOMER DEPOSIT | **£399** 48 MONTHLY PAYMENTS | **3.9%** REPRESENTATIVE APR
£1,200 FINANCE DEPOSIT ALLOWANCE[†]
 Paid by Vauxhall



For more information
[click here](#)

Representative Finance Example: Vauxhall Corsa-e 100kW SRi Nav Premium 50kWh 5dr Auto [7.4kWCh] Electric

CUSTOMER DEPOSIT	48 MONTHLY PAYMENTS	FINANCE DEPOSIT ALLOWANCE	CASH PRICE	AMOUNT OF CREDIT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	DURATION OF AGREEMENT	FIXED RATE OF INTEREST	REPRESENTATIVE APR (FIXED)
£299	£299	£3,000[†]	£26,920	£23,621	£12,079	£29,730	49 Months	3.83%	3.9%

Based on 5,000 miles per annum[^]

Vauxhall Sunderland
 Alexandra Avenue,
 Hylton Riverside,
 Sunderland, SR5 2TB
Call 0330 096 0853

Vauxhall Durham
 Abbey Road, Pity Me,
 Durham,
 DH1 5DQ
Call 0330 096 0845

Vauxhall Newcastle
 2 City West Business Park,
 Scotswood Road,
 Newcastle, NE4 7DF
Call 0330 096 0851



VAUXHALL

bristolstreet.co.uk/vauxhall

CO2 results for Vauxhall Corsa-e 100kW SRi Nav Premium 50kWh 5dr Auto [7.4kWCh] Electric Hatchback: CO2 Emissions 0g/km and up to 208 mile range. CO2 results for Vauxhall Mokka-e 100kW SRi Nav Premium 50kWh 5dr Auto Electric Hatchback: CO2 Emissions 0g/km and up to 197 mile range. 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 accessories fitted (post-registration), variations in weather, driving styles and vehicle load.

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put a spark into your life

Our pick of the electric cars.

Elsewhere in this edition of AutoH! you'll spot some of the excellent electric cars we've been trying recently like the MINI Electric, Hyundai Kona EV and the all-electric version of the Volvo XC40, but we also thought it'd be a good idea to update you on some of the other really good battery-powered cars currently available in the UK. Here's a bit of everything that's battery powered.



Tesla Model 3 - from £40,990

If you hanker for a BMW 3 Series or Mercedes C Class but want to save the planet, make a bee-line for this Tesla. It's roughly the same size inside and out...but that's where the comparison ends. The interior looks bare. There's a touchscreen in the centre of the fascia which controls everything. It's about the size of a laptop. However, the clever stuff is under the rather anonymous bodywork. The all-wheel drive Dual Motor Performance model does the 0-60mph sprint in 3.1 seconds. Top speed is 162mph. The range is 352 miles. Plug it in for 15 minutes and you'll reach around half of that total. Impressive figures.

Porsche Taycan - from £70,690

This is a big 4-seater saloon. If prodigious power is what you fancy, look no further. The entry level version churns out 402bhp. The Turbo S version (you don't get a turbo in an electric car but they couldn't think of a different name) pumps this up to a dizzying 750bhp. 0-60mph takes 2.8 seconds thanks to launch control. Top speed is 162mph. Wow. The

interior is the opposite of the Tesla. There are dials and switches all over the place plus a pair of touchscreens. As you'd expect, the build quality is stunning. The bucket seats are seriously comfortable. It may be an electric car, but this is still a Porsche at heart.

Nissan LEAF - from £29,995

The LEAF has been with us for 10 years and is the car that other small electric cars are measured against. There are two options...LEAF and longer range LEAF E+. The standard 146bhp LEAF will be ideal in the city where you'll get 168 miles on a full charge. The 214bhp LEAF E+ is for those who need to travel further. It'll manage up to 239 miles. If you have a normal home charger or one at work, a full charge will take around 7.5 hours for the standard LEAF. A rapid charger reaches an 80 per cent charge in an hour. 'e-Pedal' comes as standard. It's an accelerator pedal which, when you lift off, charges the battery and gives you the equivalent of engine braking. Get used to it and you'll never touch the brakes. Simple to drive. Ideal for the family.



Renault Zoe - from £27,595

What Car? magazine named the Zoe the 2021 Best Small Electric Car for Value. They said it's "a good all-rounder in terms of practicality and range...one of the best for the money". Renault's electric supermini is small enough to drive around town and convenient enough to drop the kids at school and then throw a week's shopping in the boot. You'll get up to 245 miles on a full charge and, as with the LEAF, you can charge the battery on the go using B-mode driving mode to maximise regenerative braking and turn

your stopping energy into driving energy. If you need a top-up, an 80 per cent charge using a wallbox at home takes 7.45 hours. You can even use a 3-pin socket, although it'll take a day to charge the battery.



Volkswagen ID.3 - from £27,120

This is the face of the electric future at Volkswagen. You can get up to 336 miles from a full charge if you opt for the biggest battery. For many people this will be enough to cope with a full week's motoring. It makes longer holiday journeys possible without range anxiety. The mid-range battery can be recharged to give you 260 miles after only 30 minutes. 0-60mph takes around 7 seconds. Top speed is 99mph. However, as with all electric cars, it's quick from standstill. You have 100 per cent power instantly available. The interior is techy while being understated. VW is trying to lure Golf owners into this similarly sized car, so they don't want to see something too revolutionary...which is probably a good thing. If this is a sign of the future at Volkswagen, we can't wait for upcoming models.





Polestar 2 - from £49,900

This is a name you may not recognise. Bit of background. Polestar is essentially part of Volvo and is the performance arm of the company...but Volvo's parent firm, Geely, wanted to keep things looking independent. However, the figures which the Polestar 2 can produce are hugely impressive and, when you compare some of the prices of the vehicles we've already mentioned, the Polestar begins to look like something of a bargain. Go for the most powerful version and you'll manage 0-60mph in 4.7 seconds and go on to 127mph. The range is around 300 miles. Oh, and don't go around looking for a shiny dealership. There aren't any. Everything is done online although there are plans for some viewing facilities in major shopping centres. What you need to know is that this a 5-door hatchback which has all of the typical Volvo virtues of great build and class-leading safety gizmos. The interior is minimalist with everything dominated by a large colour touchscreen. New name; same Volvo DNA

Honda-e - from £28,215

This is what Honda refer to as their electric urban car. You just knew that when it came to a small, quirky, innovative small car that Honda would be working on something...and here it is. We think it looks great. 0-60mph in 8.3 seconds; range of up to 137 miles, 80 per cent charge of the batter in only half an hour at a rapid charger. Okay, that range total isn't brilliant but the Honda-e isn't aimed at folk who want to blast from one end of the country to the other. It's for city dwellers who, on the odd occasion may need to leave the urban area to go and see Aunt Bessy in a neighbouring county. The interior is amazing. The



dashboard is five colour screen. The two outer screen are views from the wing cameras...there are no wing mirrors to get knocked in tight streets. Two 12-inch colour touchscreens control most of the car's systems, and finally there's a smaller screen in front of the driver to show speed, power etc. It's great to ride and seriously comfy. Huge fun too.

Jaguar i-Pace - from £65,195

Did you know that by 2025 every Jaguar which rolls off the assembly lines will be electric powered. First up is the Jaguar i-Pace. This is one of the best and most versatile SUVs on the market. The fact that it's Jaguar's first attempt at an all-electric family car is quite an achievement. Future models should be fantastic. 0-60mph in 4.5 seconds. Top speed 124 mph and a range of up to 286 miles. Impressive figures. Flick it into 'drive', press the throttle and you rocket off the line. On motorways, this electric Jag is an effortless cruiser and, thanks to electric power, you waft along in near silence with only some wind noise and tyre rumble for company. On the twisty stuff it handles brilliantly. Having hefty batteries slung under the passenger compartment keeps the weight distribution nice and low. It'll even cope with mild off-roading as all-wheel drive comes as standard. You can get a rapid charge of up to 78 miles within about 15 minutes. You can do a 0-80% charge in 30 minutes. With that potential range of 286 miles, many folk will be able to charge the Jaguar i-Pace. Great family transportation or work commuter-mobile. Looks fabulous too.





No pussyfooting about with the Puma

Well, here's a first. I've never had a car which has a hole in the boot floor.

Correction. I have had a car with a hole in the boot floor, except that the hole shouldn't have been there. It's what happens when rust sets in. Thankfully modern cars don't rust to the extent that bits fall off after only a couple of years.

Anyway, it was much to my surprise to discover that the latest Ford Puma really does have a hole in the boot....on purpose. The idea is that if you have muddy wellies, filthy coats or a dog that's been in the river or perhaps you've been to the tip, you can rinse off the boot floor and then remove a bung to let the dirty water drain away.

And if the seats start to look a bit grubby, well just unzip the covers and put them in the washing machine.

Why did nobody else think of that?

The Puma is great to drive. This comes as no surprise because it has the same underpinnings as the brilliant Fiesta. In a nutshell, Ford has taken the Fiesta, given it a compact SUV body, made sure it has five doors, plenty of interior space and a stack of standard equipment.

There are 5 levels of trim...Titanium, ST-Line, ST-Line X and fully loaded ST-Line Vignale. The performance model, Puma ST, is at the top of the range. Most folk will be perfectly happy with the entry level Titanium because it gets satellite navigation, air con, Bluetooth, DAB radio, rear parking sensors, powered windows and mirrors, cruise control and a smart 8-inch colour touchscreen. There's an impressive list of safety equipment as standard too.

If you want to make the Puma stand out, go for the ST-Line trim which gets a body kit, bigger alloys, sports seats and tuned suspension. If you're a keen driver, go for this one because although the ride is a tad on the firm side, it handles really well.

Under the bonnet, every Puma, apart from the top of the range ST, gets a 1.0 litre petrol engine available in three states of tuning. There's no diesel. The ST has a 1.5 litre engine.

The one we like is the entry level 123bhp engine with mild hybrid assistance that improves performance without affecting economy. 0-60 takes 9.8 seconds but, go easily and you'll crack 50mpg. That's a great blend of performance and economy. If you want more performance go for the most powerful of the 1.0 litre units which delivers 153bhp and knocks a second off the 0-60 time. We'd also recommend the 6-speed manual box as opposed to the auto because it has a lovely feel to it.

£22,045 gets you into our favourite...the 1.0 Hybrid in Titanium trim.

For more information [click here](#)



IN STOCK. AWAITING IMMEDIATE DELIVERY TO YOU.

FORD FIESTA
1.0 ECOBOOST HYBRID MHEV
125 ST-LINE EDITION 5DR



£237 Customer Deposit | **£237** 48 Monthly Payments | **1.5% APR** Representative | **£1,000** Finance Deposit Allowance†

FORD PUMA
1.0 ECOBOOST ST-LINE 5DR



AutoTrader
New Car Awards **2021**
MOST LOVED CAR
Ford Puma

£329 Customer Deposit | **£329** 38 Monthly Payments | **2.9% APR**

REPRESENTATIVE FINANCE EXAMPLE:
FORD FIESTA 1.0 ECOBOOST HYBRID MHEV 125 ST-LINE EDITION 5DR

CUSTOMER DEPOSIT	48 MONTHLY PAYMENTS	FINANCE DEPOSIT ALLOWANCE†	CASH PRICE	AMOUNT OF CREDIT	
£237	£237	£1,000	£18,967.48	£17,730.48	
FEES	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	TERM OF AGREEMENT (MONTHS)	FIXED RATE OF INTEREST	REPRESENTATIVE APR (FIXED)
£20*	£7,076	£19,709	49	1.02%	1.5%

BASED ON 6,000 MILES PER ANNUM. EXCESS MILEAGE CHARGED AT 6P PER MILE.



Bristol Street Motors

Ford Morpeth
Coopies Lane, Morpeth,
Northumberland, NE61 6JN
CALL 0330 096 0795
bristolstreet.co.uk/ford

Models shown are: Fiesta ST-Line Edition 1.0L Ford EcoBoost Mild Hybrid 125PS (mHEV) 5-Door Manual Petrol. Fuel economy mpg (l/100km) (Combined): 55.4 (5.1) CO₂ emissions 116g/km. Puma ST-Line 1.0L Ford EcoBoost 5-Door Manual Petrol. Fuel economy mpg (l/100km) (Combined): 50.4 (5.6) CO₂ emissions 128g/km. 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, variations in weather, driving styles and vehicle load.

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SPACE SHUTTLE LANDS



SEAT has the knack of producing cars with a bit of flair that are really good to drive. They're also experts at producing really good SUVs



And the Tarraco is one of their best. It's the reigning Auto Express magazine Large SUV of the Year. Praise indeed.

It sits above the Ateca and Arona to complete the brand's SUV line-up.

There's a really good choice of trims...SE, SE Technology, FR, FR Sport, Xcellence and top of the range Xcellence Lux. Every SEAT Tarraco comes with seven seats, LED headlights, DAB radio, rear parking sensors, air conditioning,

Bluetooth, smartphone integration, cruise control and a stack of safety kit. To be honest, a lot of potential buyers would be perfectly happy with this.

However, for an additional £1400, we'd recommend the SE Technology trim because this gives you satellite navigation, a really smart 9.25-inch colour touchscreen, dark tinted rear windows and 18-inch alloy wheels.

In terms of engine and transmission choice, the line-up includes three petrol engines...1.5 TSI 150 PS and a pair of 2.0 units developing 190 PS and 245PS both of which have an automatic gearbox and all-wheel drive as standard. A petrol hybrid is in the pipeline. There is also a pair of 2.0 litre diesel engines which develop different amounts of power. There's a 2.0 TDI 150 PS which is also available with auto transmission and AWD, and a 2.0 TDI 200 PS with auto and AWD as standard. All engines benefit from stop-start technology.

As for which engine to go for, if economy is the name of your game, head for the

lower powered diesel and you'll get up to 52.3mpg, which is impressive for what is a sizable vehicle.

The 2.0 litre petrol units provide you with power and performance and are certainly worth considering if you intend using the SEAT Tarraco with a full load or for towing on a regular basis.

We like the 1.5 TSi petrol engine. You'll still manage 41.5mpg, be able to hit 60mph in a shade under 10 seconds and go on to 124mph where allowed, but you'll also ride along in terrific refinement. The engine is quiet and smooth. It'll be brilliant for going on a family holiday and can cope with the inevitable mass of baggage.

The Tarraco is also great to drive and actually has a sporty feel to it. Yes it's big, but it doesn't feel like it and handles very tidily indeed.

And of course it can carry 7 people. Granted, the rearmost pair are for children really, but they're handy to have. If you flop them forward, the boost is enormous.

If you need a family holdall, the SEAT Tarraco should be right up your street.



continuation



Look at what's just blown in. Bentley have unveiled a brand new Bentley Blower.

Here is the first new Bentley Blower for 90 years. Don't be fooled into thinking that this is some sort of kit car made to look like the famous Blower used by the racing Bentley Boys in the 1920s. It is a perfect recreation which has taken a staggering 40,000 hours to build.

But it's only one of the latest ideas we're seeing from some of the world's biggest and smallest manufacturers.

You can now go out and buy a brand new Aston Martin DB5 and pretend to be James Bond. Or how about a hand built Jaguar C-type.

In a nutshell, what Bentley have done is take the original 1929 Bentley Blower from their museum, dismantle it, dig out the original designer sketches and plans used for the four Blowers built and raced by Sir Henry 'Tim' Birkin in the late 1920s, and faithfully recreate an exact replica. The 4.5 litre engine was stripped. So too was the supercharger, situated in front of the radiator, which gives the Bentley Blower its distinguished appearance.



Every single component was laser scanned and new ones were then hand crafted. Bearing in mind this includes all the interior workings of the engine and supercharger, plus the dials, trim and numerous fixings, it's easy to see why construction of this new Bentley Blower has taken so long.

The car you see here is a prototype for the Blower Continuation Series. This car will undergo rigorous testing and be used as the basis for twelve identical cars. All will be finished in gloss black with Oxblood red leather from Bridge of Weir.

The cars are built by Bentley Mulliner which has three specialist divisions. The Blower is part of their Classic portfolio; Coachbuilt division is working on the stunning Bacalar, while Collections was responsible for the Continental GT Mulliner.

All credit to Bentley. They've utilised some of the finest small companies across the UK to construct individual parts. For example, Israel Newton & Sons are a 200 yr old company in Derby who traditionally make boilers for steam locomotives and tractions engines....as you do....they've made the Blower's chassis.

The Vintage Car Radiator Company made



the solid silver nickel radiator shell and petrol tank.

The father and son team behind Vintage Headlamp Restoration, recreated the Blower's iconic headlights from original plans.

Ludlow based Lomax Coachbuilders built the car's ash frame while a blacksmith in the Midlands made the springs and shackles.

The seats, as per the originals, are stuffed with ten kilos of natural horsehair.

Once the engine had been built, the Bentley engineers realised they had a problem. How to test it. There was nothing from the current range of Bentley cars which could be used so some old-school engine test beds were dusted off. They'd previously been used to run-in Merlin V12 engines found in WW2 Spitfire and Hurricane fighter aircraft.

So, what's next? The car is about to embark on a 20,000 mile test programme. There will also be 5,000 miles of driving on tracks to simulate what the car went through on rallies such as Peking to Paris and Mille Miglia.

crazy



Bentley have also used this exercise to completely restore their own car.

And of course, the new Bentley Blowers will not have one thing that the originals have by the bucketload.

History.

Fancy one of the twelve new Blowers? Tough...they're all sold.

And it's a similar story if you fancy a perfect recreation of the famous James Bond Goldfinger Aston Martin DB5. Well, when we say perfect, obviously there isn't an ejector seat, although you can remove a roof panel so that you at least get the visual effect, and you don't have real machine guns, but you do get a bullet-proof (it isn't) shield, oil sprayer, smokescreen to bamboozle following agents, rotating number plates, print bumper extenders to represent battering

And at some point it will be driven to its absolute maximum speed approaching 140mph.

But why build this car in the first place? Some purists have moaned that it dilutes the kudos of the original. However, Bentley have been at pains to stress that it won't be built as an image of their own 1929 race Blower. It won't be the same colour and won't feature the various graphics which appear on the original.

rams, loads of fancy retro switchgear as was seen in the film, and pretend guns which pop out from the front and rear light.

25 are being built and it'll set you back around £3.5m. There's a minor problem though... it isn't road legal so you can't pop to the shops in it. Nearly 5000 hours was spent hand building this DB5. You get original body panels and a 4.0 litre 6-cylinder petrol engine which uses a 5-speed manual gearbox to power the rear wheels.

And of course you get to have what many reckon is the world's most famous car. Okay, it's going to be a toy for the super-rich just to have in their garage to show to friends to for having some fun on a race track, but it's another example of stunning British engineering.

As is the Jaguar C-type. Eight new C-type Continuation cars will be built with each of them reflecting the 1953 Le Mans-winning works team car specification, including 3.4-litre straight-six engine. It's not the first continuation car from Jaguar and it won't be the last. We've already had Lightweight E-type, XKSS and D-type models and Jaguar's archives are being searched for more and more original material. As with the Bentley Blower, Jaguar has computer scanned every detail of an original C-type to create the most authentic new C-type possible.

And yes, it will be fully capable of recreating the sort of performance on the track which the original cars did in the 1950s. They're not just for show. As with the DB5 and the Blower, they are fully working, proper cars. Jaguar even offer a fully approved Harness Retention System and rollover protection. Not just for show, these authentic new C-types will be eligible for historic racing, track and closed-road use.

If you can remember a car from childhood...one that you had picture of pinned to the bedroom wall...you never know. If you win the lottery and are extremely patient, you may be able to get a brand new, faithful recreation.

Right, time to go for a spin in the DB5 Goldfinger Aston Martin. Where's my dinner jacket?



The Fast, The Furious and The Silent

There's something about a Harley-Davidson motorcycle. You see loads of bikes in films and on TV, but most are instantly forgettable.



You can't say that about a Harley-Davidson.

And despite having a smaller range than a lot of manufacturers, especially those from Japan, there's something for just about everyone in the Harley range.

There's no denying that Harley-Davidson is best known for cruiser motorcycles such as the iconic Softail family or the touring Glide models. You can include their Trike models too. However, if we had to pick a favourite in terms of all-round cruising ability, looks and performance, we'd go for the Fat Bob.

Prices start at £16,995. If you enjoy a relaxed style of riding, this fits the bill. You sit fairly upright with your feet forward. Okay, the 1.9 litre 93hp engine has bundles of performance going via the 6-speed gearbox, (top speed is 110mph) but that's not really what the Fat Bob is about. Imagine cruising down the California highway or along the Avenue des Anglais. Yes? You've got it. Don't be fooled; this is a sports focused bike that's



For more information
[click here](#)

more than happy being flung along sweeping roads.

If you want to leave the tarmac and head for the hills, look at the Pan America models which have recently arrived in the UK. Prices start at £14,000. This is a new market for Harley-Davidson and, as a first crack at 'adventure' bikes, it hits the mark. Power comes from a 1250cc engine which develops 150hp via a 6-speed 'box. You can select your ride mode. Flick a switch to go from sport mode to road, rain, off-road and off-road plus. You can even create a custom mode which alters power delivery, engine braking, traction control and anti-lock brakes.

Sounds good and look good too.

Talking of sound, you can now buy a Harley-Davidson which is silent. SMIDSY is a motorcycle rider's worst nightmare. 'Sorry Mate I Didn't See You'. Well now you can add 'I Didn't Hear You' because Harley-Davidson has launched the



LiveWire. This is their first electrically powered motorcycle. It is also the most powerful bike that Harley-Davidson has ever produced. 0-60mph takes 3 seconds because, just as with electric cars, as soon as you apply the power, you have all of it...100 per cent. 60 to 80mph takes a mind blurring 1.9 seconds. There's no clutch to release, no gears, all you do is flick your wrist and take off. The range is around 95 miles on a full charge. You can plug it into the mains at home for a full overnight charge, or if you visit a charging station you can get a full charge in around an hour. It ain't cheap... £28,995...but if you want to save the planet, and rip it up on the odd occasion, the LiveWire could be what you've been waiting for.



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THIS CAR IS SUPERB ...IT REALLY IS.

Back in 2001 when ŠKODA announced they were going to produce a large car and call it Superb, I think a lot of folk thought they were setting themselves up for a fall.

It's like when you drive past a pub and it's got a sign outside promoting 'Good Food', but once you've tried the Shepherd's Pie, it really wasn't that good after all.

However, the ŠKODA Superb turned out to be, well, superb.

In terms of interior space for occupants and space for luggage, the Superb is one of the best around. A 6ft 6in driver can have a 6ft 6in passenger sat behind them and both will still have room to stretch out. The boot area is enormous and if you get the estate version shown here, you can climb in and go for a walk.

Prices start at £27,170 for the entry level SE trim. This is terrific value for what is a well-equipped, big estate car even in entry level form. There's then SE L, Sportline Plus and top of the range Laurent and Klement. We like the SE L level. Okay it adds around three grand to the price but it means you get satellite navigation with a really smart 8-inch



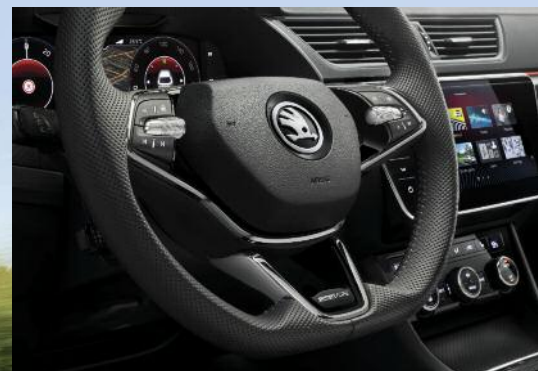
colour touchscreen, leather upholstery, heated front seats, matrix headlights, privacy glass, keyless entry, power operated driver's seat and additional safety kit. It's worth it and makes the Superb feel a lot more luxurious.

There are also some really clever, thoughtful touches. In the boot, there's a removable LED lamp. In the filler cap, there's an ice scraper and, in the driver's door you'll find an umbrella. We'd also recommend Area View which uses a 360-degree image created by four cameras to provide an overview of the car's immediate surroundings when parking or manoeuvring. Trailer Assist is also available. It's ideal for anyone who'll be using the Superb Estate for towing.

In terms of engine choice, there's a great selection of petrol and diesel, but the one we love is the plug-in hybrid version which has a 1.4 litre 154bhp petrol engine paired to an 115bhp electric motor. It gives you an output of 215bhp which means a 0-60mph time of 7.8 seconds and a top speed of 139mph. You can drive for 35 miles on battery alone. Make full use of the hybrid technology and you'll crack the 100mpg mark. It makes huge sense as a company car.

Every Superb is good to drive and seriously comfortable. It'll be a brilliant long distant cruiser for the commuter or family.

So, is the ŠKODA Superb really superb? Absolutely.



CHARGE OF THE VOLVO BRIGADE

This is the latest XC40 from Volvo. It's the XC40 Recharge P8 and it's Volvo's first fully electric car. The company estimates 50 per cent of its sales will be electric within the next 4-5 years. Every model in the Volvo range will include an electric option. The 'Recharge' name is used as a category into which Volvo hybrid and electric cars sit.

Let's start with some basic stuff. This XC40 looks very much like any other XC40...which is a good thing. The British designed XC40 is one of the more recognisable SUVs in what is becoming an increasingly crowded market. Apart from the badging, a blanked-off area where the grille would normally sit plus a different design to the alloy wheels, there's very little to tell what sort of power plant lurks beneath the smart bodywork.

And here's the techy info which, let's face it, is the important bit when it comes to deciding whether to take the fully-electric leap. A lot of folk still need convincing.

Under the cabin there's a 78kWh battery. This feeds power to a pair of electric motors, one on each axle, and produces a hefty 402bhp. The 0-60 time of 4.7 seconds is right up there with many performance cars. Remember, you have 100 per cent power from the moment you hit the throttle. No gears and no engine revs to build. For many folk, the important figure will be how far you can go on a single charge. Volvo's answer is 259 miles. If you can use a rapid charger



at something like a service station, you'll get an 80 per cent top-up in 40 minutes. If you have a wall-box at home or work, you'll have a full charge in around 8 hours.

You get into a routine. If the car is going to be used as a Monday-Friday commuter mobile and your round journey is about 40 miles, a full charge on a Sunday night should get you through to arriving home on Friday. Go to bed on the evening, plug it in and you'll have enough for a weekend jaunt. Plug in again on Sunday night. And repeat.

What sort of kit do you get as standard? There are three levels of trim, but every P8 is fully loaded and comes with satellite navigation, DAB radio, Bluetooth, a

cracking audio system and full climate control. The voice-activated Google Assistant is terrific.

It's hugely rewarding to drive. Fun too thanks to the all-wheel drive system which gives surefooted handling. Yes it's incredibly quick, but it will also happily pootle around town. The ride is excellent.

Apart from that, everything else is pure XC40 which means a roomy, comfortable interior with a seriously premium feel.

And because it's a Volvo, you get one of the safest cars on the road.

Prices start at £49,950. There's even a Volvo subscription service where you just pay a monthly fee over 3 years. It's the future.



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SUPER-DUPER

Supra

Toyota drop a smaller engine into their sports car. Does it work?

Earlier in this edition of AutOh! you'll have spotted our article about so-called Continuation cars. It's an interesting concept; take a popular old car and faithfully recreate it for the 21st century. They're a money-spinner for the manufacturers while also keeping some very skilful people gainfully employed.

Toyota have done things differently. Arguably their most important sports car ever, was the Supra. It made people in Europe sit up and take notice of Toyota. It quickly became an icon. And here's their latest version. The Supra GR.

This 5th generation of the Toyota Supra is actually built in Germany alongside the



BMW Z4 with which it shares most of the oily bits. The big 3.0 litre engine has been joined at the party by a turbocharged BMW 2.0 litre 4-cylinder 255bhp engine which feeds the rear wheels via an 8-speed auto 'box. Okay, you lose the sound of a 6-cylinder engine and some of the effortless cruising, but we reckon this is a better car to drive than the hunkier Supra. It's lighter and more nimble. The auto box is really quick too and encourages you to push on as it seamlessly slips up and down the ratios. Don't be fooled by the smaller engine because you'll still reach 60 mph in 5.5 seconds and your economy improves to a reasonable 38.6mpg. Some folk will always prefer a big lump under the bonnet, especially in something like a Toyota Supra, but as an overall package, the 2.0 model is just as satisfying to drive.

The Supra is surprisingly comfy too. We



undertook our trip from Newcastle to Silverstone for the Bentley Continental event in the Supra and found it extremely relaxing to drive. The variable suspension means you can tune it to your mood.

As you'd expect, it comes with just about everything including sat nav, climate control, a really smart and simple to use 8.8-inch colour touchscreen, DAB radio, voice recognition, reversing camera and extremely handsome 18-inch alloy wheels. The 3.0 litre model upgrades you to 19-inch wheels, powered seats and a head-up display, but you'd struggle to tell the two apart. The exterior, apart from some badging and those slightly chunkier wheels, is identical.

And with a starting price of £46,010 for the 2.0 litre GR Supra you'll save £8355 and find it cheaper to run. What not to like.

£8355...that's enough to fund a decent holiday (remember those?)

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